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Northwest Illinois Traffic Safety Action Plan

Prepared By:



iteris[®]

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Chapter 1

Leadership Commitment & Introduction

1. Leadership Commitment and Introduction

In 2023, Northwest Illinois (NWIL) was awarded a Safe Streets for All (SS4A) grant to create a Traffic Safety Action Plan (TSAP) for the Northwest Illinois area. The SS4A funding application was supported through a partnership between the counties of Carroll, Jo Daviess, Lee, Ogle, Stephenson, Whiteside and Blackhawk Hills Regional Council (BHRC) - northwest Illinois' economic development district and regional planning organization. The study area encompassed the BHRC planning region, which includes the above-mentioned counties and sixty-four municipalities. The safety improvement recommendations, priority project list and goals developed through this process and contained in this report will be used by each study partner involved in the development of the NWIL TSAP, demonstrating their dedication to safer roadways in northwest Illinois.



NWIL is committed to improving public safety on roadways by following the United States Department of Transportation's (USDOT) Safe System Approach that establishes the goal of zero fatalities and zero serious injuries by the year 2040, where a serious injury crash is defined a crash where someone does not make a full recovery. Top crash locations can be found in Appendix A. Participating agencies have adopted resolutions towards the improvement of safety for all roadway users regardless of mode of travel or socio-economic background in alignment with the recommendations in this report. The resolutions can be found in Appendix B.

1.1 Safety Goal and Approach

The TSAP is closely aligned with Vision Zero, a global movement to end traffic-related fatalities and serious injury crashes, and with the Safe System Approach, which involves a systemic approach to road safety with the idea that humans are vulnerable to injury and make errors. The Safe System Approach recognizes that the responsibility to eliminate fatal and serious crashes is shared by both roadway users and those involved in the planning, design, maintenance, and operations of the transportation system. Human error is inevitable; as such, the Safe System Approach strives to design forgiving roadways that will minimize the severity of crashes and encourage a quick response of medical services when needed. It emphasizes that no traffic-related deaths are acceptable.



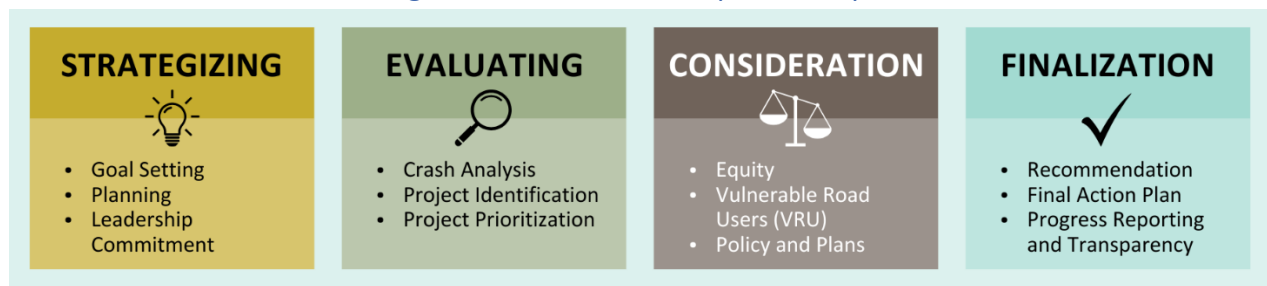
Image Source: Canva

The Federal Highway Administration (FHWA)¹ defines a TSAP as a method to prioritize safety improvements with consideration for investments decisions. TSAPs have many benefits, including:

- Providing a data-driven approach to identify underlying causes of roadway fatalities and serious injuries.
- Identifying proven safety countermeasures that address targeted crash types.
- Encouraging communication between stakeholders and transportation agencies.
- Supporting opportunities to obtain funding for future infrastructure improvements.

A key component to the approach is recognizing that humans make mistakes, but those mistakes should not result in the loss of life. Study area goals included strategies to reduce targeted crash types by taking a four-step approach commonly known as the four E's: Engineering, Enforcement, Education, and Emergency Response. The major steps in the development and implementation of the TSAP are displayed in Figure 1.1.1.

Figure 1.1.1: TSAP Development Steps



1.2 Alignment with Existing Focus Areas

The TSAP study process investigated crash types that more frequently resulted in fatalities and serious injuries for the purpose of identifying strategies. The approach aligns well with the Illinois Department of Transportation's (IDOT)² Strategic Highway Safety Plan's emphasis areas displayed in figure 1.2.1.

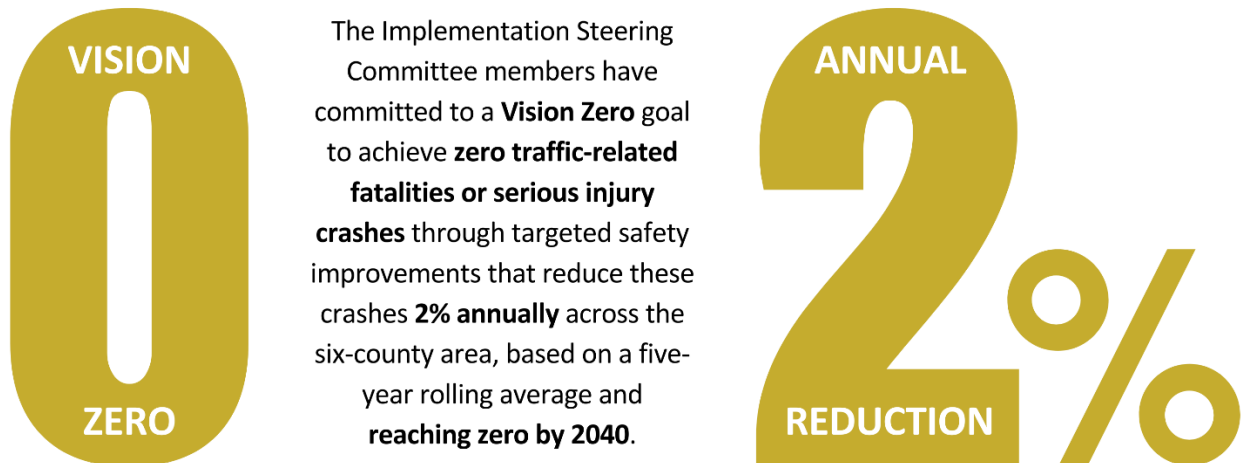
¹ Federal Highway Administration: <https://www.transportation.gov/grants/SS4A>

² Illinois Department of Transportation: <https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/manuals-guides-and-handbooks/safety/strategic-highway-safety-plan-2022.pdf>

Figure 1.2.1: Emphasis Areas



Images Source: Canva



The TSAP planning and analysis process incorporates a multimodal perspective – incorporating walking, pedalcycling, and transit in addition to driving – in support of the SS4A program's focus on the Safe System Approach, which strives for zero fatalities and serious injuries for all modal users. The Implementation Steering Committee prioritized goals by considering the existing policies of all participating agencies, new data, and stakeholder feedback obtained through the planning process for the Draft TSAP.

1.3 Existing Policies and Practices

Stakeholders provided policies and plans for review to identify alignment with transportation safety goals. Twenty-three (23) documents were identified. A full policy list can be found in Appendix C. The content of these documents was utilized to identify gaps in traffic safety data, projects and policies that were built upon in the TSAP development process.

1.4 NWIL Stakeholder Contacts

A list of diverse stakeholders was developed, including more than four hundred electronic contacts and over eight hundred physical mailing addresses. These included BHRC staff, county engineers, community support organizations, IDOT, local transit organizations, economic development organizations, public health officials, churches, and safety officials. These stakeholders participated in opinion polls, workshop and information sessions, virtual public meetings, and review of study deliverables.

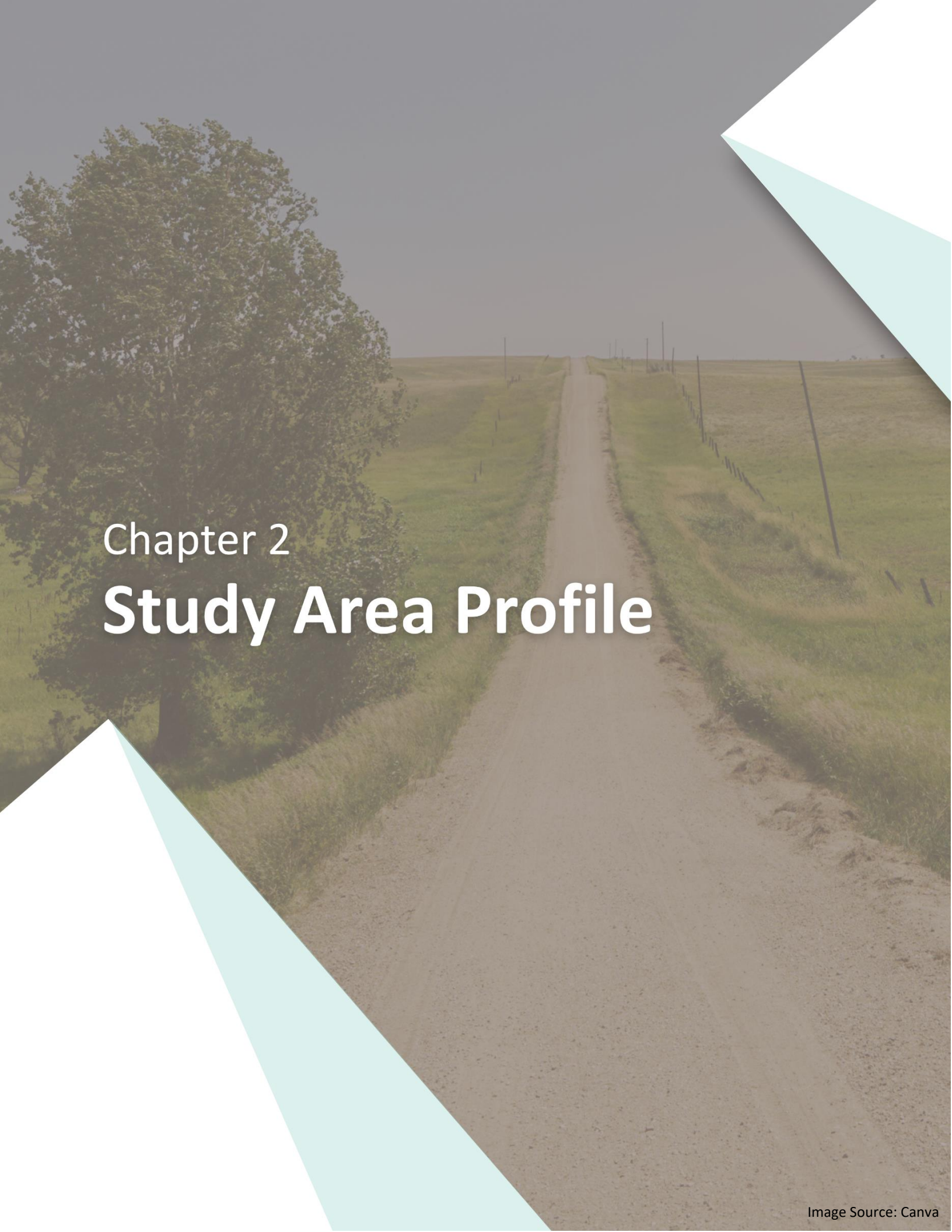
1.5 NWIL SS4A Implementation Steering Committee

An Implementation Steering Committee (ISC) provided expert advice on key project components. They participated in expert opinion polls, helped set goals and policies, and reviewed the draft report as well as attended public and project meetings. The members of the committee can be seen in table 1.5.1.

Table 1.5.1: Implementation Steering Committee Members

DALE RASMUSSEN	Stephenson County Engineer	RUSS RENNER	Whiteside County Engineer
SARA RENKES	Carroll County Engineer	GEORGIA NEWCOMER	Stephenson County Administrator
STEPHEN KEEFER/DYLAN OPPOLD	Jo Daviess County Engineer	ROB BOYER	City of Freeport Manager
DAVID ANDERSON	Lee County Engineer	DANIEL PAYETTE	BHRC Executive Director
JEREMY CIESIEL	Ogle County Engineer	ABIGAIL EBELHERR	BHRC Regional Planner
TODD SCHMIDT		Federal Highway Administration	





Chapter 2

Study Area Profile

2. Study Area Profile

The following section discusses the land use, demographics, and equity considerations in the study area.

2.1 Area Description

The study area encompassed the six counties of Carroll, Jo Daviess, Lee, Ogle, Stephenson, and Whiteside in northwestern Illinois. It is bordered by the Mississippi River to the west and the state of Wisconsin to the north. The area is predominantly rural with the 2020 U.S. census decennial data reflecting a population of 223,991. The largest urban centers in each county are Savanna (Carroll County, population 2,783), Galena (Jo Daviess County, population 3,308), Dixon (Lee County, population 15,274), Rochelle (Ogle County, population 9,446), Freeport (Stephenson County, population 23,973), and Sterling (Whiteside County, population 14,764).

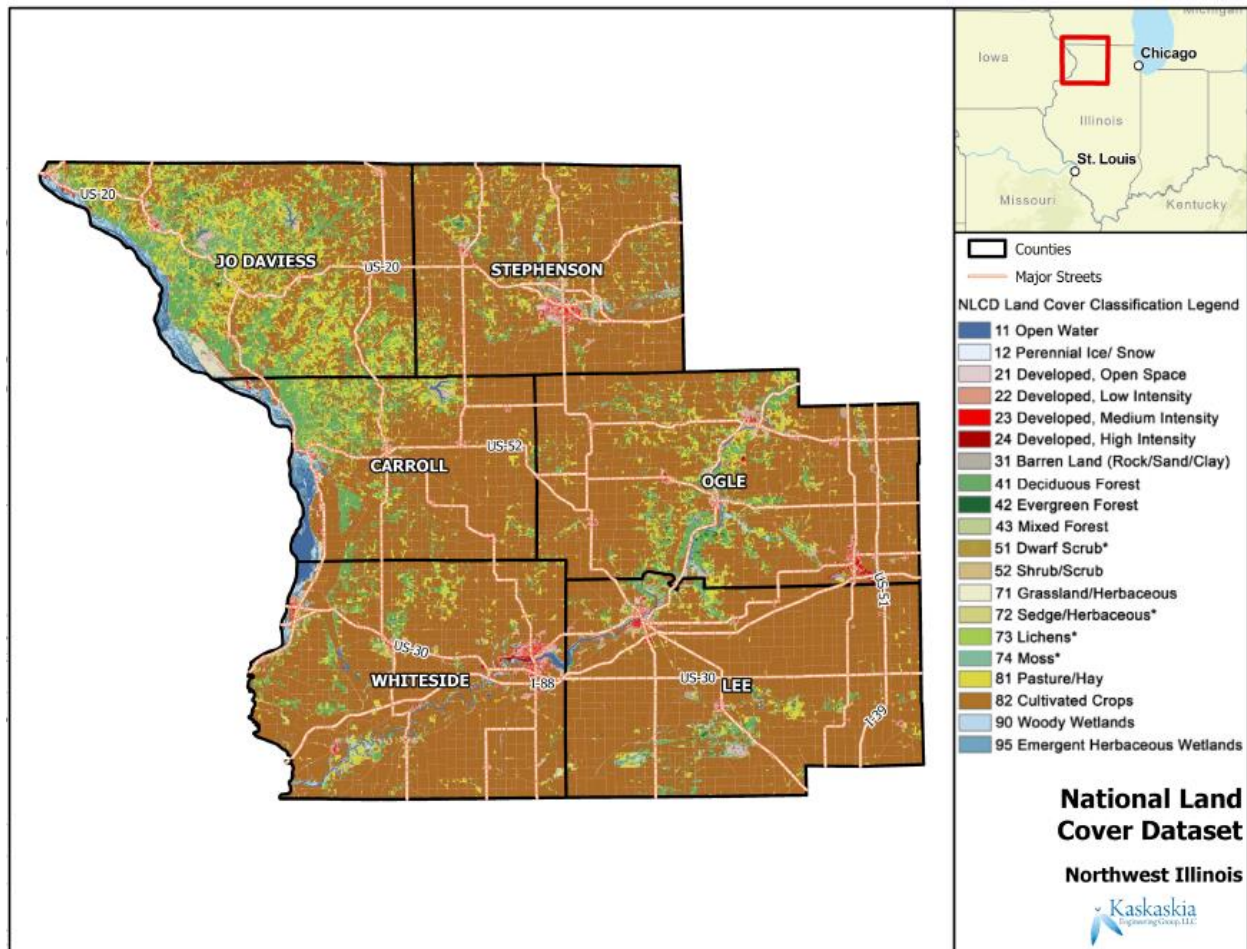


Image Source: Google Earth (2022)

2.1.1 Land Use

The majority of the study area is comprised of rural agricultural land. Urban areas are spread through the study area, ranging from a few hundred in population to approximately 25,000. The topography of the study area is comprised of rolling hills, bluffs and valleys. Key routes through the study area include I-88, US-20, US-30, US-52, IL-2, IL-26, IL-38, IL-40, IL-64, IL-72, IL-73, IL-75, IL-78, and IL-84. A map detailing the land cover, key routes and the counties can be seen in Figure 2.1.1.

Figure 2.1.1: Study Area Key Routes and Land Cover



2.1.2 Demographics

According to the 2020 Decennial Census³, approximately 5.0% of people in the study area are under the age of five, which follows national trends of 5.5%. The study area had a slightly higher percent of persons over 65 than the nation – 22.0% vs 17.7%, respectively (ibid) population.

The 2020 census data, displayed in Figure 2.1.2, indicates that most of the population identified as non-Hispanic, one race, and white. The largest percentage of Hispanic population resides in Whiteside County while Stephenson County has the highest bi-racial and populations of color. Black, Indigenous, Asian, and other people of color have generally been increasing as a percentage of the region's population since 2010. The Hispanic or Latino, multi race and white populations as a percent for each county compared to the national level can be seen in table 2.1.2.

³ United States Census Bureau: <https://www.census.gov/quickfacts/fact/table/US/PST045223>

Figure 2.1.2: Study Area Racial and Ethnic Makeup, 2020

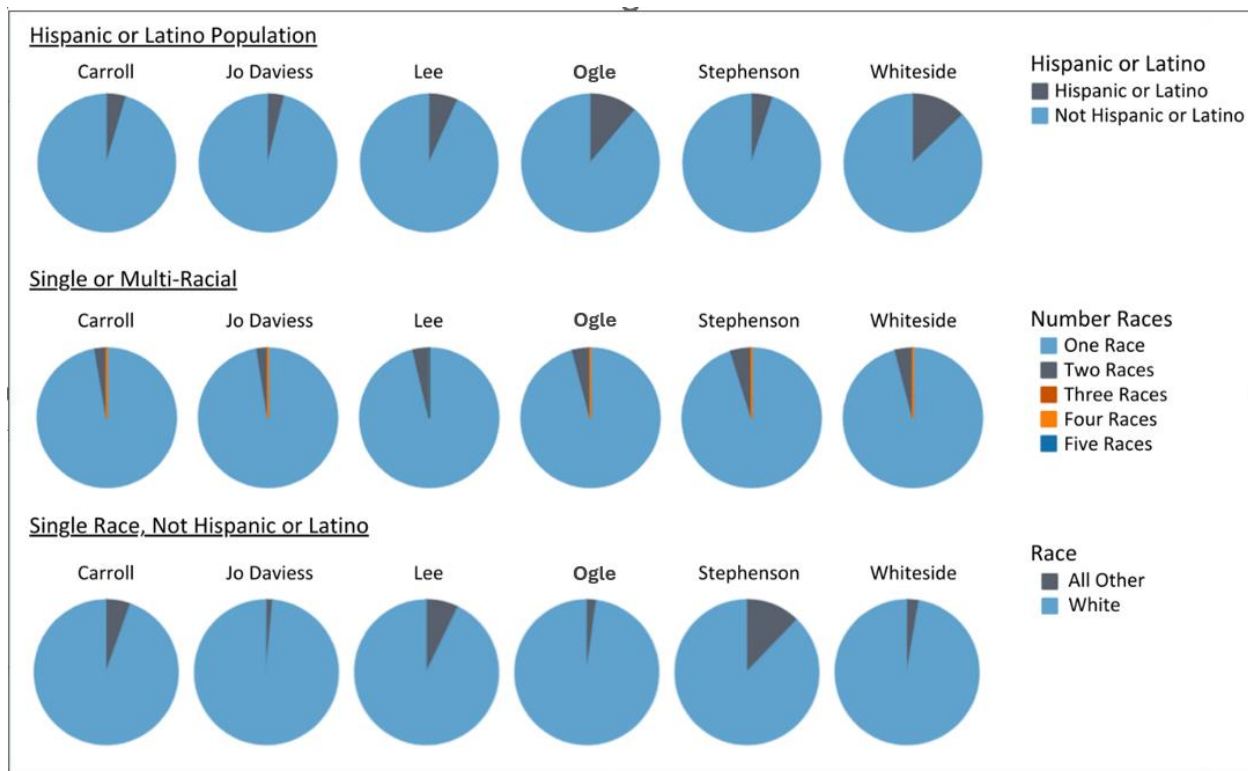


Table 2.1.2.: Study Area Racial and Ethnic Makeup

	Carroll	Jo Daviess	Lee	Ogle	Stephenson	Whiteside	USA
Hispanic or Latino Population	6%	4%	8%	12%	6%	14%	20%
Two or More Races	2%	2%	2%	2%	4%	2%	3%
White	93%	94%	91%	86%	90%	85%	77%

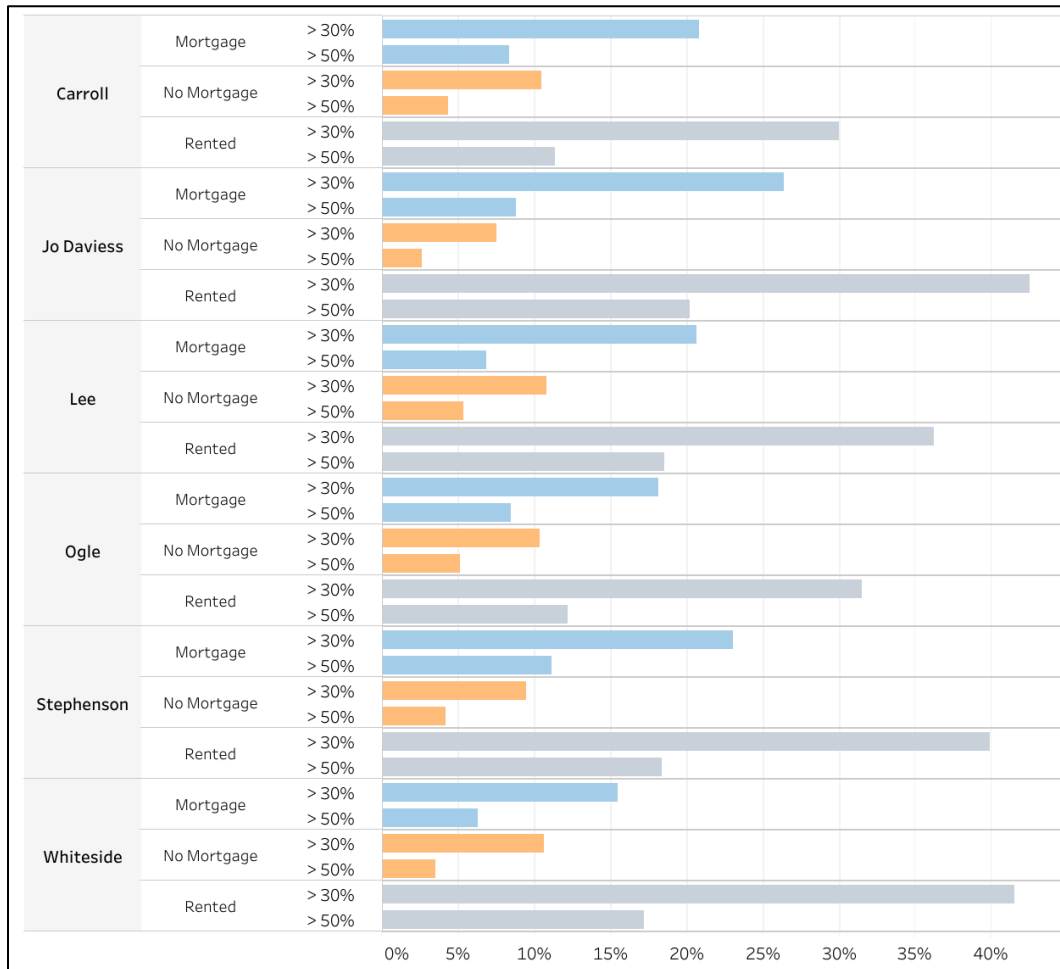
2.1.3 Housing

Housing costs as a percentage of income provides insight into the affordability of living within the study area. A housing burden exists when the housing cost as a percentage of household income surpasses 30%. According to the 2022 ACS Census Data⁴ the percentage of household costs over the 30% threshold for the study area ranged from approximately 15.4% to 26.4% for mortgage holders, between 7.5% to 10.8% for non-mortgage holders and between 30.0% and 42.4% for renters. Figure 2.1.3 provides further details on the housing costs by county including housing costs exceeding 50% of household

⁴ United States Census Bureau: <https://www.census.gov/quickfacts/fact/table/US/PST045223>

income, which ranged between 6.2% to 11.1% for mortgage holders, between 2.5% to 5.4% for non-mortgage holders and between 11.3% and 20.2% for renters.

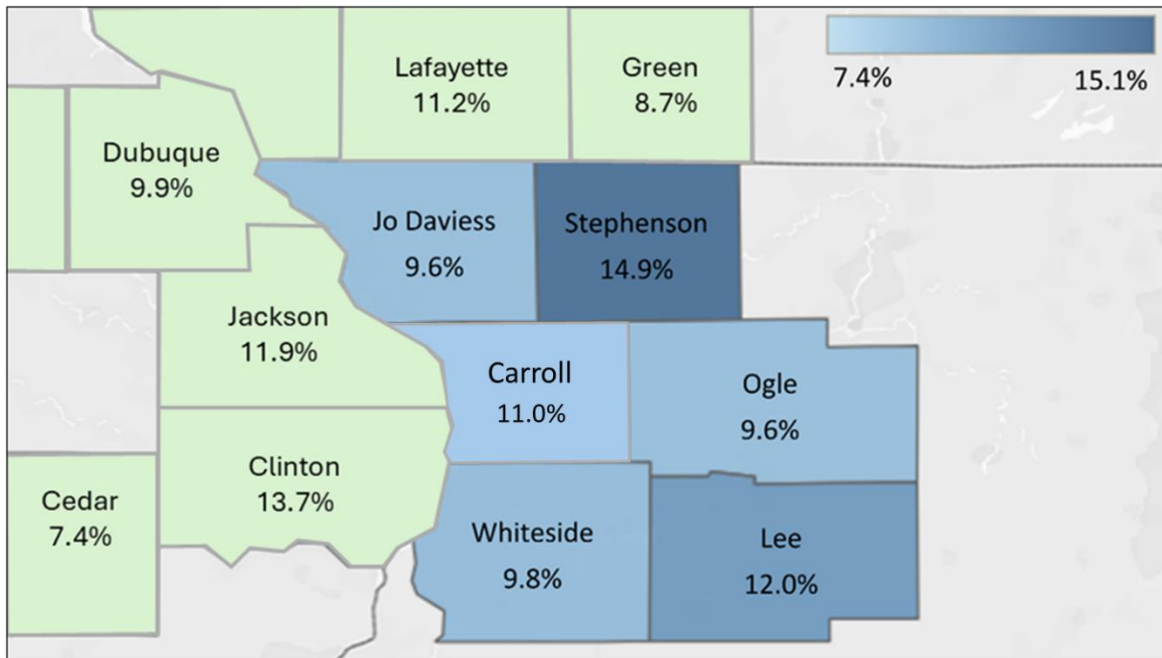
Figure 2.1.3: Study Area Housing Cost as a Percent of Income, 2022



2.1.4 Economics

As seen in Figure 2.1.4, 2020 census⁵ data indicates that counties within the study area have a poverty rate ranging from 9.6% to 14.9%, which is generally higher than adjacent counties in Iowa and Wisconsin, which have poverty rates ranging from 7.4% to 13.7%.

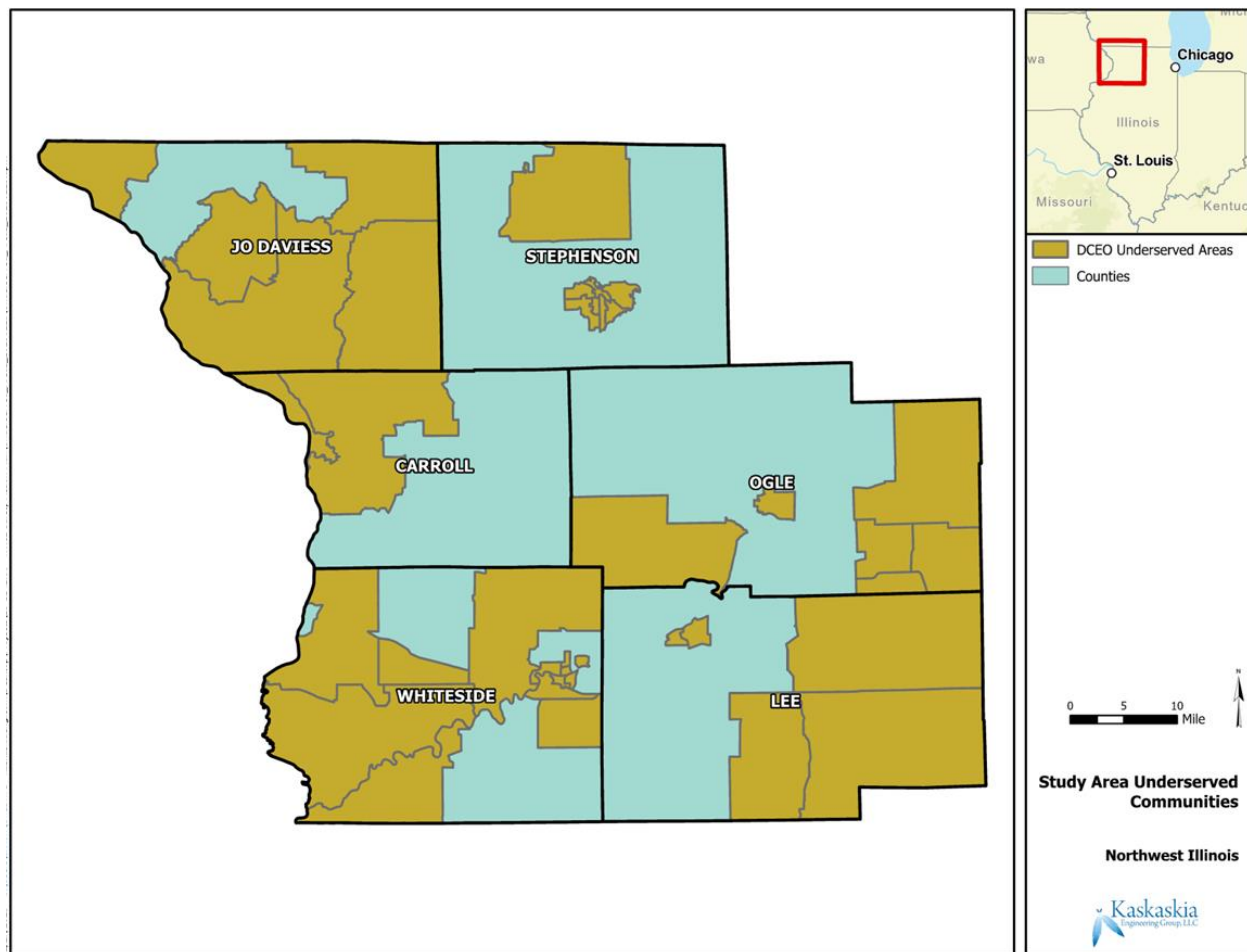
Figure 2.1.4: Study Area Poverty Rates, 2020



⁵ United States Census Bureau: <https://www.census.gov/quickfacts/fact/table/US/PST045223>

The Illinois Department of Commerce & Economic Opportunity (DCEO)⁶ awards enhanced credits for certain programs located in underserved areas. Census tracts are considered underserved if they meet DCEO poverty or unemployment thresholds. As seen in Figure 2.1.5, substantial portions of the study area are considered underserved, with the most impacted counties being Jo Daviess, Whiteside, Stephenson, Ogle, Lee, and Carroll respectively when examined by population.

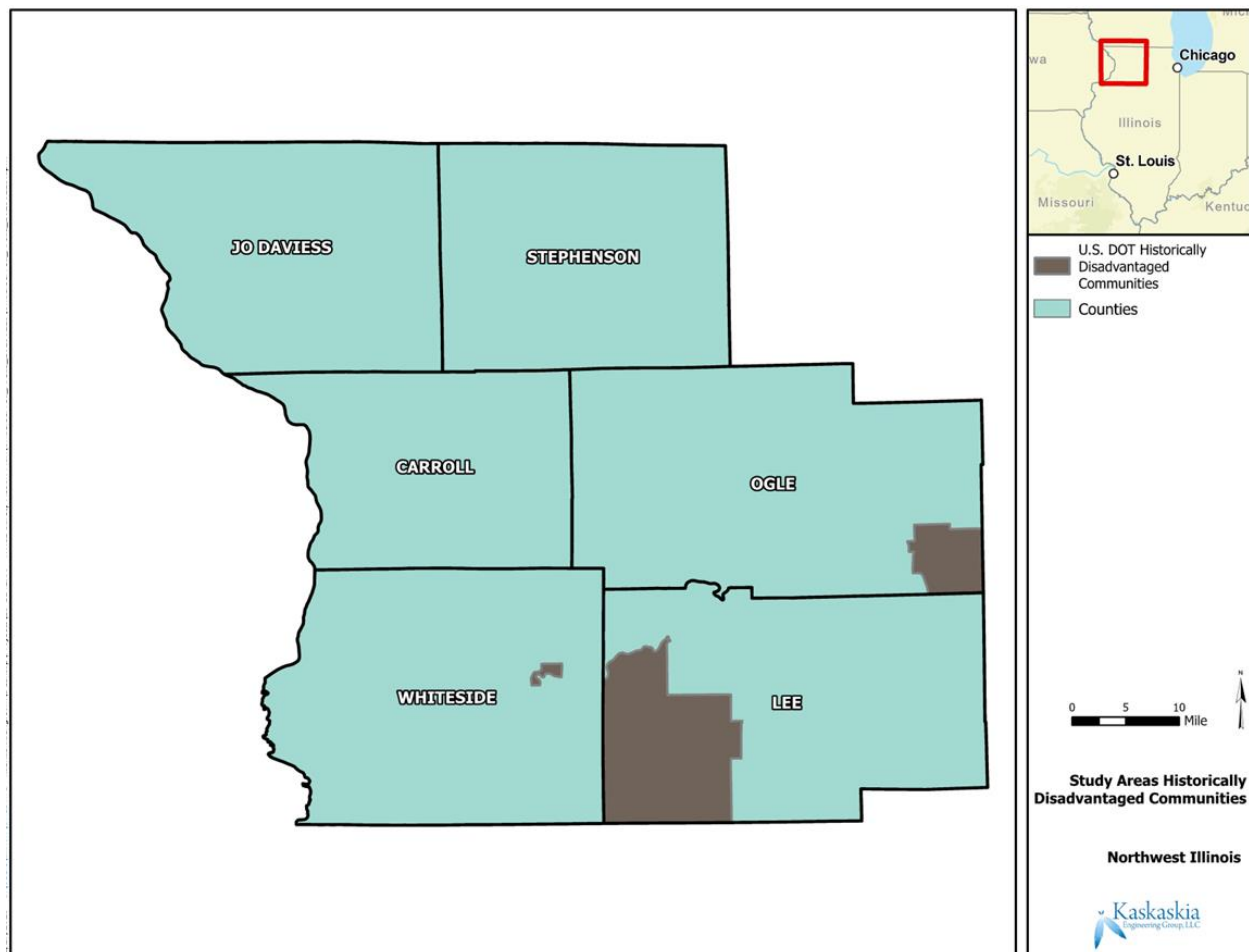
Figure 2.1.5: Study Area Underserved Communities



⁶ Illinois Department of Commerce & Economic Opportunity:
<https://dceo.illinois.gov/expandrelocate/incentives/underservedareas.html>

According to the White House Office of Management and Budget⁷ portions of Ogle, Whiteside and Lee have Historically Disadvantaged Communities (HDC) with Lee County having the largest geographic area. A HDC is defined as an area that has faced systemic and prolonged disadvantages leading to inequalities including socioeconomic, health and environmental factors. A map of the disadvantaged communities is provided in Figure 2.1.6.

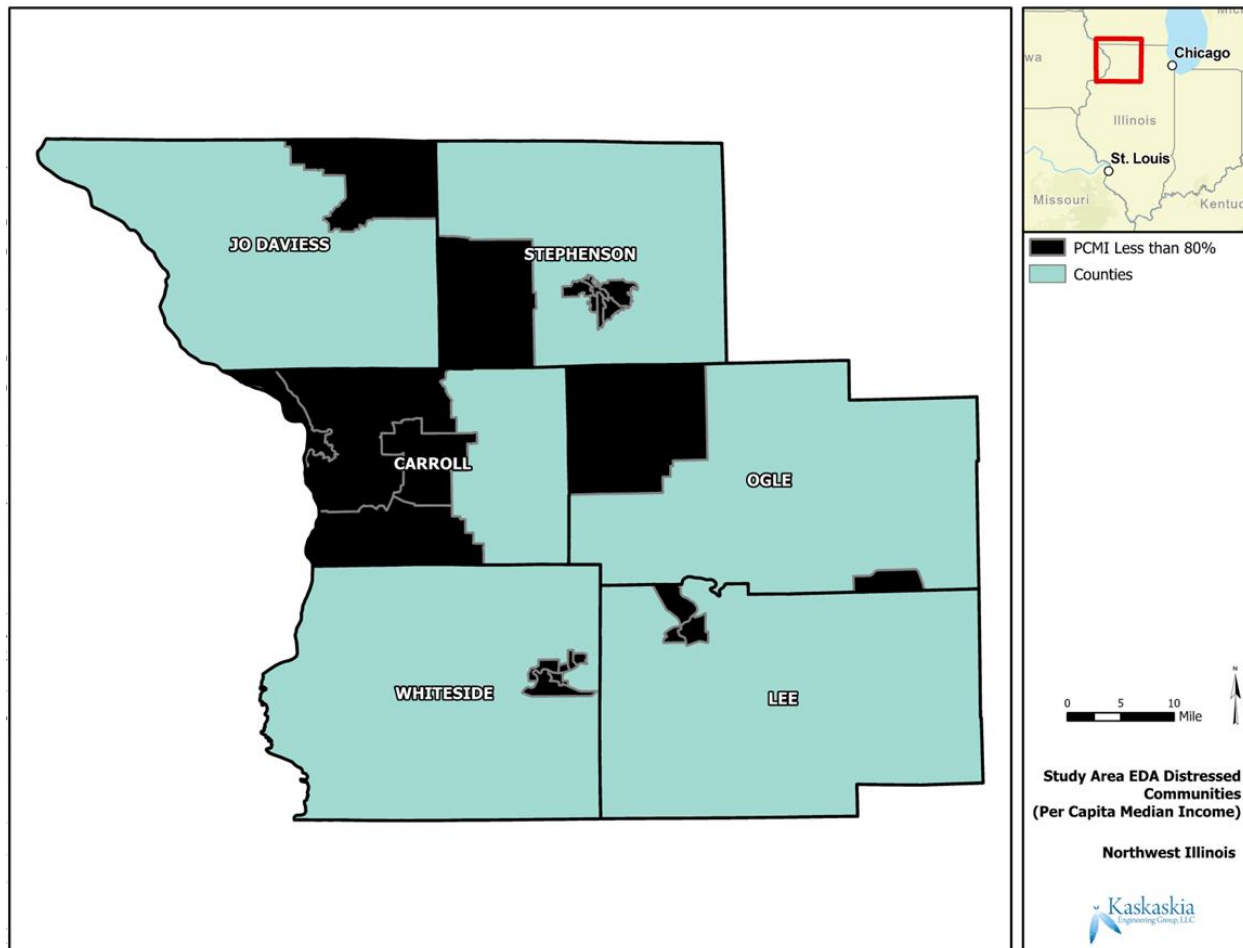
Figure 2.1.6: Study Area Historically Disadvantaged Communities



⁷ Office of Management and Budget: <https://maps.dot.gov/BTS/GrantProjectLocationVerification/>

Figure 2.1.7 provides a view of the U.S. Economic Development Administration (EDA)⁸ analysis of distressed communities identified as households with per capita median incomes (PCMI) below 80% of the area median income level. Substantial portions of Jo Daviess, Carroll, and Ogle Counties have distressed communities. Stephenson, Whiteside, and Lee Counties have small pockets of distressed communities.

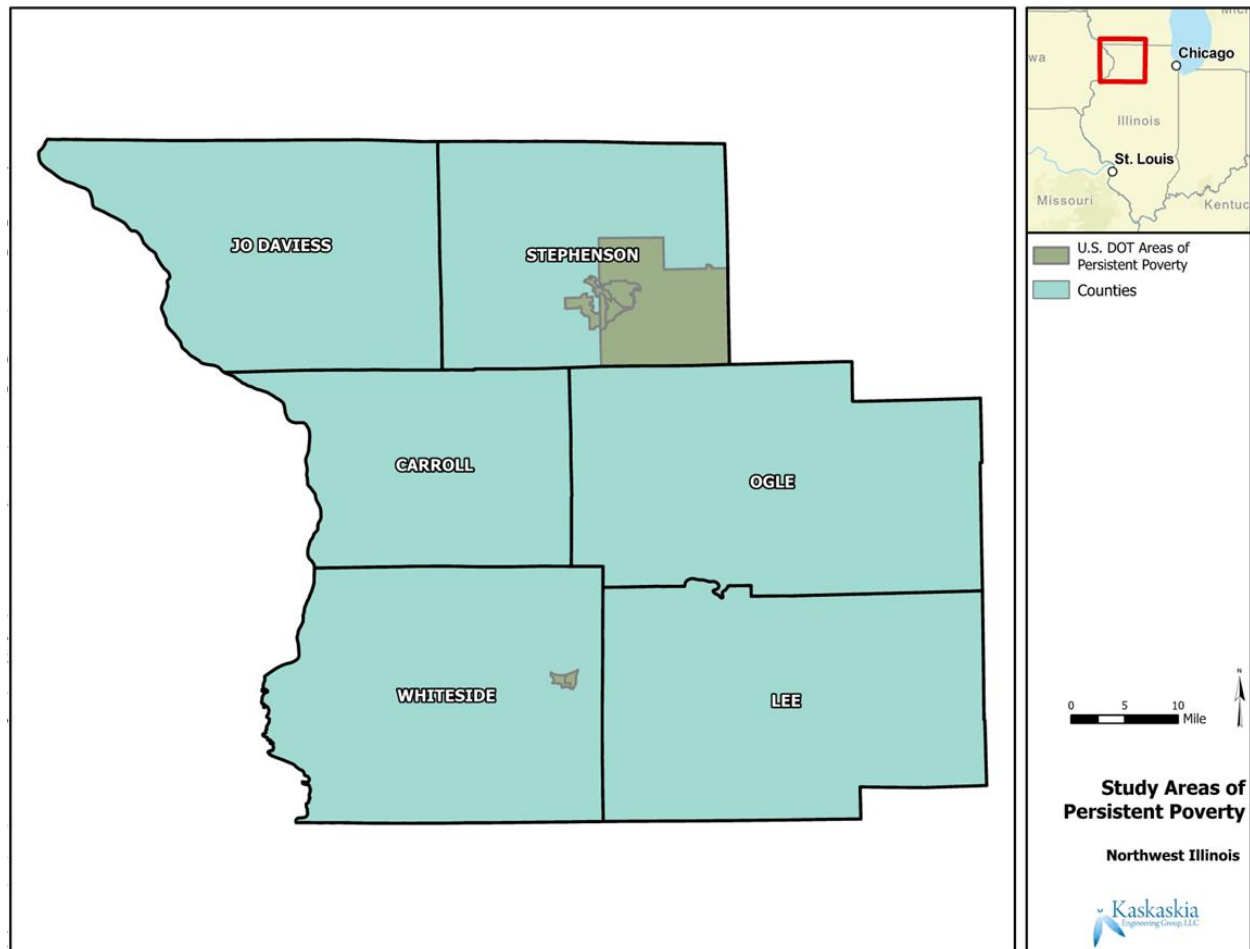
Figure 2.1.7: Study Area EDA Distressed Communities



⁸ U.S. Economic Development Agency Administration: <https://www.statsamerica.org/distress/>

Areas of Persistent Poverty (APP) are census tracts which have had a poverty rate of at least 20% as measured by U.S. Census 2014-2018 5-year ACS data. APP data is used by U.S. DOT in grant making considerations. As can be seen in Figure 2.1.8, Stephenson and Whiteside Counties have Areas of Persistent Poverty⁹.

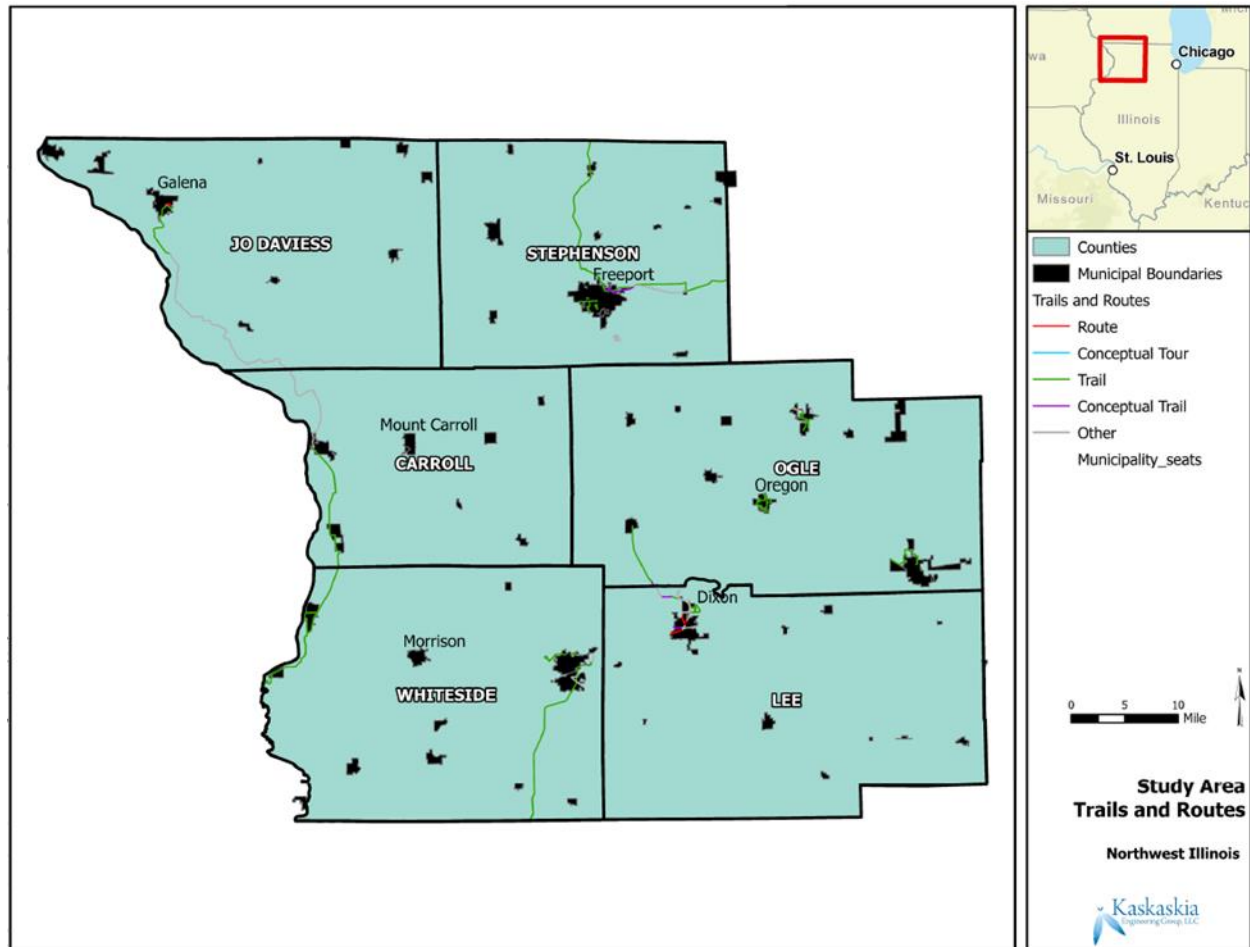
Figure 2.1.8: Study Area Areas of Persistent Poverty



⁹ US DOT: <https://www.transportation.gov/grants/mpdg-areas-persistent-poverty-and-historically-disadvantaged-communities-1>

Figure 2.1.9 shows the extent of trails and routes for non-motorized modes of transportation in the region. Individuals without access to personal vehicles may rely on this infrastructure to move from place to place; alternatively, trails and routes can provide recreational opportunities for area residents and visitors. As seen below, trails and routes are often limited to larger municipalities in the region. The largest exception is the Great River Trail, which connects multiple small municipalities along the Mississippi River in Carroll and Jo Daviess Counties.

Figure 2.1.9: Study Area Trails and Routes



2.2 Equity Considerations

Equity focuses on providing fair and just outcomes across all members of society, recognizing that some individuals or communities are disadvantaged in or have been disproportionately burdened by past decisions. Past practices did not always provide resources equitably, sometimes implementing improvements that benefit some, while harming others, such as people with less education, more poverty, or pedalcyclists and pedestrians.

Transportation investment without consideration of the varying needs of different communities and modal users can perpetuate isolation, lack of access to jobs and services, and other disadvantages which, due to the long-term effects of the transportation system, can perpetuate over generations.



Image Source: Canva

Environmental justice is a related concept that focuses on the just treatment and meaningful involvement of all regardless of income, race, color, national origin, Tribal affiliation, or disability, in decision-making and other activities that affect human health and the environment so that people:

- are fully protected from disproportionate and adverse human health and environmental effects (including risks) and hazards – including those related to climate change – the cumulative impacts of environmental and other burdens, and the legacy of racism or other structural or systemic barriers; and
- have equitable access to a healthy, sustainable, and resilient environment in which to live, play, work, learn, grow, worship, and engage in cultural and subsistence practices.

There are multiple ways of assessing transportation systems, environmental justice, and equity. At the time this TSAP was initiated, USDOT guidance for SS4A planning processes and projects required analysis of equity considerations. Furthermore, the Implementation Steering Committee agreed that equity considerations added value to the safety planning process. Below are the four datasets used to consider equity in the TSAP.

2.2.1 *EJScreen: Environmental Justice Screening and Mapping Tool*¹⁰

[EJScreen](#) was an Environmental Protection Agency's (EPA)¹¹ environmental justice mapping and screening tool created under the Inflation Reduction Act (IRA) to provide a nationally consistent dataset and approach for combining environmental and socioeconomic indicators. The EPA Disadvantaged Communities map on EJScreen combined multiple datasets to determine whether a community was

¹⁰ As of February 2025, the EJ Screen Tool is currently not available on the USEPA website

¹¹ Environmental Protection Agency: <https://www.fema.gov/emergency-managers/practitioners/recovery-resilience-resource-library/ejscreen-environmental>

disadvantaged for the purposes of implementing programs under the IRA. All data sets were assigned values at the Census Block Group level.

EJScreen defined environmental justice areas as spaces where environmental impacts have led to a disproportionate effect on groups of people, including minority populations, persons with limited access to transportation, households with low-income, older adults, and persons with disabilities. An environmental justice area was an area with a higher percentage of the population falling into a negatively environmentally impacted area that was higher than the national average.

2.2.2 Climate and Economic Justice Screening Tool¹²

The [Climate and Economic Justice Screening Tool](#)¹³ was a tool developed by the United States Digital Service that provided an interactive map with datasets that indicated burdens in eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development. Communities that were considered overburdened and underserved were labeled as disadvantaged. This tool was previously used by federal agencies to identify qualified communities under the Justice40 initiative, which sought to deliver 40% of the overall benefits of federal investments to disadvantaged communities.

2.2.3 Historically Disadvantaged Community¹⁴

A Historically Disadvantaged Community was defined by the Office of Management and Budget's (OMB)¹⁵ Interim Guidance for the Justice40 Initiative and the 2023 Addendum to this Guidance. Specifically, a project was in a Historically Disadvantaged Community if it was within certain qualifying census tracts that were identified as disadvantaged in the Climate and Economic Justice Screening Tool.

2.2.4 Qualified Opportunity Zones

Qualified Opportunity Zones (QOZs) are a tool designed to spur economic development and job creation in distressed communities. In a QOZ, new investments may be eligible for preferential tax treatment if they meet certain conditions. Localities qualify as QOZs if they were nominated for that designation by their state and that nomination was certified by the Secretary of the U.S. Treasury¹⁶.

¹² As of February 2025, the CEJST Tool is currently not available on the U.S. White House website

¹³ National Oceanic and Atmospheric Administration:

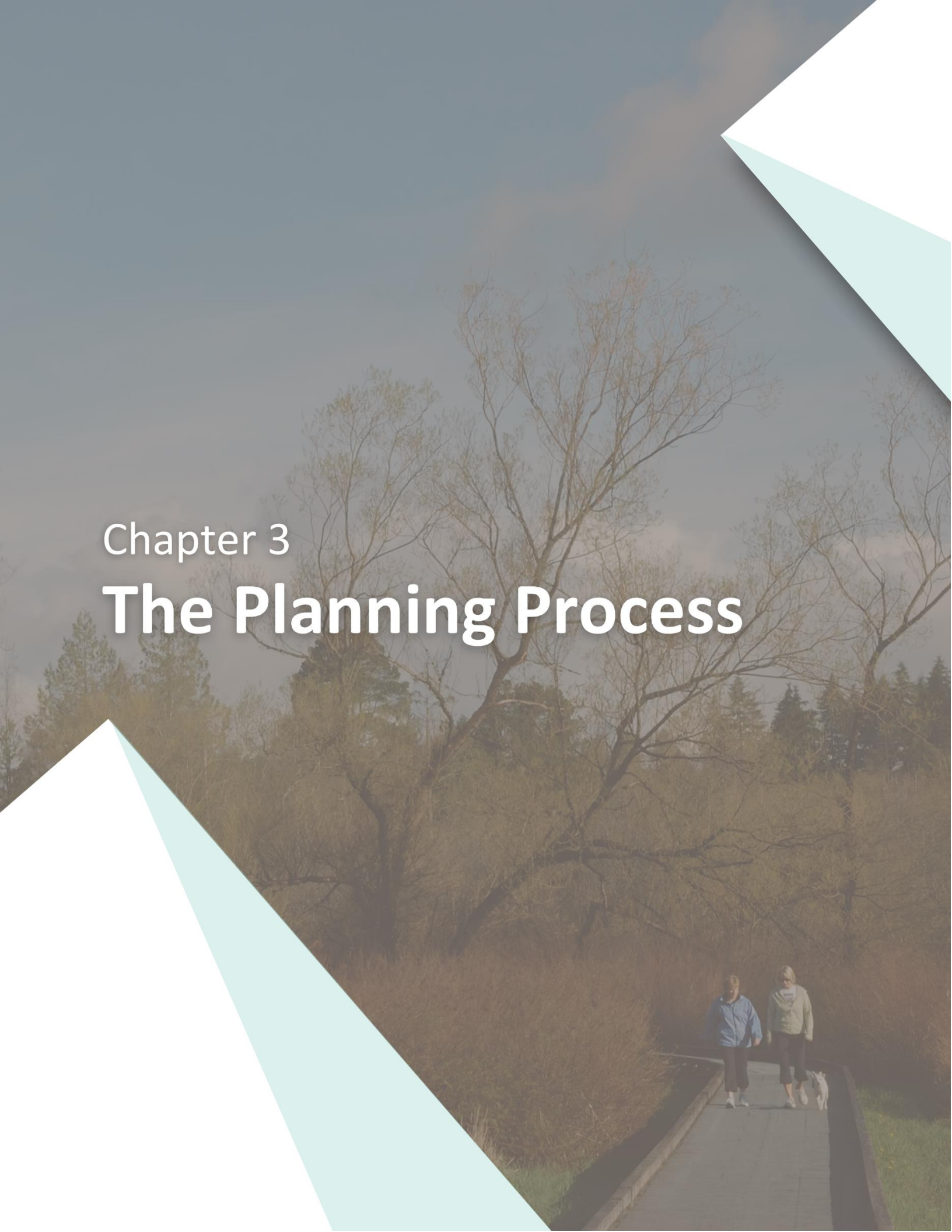
https://screeningtool.geoplatform.gov/en/?mc_cid=41183d4bd5&mc_eid=90363e3ae3

¹⁴ As of February 2025, the HDC datasets are being referred to as Areas of Persistent Poverty

¹⁵ Office of Management and Budget: [https://www.transportation.gov/grants/mpdg-areas-persistent-poverty-and-historically-disadvantaged-communities-](https://www.transportation.gov/grants/mpdg-areas-persistent-poverty-and-historically-disadvantaged-communities-1#:~:text=A%20%22Historically%20Disadvantaged%20Community%22%20is,is%20located%20on%20Tribal%20land.)

[1#:~:text=A%20%22Historically%20Disadvantaged%20Community%22%20is,is%20located%20on%20Tribal%20land.](https://www.transportation.gov/grants/mpdg-areas-persistent-poverty-and-historically-disadvantaged-communities-1#:~:text=A%20%22Historically%20Disadvantaged%20Community%22%20is,is%20located%20on%20Tribal%20land.)

¹⁶ Internal Revenue Service: <https://www.irs.gov/credits-deductions/businesses/opportunity-zones>



Chapter 3

The Planning Process

3. The Planning Process

Existing plans and procedures for the region were analyzed to identify current safety initiatives and document necessary modifications found as part of that analysis. The following sections discuss existing plans and policies as well as the structure and timeline of the TSAP's creation.

3.1 Plans & Policies

The region's planning documents – including comprehensive plans, walkability assessments, trail plans, safety assessments, and freight studies – were analyzed to identify previously studied safety issues in order to prioritize safety actions and develop additional policies. A full list of these documents can be found in Appendix C.

During the policy and plan review, 53 safety-related projects were identified. Each project's anticipated timeframe and intervention type were noted. These projects can be found in the following documents: *Livability of Northwest Illinois*, *Hennepin Feeder Canal Trail Plan*, various county comprehensive plans, and various freight plans. The list of safety related projects can also be found in Appendix D.

3.2 Planning Structure

To facilitate the development of the TSAP, an Implementation Steering Committee (ISC), Implementation Working Group, stakeholder list, and a project timeline were established. The Implementation Steering Committee was comprised of representatives of BHRC, county engineers, IDOT, and FHWA. The Implementation Working Group and overall stakeholder list consisted of members of the state and local transportation planning agencies, law enforcement, public safety and traffic safety interests, and community organizations that guided the study throughout the planning process. The composition of the Implementation Working Group was determined collaboratively by the ISC.



Image Source: Google Earth (2022)

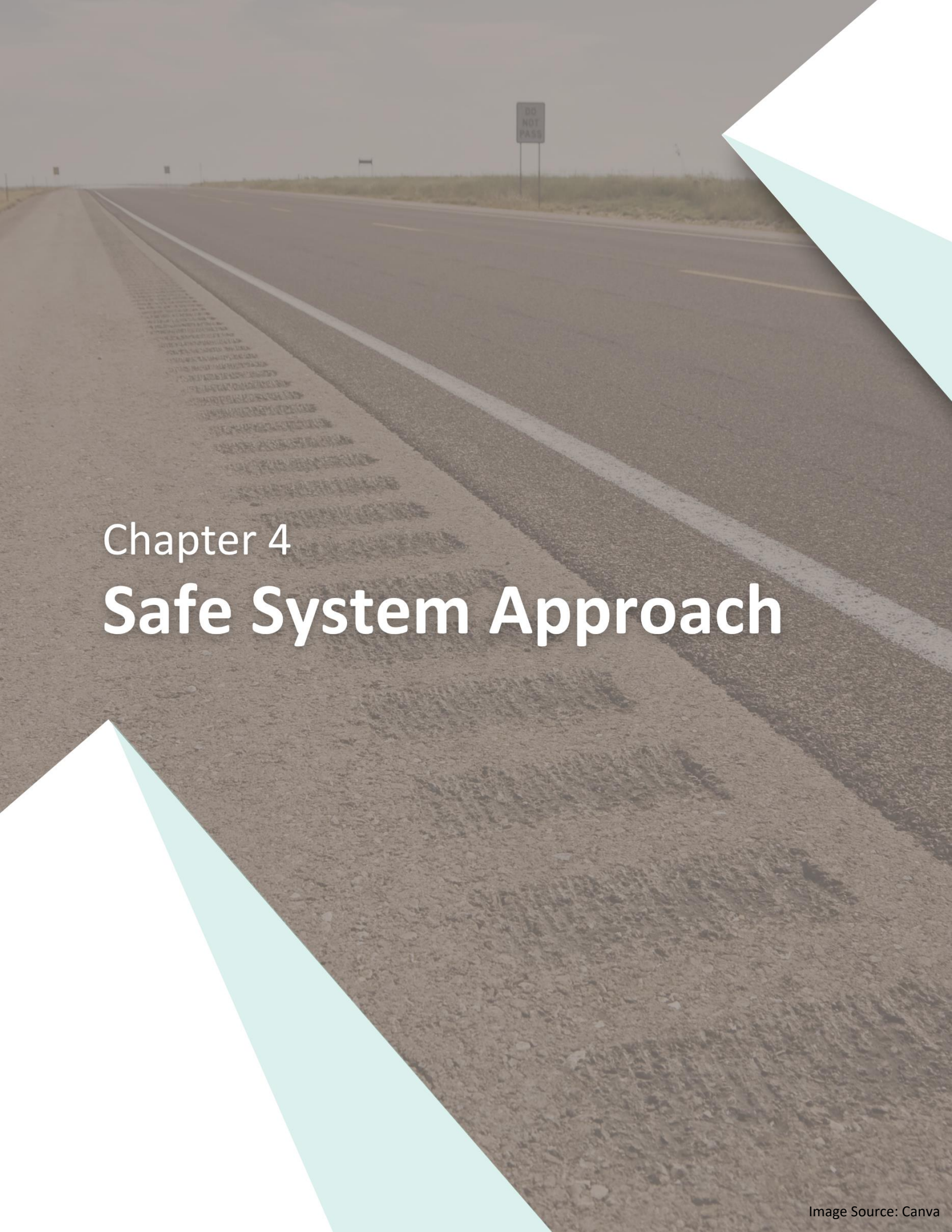
3.3 Project Timeline

An overview of the project's timeline can be seen in Table 3.3.1, detailing key milestones.

Table 3.3.1: General Schedule of Key Project Milestones

Milestones	2024												2025			
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr
Kickoff Meeting																
Data Collection																
Public Input Meetings																
Data Analysis																
Countermeasure Selection/ Recommendations																
Final Report																

Development of the TSAP took fourteen months. Data collection consisted of obtaining crash records for the study area, GIS maps, and census data. Public input, as described above, included using a web-based interactive map and virtual public meetings. Data analysis involved identifying severe crash types resulting in fatalities or incapacitating injuries as well as their attributing factors. Countermeasures selection included identifying design changes that would result in the reduction of the targeted crash types. A draft report was prepared and submitted for review by the Project Steering Committee and Project Advisory Committee before being finalized.



Chapter 4

Safe System Approach

4. Safe System Approach

If a Safe System Approach is to be achieved, road safety must be prioritized when making decisions about investments in roadways, and there must be a culture shift that crashes resulting in fatalities and serious injuries are unacceptable. The Safe System Approach is based on five objectives and six principles¹⁷.

4.1 Safe System Approach Objectives

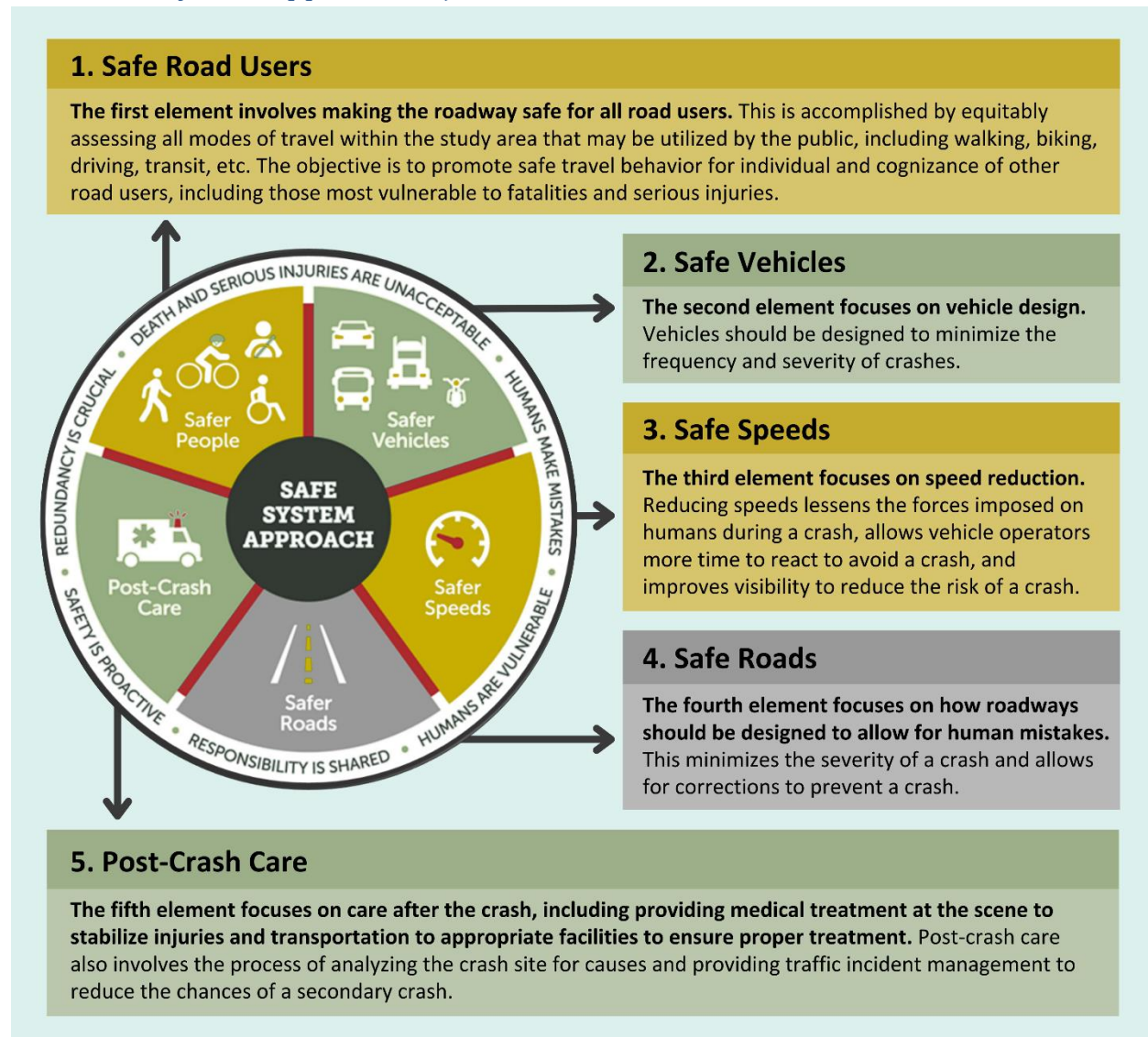


Image Source: U.S. Department of Transportation (2025)

¹⁷ Federal Highway Administration: <https://highways.dot.gov/public-roads/winter-2022>

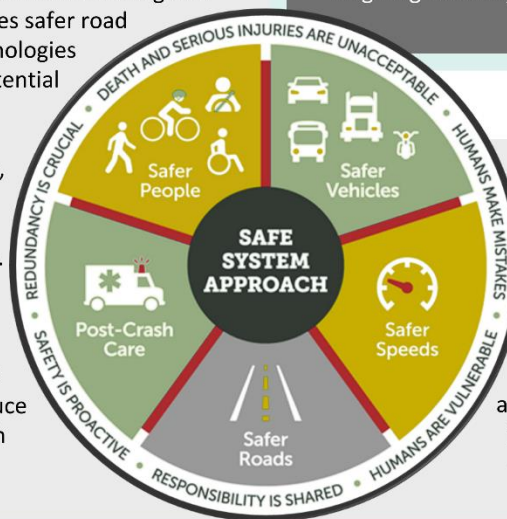
4.2 Safe System Approach Principles

Fatal and Serious Injuries Are Unacceptable

Humans make mistakes, but mistakes should not be a death sentence. Regardless of their socioeconomic status, level of ability, or preferred mode, road users should not die or suffer incapacitating injuries.

Redundancy Is Crucial

In order to deliver the maximum level of protection for roadway users, all parts of the system must be strengthened to provide layers of protection. Education campaigns focused on alert driving and avoiding bad behaviors creates safer road users. Driver assistance technologies alert distracted drivers to potential hazards. Enforcement helps maintain safe speeds. Infrastructure improvements, such as rumble strips, warn distracted drivers about a potential roadway departure. Sometimes, all these measures are not enough to prevent a crash from occurring, but efficient, rapid post-crash care can help reduce the chances of an injury crash resulting in a fatality.



Humans Make Mistakes

Human mistakes can result in crashes. The planning, design, and operation of a roadway should be done in a way that makes mistakes more forgiving. Forgiving roadways are key to reducing the severity of crashes when they occur.

Humans Are Vulnerable

The human body has a limited ability to tolerate force, and excessive force will cause severe injury or death. Not all humans can withstand the same force; the very young and old are less likely to survive crashes. Designing roadways and vehicles to limit the amount of force sustained by humans during a crash event is key to minimizing the risk of severe injury or death.

Safety Is Proactive

A proactive, data-driven approach should be used to mitigate crash risks throughout the system. Latent risks should be identified and treated prior to crash occurrence versus traditional reactive treatment.

Responsibility Is Shared

All stakeholders must work together to ensure that crashes do not result in fatal or serious injuries. These stakeholders include transportation system users and managers, vehicle manufacturers, first responders, and other transportation agencies.

Image Source: U.S. Department of Transportation (2025)

4.3 Long Term Safe System Goals

The long-term goals of a safe systems approach include planning, evaluating, implementing, and reporting on safety related projects. Key items within each of the goals are shown in Figure 4.3.1.

Figure 4.3.1: Safe System Approach Objectives

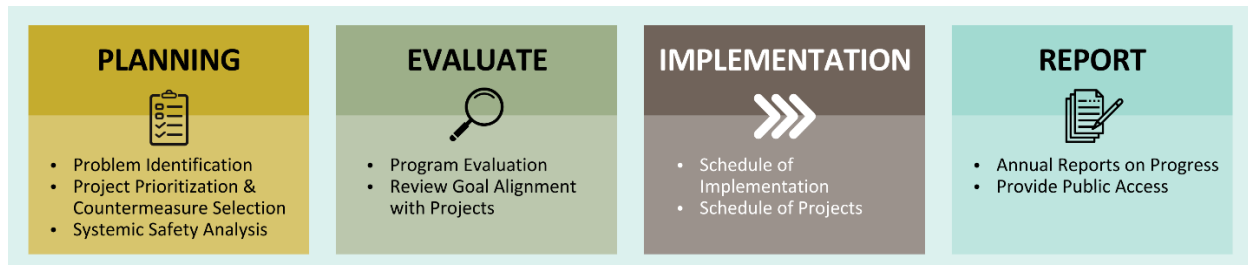


Image Source: Google Earth (2022)



Chapter 5

Community Connection

5. Community Connection

Stakeholder and public engagement were an integral part of the development of the TSAP. An Engagement Strategy Plan (ESP) was developed early in the study process to identify key stakeholders and to outline engagement activities, outreach tools, and additional methods for public input. The study team updated the ESP throughout the project, documenting public input received and engagement activities. The following section provides a summary of these activities. A copy of the ESP can be found in Appendix E.



Image Source: Canva

5.1 Stakeholder Meetings and Workshops

Regular stakeholder meetings were held throughout the duration of the project to gather key feedback in the development of the TSAP. The focus of each virtual meeting is listed below in figure 5.1.1.

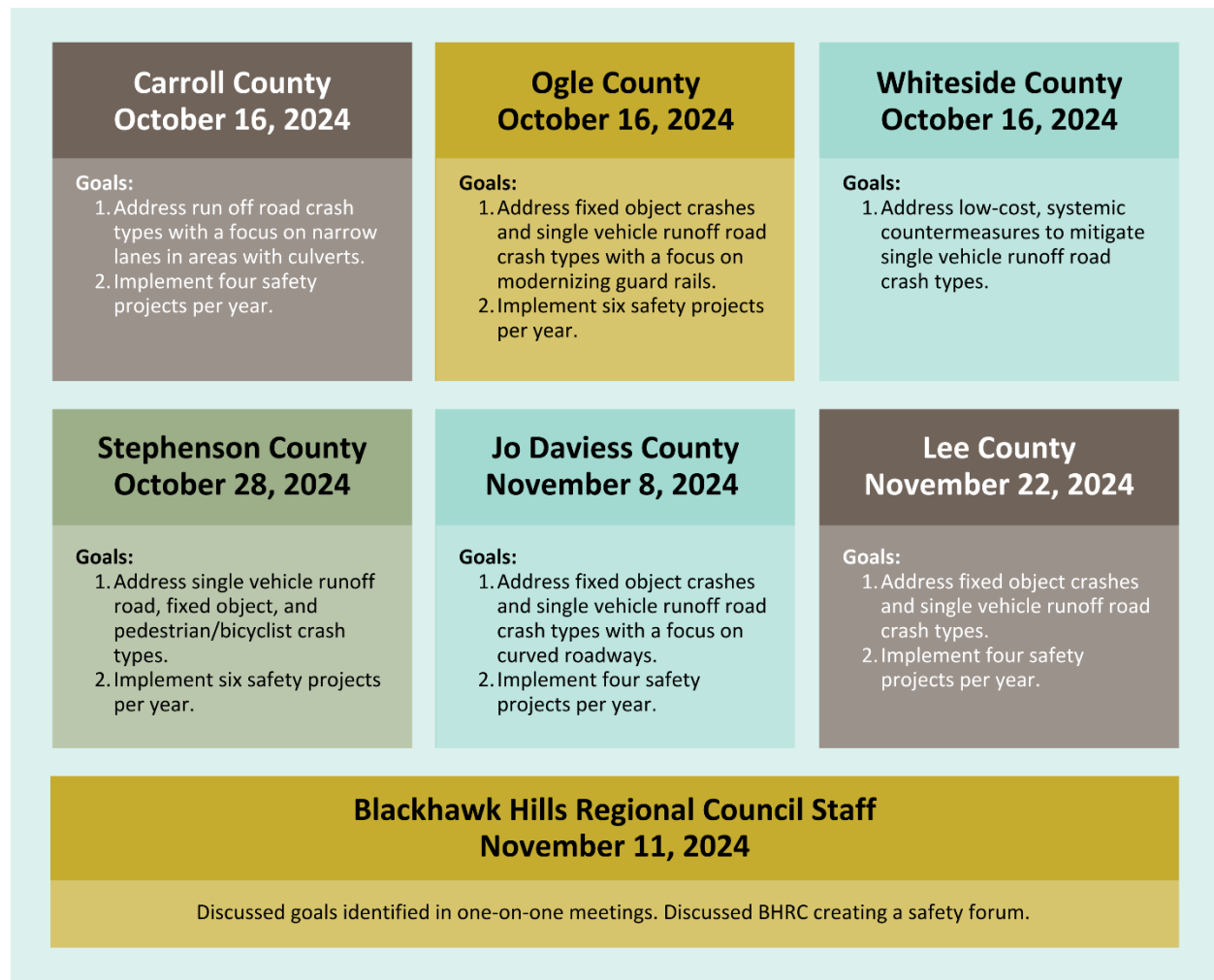
Figure 5.1.1: Meeting and Workshop Schedule

JAN 23 2024	Kickoff Meeting	• Introduce the engineering team to stakeholders • Overview of the project's scope • Safe System Approach • Project goals and deliverables • Proposed schedule and timeline of events
MAR 19 2024	First Meeting with Implementation Steering Committee	• Go over Virtual Stakeholder Information Session & Workshop Presentation and Interactive Virtual Map • Discuss data collection and requests • Discuss equity needs to be addressed (minority, low income, age, disability, etc.)
MAR 20 2024	Virtual Stakeholder Information Session & Workshop	• Traffic Safety Action Plan goals • Data collection and analysis methods • National and State crash trends • Solicit feedback to identify safety concerns • Equality considerations • Timeline of events
MAY 21 2024	Second Meeting with Implementation Steering Committee	• Poll results from the March workshop on safety concerns • Current status of the interactive mapping tool • Newly developed materials for public engagement • Equality engagement plan and goal setting
JUL 16 2024	Third Meeting with Implementation Steering Committee	• Status of stakeholder and public engagement • Planned activities related to public engagement • Interactive map results • Preliminary crash analysis
SEP 10 2024	Emergency First Responders Workshop	• Provide first responders with a background on the Safe System Approach • Discuss crash reduction goals and focus crash types • Overview of locations with higher-than-average crash history • Collect responder feedback regarding high crash locations and locations with high crash risk
SEP 17 2024	Fourth Meeting with Implementation Steering Committee	• Current status of public feedback • Public engagement activities • Results of the crash analysis • Regional and county goal setting
NOV 19 2024	Fifth Meeting with Implementation Steering Committee	• Results of stakeholder engagement • Goal setting options • Countermeasure prioritization based on the crash analysis results
JAN 15 2025	Sixth Meeting with Implementation Steering Committee	• Results of county-level analysis • System-wide goals • Draft report

5.2 Individual Agency Stakeholder Meetings

One-on-one virtual meetings were held with the County Engineers representing each member of the Implementation Steering Committee to review the findings and seek feedback on key data, discuss public comments, identify safety goals, and discuss projects to be implemented. Figure 5.2.1 provides a summary of each county's goal setting and project priorities.

Figure 5.2.1: County Goal Setting



5.3 Public Input and Feedback

Public input and feedback were solicited in three primary ways:

1. In-person public events, where a toolkit consisting of posters, flyers, and comment sheets containing information about the project and the project's website were shared.
2. Electronically through informational emails to over four hundred contacts as well as an online interactive mapping tool where the public could provide detailed information on locations with safety concerns.

3. Hard-copy mailings to over 800 stakeholders.

5.3.1 Public Events

Information on the TSAP was displayed at four public events. The location, dates, and a list of materials are provided below. Examples of the materials are included in Appendix E.

Public events:

- Stephenson County Home Show, April 20, 2024
- Stephenson County Fair, July 23 to 27, 2024
- Ogle County Fair, August 2 to 3, 2024
- Whiteside County Fair, August 13 to 17, 2024

Materials used at each event:

- Exhibit boards with project information
- Informational flyers and comment sheets that included TSAP information, ways to stay informed about the project, and opportunities to provide project input
- Business cards with QR codes linked to project information website and interactive map



5.3.2 Virtual Public Meeting

A draft of the TSAP was released for public review and public comment on March 7, 2025, for 30 days. The public comment period closed at midnight on April 7, 2025, and no public comments were received. Two Virtual Public Meetings (VPM) were held on March 12th and March 13, 2025. The presentation covered the following key elements of the Draft TSAP:

- Identification of the High Injury Network (HIN)
- Priority Crash Locations and Recommended Project Areas by Jurisdiction
- Project Ranking Matrix and Ranking Considerations
- Recommended Countermeasures
- Implementation Goals
- More detailed information can be found in the ESP in Appendix E.



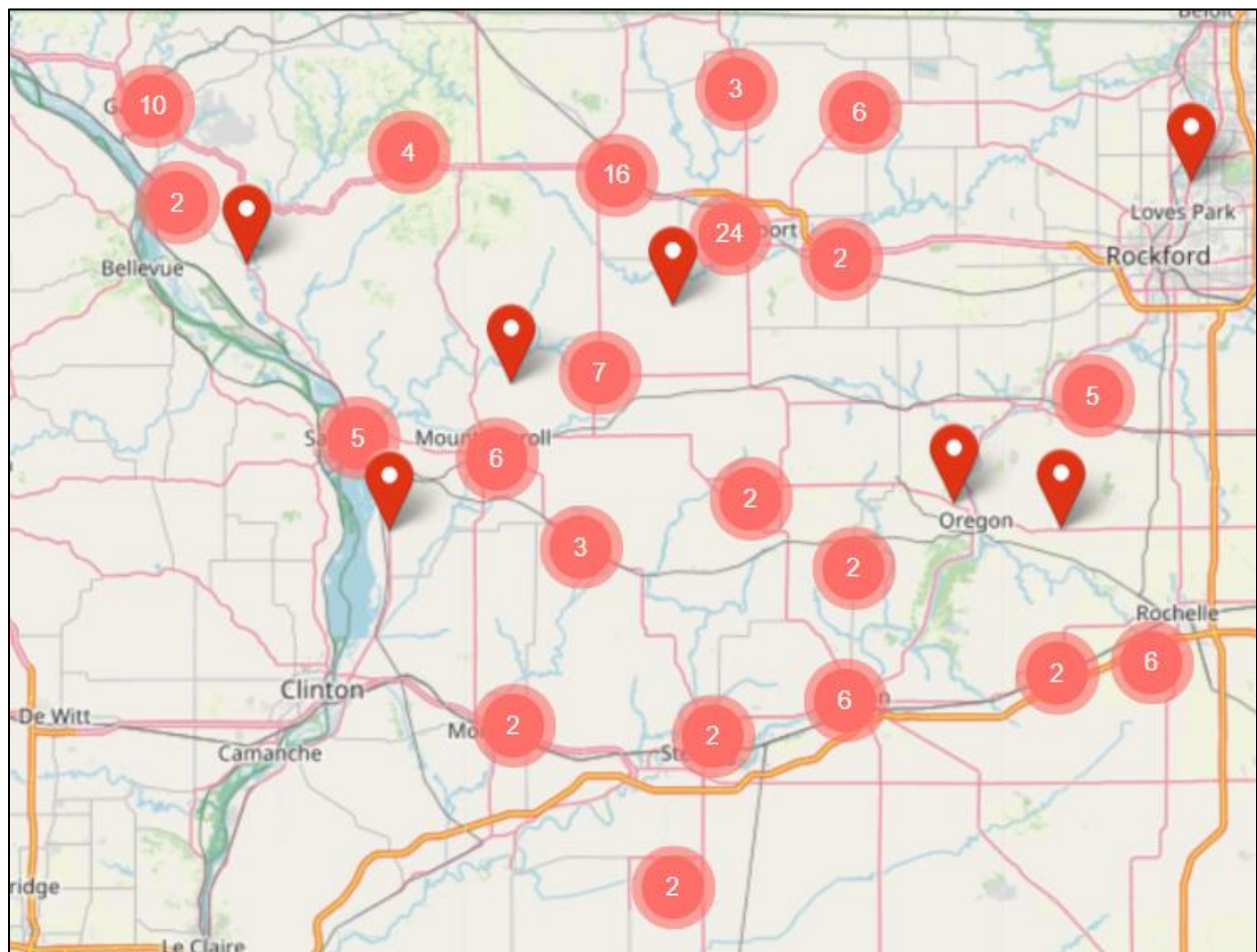
5.3.3 Website

A comprehensive website was launched for the TSAP in early Spring 2024.¹⁸ The website provides access to key planning documents, information about past and upcoming stakeholder workshops and public meetings, stakeholder engagement process and contact information.

5.3.4 Interactive Mapping Tool

An interactive mapping tool was created so that the public and stakeholders could provide input on locations safety concerns. Users could search for a location and then place a pin on the map. Along with the pin, they could leave comments about the location details, provide a description of the safety issue, and upload images. A screenshot of the interactive mapping tool can be seen in figure 5.3.1.

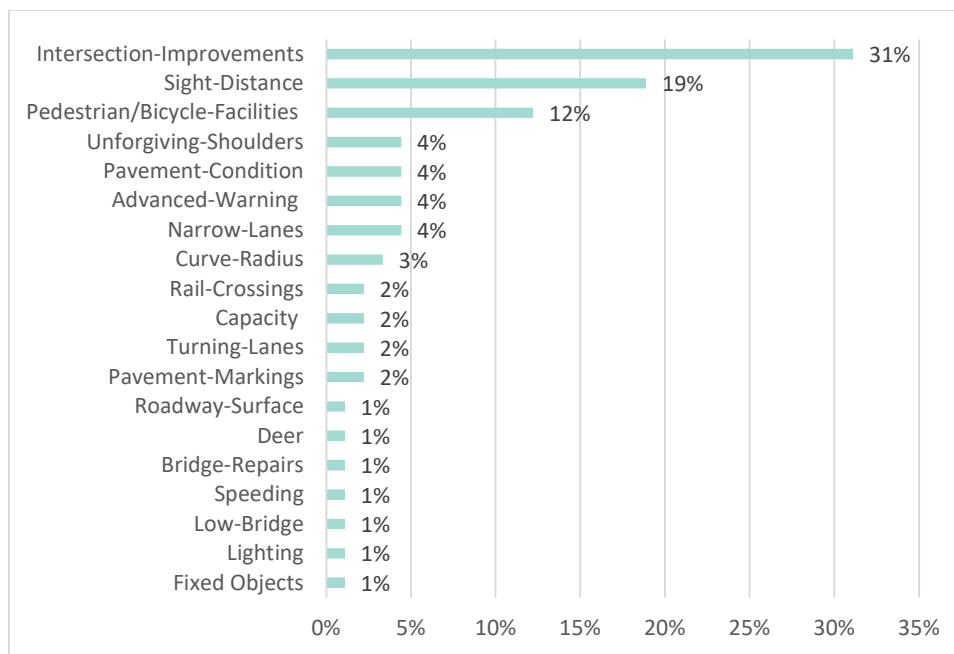
Figure 5.3.1: Interactive Mapping Tool



¹⁸ [Northwest Illinois Safety Action Plan | Kaskaskia Engineering](#)

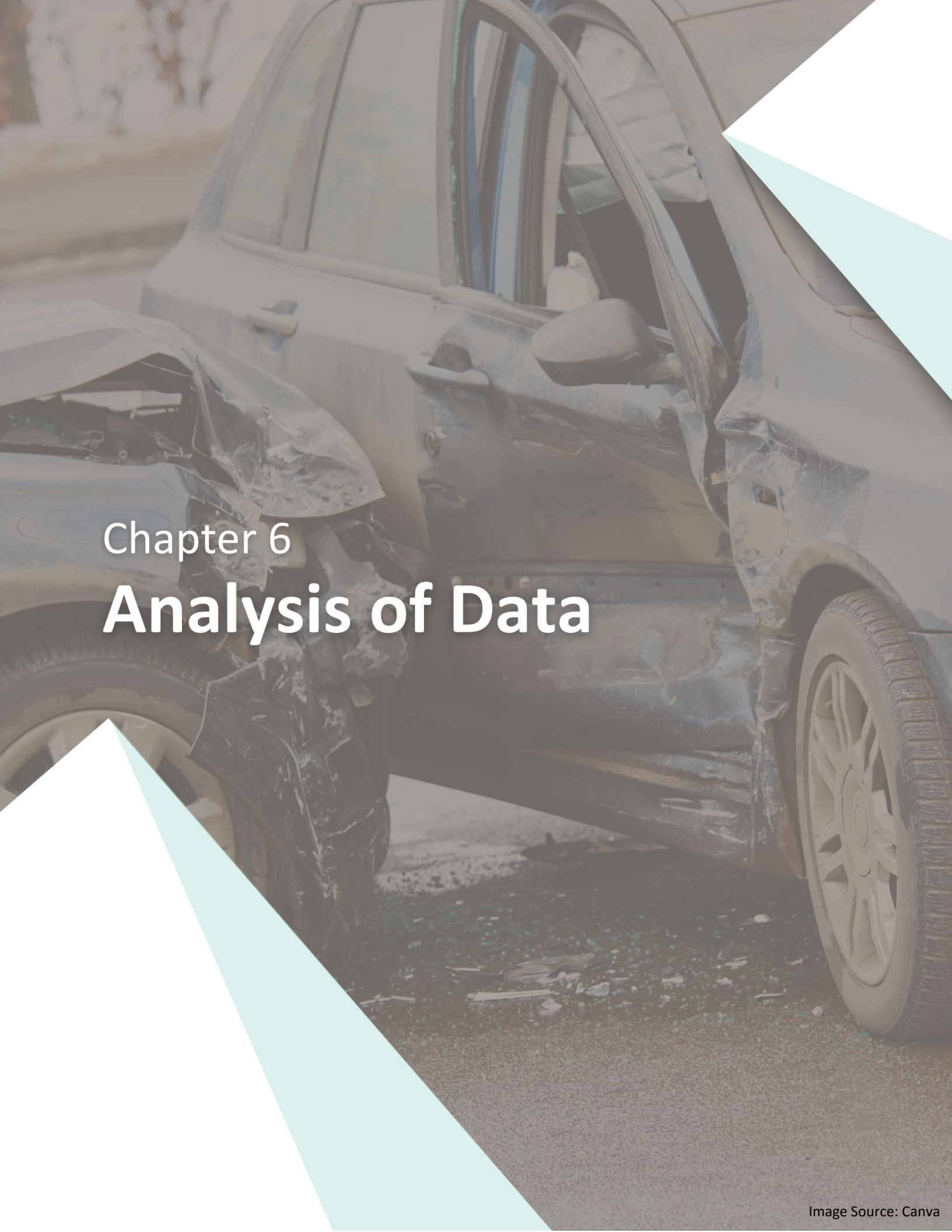
Each comment was reviewed and summarized into categories. There was a total of 115 unique comments. All categories and their frequencies can be seen in Figure 5.3.1. The top three categories of concern were the need for intersection improvements, sight distance deficiencies, and the lack of pedestrian-pedalcyclist facilities.

Figure 5.3.2: Frequency of Public Comments



5.3.5 Mailers

English and Spanish-language mailers were distributed to reach groups with little or no internet access. The mailers were sent to governmental officials, governmental offices, schools/education centers, transportation agencies, county farm bureaus, first responder agencies, churches, senior centers, bike shops, and community groups that were identified in the study area. A copy of the mailer can be found in Appendix E.



Chapter 6

Analysis of Data

6. Analysis of Data

The following section provides details on the safety analysis, including historical crash trends, identification of the top crash locations in each county, and overlaps between equity factors.

6.1 Safety Analysis

A comprehensive review of safety data for all six counties was conducted. IDOT provided historical crash data from 2013 through 2022, which was utilized to develop a statistical summary and contrast any trend changes that occurred as a result of major disruptors (such as the COVID-19 pandemic). Crash types, locations, contributing circumstances, and temporal trends were analyzed both across the region and within each of the six counties during this 10-year period. Crashes of particular attention included those resulting in fatalities, incapacitating injuries, or involving vulnerable road users.

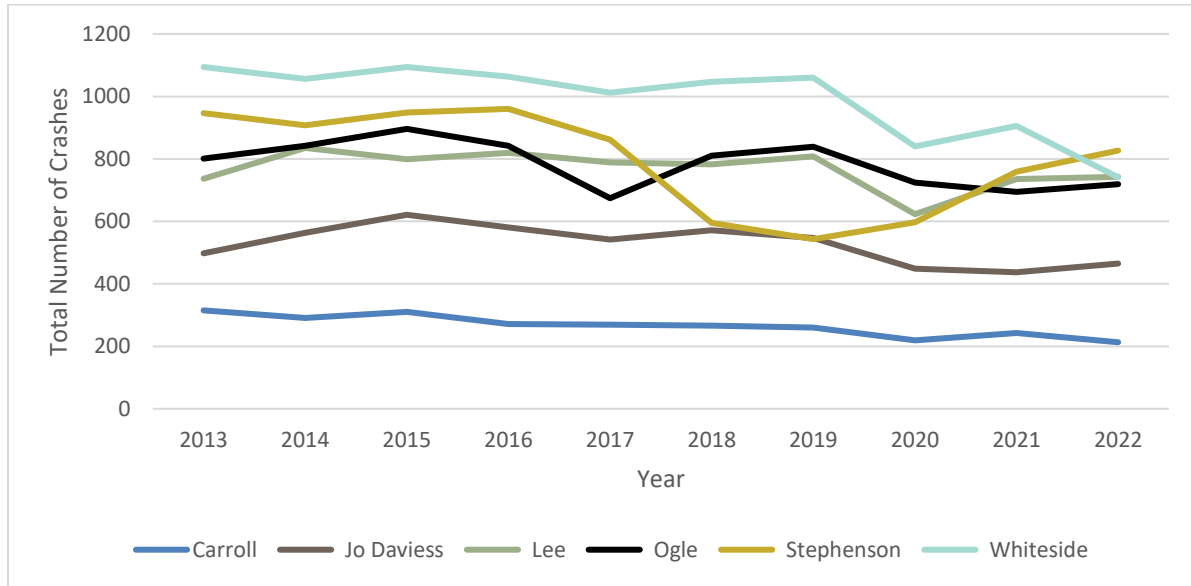


Image Source: Google Earth (2022)

6.1.1 Regional Historical Crash Data

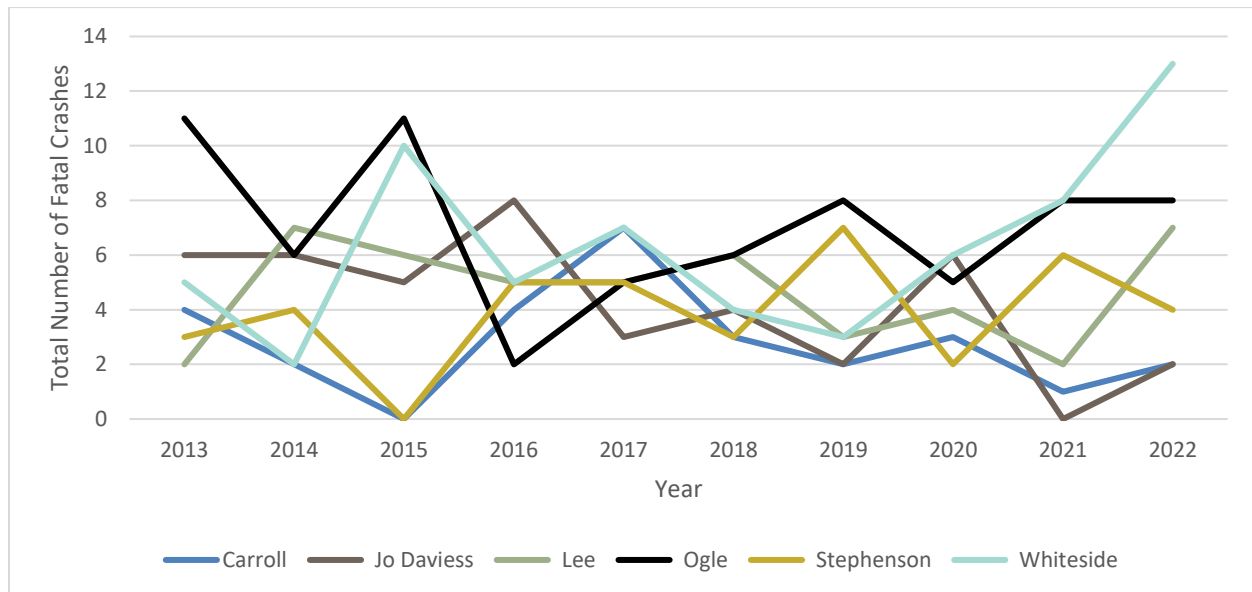
Within the study limits, 41,294 crashes were reported within the 10-year study period. Figure 6.1.1 illustrates the annual reported crashes by county. Across all six counties, crashes tended to follow similar trends, seeing an increase up through 2014-2015 prior to a low point within 2017-2020 and then a slight increase going into 2022. Whiteside County and Carroll County were exceptions that instead saw decreasing crash quantities going into 2022.

Figure 6.1.1: Total Number of Crashes (All Types) by Year, 2013 – 2022



Among those crashes, a total of 289 fatal (“K” injury) crashes were reported. Figure 6.1.2 illustrates the fatal crashes reported by year within the study area. No county saw more than 13 fatal crashes in a given year. Data trends are difficult to ascertain with low sample sizes; thus, the chart appears erratic. Going into 2022, all counties except Stephenson County saw an uptick in fatal crashes.

Figure 6.1.2: Total Number of Fatal (“K” Injury) Crashes by Year, 2013 – 2022



Among all crashes, a total of 1,921 incapacitating injury (“A” injury) crashes were reported. Figure 6.1.3 illustrates the incapacitating injury crashes reported by year within the study area. Whiteside County saw a higher quantity of incapacitating injury crashes compared to peer counties; all other counties saw no more than 50 of these crashes in a given year. Incapacitating injury annual crash rates increased in all six counties from 2013 to 2017 followed by a general downtrend going toward 2022.

Figure 6.1.3: Total Number of Incapacitating ("A" Injury) Crashes by Year, 2013 – 2022

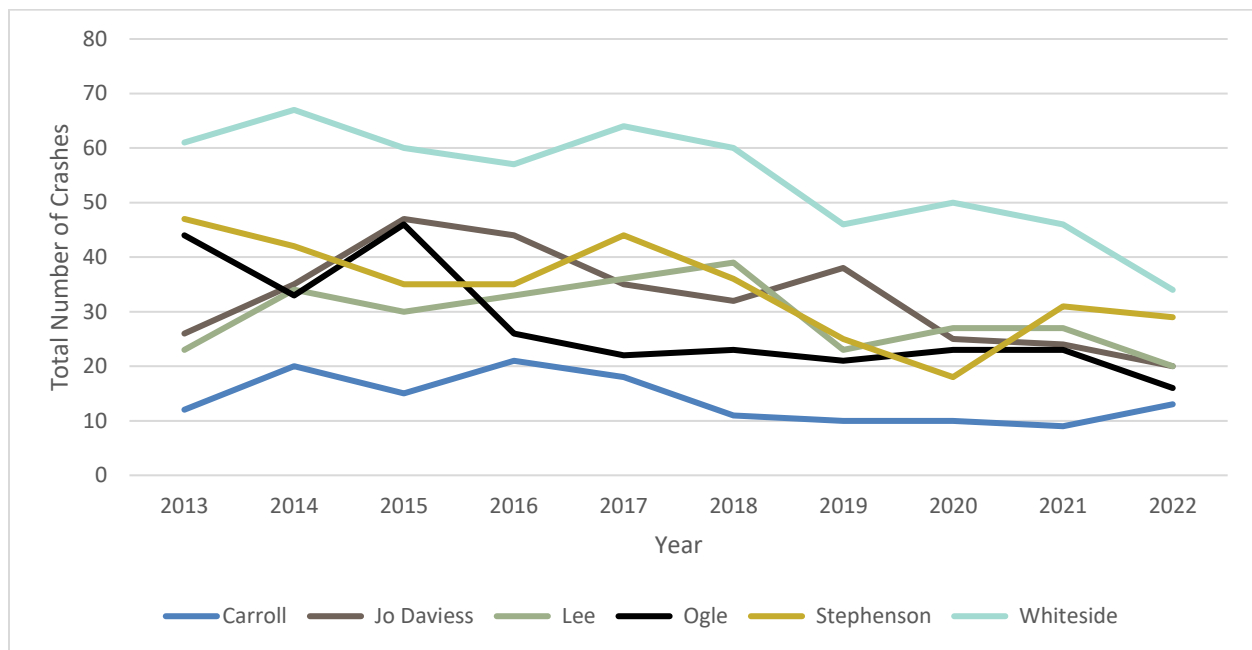
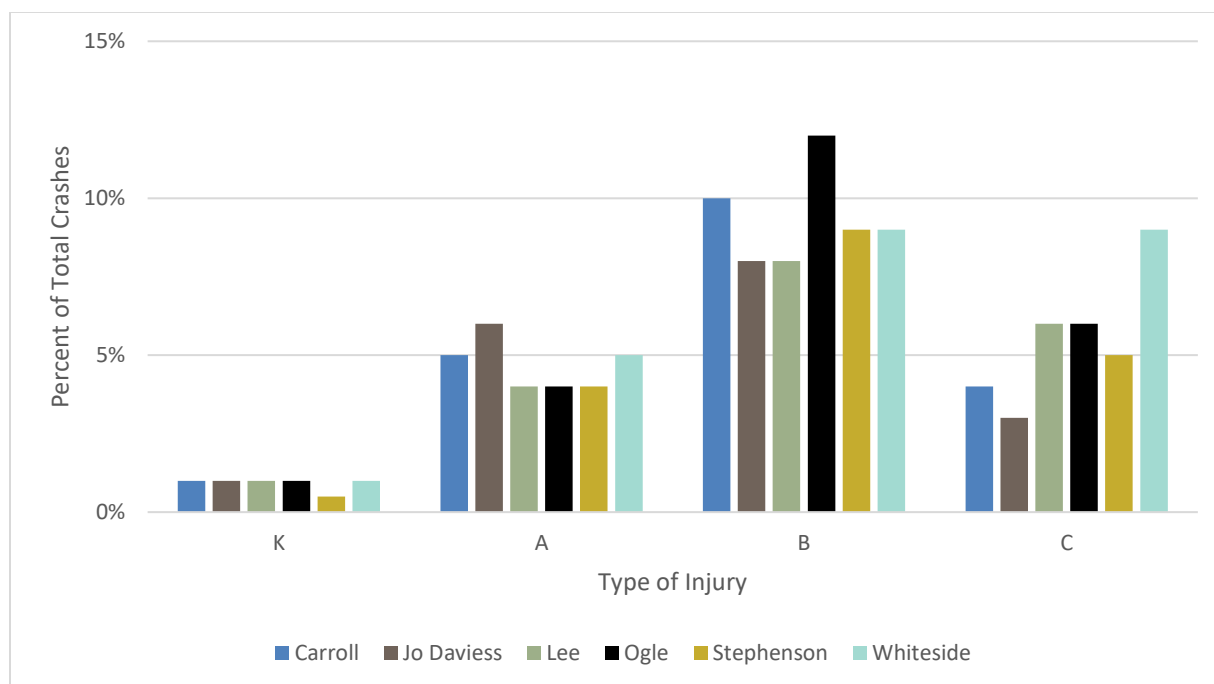


Figure 6.1.4 shows the percentage of crashes by the severity level for each county. Fatal and injury-related crashes were distributed consistently across all six counties between 2013-2022. Fatal crashes represented an average of 1% of all crashes across the region, with Stephenson County having a marginally lower rate. Incapacitating crashes (“A”) were typically 4% to 5% of all crashes, with Jo Daviess having a marginally higher rate of 6%. Non-incapacitating crashes (“B”) were typically 8% to 9% of all crashes, with Carroll and Ogle Counties having marginally higher rates of 10% and 12% respectively. Possible-injury crashes (“C”) had a wider range of 3% to 9% depending on the county.

Figure 6.1.4: Percent of Fatal ("K" Injury) and Injury ("A", "B", "C" Injury) Crashes Among All Crashes, 2013-2022



6.1.2 Environmental Conditions at Reported Crashes

Crashes were examined in the context of environmental circumstances present, including factors such as lighting, pavement surface, and weather conditions. These circumstances were examined against all crashes reported in the 10-year period and then broken out by county for the respective crash types.

Figure 6.1.5 shows that roughly half of all crashes occur during daylight hours, with Whiteside County having more than 60% of all crashes occur during this period. Crashes in darkness represented fewer than 45% of all crashes, with an average of 40% occurring in total darkness and an average of 5% occurring in darkness on a lighted road. Fewer than 5% of crashes occurred during the dusk or dawn periods. This is not unusual; even though darkness presents visibility challenges, more trips are likely to occur during daylight hours.

Figure 6.1.5: Distribution of Total Crashes Based on Reported Lighting Conditions Within Each County, 2013 – 2022

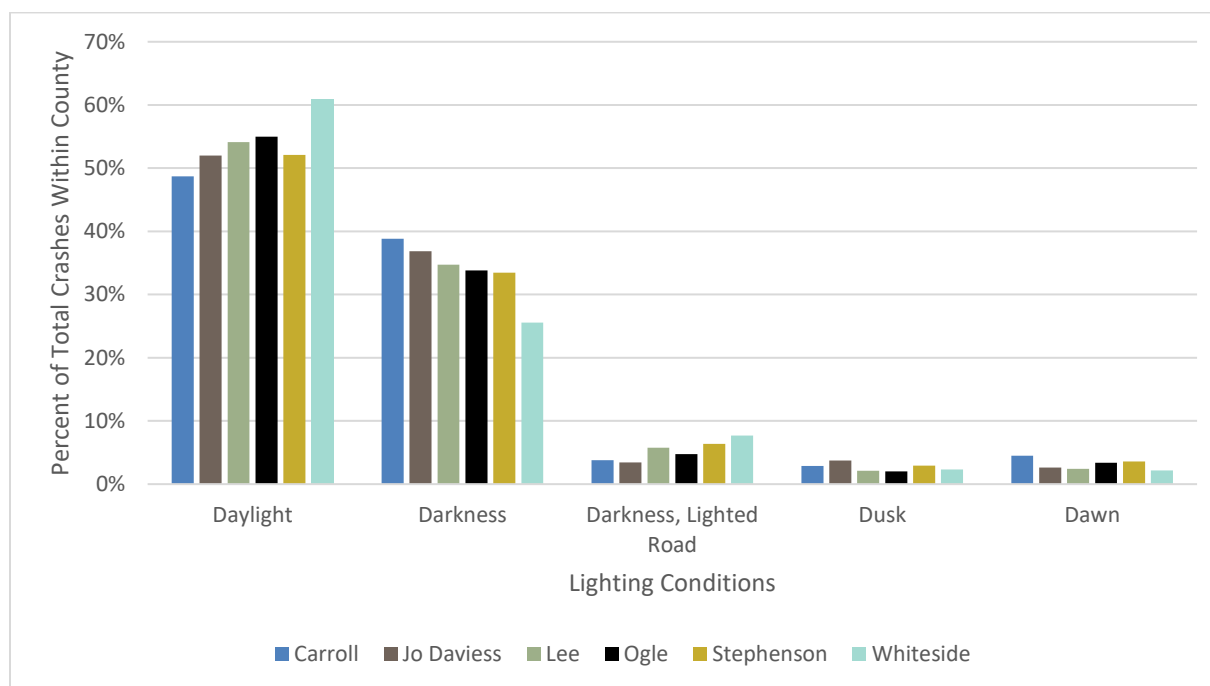


Figure 6.1.6 shows that fatal and incapacitating injury crashes occurred mostly in daylight, with over 170 fatalities and over 1,200 incapacitating injuries reported during daylight hours across all counties. Darkness (with or without a lighted road) made up fewer than 100 fatalities and fewer than 600 incapacitating injuries. Fewer than 100 fatalities or incapacitating injuries occurred during dusk or dawn. Figure 6.1.7 shows that crashes during daylight hours have a higher rate of incurring a fatality and/or incapacitating injury than those during dark, dusk, or dawn hours.

Figure 6.1.6: Quantity of Fatal (“K” Injury) and Incapacitating Injury (“A” Injury) Crashes by Lighting Conditions, 2013 – 2022

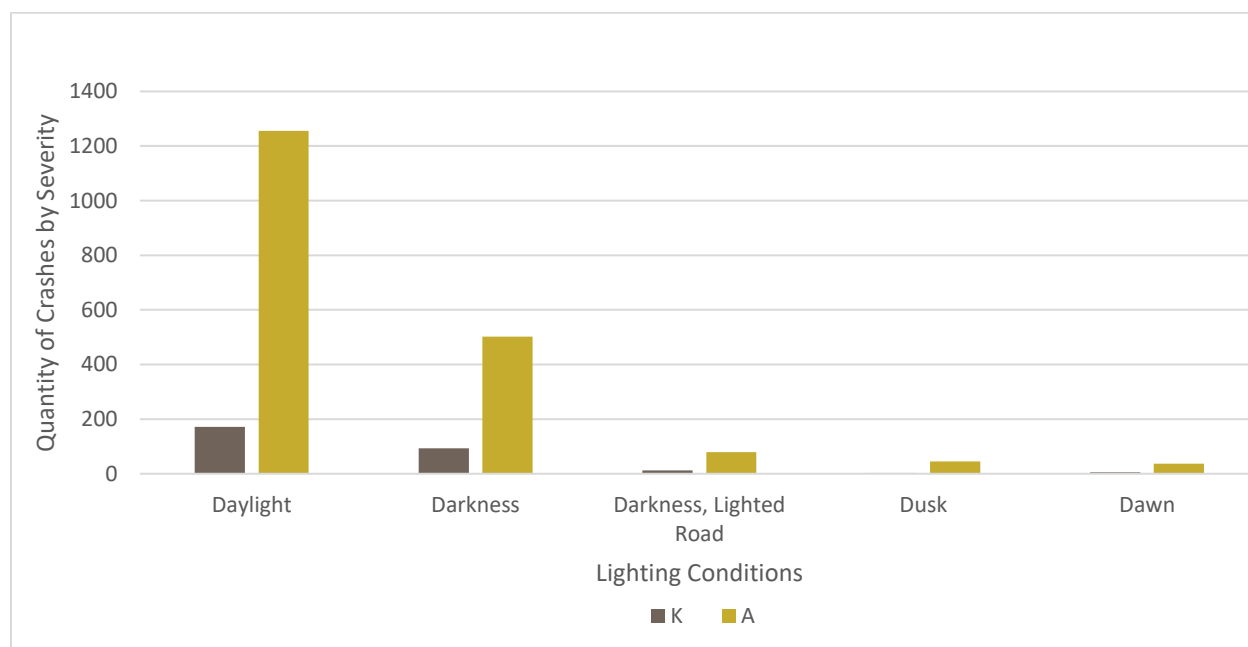
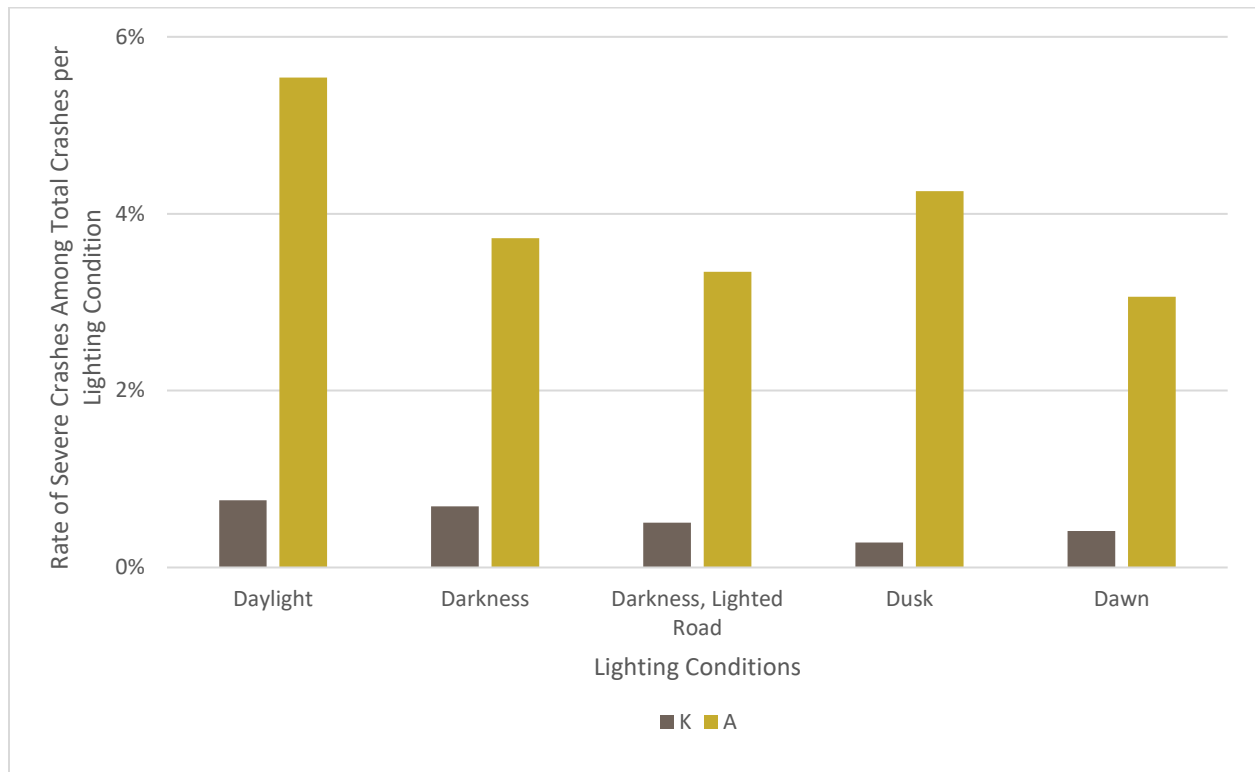


Figure 6.1.7: Rate of Fatal (“K” Injury) and Incapacitating Injury (“A” Injury) Crashes Among Total Crashes by Lighting Condition, 2013 – 2022



When looking at pavement surface conditions, Figure 6.1.8 shows that the vast majority of crashes were reported to occur when the pavement was dry. Fewer than 30% of all crashes were reported on wet, icy, or snow/slushy pavement.

Figure 6.1.8: Distribution of Total Crashes Based on Reported Surface Conditions Within Each County, 2013 – 2022

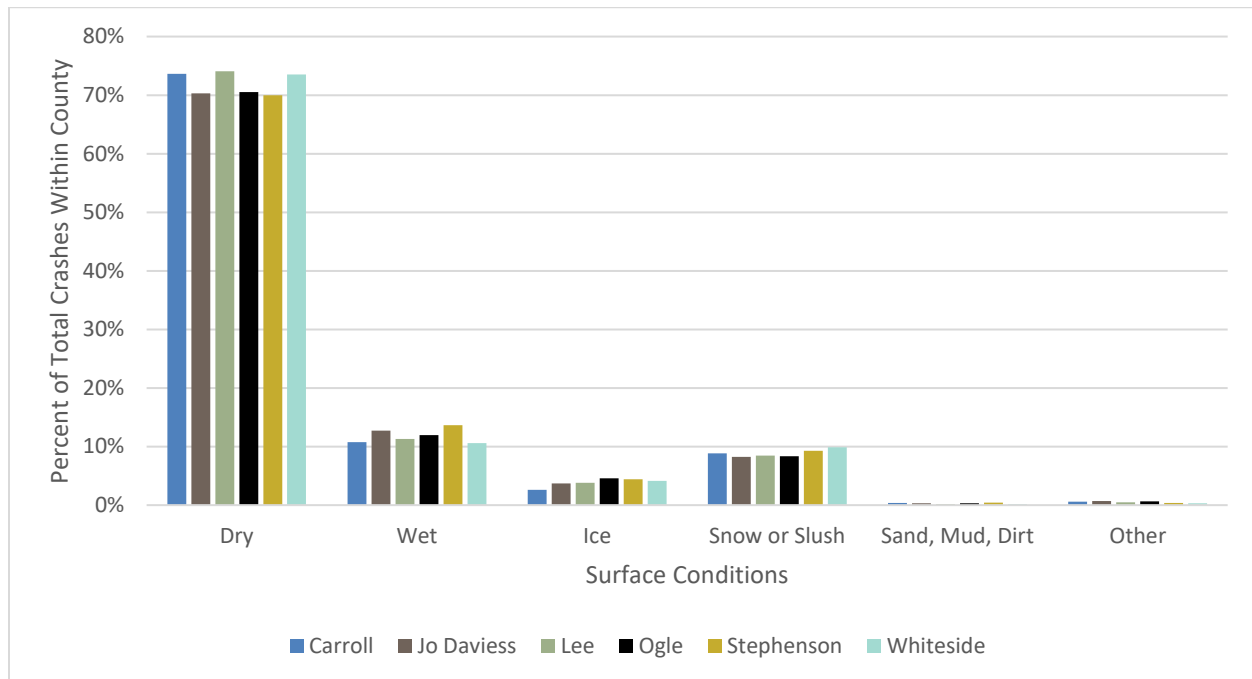


Figure 6.1.9 shows that fatal and incapacitating injury crashes occurred mostly in dry conditions, with over 200 fatalities and over 1,400 incapacitating injuries reported in dry conditions across all counties. Wet, icy, slushy, sandy, or muddy surface conditions made up fewer than 100 fatalities and fewer than 300 incapacitating injuries. Although crashes with dry surface conditions have the most total fatal and/or incapacitating injury crashes of all surface conditions, Figure 6.1.9 shows that two categories – other conditions or surfaces with sand, mud, and dirt – have higher rates per surface condition of fatal and/or incapacitating injury crashes. This means that when crashes happen during these conditions, they are more likely to be fatal or involve serious injuries.

Figure 6.1.9: Quantity of Fatal (“K” Injury) and Incapacitating Injury (“A” Injury) Crashes by Surface Conditions, 2013 – 2022

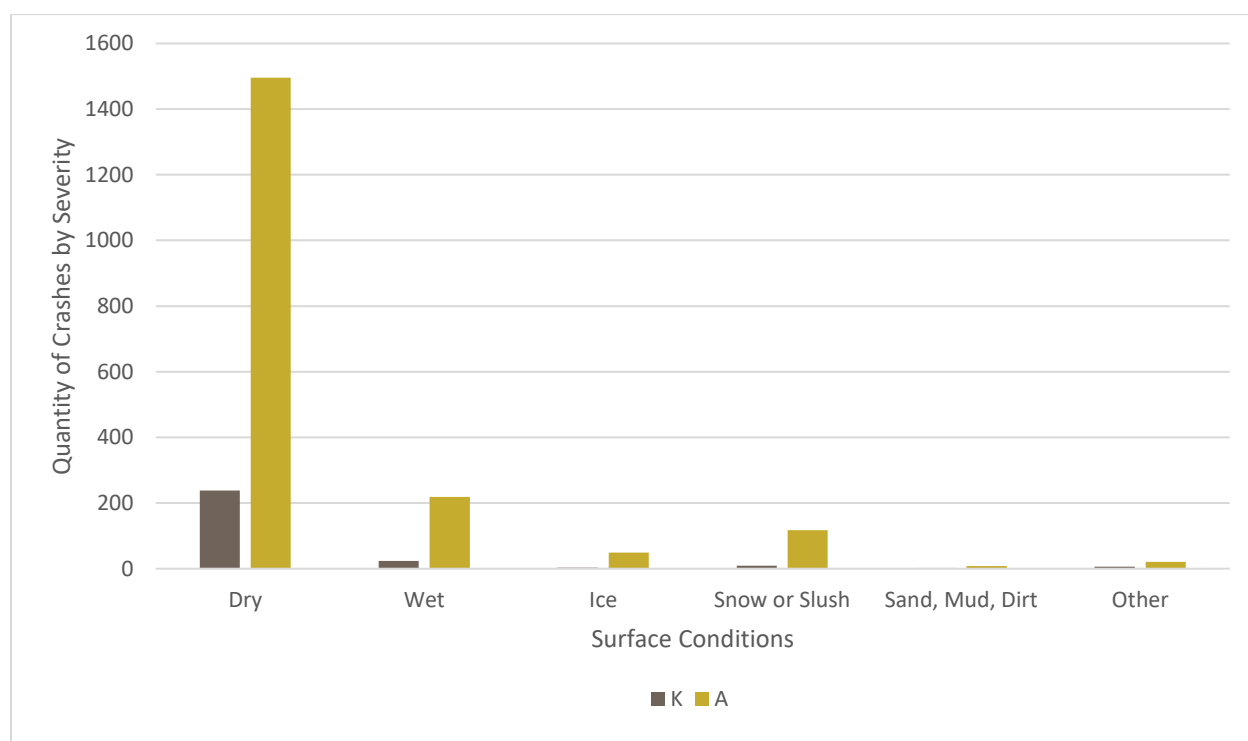


Figure 6.1.10: Rate of Fatal (“K” Injury) and Incapacitating Injury (“A” Injury) Crashes Among Total crashes per Surface Condition, 2013 – 2022

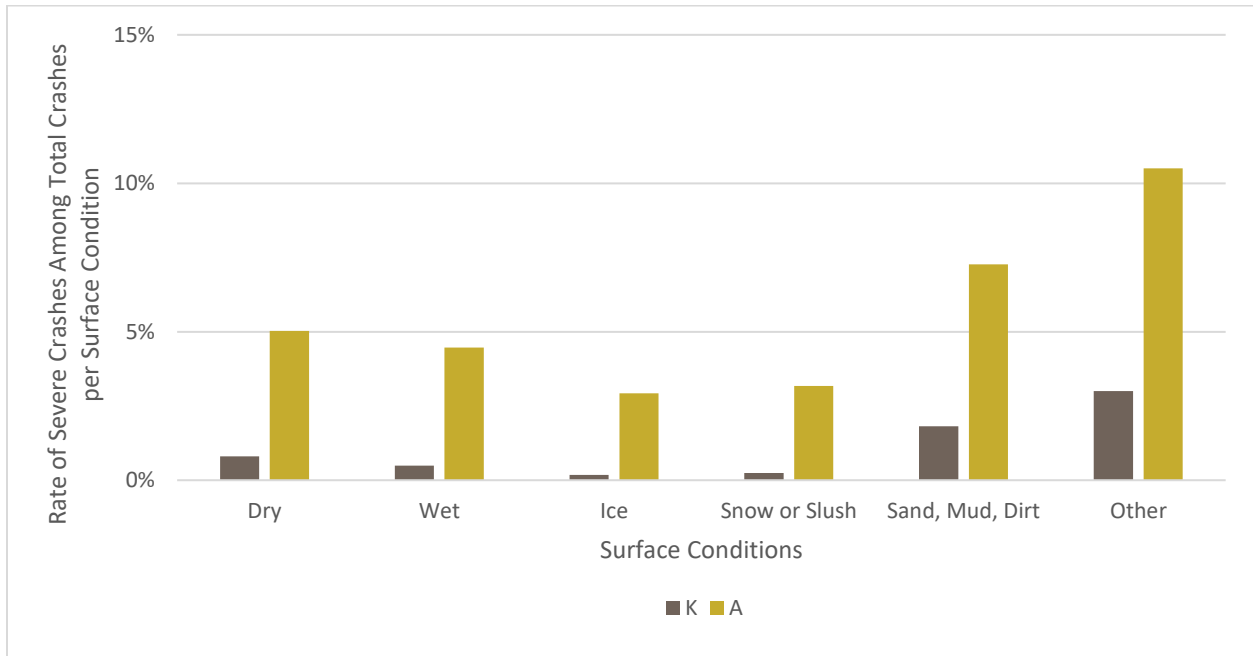


Figure 6.1.11 shows that meteorological conditions had similar impacts across the six-county region. Snow and rain were reportedly present in about 15% of all crashes, but over 75% of crashes occurred during clear weather.

Figure 6.1.11: Distribution of Total Crashes Based on Reported Meteorological Conditions Within Each County, 2013 – 2022

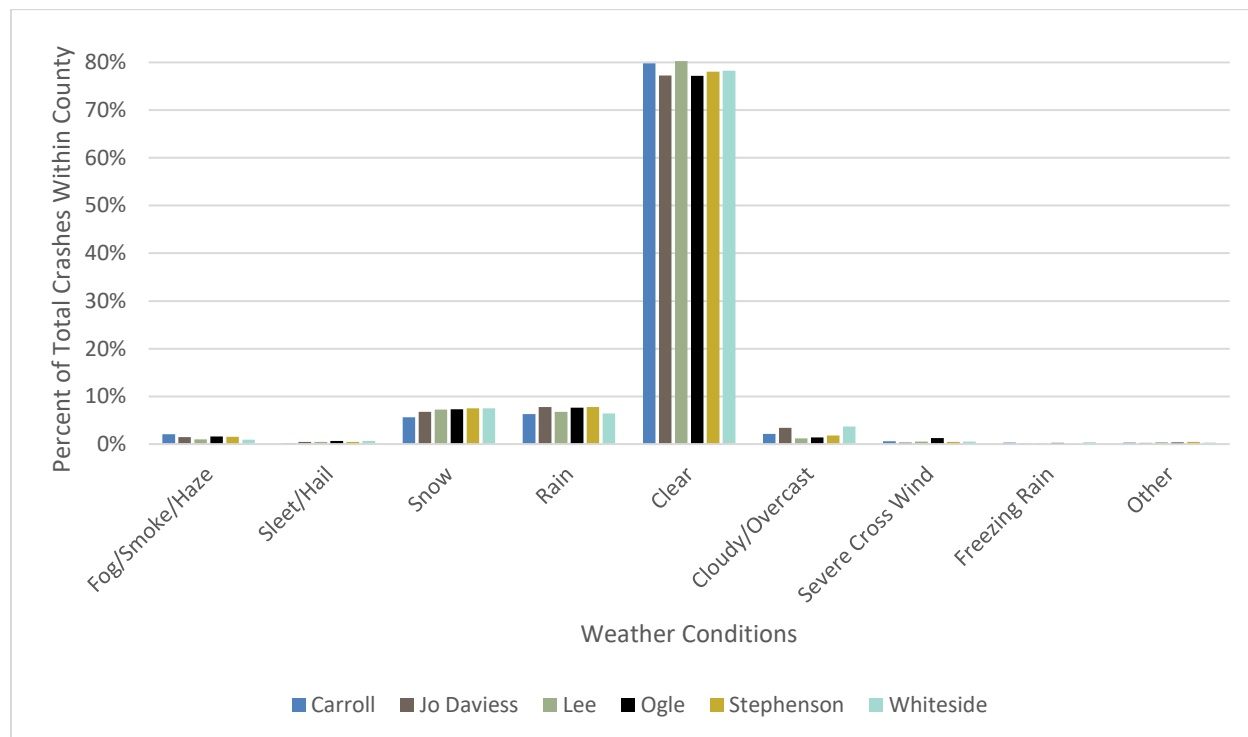


Figure 6.1.12 shows that fatal and incapacitating injury crashes occurred mostly in clear conditions, with over 200 fatalities and almost 1,600 incapacitating injuries reported in clear conditions across all counties. Rain, snow, wind, and poor visibility made up fewer than 100 fatalities and just over 200 incapacitating injuries. Figure 6.1.13 shows that rain, snow, and hail conditions see lower rates of fatal and incapacitating injuries than clear days while crashes that happen during overcast and severe cross wind conditions are more likely to result in incapacitating injuries.

Figure 6.1.12: Quantity of Fatal (“K” Injury) and Incapacitating Injury (“A” Injury) Crashes by Meteorological Conditions, 2013 – 2022

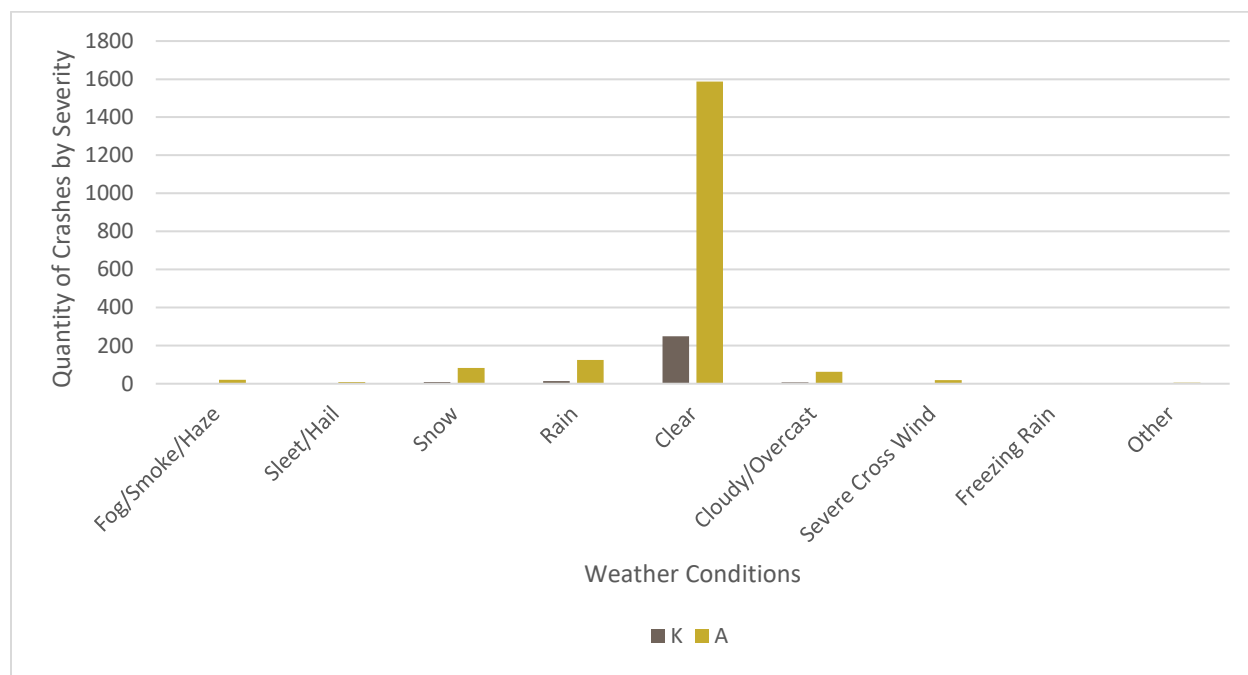
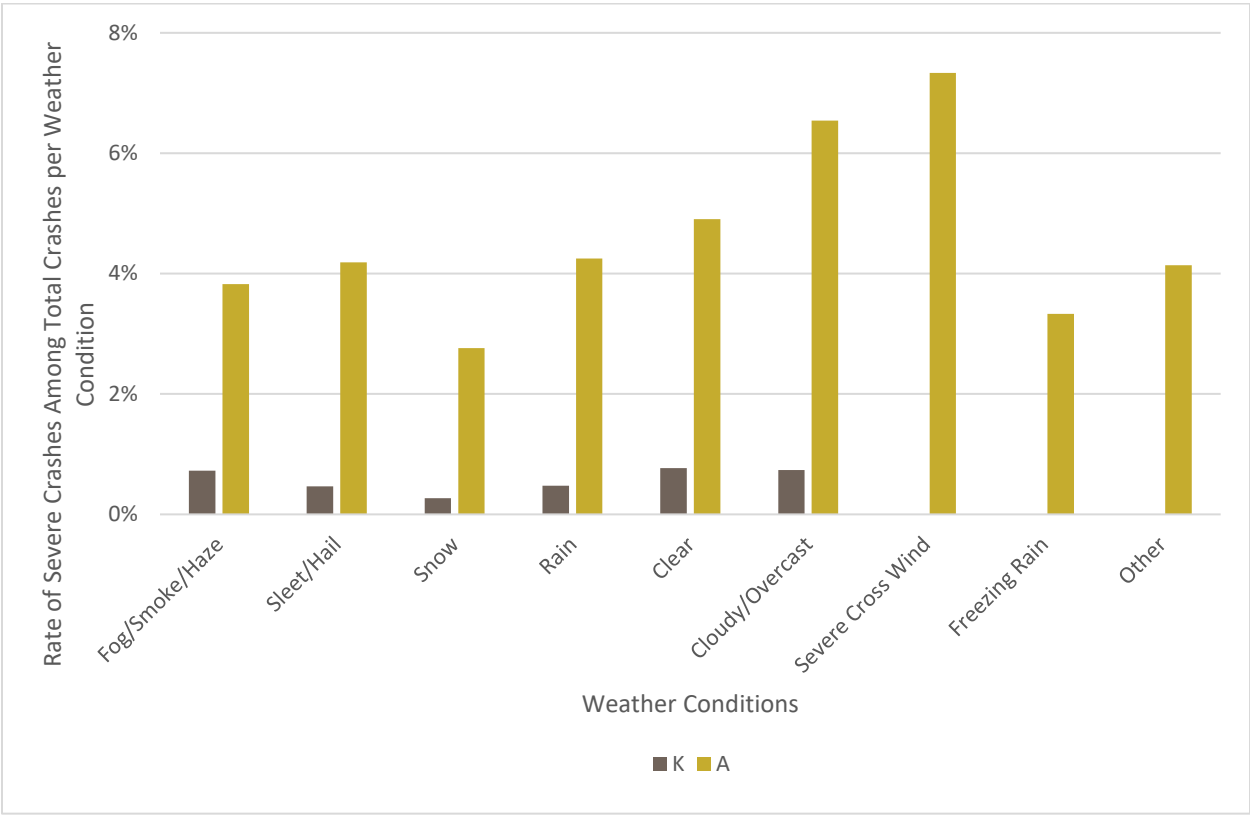


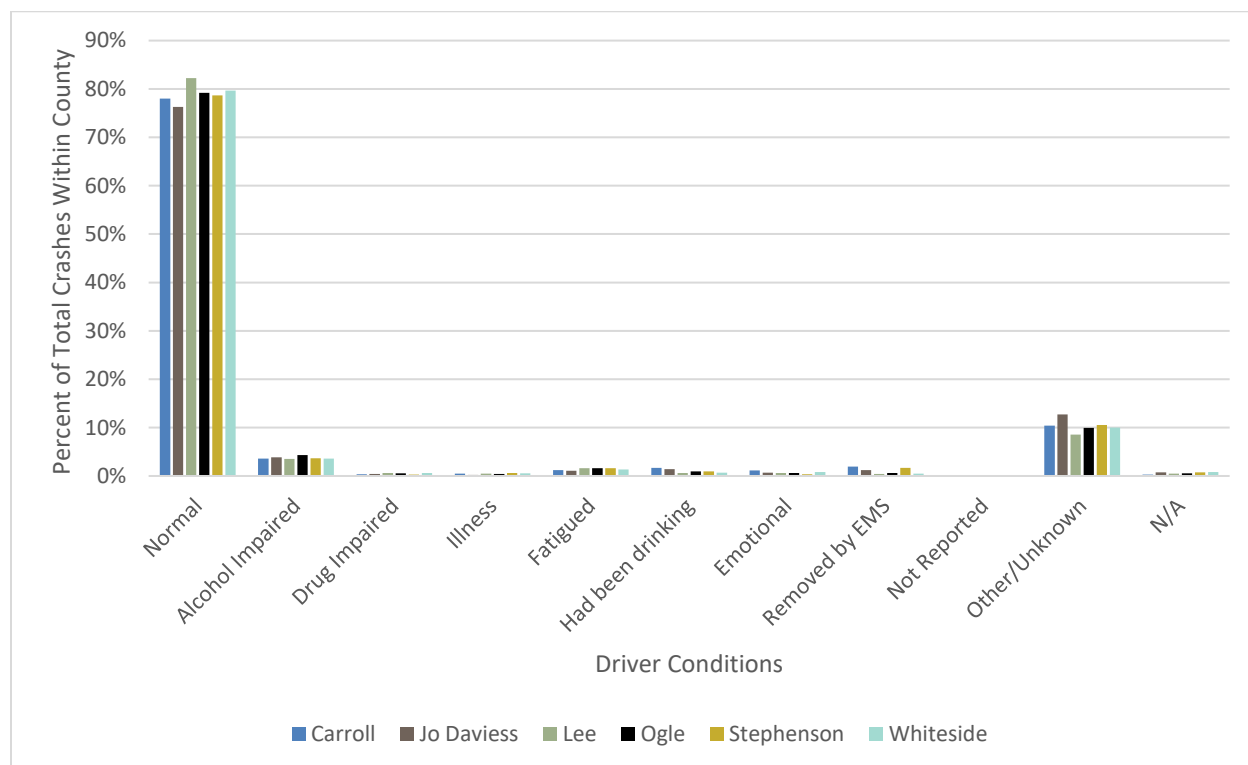
Figure 6.1.13: Rate of Fatal (“K” Injury) and Incapacitating Injury (“A” Injury) Crashes Among Total Crashes by Meteorological Condition, 2013 – 2022



6.1.3 Driver State Reported at Crashes

Driver state can play a major role in crashes. Figure 6.1.14 shows that, in most crashes, either the responding law enforcement officer deemed the driver to be in a normal state or no data was available to ascertain the driver's state at the time of the crash. In all crashes across the six-county region, alcohol impairment was present in roughly 4%, and alcohol was considered a factor in at least 5% (combining alcohol impairment and had been drinking). Drug impaired represented fewer than 1% of all crashes. Fatigue and illness represented no more than 3% of all crashes. While each county had a slight variance in the percentage of total crashes, the order of magnitude between each category was consistent across the region.

Figure 6.1.14: Distribution of Total Crashes Based on Reported Driver State Within Each County, 2013 – 2022



When looking at total fatal and serious injury crashes, normal is still the most prevalent driver state. Figure 6.1.15 shows that the normal driver state saw over 100 fatalities and over 1,000 incapacitating injuries during the 10-year period. However, as seen in Figure 6.1.16, every other driver condition shows higher rates of fatal and injury crashes. When looking at fatal crashes, the rates for alcohol and drug impaired are 0.51 and 0.42 times the rate for normal, respectively. This means that when an alcohol or drug impaired driver is involved in a crash, a fatality or serious injury is more likely to result.

Figure 6.1.15: Quantity of Fatal (“K” Injury) and Incapacitating Injury (“A” Injury) Crashes by Driver State, 2013 – 2022

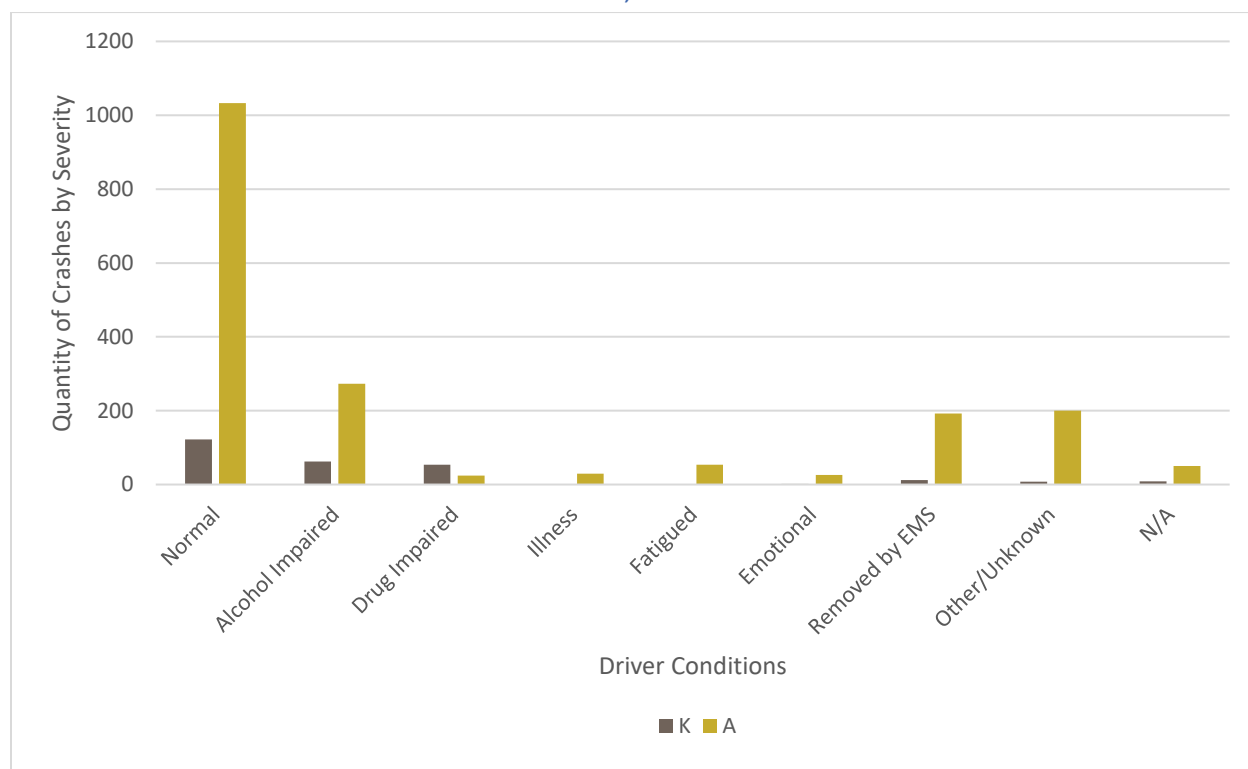
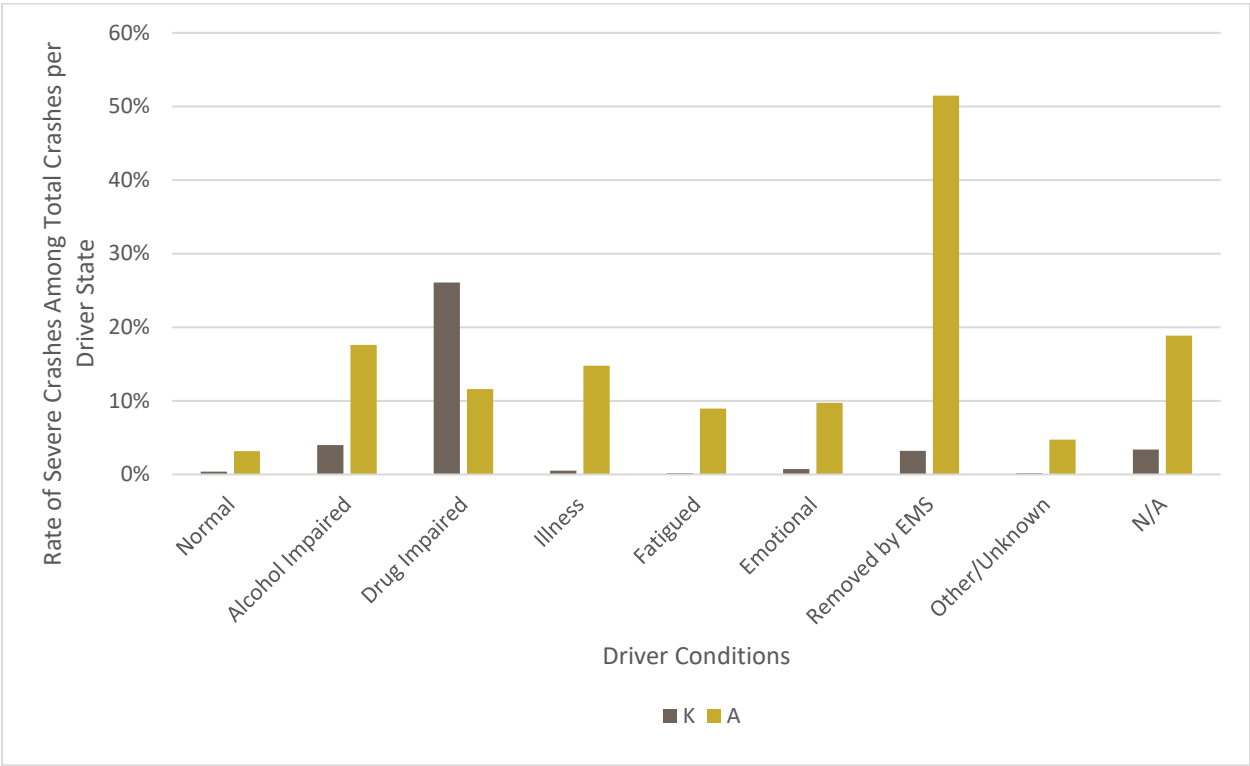


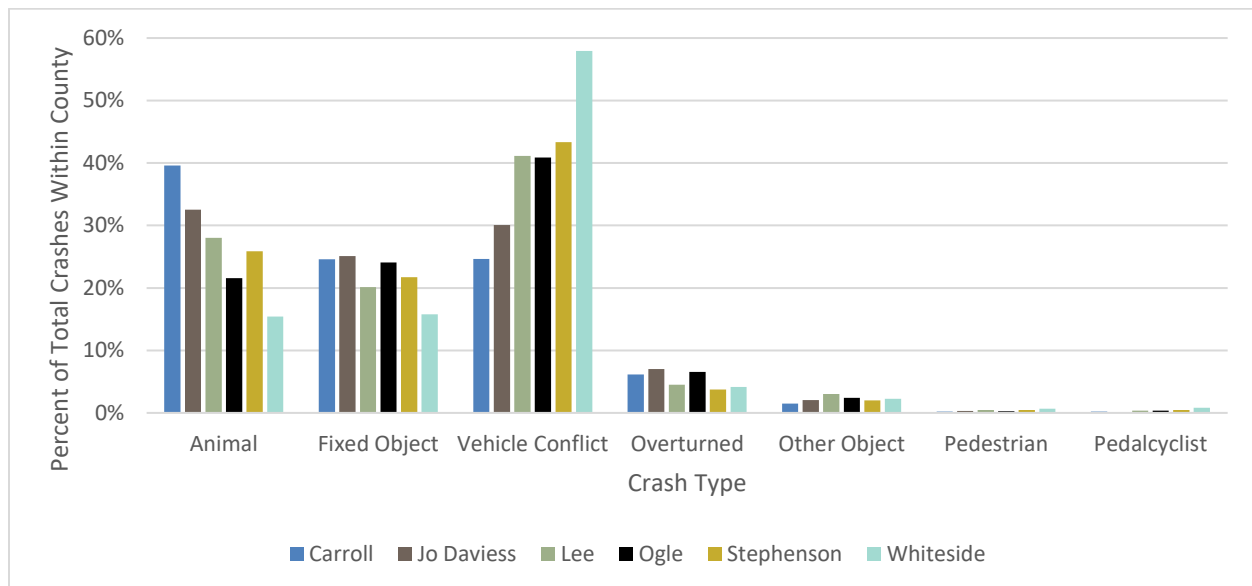
Figure 6.1.16: Rate of Fatal (“K” Injury) and Incapacitating Injury (“A” Injury) Crashes Among Total Crashes Per Driver State, 2013 – 2022



6.1.4 Crash Types

Figure 6.1.17 shows that the most common crash types are vehicle conflict, fixed object, and animal related crashes. Together, these three types represent over 80% of crashes in each county, although which is predominant varies by county. All other crash types are less than 15% of all crashes in any given county. Crashes related to vulnerable road users—namely pedestrians and pedalcyclists— are less than 2% of all crash types in any given county.

Figure 6.1.17: Distribution of Total Crashes Based on Crash Type Within Each County, 2013 – 2022



When breaking out fatal and incapacitating injury crashes, new distributions emerge. Figure 6.1.18 and Figure 6.1.19 show that animal-related crashes, despite being one of the top three crash types, have no reported fatalities, and less than 1% result in incapacitating injuries. Fixed object-related crashes have no reported fatalities, but over 5% result in incapacitating injuries. Vehicle conflict-related crashes (which are broken out in greater detail in subsequent charts) comprise a significant quantity of crashes relative to peer top three crash types, although the rate of fatalities is less than 1%, and the rate of incapacitating injuries is 5%. Overturned crashes, although relatively infrequent among all crashes, have a higher likelihood of an incapacitating injury. Crashes involving vulnerable road users have a substantially higher likelihood of seeing a fatality or incapacitating injury than other crash types.

Figure 6.1.18: Quantity of Fatal (“K” Injury) and Incapacitating Injury (“A” Injury) Crashes by Crash Type, 2013 – 2022

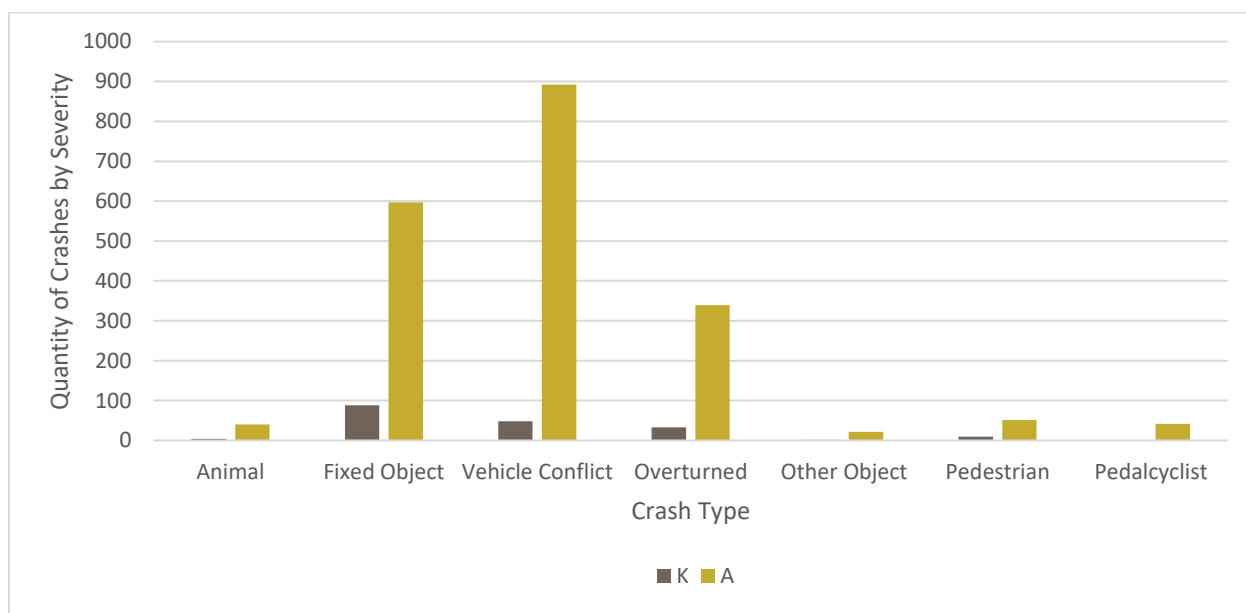
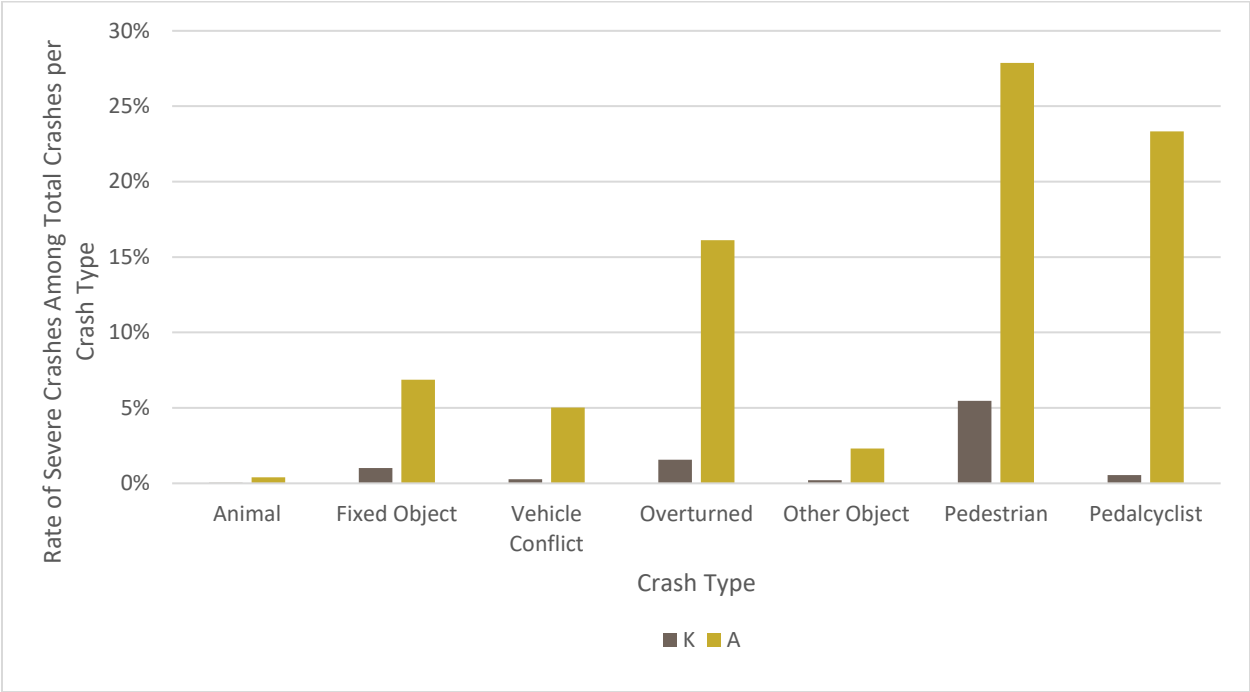
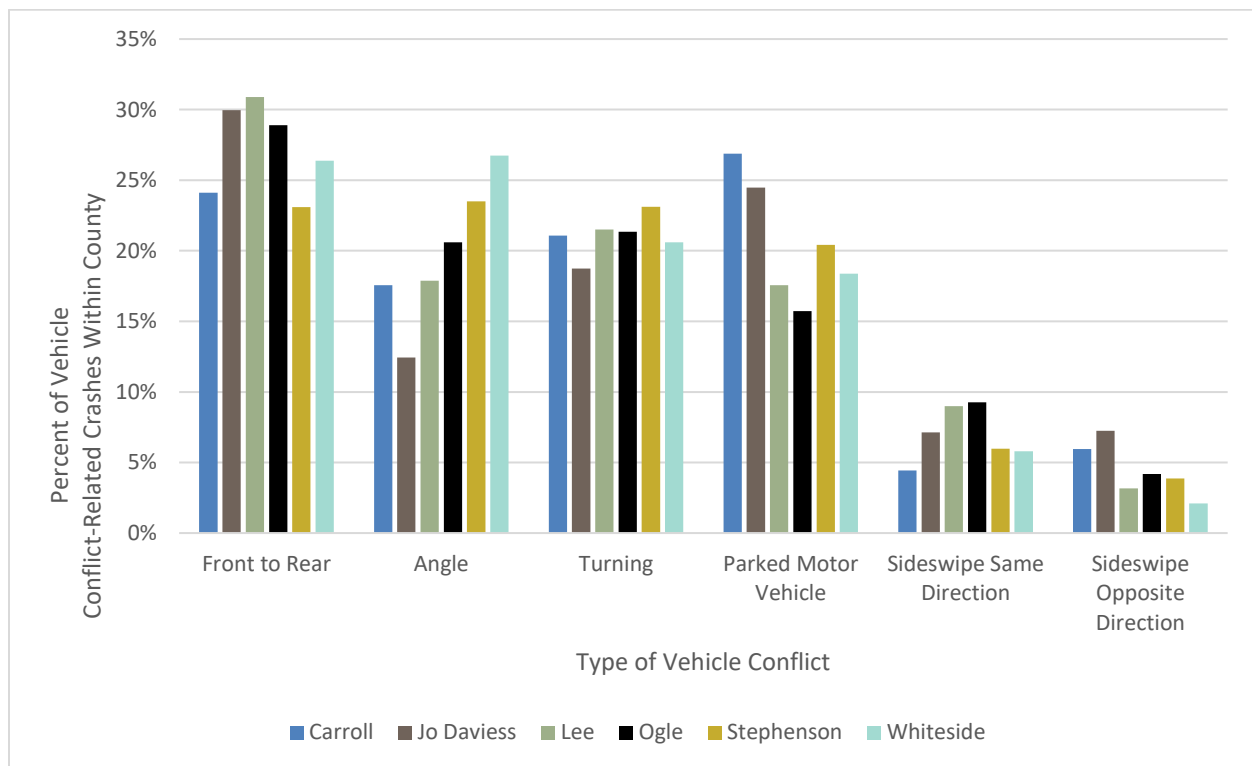


Figure 6.1.19: Rate of Fatal (“K” Injury) and Incapacitating Injury (“A” Injury) Crashes Among Total Crashes by Crash Type, 2013 – 2022



When splitting vehicle conflict crashes into subtypes, Figure 6.1.20 shows a near-even distribution across the region among front-to-rear, angle, turning, and parked motor vehicle crashes, though variation exists in individual counties. Sideswipe (same direction or opposite) are fewer than 10% of all crashes for each type.

Figure 6.1.20: Distribution of Total Vehicle Conflict-Related Crashes Within Each County, 2013 – 2022



When breaking out fatal and incapacitating injury crashes, new rankings emerge. Figure 6.1.21 and Figure 6.1.22 show that front-to-rear, angle, and turning crashes have both a high quantity and rate of incapacitating injuries. Though lower in total, sideswipe (opposite direction) crashes see a substantially higher rate of fatality and incapacitating injuries when they occur, with over 7% resulting in an incapacitating injury.

Figure 6.1.21: Quantity of Fatal (“K” Injury) and Incapacitating Injury (“A” Injury) Crashes by Vehicle Conflict-Related Crash Type, 2013 – 2022

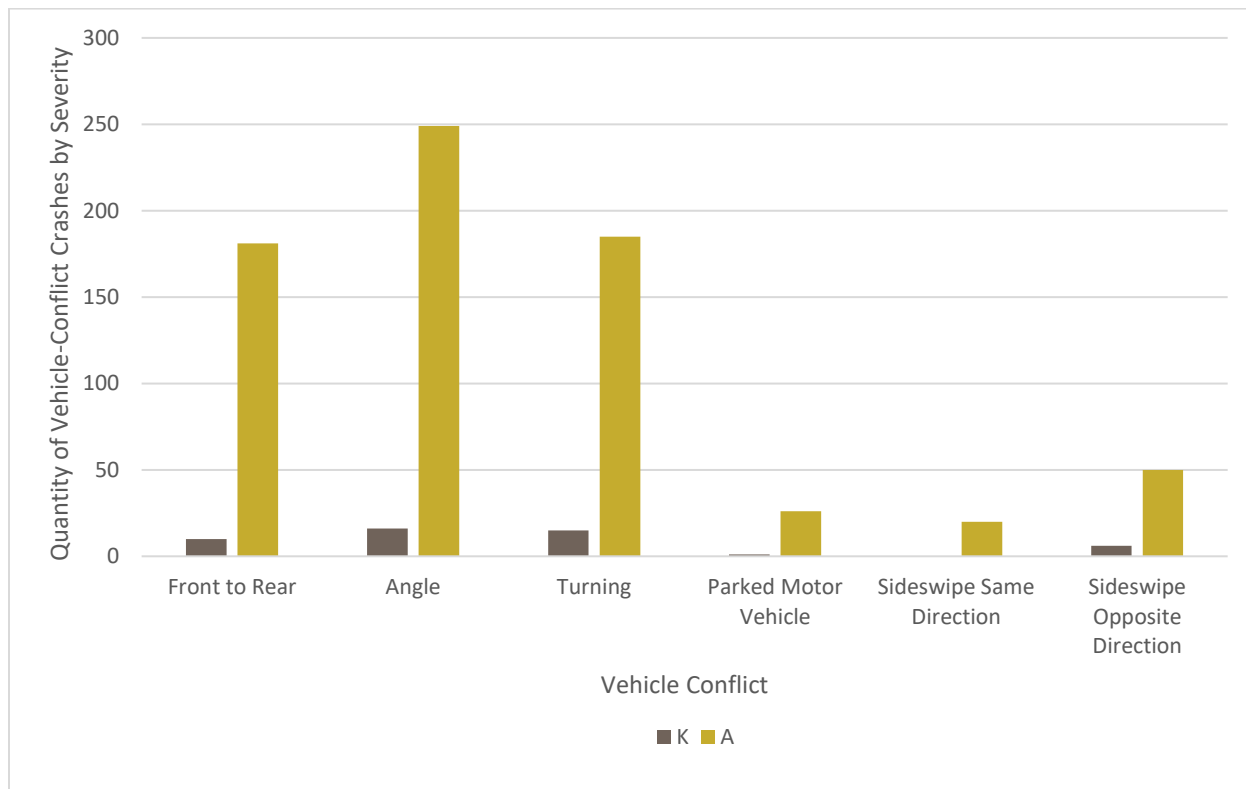
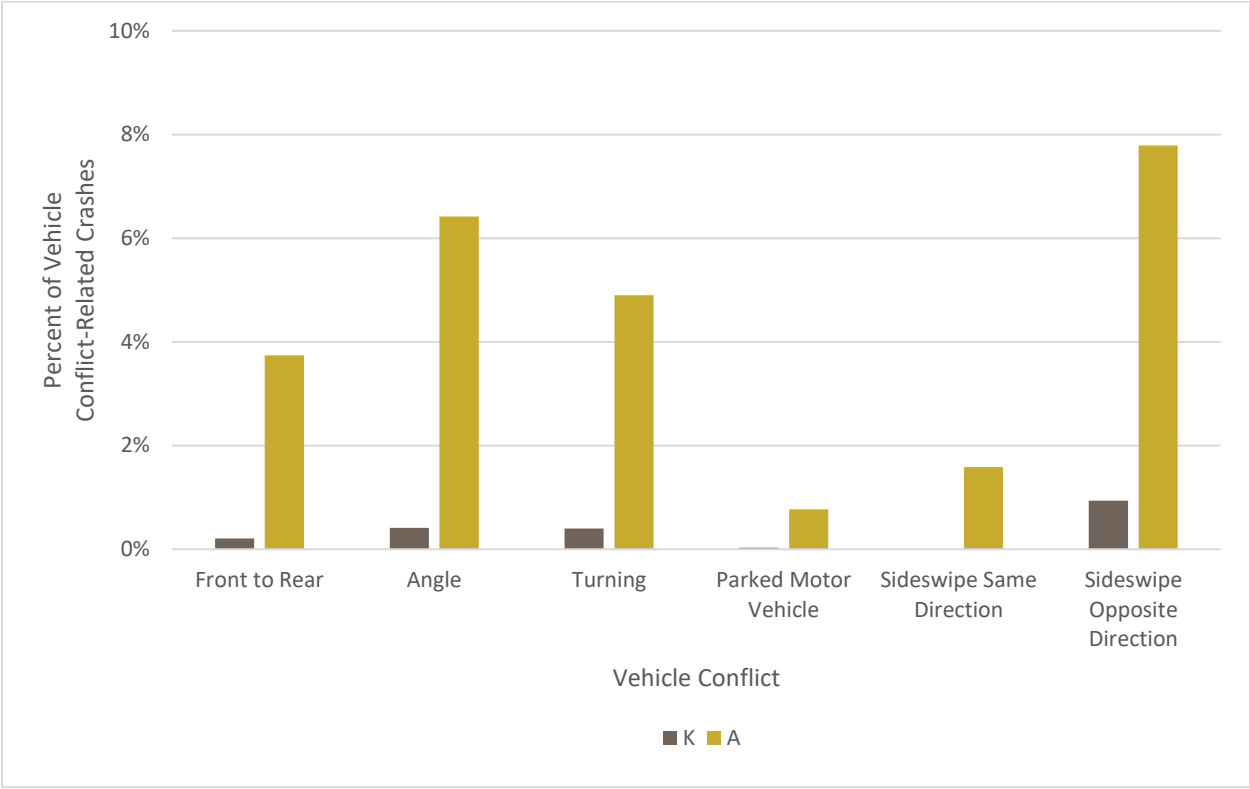


Figure 6.1.22: Rate of Fatal (“K” Injury) and Incapacitating Injury (“A” Injury) Crashes Among Vehicle Conflict-Related Crashes Per Type, 2013 – 2022



6.1.5 Temporal Distribution of Crashes

Crashes were examined in the context of their temporal distribution, which is helpful for identifying if there is a particular day of the week (e.g. weekends versus weekdays) or a particular month (e.g. summer periods when more travel occurs) when crashes are more likely to occur. Figure 6.1.23 shows that crash trends within a week split along weekdays and the weekend. Sunday through Thursdays in each county saw relatively fewer crashes than on Friday and Saturday. Within a given county, there is a degree of variation in terms of which days see higher crash rates both within and between the weekly trends.

Figure 6.1.23: Distribution of Total Crashes by Day of Week Within Each County, 2013 – 2022

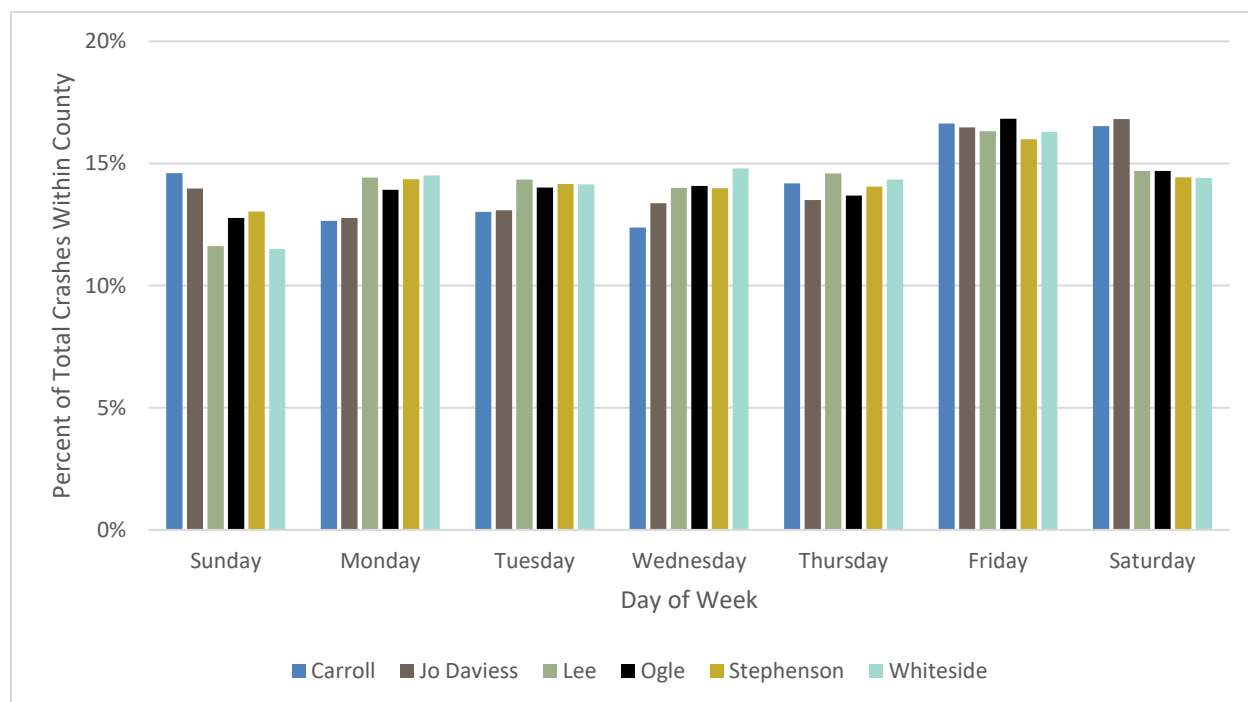


Figure 6.1.24 and Figure 6.1.25 show the breakdown of fatal and incapacitating injury crashes along temporal distribution. Higher quantities and rates of fatalities occur on Saturdays and Sundays. Incapacitating injuries see higher quantities on Fridays and Saturdays, whereas higher rates of incapacitating crashes range from Friday through Monday. Even though certain days see higher rates, the spread of crash rates for incapacitating injuries is only 4.0% to 5.5% of all crashes per day.

Figure 6.1.24: Quantity of Fatal (“K” Injury) and Incapacitating Injury (“A” Injury) Crashes by Day of Week, 2013 – 2022

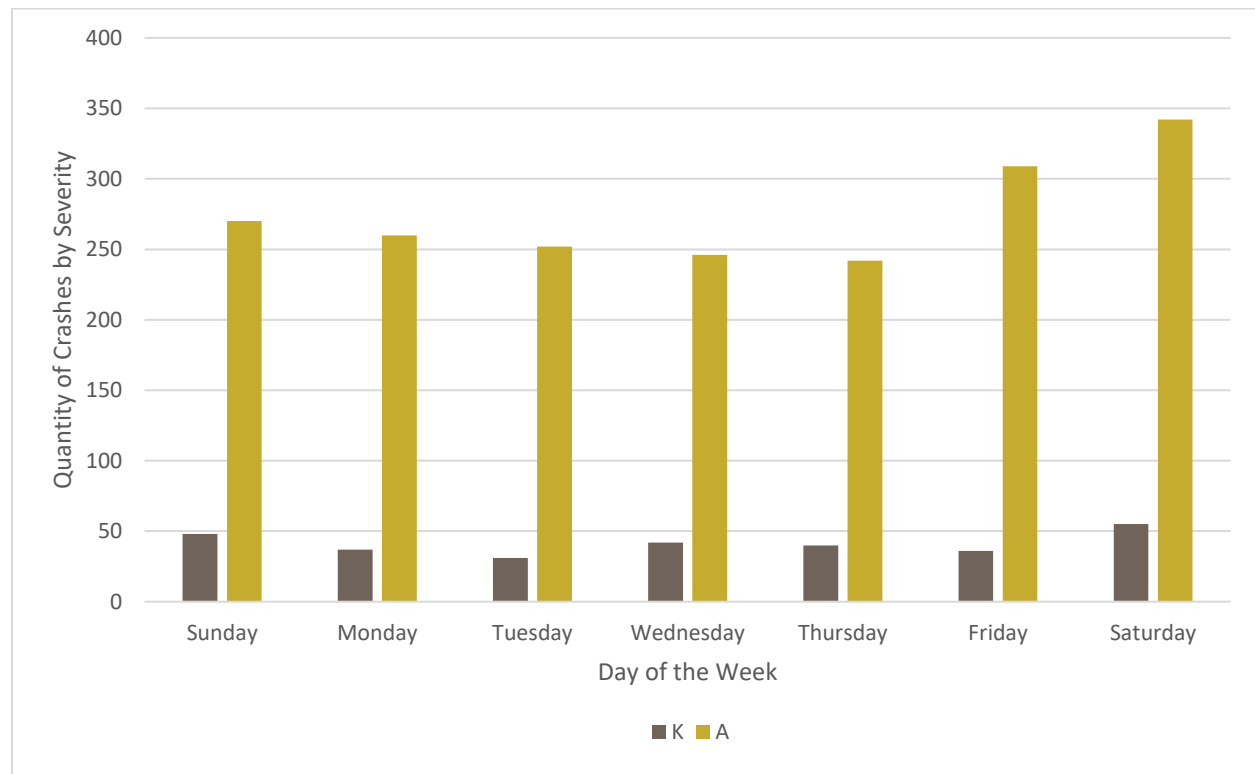


Figure 6.1.25: Rate of Fatal (“K” Injury) and Incapacitating Injury (“A” Injury) Crashes Among Crashes by Day of Week, 2013 – 2022

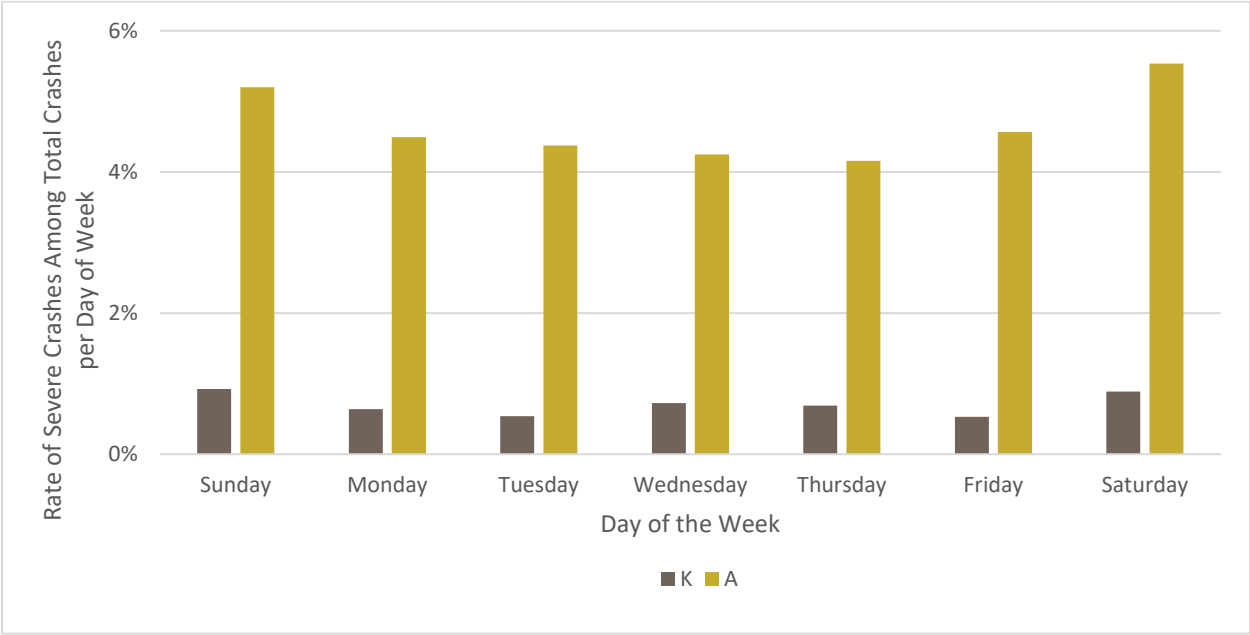


Figure 6.1.26 shows that crashes are relatively lower between the months of February and September and relatively higher between October and January. This is not uncommon, as daylight hours are shorter from October to January in Northwest Illinois and routine trips are more likely to occur during darkness when visibility is lower. Within a given county, there is a degree of variation in terms of which months see higher crash rates, both within and between the annualized trends.

Figure 6.1.26: Distribution of Total Crashes by Month of Year Within Each County, 2013 – 2022

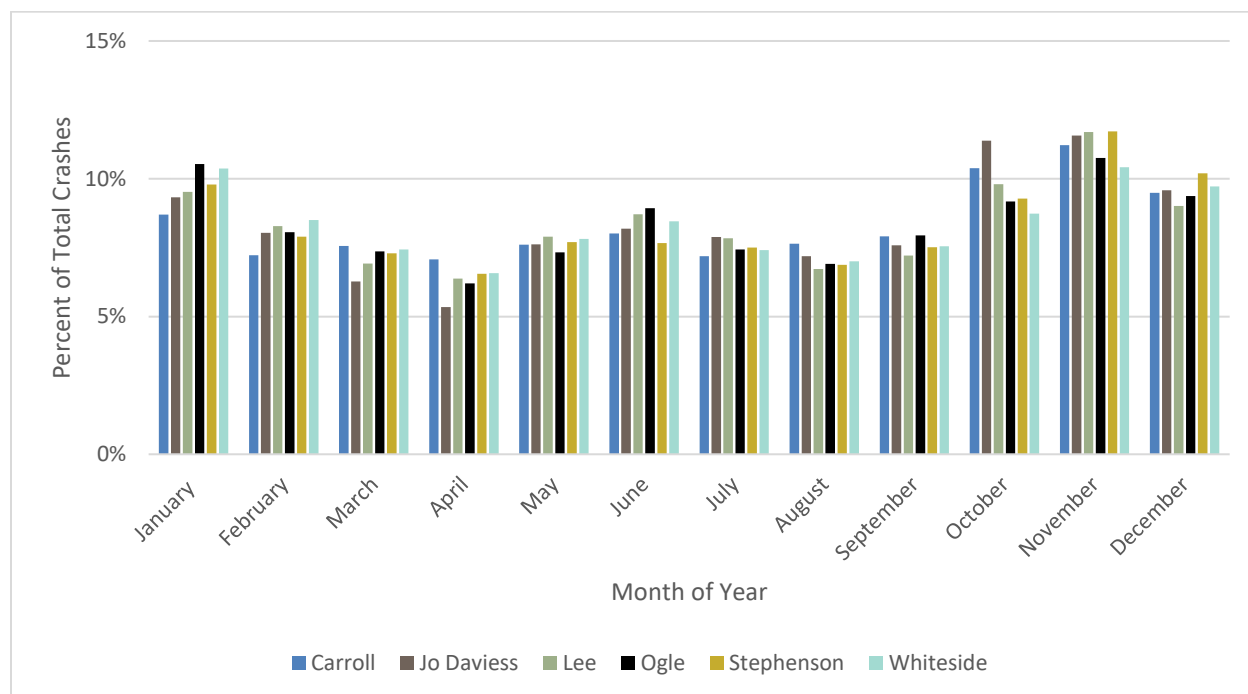


Figure 6.1.27 and Figure 6.1.28 show the breakdown of fatal and incapacitating injury crashes. Higher quantities of fatalities and incapacitating injury crashes occurred from June through September, and these months also saw higher rates of fatal crashes. The highest rates for incapacitating injuries occur between July and September. Winter periods, despite seeing higher rates of total crashes, tend to see lower rates of fatal and incapacitating injury crashes, with a range of nearly 3% to 7% of crashes in a given month resulting in an incapacitating injury across the year.

Figure 6.1.27: Quantity of Fatal (“K” Injury) and Incapacitating Injury (“A” Injury) Crashes by Month of Year, 2013 – 2022

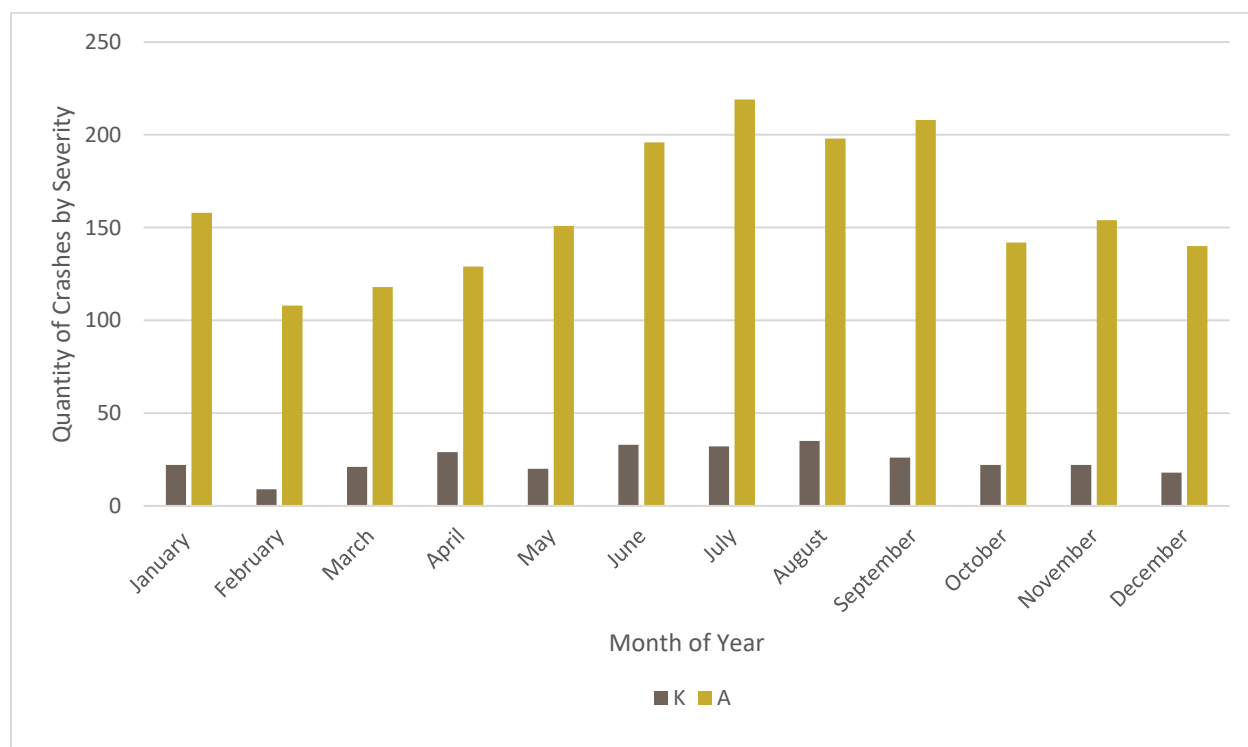
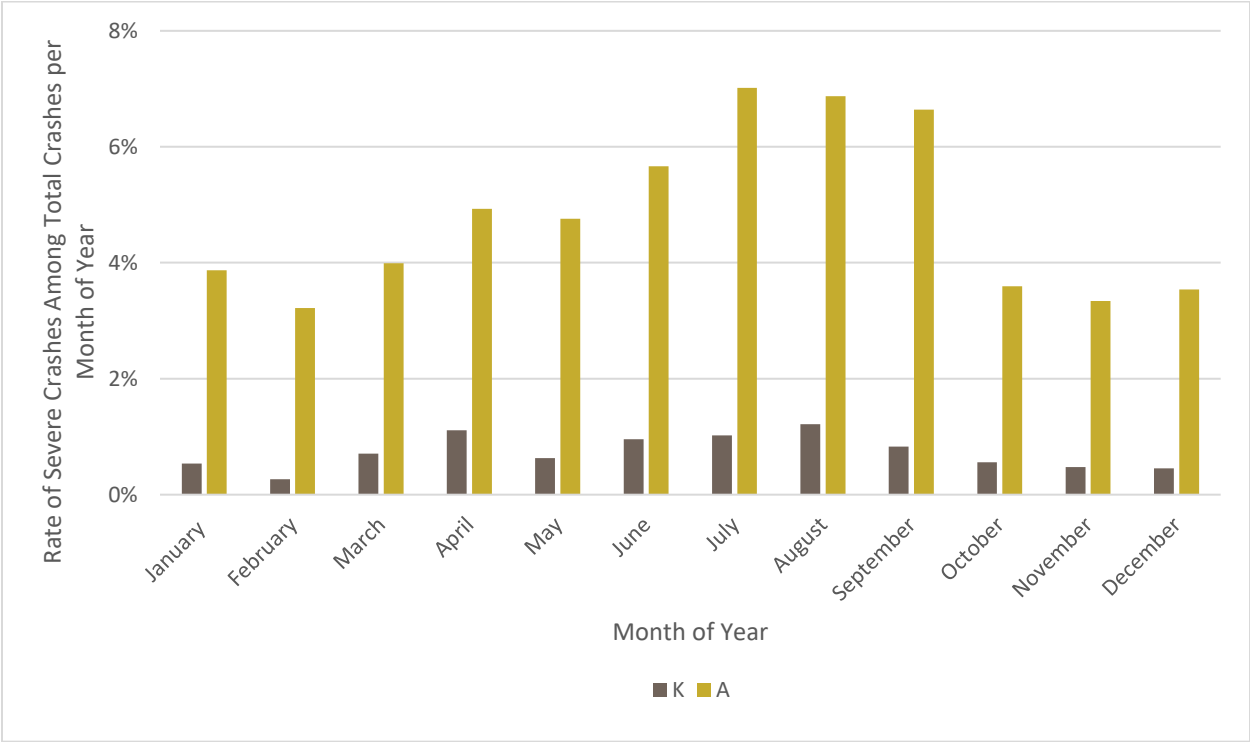


Figure 6.1.28: Rate of Fatal (“K” Injury) and Incapacitating Injury (“A” Injury) Crashes Among Crashes by Month of Year, 2013 – 2022



6.1.6 Primary Location of Crashes

Crashes were analyzed by identifying the number of collisions per miles of roadway (crash rates). Crashes were evaluated by roadway functional classification for any disproportionate crash weights based on the classified mileage distance of all roadways by roadway functional classification. Local roads, collector roads, and arterials saw the highest quantities of collisions compared to interstates but also had significantly more miles of roadway in the six-county area. Interstates and principal arterials saw higher rates of crashes per mile because of higher traffic volumes than local roads. Similarly, fatalities and all injury types were more prevalent on functional classifications that carried heavier traffic volumes. On a per-mile basis, crashes with vulnerable road users (pedestrians and pedalcyclists) occur more frequently on arterials and collectors, which is expected because of the combination of higher traffic volumes and pedestrian infrastructure. The results can be seen in tables 6.1.1 and 6.1.2.

Table 6.1.1: Crashes by Roadway Functional Classification

Functional Classification	Total Miles	Segment Miles with Collisions	Collisions	Fatal Crashes	Injury (A-B-C) Crashes	VRU Crashes
Interstate	138	129.2	3,002	21	732	3
Local Road or Street	5,640	2,357.5	11,807	63	3125	154
Major Collector	1,099	963.0	8,708	68	2257	61
Minor Arterial	433	385.7	7,417	65	2358	81
Minor Collector	431	324.0	1,506	17	411	6
Other Principal Arterial	282	256.1	8,726	91	2604	57

Table 6.1.2: Crash Rate by Functional Classification

Functional Classification	Collisions	Injuries	Fatalities	VRU
Interstate	21.81	5.32	0.15	0.02
Local Road or Street	2.08	0.55	0.01	0.03
Major Collector	7.95	2.06	0.06	0.06
Minor Arterial	17.19	5.46	0.15	0.19
Minor Collector	3.49	0.95	0.04	0.01
Other Principal Arterial	31.08	9.34	0.33	0.20
Total	5.13	1.43	0.04	0.04

When looking at the breakout between major highway types, the rate of collisions across all miles is fairly comparable. US Highways saw a higher rate of fatal and injury crashes, along with higher rates of vulnerable road user crashes. The results can be seen in tables 6.1.3 and 6.1.4.

Table 6.1.3: Crashes by Highway Type

Highway Type	Total Miles	Miles with Collisions	Collisions	Fatal Crashes	Injury (A-B-C) Crashes	VRU Crashes
Interstate	107.7	106.3	2,607	21	633	3
US Highway	238.6	217.9	5,815	60	1,839	40
State Highway	483.0	432.6	9,124	96	2,739	67

Table 6.1.4: Crash Rate by Highway Type

Highway Type	Collisions	Injuries	Fatalities	VRU
US Highway	24.66	7.87	0.26	0.18
Interstate	24.21	5.88	0.20	0.03
State Highway	18.90	5.67	0.20	0.14
Total	21.25	6.33	0.21	0.14

Roads in urban areas saw fewer of all collision types as well as fatal and injury-type crashes than rural areas; only for VRU crashes was the amount higher in urban areas. However, urban areas had higher rates per mile for all types of crashes. This is likely because total road facilities in urban areas are far fewer than in rural areas. These figures can be seen in tables 6.1.5 and 6.1.6.

Table 6.1.5: Crashes between Urban and Rural Areas

	Total Miles	Miles	Collisions	Fatal Crashes	Injury (A-B-C) Crashes	VRU Crashes
Urban Areas	951.4	609	16,020	68	4,620	256
Rural Areas	7,071.1	3,806	25,146	257	6,867	106

Table 6.1.6: Rates by Urban/Rural Areas

	Collisions	Injuries	Fatalities	VRU
Urban Areas	16.84	4.86	0.07	0.27
Rural Areas	3.56	0.97	0.04	0.01

6.1.7 Vulnerable Road User Impacts

The region has significantly fewer vehicle crashes that involve pedestrians and pedalcyclists than other crash types. However, vulnerable road users are disproportionately affected by fatalities and injuries as they are less protected than vehicle users. Table 6.1.7 breaks down the fatal and incapacitating injury crashes that involved vulnerable road users by county over the 10-year period.

Table 6.1.7: Total Fatal and Incapacitating Injury Crashes Among Vulnerable Road Users by County

	Fatal		Incapacitating Injury	
	Pedestrian	Pedalcyclists	Pedestrian	Pedalcyclists
Carroll	1	0	2	0
Jo Daviess	2	0	4	0
Lee	1	1	13	9
Ogle	3	0	5	6
Stephenson	4	0	10	9
Whiteside	2	1	17	18

6.1.8 Collision History Breakout by County

6.1.8.1 Carroll County Collision History

Carroll County saw a total of 2,657 crashes during the 10-year analysis period; the majority occurred in unincorporated areas. Among the top three crash types, animal-involved crashes represented the highest quantity of crashes while both fixed object and vehicle conflict crashes tied for second. Eleven bicycle and pedestrian crashes were reported, mostly occurring within the City of Savanna. There were 28 fatalities (1% of total crashes) and 139 incapacitating injuries (25% of total crashes). As with total crashes, the vast majority of fatal and incapacitating injury crashes occurred in unincorporated areas. The results can be seen in table 6.1.8.

Table 6.1.8: Carroll County Collision History

	Total	Collision Involved With				Injury Type	
Municipality		Animal	Fixed Object	Vehicle Conflict	Bicycle/ Pedestrian	Fatalities	Incapacitating Injuries
Unincorporated	1878	939	505	217	0	25	107
Savanna	453	62	81	270	7	2	18
Mt Carroll	85	9	17	52	1	0	2
Lanark	83	10	18	44	2	0	3
Shannon	45	8	8	22	1	1	3
Thomson	43	14	6	17	0	0	2
Milledgeville	41	5	8	25	0	0	1
Chadwick	29	5	11	8	0	0	3
Total	2657	1052	654	655	11	28	139

6.1.8.2 Jo Daviess County Collision History

Jo Daviess County saw a total of 5,273 crashes during the 10-year analysis period, the majority which occurred in unincorporated areas. Among the top three crash types, animal-involved crashes represented the highest quantity of crashes, though vehicle conflict and fixed object crashes were a close second and third, respectively. Twenty bicycle and pedestrian crashes were reported, with most occurring within the City of Galena. A total of 42 fatalities (<1% of total crashes) and 326 incapacitating injuries (6% of total crashes) occurred. As with total crashes, the vast majority of fatal and incapacitating injury crashes occurred in unincorporated areas. The results can be seen in table 6.1.9.

Table 6.1.9: Jo Daviess County Collision History

	Total	Collision Involved With				Injury Type	
Municipality		Animal	Fixed Object	Vehicle Conflict	Bicycle/ Pedestrian	Fatalities	Incapacitating Injuries
Unincorporated	3556	1487	1057	499	3	33	257
Galena	862	104	98	594	9	1	18
East Dubuque	323	51	58	184	2	5	14
Stockton	160	10	18	121	4	2	7
Warren	88	3	16	63	2	0	3
Elizabeth	84	22	13	43	0	0	8
Menominee	82	24	30	19	0	0	10
Hanover	67	6	17	42	0	1	5
Scales Mound	26	4	4	13	0	0	3
Nora	16	0	10	5	0	0	1
Apple River	9	3	4	2	0	0	0
Total	5273	1714	1325	1585	20	42	326

6.1.8.3 Lee County Collision History

Lee County saw a total of 7,669 crashes during the 10-year analysis period, with nearly half occurring in unincorporated areas or the City of Dixon. Vehicle conflict crashes represented the highest quantity, primarily occurring within Dixon (26% of total crashes) and in unincorporated areas (12% of total crashes). Animal-related was the second most common crash type, with the vast majority occurring in unincorporated areas (26% of total crashes). Fixed object was the third most common crash type, with most occurring in unincorporated areas and Dixon. Sixty-three bicycle and pedestrian crashes were reported, with most occurring within Dixon. A total of 47 fatalities (1% of total crashes) and 292 incapacitating injuries (4% of total crashes) occurred. The vast majority of fatal and incapacitating injury crashes occurred in unincorporated areas. The results can be seen in table 6.1.10.

Table 6.1.10: Lee County Collision History

	Total	Collision Involved With				Injury Type	
Municipality		Animal	Fixed Object	Vehicle Conflict	Bicycle/ Pedestrian	Fatalities	Incapacitating Injuries
Unincorporated	4802	1980	1280	923	10	38	193
Dixon	2534	128	204	2036	49	9	89
Amboy	177	34	29	96	4	0	7
Ashton	44	1	7	33	0	0	0
Franklin Grove	39	5	8	24	0	0	2
Sublette	23	0	6	15	0	0	1
Paw Paw	20	0	1	16	0	0	0
Steward	12	1	4	5	0	0	0
Compton	6	1	3	1	0	0	0
West Brooklyn	5	0	2	3	0	0	0
Nelson	3	1	0	1	0	0	0
Harmon	2	0	1	1	0	0	0
Lee	2	0	0	2	0	0	0
Total	7669	2151	1545	3156	63	47	292

6.1.8.4 Ogle County Collision History

Ogle County saw a total of 7,841 crashes during the 10-year analysis period, which primarily occurred in unincorporated areas. Among the top three crash types, vehicle conflict crashes were the most significant, with higher rates in the cities of Rochelle, Byron, and Oregon as well as unincorporated areas. Fixed object and animal-related crashes scored a distant second, with most occurring in unincorporated areas. Fifty bicycle and pedestrian crashes were reported, with most occurring within Rochelle or unincorporated areas. There were 70 fatalities (1% of total crashes) and 277 incapacitating injuries (4% of total crashes). The vast majority of these fatal and incapacitating injury crashes occurred in unincorporated areas. The results can be seen in table 6.1.11.

Table 6.1.11: Ogle County Collision History

	Total	Collision Involved With				Injury Type	
Municipality		Animal	Fixed Object	Vehicle Conflict	Bicycle/ Pedestrian	Fatalities	Incapacitating Injuries
Unincorporated	5366	1588	1542	1383	14	62	217
Rochelle	1004	18	133	777	11	3	24
Byron	421	25	48	319	6	0	15
Oregon	364	30	41	264	8	4	5
Davis Junction	149	16	30	88	1	0	7
Polo	118	1	12	99	2	0	1
Mt Morris	104	2	19	71	5	0	1
Stillman Valley	81	2	12	60	1	0	1
Hillcrest	79	0	18	51	1	0	2
Forreston	53	3	9	39	0	0	0
Creston	47	0	13	25	0	1	3
Leaf River	27	5	6	13	1	0	0
Monroe Center	25	2	5	16	0	0	1
Adeline	3	1	2	0	0	0	0
Total	7841	1693	1890	3205	50	70	277

6.1.8.5 Stephenson County Collision History

Stephenson County saw a total of 7,942 crashes during the 10-year analysis period, with the vast majority occurring in the City of Freeport and unincorporated areas. Among the top three crash types, vehicle conflict crashes represented the highest quantity of crashes, with many (31% of total crashes) occurring in Freeport. Animal and fixed-object crashes were second and third, respectively, with most occurring in unincorporated areas. Seventy-three bicycle and pedestrian crashes were reported, mostly occurring within Freeport. A total of 39 fatalities (1% of total crashes) and 342 incapacitating injuries (4% of total crashes) occurred. The vast majority of fatal and incapacitating injury crashes occurred in unincorporated areas. The results can be seen in table 6.1.12.

Table 6.1.12: Stephenson County Collision History

	Total	Collision Involved With				Injury Type	
Municipality		Animal	Fixed Object	Vehicle Conflict	Bicycle/ Pedestrian	Fatalities	Incapacitating Injuries
Unincorporated	4613	1944	1353	797	10	35	259
Freeport	3060	82	309	2482	61	3	73
Cedarville	61	8	12	40	0	0	3
Dakota	45	2	14	22	1	0	3
Orangeville	38	4	8	24	0	0	2
Davis	31	2	7	19	1	0	0
Pearl City	31	0	7	23	0	0	1
Winslow	20	4	3	12	0	0	0
Lena	15	5	3	6	0	1	0
Rock City	14	2	4	8	0	0	0
German Valley	12	1	3	8	0	0	0
Ridott	2	0	1	1	0	0	1
Total	7942	2054	1724	3442	73	39	342

6.1.8.6 Whiteside County Collision History

Whiteside County saw a total of 9,912 crashes during the 10-year analysis period, occurring mostly in the cities of Sterling and Rock Falls as well as unincorporated areas. Among the top three crash types, vehicle conflicts significantly exceeded all others, with a strong distribution in urban areas. In unincorporated areas, vehicle conflict collisions had similar quantities for animal or fixed object crashes. One hundred and forty-six bicycle and pedestrian crashes were reported, most occurring in Sterling and Rock Falls. A total of 63 fatalities (1% of total crashes) and 545 incapacitating injuries (5% of total crashes) occurred. The vast majority of these fatal and incapacitating injury crashes occurred in unincorporated areas. The results can be seen in table 6.1.13.

Table 6.1.13: Whiteside County Collision History

Municipality	Total	Collision Involved With				Injury Type	
		Animal	Fixed Object	Vehicle Conflict	Bicycle/ Pedestrian	Fatalities	Incapacitating Injuries
Unincorporated	4334	1417	1085	1104	21	52	371
Sterling	3130	22	234	2709	66	7	101
Rock Falls	1484	18	135	1229	42	1	43
Fulton	404	27	37	307	6	2	11
Morrison	340	22	32	263	6	1	3
Erie	84	2	13	58	2	0	6
Prophetstown	61	9	9	37	2	0	4
Albany	34	5	6	21	0	0	2
Lyndon	24	3	9	5	0	0	3
Tampico	12	1	3	5	1	0	1
Deer Grove	4	2	0	1	0	0	0
Coleta	1	0	0	1	0	0	0
Total	9912	1528	1563	5740	146	63	545

6.2 Top Crash Locations and Countermeasure Recommendations

The study team identified the top locations in each county where crashes occurred during the study period. Crash data and statistics - such as type of collision and the severity outcomes for people - were summarized by jurisdiction and roadway location. Potential countermeasures were recommended based on crash history and expected countermeasure effectiveness in reducing the type and severity of collision at each location. Tables 6.2.1 to 6.2.6 display each county's top crash locations their potential countermeasures. Additional information on countermeasures and locations can be found in the crash summaries for each county located in Appendix A.

6.2.1 Top Crash Locations Carroll County

	Rank	Location	Potential Countermeasure(s)
S T A T E	1	IL-84 - Upper Mississippi River National Wildlife and Fish Refuge Spring Lake Parking Lot Driveway	Signage, Roadway Departure Solution
	2	US-52 & Dame Rd	Signage
	3	IL-78 & Vinegar Hill Rd	Signage
	4	IL-78 & Old Galena Trail	Signage, Right Turn Slip Lane Improvement
	5	US-52	Roadway Departure Solution
	6	US-52 & IL-84	Signage
	7	IL-64	Signage
	8	IL-84	Roadway Departure Solution
	9	IL-84	Roadway Departure Solution
	10	IL-64	Roadway Departure Solution
C O U N T Y	1	Co Hwy 12 (Coleta Rd) & Clark Rd	Roadway Departure Solution
	2	Co Hwy 3 (Brookville Rd) & Shannon Rt	Signage
	3	Co Hwy 8 (Ideal Rd) & Hartman Rd	Signage
	4	Co Hwy 8 (Ideal Rd)	Roadway Departure Solution
	5	Co Hwy 25 (Milledgeville Rd)	Roadway Departure Solution
L O C A L	1	Thomson Rd & Argo Fay Rt	Signage
	2	3rd St	Signage
	3	Scenic Ridge Rd & Haas Rd	Signage, Enhanced Delineation for Horizontal Curves
	4	Airport Rd & Scenic Bluff Rd	Signage
	5	Adams St & Broderick Dr	Crosswalk Visibility Enhancement, Signage
	6	Loran Rd	Roadway Departure Solution
	7	Saddle Creek Rd	Roadway Departure Solution
	8	Townline Rd	Roadway Departure Solution
	9	Zier Rd	Roadway Departure Solution
	10	Bowen St	Median / Median Markings

6.2.2 Top Crash Locations Jo Daviess

	Rank	Top Locations	Potential Countermeasure(s)
S T A T E	1	US-20 & Frentress Lake Rd	Crossing Divided Highways
	2	US-20 & Barge Terminal Rd	Crossing Divided Highways
	3	US-20 On Ramp	Signage, Merge Lane Design
	4	US-20 & Dunn Rd	Crossing Divided Highways
	5	US-20 & Hilltop Rd	Crossing Divided Highways
	6	US-20 & Glen Hollow Rd	Signage
	7	US-20	Roadway Departure Solution
	8	US-20 & Lone St / Longhollow Rd	Signage
	9	IL-84	Roadway Departure Solution
	10	IL-84 & Norris Ln	Signage
C O U N T Y	1	Co Hwy 3 (Stagecoach Trail) & Co Hwy 4 (Elizabeth Scales Mound Rd)	Roundabout, Signage
	2	Co Hwy 3 (Stagecoach Trail) & Hayes Rd	Signage
	3	Co Hwy 1 (Council Hill Rd) & Co Hwy 3 (Stagecoach Trail)	Signage
	4	Co Hwy 3 (Stagecoach Trail)	Roadway Departure Solution
	5	Co Hwy 3 (Stagecoach Trail) & Guilford Rd	Signage
	6	Co Hwy 4 (Elizabeth Hanover Rd) & Betsy Dr	Signage
	7	Co Hwy 3 (Stagecoach Trail)	Roadway Departure Solution
	8	Co Hwy 3 (Stagecoach Trail) & Roberts Rd	Roadway Departure Solution
	9	Co Hwy 2 (Council Hill Rd) & Buckhill Rd	Roadway Departure Solution
	10	Co Hwy 3 (Stagecoach Trails)	Roadway Departure Solution, Enhanced Delineation at Horizontal Curves
L O C A L	1	Cole St & North Ave	Signage
	2	Blackjack Rd	Roadway Departure Solution
	3	Broadway St & Meeker St	Signage
	4	Main St	Signage
	5	Blackjack Rd	Enhanced Delineation for Horizontal Curves
	6	Imbus Rd	Signage, Roadway Departure Solution
	7	Blackjack Rd	Roadway Departure Solution
	8	Blackjack Rd	Roadway Departure Solution
	9	Devils Ladder Rd & Hoof It Goat Treks Driveway	Signage
	10	Field St	Roadway Departure Solution

6.2.3 Top Crash Locations Lee County

	Rank	Top Locations	Potential Countermeasure(s)
S T A T E	1	US-52 (Galena Ave) & 5th St	Signage
	2	US-52 (Galena Ave)	Signage
	3	US-52 (Galena Ave) & IL-2 (Everett St)	Right Turn Slip Lane Improvements
	4	US-52 (Galena Ave) & 3rd St	Signage
	5	IL-26 (Galena Ave) & Bloody Gulch Rd	Signage
	6	IL-26 (Galena Ave) & Division St	Signage
	7	US-30 & Harmon Rd	Signage
	8	US-52 (7th St) & IL-26 (Galena Ave)	Right Turn Slip Lane Improvements
	9	US-52 (Galena Ave) & East River Rd	Right Turn Slip Lane Improvements
	10	IL-2 & River Ln	Right Turn Slip Lane Improvements, Signage
C O U N T Y	1	Co Hwy 11 (Pump Factory Rd) & Bloody Gulch Rd	LED Stop Signs
	2	Co Hwy 16 (Rock Island Rd) & Bloody Gulch Rd	Signage, Roadway Departure Solution
	3	Co Hwy 16 (Rock Island Rd) & Atkinson Rd	Signage
	4	Co Hwy 14 (Sterling Rd) & Hoyle Rd	Signage
	5	Co Hwy 33 (Rockford Rd)	Roadway Departure Solution
	6	Co Hwy 1 (Flagg Rd) & Lost Nation Rd	Signage
	7	Co Hwy 16 (Rock Island Rd) & Co Hwy 35 (Nelson Rd)	Signage
	8	Co Hwy 16 (Rock Island Rd) & Browns Beach Rd	Signage
	9	Co Hwy 11 (Pump Factory Rd)	Signage
	10	Co Hwy 10 (Shaw Rd) & Meridian Rd	Signage
	11	Co Hwy 36 (Cavanaugh Rd) & Pilgrim Rd	Signage
L O C A L	1	Peoria Ave & 7th St	LED Stop Signs
	2	1st St	Signage
	3	1st St & Highland Ave	Signage
	4	Peoria Ave & 1st St	Signal, Signage, and Cub Extension Installed
	5	Peoria Ave & Boyd St	Signage
	6	Timber Creek Rd & Lowell Park Rd	Signage
	7	Lincoln Ave & 2nd St	Signage
	8	Woodhaven Dr / Tower Rd & La Moille Rd	Signage
	9	Chamberlin St & Brinton Ave	Signage
	10	Monroe Ave & 7th St	Signage
	11	Sterling Rd & Robbins Rd	Signage
	12	College Ave & 3rd St	Signage

6.2.4 Top Crash Locations Ogle County

	Rank	Top Locations	Potential Countermeasure
S T A T E	1	IL-72 & IL-2	Crosswalk Visibility Enhancement, Signage
	2	IL-26 & Montague Rd	Signage
	3	I-39	Roadway Departure Solution
	4	I-88 / I-39	Roadway Departure Solution
	5	IL-251 & Twombly Rd	Signage
	6	IL-2 & Colfax St	Signage
	7	IL-64 & IL-251	Right Turn Slip Lane Improvement, Roundabout
	8	IL-38 & US-51/I-39 WB Ramps	Signage
	9	IL-38 & Mulford Rd	Right Turn Slip Lane Improvement, Roundabout
	10	I-39	Roadway Departure Solution
	11	US-51 / I-39	Signage
C O U N T Y	1	Co Hwy 6 (Pines Rd) & Co Hwy 35 (Lowell Park Rd)	Signage
	2	Sterling Rd & County Line Rd	Signage
	3	Co Hwy 33 (River Rd)	Roadway Departure Solution
	4	Co Hwy 33 (River Rd) & Spring Creek Rd	Signage
	5	Co Hwy 22 (Flagg Rd) & Skare Rd	Signage
	6	Co Hwy 35 (Lowell Park Rd) & Oregon Trail Rd	Signage
	7	Co Hwy 22 (Flagg Rd)	Signage
	8	Co Hwy 22 (Flagg Rd) & 20th St	Signage
	9	Co Hwy 33 (Kishwaukee Rd)	Roadway Departure Solution
L O C A L	1	Tower Rd & Mill Rd	Signage
	2	Devils Ln & South Park Dr	Roadway Departure Solution
	3	Twombly Rd / Mulford Rd	Signage
	4	7th Ave & Lincoln Hwy	Signage
	5	Daysville Rd	Median Line, Roadway Departure Solution
	6	9th St & 5th St	Signage
	7	Galena Trail Rd & Robin Rd	Signage
	8	Midtown Rd & Silver Creek Rd	Signage
	9	Mowers Rd	Signage
	10	Hales Corner Rd	Roadway Departure Solution

6.2.5 Top Crash Locations Stephenson County

	Rank	Top Locations	Proposed Countermeasure
S T A T E	1	US-20 & IL-73	Right Turn Slip Lane
	2	US-20 & Rock City Rd	Crossing Divided Highways
	3	IL-26 (West Ave) & US-20 (Galena Ave)	Right Turn Slip Lane Improvement
	4	IL-26 (West Ave) & Stephenson St	Signage
	5	IL-26 & US-20 EB Off-Ramp	Signage
	6	Co Hwy 8 (East River Rd) onto IL-75	Signage
	7	IL-75 & Church Rd	Signage
	8	IL-26 (West Ave) & Lincoln Blvd	Crosswalk Visibility Enhancement, Signage
	9	IL-26 (Stephenson St) & Washington St / Cedarville Rd	Signage
	10	US-20 & IL-75	Signage
C O U N T Y	1	Co Hwy 19 (McConnell Rd) & Henderson Rd	Signage
	2	Fairgrounds Rd & Park Rd	Signage
	3	Co Hwy 13 (Pearl City Rd) & Rink Rd	Signage
	4	Co Hwy 4 (Rock Grove Rd) onto Bolender Rd	Signage
	5	Co Hwy 13 (Rock City Rd) & Montague Rd	Signage
	6	Co Hwy 11 (Baileyville Rd)	Roadway Departure Solution
	7	Co Hwy 5 (Cedarville Rd)	Roadway Departure Solution
	8	Co Hwy 13 (Empire St) & Burchland Ave	Signage
	9	Co Hwy 11 (Armstrong Ave) & South St	Signage
	10	Co Hwy 5 (Cedarville Rd) & Afolkey Rd	Signage
L O C A L	1	Garden St & Columbia Ave	Signage
	2	Dublin Rd & Rees Rd	Signage
	3	Stephenson St & Greenfield Dr	Signage
	4	Empire St & Locust Ave	Signage
	5	Walnut Ave & Washington Pl	Signage
	6	Float Ave & Prospect Terrace	Signage
	7	Homer St & Walnut Ave	Signage
	8	Adams Ave & Main St	Signage
	9	Winneshiek St & Adams Ave & Carroll Ave	Signage
	10	Spring St & Walnut Ave	Signage

6.2.6 Top Crash Locations Whiteside County

	Rank	Top Locations	Proposed Countermeasure
S T A T E	1	IL-40 & Co Hwy 38 (37th St)	None - Improved with Roundabout
	2	US-30 & Emerson Rd	None - recently improved sight angles
	3	US-30 & Chase Rd	Signage
	4	IL-2 & Polo Rd	Right Turn Slip Lane Improvement, Signage
	5	Co Hwy 38 (McCue Rd) & 4th St & Lincoln Hwy	Roundabout
	6	US-30 & IL-136	Right Turn Slip Lane Improvement, Roundabout
	7	Freeport Rd & Fulfs Rd	Signage
	8	IL-40 & 2nd St	Signage
	9	IL-2 & IL-40	Striping
	10	IL-2 & 13th St	Right Turn Slip Lane Improvement, Signage
	11	IL-40 & 3rd St	Signage
	12	US-30 & Blue Goose Rd	Signage
C O U N T Y	1	Co Hwy 21 (Sand Rd) & Co Hwy 13 (Albany Rd)	Signage
	2	Freeport Rd & Pilgrim Rd	Signage
	3	Co Hwy 34 (Pilgrim Rd) & Co Hwy 7 (Lyndon Rd)	Signage
	4	Prophet Rd	Roadway Departure Solution
	5	Co Hwy 21 (Sand Rd)	Roadway Departure Solution
	6	Prophet Rd	Roadway Departure Solution
	7	Co Hwy 25 (Cordova Rd) & Co Hwy 21 (Sand Rd)	Signage
	8	Emerson Rd & Hazel Rd	Signage
	9	Albany Rd & Stropes Rd	Signage
	10	Prophet Rd & Riverdale Rd	Signage
L O C A L	1	Lincoln Hwy / 3rd St & Ave G	Right Turn Slip Lane Improvement
	2	Lynn Blvd & Le Fevre Rd	Roundabout Installed
	3	Wood Ave & 3rd St	Signage
	4	Lynn Blvd & 12th Ave	Crossing Divided Highway
	5	McCue Rd & Le Fevre Rd	Approved for Truck Access Route Funding
	6	14th St & 1st Ave	Signage
	7	5th St & 5th Ave	Signage
	8	5th St & 7th Ave	Signage
	9	6th St & Ave J	Signage
	10	12th Ave & 2nd St	Signage
	11	Lynn Blvd & 16th Ave	Right Turn Slip Lane Improvement, Signage

6.3 Overlap with Disadvantaged Areas

Crashes were inventoried as being in or not in a disadvantage (as defined by the federal Justice40 Initiative) census tract. The collision rate within disadvantaged census tracts was 5.93 collisions per mile, with roughly 1.88 transportation-related injuries per mile. The collision rate within the non-disadvantaged census tracts was 5.09 collisions per mile, with roughly 1.41 transportation-related injuries per mile. Crashes involving vulnerable road users were about 10% lower in disadvantaged census tracts. Table 6.3.1 provides further detail.

Table 6.3.1: Crashes within Disadvantaged Census Tracts

Disadvantaged Census Tracts	Total Miles	Miles with Collisions	Collisions	Fatal Crashes	Injury (A-B-C) Crashes	VRU Crashes
Yes	391.9	208.1	2,325	14	737	16
No	7,633.8	4,207.5	38,841	311	10,750	344

6.4 Overlap with Public Reported Locations of Concern

Locations noted by the public in the interactive mapping tool were compared to the top crash locations for each jurisdiction. Fourteen of the 181 top crash locations overlapped with public safety concerns. Seven locations were on state jurisdiction roadways, three on county jurisdiction roadways, and four on local jurisdiction roadways. Table 6.4.1 displays the top overlapping locations.

Table 6.4.1: Crashes within Disadvantaged Census Tracts

Top Location	County	Ownership
US-20 & Glen Hollow Rd	Jo Daviess County	State
IL-2 & Polo Rd	Whiteside County	State
US-20 & IL-73	Stephenson County	State
IL-26 & US-20 EB Off-Ramp	Stephenson County	State
IL-26 (West Ave) & US-20 (Galena Ave)	Stephenson County	State
US-52 (7th St) & IL-26 (Galena Ave)	Lee County	State
IL-26 (Galena Ave) & Division St	Lee County	State
Co Hwy 3 (Stagecoach Trail) & Guilford Rd	Jo Daviess County	County
Co Hwy 6 & Co Hwy 35	Ogle County	County
Co Hwy 13 (Pearl City Rd) & Rink Rd	Stephenson County	County
Blackjack Rd	Jo Daviess County	Local
Empire St & Locust Ave	Stephenson County	Local
Zier Rd	Carroll County	Local
Peoria Ave & Boyd St	Lee County	Local

6.5 High Injury Network Overlaps

High Injury Networks (HINs) help focus efforts on roadways where a disproportionate majority of injury collisions occur. This avoids ad-hoc actions, prioritizing systemic improvements that bring benefits in a broader context. The HIN tool maximizes resource effectiveness and supports eliminating traffic fatalities through collaboration.

Combining the HIN with cluster/intersection and systemic analyses offers a multi-layered approach to addressing safety conditions. The HIN can indicate the relative distribution of various collision conditions and outcomes over a network (e.g., fatalities are found across the network, but collisions that caused injuries are concentrated in urban areas). This approach identifies high priority locations in advance of crashes occurring for implementation of safety countermeasures.

As the region is largely rural, northwest Illinois' HIN predominantly consists of non-intersection (midblock) collisions; in municipalities, however, there are several corridors with multiple intersections that are part of the HIN.

The process to identify the HIN included:

- Collecting traffic injury/fatality data sources with information on injury severity and location of crashes
- Identifying corridor and area patterns through a comparative analysis of the data
- Engaging with city, township, county, and community stakeholders to interpret the findings, clarify intent, and discuss how the HIN can inform the safe systems process

The preliminary HIN was identified by applying five criteria shown in Figure 6.5.1 to the roadway network using the following data sources:

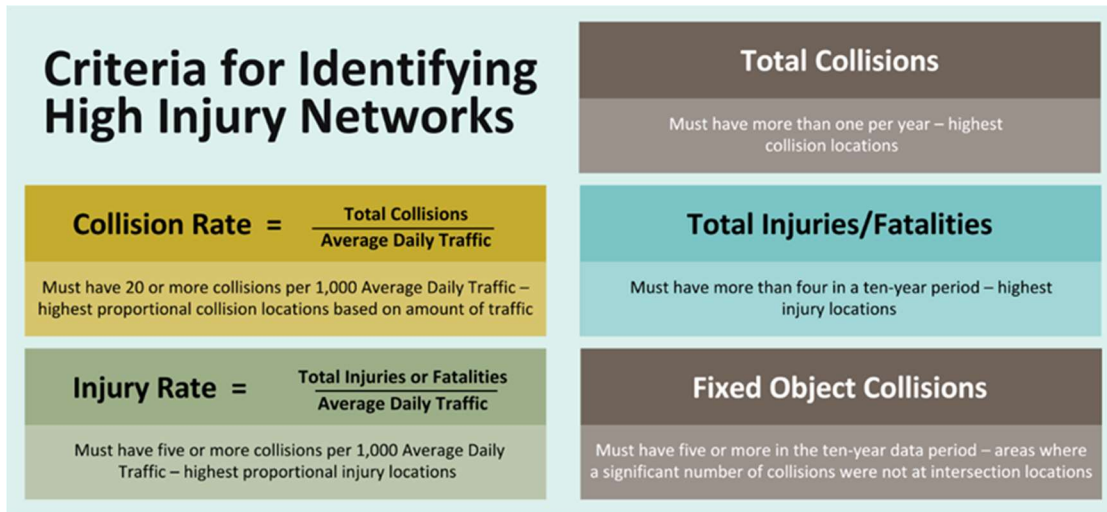
- IDOT's Crash Information Section data (which includes attributes of collision conditions)¹⁹
- US Census TIGER/Line Shapefile for the Illinois primary and secondary road network²⁰
- IDOT Average Daily Traffic data for 2020 (midpoint year of collision data)²¹

¹⁹ <https://idot.illinois.gov/transportation-system/transportation-safety/roadway-safety/illinois-roadway-crash-data.html>

²⁰ <https://catalog.data.gov/dataset/tiger-line-shapefile-2019-state-illinois-primary-and-secondary-roads-state-based-shapefile>

²¹ https://gis-idot.opendata.arcgis.com/datasets/f3c82ef4e3dc4158a2f0d9ad3e2b80a3_2020/explore

Figure 6.5.1: High Injury Network Criteria



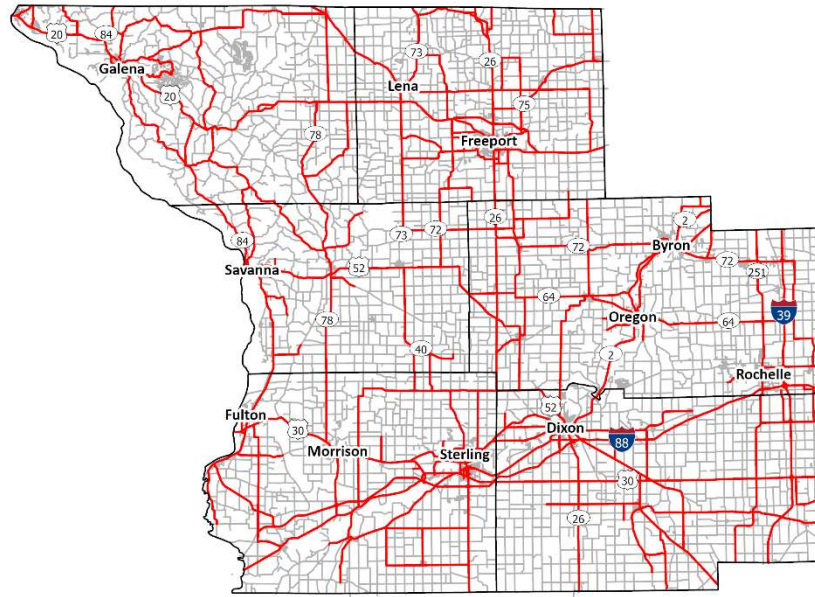
Segments were assessed for whether they met any of the initial HIN criteria. Of the 7,900 road miles in the six-county area, 1,500 road miles met the criteria for the HIN.

The initial HIN results had several disjointed segments, common to this type of analysis. Since adjacent roadway segments to the initial HIN are of similar characteristic, they were added to the HIN to generate continuous routes of roadways which overall exhibit the character of having the highest levels of collisions and serious safety outcomes in the study area. Table 6.5.1 shows the HIN consisted of only 19% of all roads in the area but had 80% of collisions and more than 65% of injuries or injury collisions. The HIN segments are shown in Figure 6.5.1.

Table 6.5.1: Regional HIN Statistics

Metrics	Percent of Total on the HIN
Total Road Miles	19.4%
Collisions	60.0%
Fatalities	79.6%
Serious Injuries	65.0%
Vulnerable Road User Crashes	50.1%

Figure 6.5.1: High Injury Network (HIN) for Six-County Region



The percentage of fatal and serious injury crashes on the HIN was similar across all counties. Both Carroll and Ogle counties had fewer VRU crashes on their HIN than other counties. Table 6.5.2 displays the percentage of HIN overlaps with crashes by severity.

Table 6.5.2: Percent of HIN Overlap, by County

County	Road Mileage	Collisions	Fatalities	Serious Injuries	Vulnerable Road User Crashes
Carroll	16.6%	54.3%	82.1%	56.1%	27.3%
Jo Daviess	19.3%	62.4%	83.3%	67.8%	65.0%
Lee	21.0%	61.9%	85.1%	64.0%	54.0%
Ogle	18.8%	57.3%	74.3%	59.6%	38.0%
Stephenson	19.1%	63.1%	74.4%	69.9%	57.5%
Whiteside	20.5%	58.8%	81.0%	65.5%	48.6%
Six County Total	19.4%	60.0%	79.6%	65.0%	50.1%

6.6 Equity Analysis

The equity analysis utilized four measures: Environmental Justice Screening and Mapping Tool (EJScreen), Climate and Economic Justice Screening Tool (CEJSCT), Historically Disadvantaged Communities (HDC), and Qualified Opportunity Zones (QOZs)²². As shown in table 6.6.1, 28% of total

²² See footnotes 10,12,14

roadway miles in the region are in disadvantaged areas. This ranged from a high of 42.8% in Lee County to a low of 11.3% in Stephenson County.

Table 6.6.1: Percent of Roadway Miles in Areas Defined as Disadvantaged

County	EJScreen	CEJSCT	DHC	QOZ	Any Equity Definition
Carroll	15.2%	4.7%	4.6%	4.7%	17.3%
Jo Daviess	22.1%	22.9%	0.0%	17.0%	38.1%
Lee	14.5%	3.2%	42.1%	6.5%	42.8%
Ogle	27.2%	0.0%	1.3%	7.0%	29.1%
Stephenson	8.3%	8.2%	11.6%	4.5%	11.3%
Whiteside	18.5%	20.0%	15.9%	2.1%	19.4%
Six County Total	18.6%	10.5%	16.7%	7.3%	28.2%

Fatal and incapacitating injuries occurred at a higher rate per roadway mile in disadvantaged areas of five of the six counties; Jo Daviess County was the exception. Regionally, 31.3% of fatal and incapacitating injury collisions occurred within disadvantaged areas. Bolded percentages in Table 6.6.2 are measures where the percentage of fatal and incapacitating injury collisions exceeded the percentage of roadway miles in disadvantaged areas.

Table 6.6.2: Percent of Fatal and Incapacitating Collisions in Areas Defined as Disadvantaged

County	EJScreen	CEJSCT	DHC	QOZ	Any Equity Definition
Carroll	16.3%	12.0%	12.6%	12.8%	23.1%
Jo Daviess	18.4%	18.0%	0.0%	12.5%	30.0%
Lee	18.0%	10.3%	43.4%	14.4%	44.5%
Ogle	31.3%	0.0%	1.4%	13.5%	36.2%
Stephenson	15.6%	18.4%	21.9%	11.5%	20.3%
Whiteside	24.5%	31.2%	29.4%	5.3%	27.5%
Six County Total	21.8%	18.8%	22.2%	10.9%	31.3%

6.7 Summary

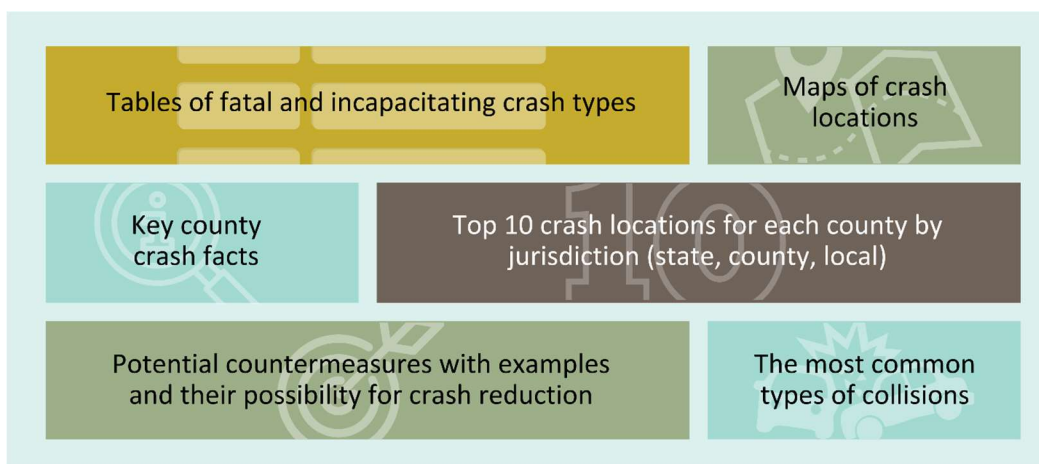
During the fall/early winter of 2024, each member of the ISC provided feedback on a detailed crash analysis for their respective jurisdictions. The crash analysis included information about the HIN, top crash locations by severity and number of crashes, potential causes of the crashes, public comment concerns that overlapped with top crash location, and a list of countermeasures to consider aimed at eliminating, reducing, or lessening the severity of future crashes at the top locations. Fourteen of the top crash locations were identified by the public as a site with safety concerns.

During these discussions, engineers in Whiteside and Lee counties revealed two sites with already applied countermeasures:

- In 2020, a roundabout was installed at the intersection of Lynn Boulevard & Le Fevre Road. The results indicate a 20% reduction in all crash severities (from 5.6 per year to 4.5 per year) and a reduction of 85% in all injury type crashes (from 3.3 per year to 0.5 per year).
- In 2017, new signalization, signage, and curb extensions were installed at the intersection of Peoria Avenue and 1st Street. All crash severities dropped from 5.5 per year to 1.8 crashes per year, a 70% reduction.

An outline of the crash analysis summaries can be seen in Figure 6.7.1. The summary of the crash analysis for each county can be found in Appendix A.

Figure 6.7.1: Summary of County Crash Analysis





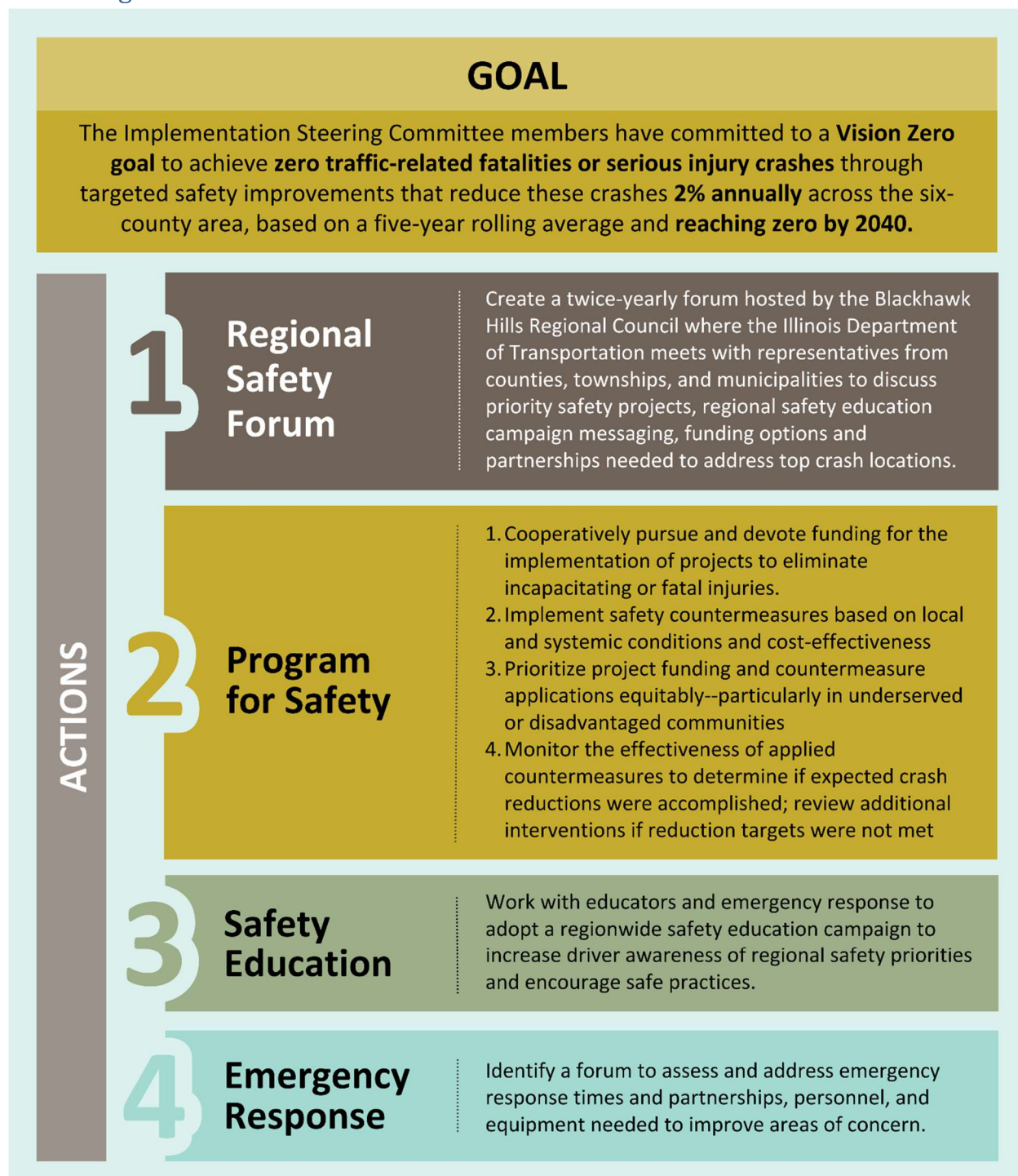
Chapter 7

Taking Action with Comprehensive Safety

7. Taking Action with Comprehensive Safety

Improving safety on roadways is a shared responsibility of both public agencies and roadway users. Taking into account the information acquired and feedback from the public, the steering committee established six goals for the region.

7.1 Regional Goals



7.2 4 E's Approach

A comprehensive safety strategy looks beyond engineering tactics alone to the 4Es: Engineering, Enforcement, Education, and Emergency Response. Examined below, each of the 4Es includes key strategies to maximize the impact of reducing severe crashes in the study area.

4 E's Approach

Engineering

Design roadways for all users, focus on safety improvements, and facilitate collaboration between roadway planners, design engineers, maintenance, and operations personnel.

Project Based: Deploy project-based safety improvements at intersections or roadway segments with a high concentration of severe crashes.

Systemic Based: A systemic approach can help experts understand what roadway characteristics elevate severe crash risk. Regardless of the site's crash history, proven countermeasures can be implemented to proactively address serious crashes on roads with those higher risks.

Enforcement

Conduct targeted enforcement operations in areas with a high crash history or where driver habits are known to enhance the likelihood of a serious injury crash.

Enforcement Campaigns: Deploy targeted enforcement campaigns around driver behaviors that increase crash likelihood and severity such as speeding, seatbelt use, distracted driving, and driving under the influence.

Visibility Campaigns: Increase visibility of patrols to change road user behavior.

Education

Educate the public on the importance of safe behaviors and the lasting impact of non-compliance. Education campaigns should focus on vulnerable road users, high-risk groups, and vehicle-based laws.

Action Items: Public education on safe behaviors such as intersection and railroad crossings, helmet and seatbelt use, speed limit compliance, DUI/DWI, etc.

Steps: Advertisements on safe behaviors and lasting impacts of non-compliance including billboards, targeted social media, mailers and school visits.

Emergency Response

Continue to improve emergency response systems such as equipment, communication, and agency collaboration.

Equipment: Ensure equipment is functional and modern. Create and regularly update capital plans to maintain/replace equipment as needed.

Incident Management: Practice good Incident Command during responses by collaborating among agencies, dispatching only required resources, and quickly clearing crash scenes to reduce chances of secondary crashes.

Response Time: Ensure detailed information is given to responding agencies. Create and regularly update response and patient evacuation plans to reduce time to treatment center.



Chapter 8

The Development Process

8. The Development Process

The following sections outline the approach taken to identify a comprehensive set of projects and strategies to address the safety areas in the Action Plan. This included an explanation of project prioritization criteria that primarily utilizes the Safe System Approach elements of safe roads, safe people, safe speeds, safe vehicles and post-crash care.

8.1 Strategy

Northwest Illinois' strategy to reduce fatal and serious injury crashes will follow the Safe System Approach by adhering to the following practices:

-  No one should experience death or serious injury while using the transportation system.
-  The transportation system should be designed to allow for human error without resulting in death or serious injury.
-  The transportation system should be designed to limit crash forces within the tolerable limits of humans.
-  All stakeholders have a responsibility to ensure crashes do not result in fatal or serious injuries.
-  Proactive strategies should be prioritized to mitigate crash risks.
-  Crash risk reduction should be multi-layered.
-  All agencies within northwest Illinois region should employ the Safe System Approach for transportation projects.

8.2 Project Selection Method

To identify sites where proven safety countermeasures would have the most impact on severe crashes, the project team developed a scoring matrix that incorporates crash data and analysis with equity considerations and public comments.

8.2.1 Project Selection Matrix

The project selection matrix assigns points based on historical crash severity, vulnerable road user crash history, high injury network overlap, equity considerations, and public comments. Table 8.2.1 provides details on the scoring system.

Table 8.2.1.1: Scoring Matrix

Criterion	Rationale	Measure	Scoring Scale (Points Possible)				
			0	5	10	15	20
Fatal and Serious Vehicle Crashes	Prioritize target crashes	Total crashes over 10-year period	No fatal or serious crashes	1 fatal or serious crash	2 fatal or serious crashes	3 fatal or serious crashes	4 or more fatal or serious crashes
Vulnerable Roadway User Fatal and Serious Crashes	Prioritize pedestrian and pedalcyclist crashes	Total VRU crashes over 10-year period	No fatal or serious crashes	1 fatal or serious crash	2 fatal or serious crashes	3 fatal or serious crashes	4 or more fatal or serious crashes
Public Concerns	Prioritize projects that align with public safety concerns	Public input during TSAP process	No public safety concern	Public safety concern			
High Injury Network (HIN)	Focus on crashes in high frequency locations	Project on HIN	Projected not located on HIN	One point if located on HIN			
Equity²³	Prioritize projects that benefit disadvantaged communities	Projects located in EJ Screen, CEJST, HDC, QOZ or Any Equity areas.	Not located in disadvantaged community	One point for projects in EJ Screen, CEJST, HDC, QOZ or Any Equity areas.			

²³ See footnotes, 10, 12, 14

8.2.2 Project Ranking

Each county's top crash locations were put into the scoring matrix. Tables 8.2.2.1 to 8.2.2.6 display project rank by county using the scoring matrix.

8.2.2.1 Carroll County

Location	Ownership	Score
IL-84 - Upper Mississippi River National Wildlife and Fish Refuge Spring Lake Parking Lot Driveway	State	11
US-52 & Dame Rd	State	11
IL-78 & Old Galena Trail	State	11
US-52	State	11
US-52 & IL-84	State	11
IL-64	State	11
IL-84	State	11
IL-84	State	11
IL-64	State	11
IL-78 & Vinegar Hill Rd	State	10
3rd St	Local	10
Adams St & Broderick Dr	Local	10
Zier Rd	Local	10
Co Hwy 12 (Coleta Rd) & Clark Rd	County	6
Thomson Rd & Argo Fay Rt	Local	6
Scenic Ridge Rd & Haas Rd	Local	6
Airport Rd & Scenic Bluff Rd	Local	6
Loran Rd	Local	6
Co Hwy 3 (Brookville Rd) & Shannon Rt	County	5
Co Hwy 8 (Ideal Rd) & Hartman Rd	County	5
Co Hwy 8 (Ideal Rd)	County	5
Co Hwy 25 (Milledgeville Rd)	County	5
Saddle Creek Rd	Local	5
Townline Rd	Local	5
Bowen St	Local	5

8.2.2.2 Jo Daviess County

Location	Ownership	Score
Co Hwy 3 (Stagecoach Trail) & Co Hwy 4 (Elizabeth Scales Mound Rd)	County	30
US-20 & Frentress Lake Rd	State	26
US-20 & Barge Terminal Rd	State	26
US-20 On Ramp	State	21
US-20 & Glen Hollow Rd	State	20
US-20 & Dunn Rd	State	16
US-20 & Hilltop Rd	State	16
US-20	State	16
IL-84	State	16
Co Hwy 3 (Stagecoach Trail) & Hayes Rd	County	16
Blackjack Rd	Local	16
US-20 & Lone St / Longhollow Rd	State	15
Co Hwy 1 (Council Hill Rd) & Co Hwy 3 (Stagecoach Trail)	County	11
Co Hwy 3 (Stagecoach Trail) & Guilford Rd	County	11
Cole St & North Ave	Local	11
Main St	Local	11
IL-84 & Norris Ln	State	10
Co Hwy 3 (Stagecoach Trail)	County	6
Co Hwy 3 (Stagecoach Trail)	County	6
Co Hwy 3 (Stagecoach Trail) & Roberts Rd	County	6
Co Hwy 2 (Council Hill Rd) & Buckhill Rd	County	6
Co Hwy 3 (Stagecoach Trails)	County	6
Broadway St & Meeker St	Local	6
Blackjack Rd	Local	6
Blackjack Rd	Local	6
Blackjack Rd	Local	6
Field St	Local	6
Co Hwy 4 (Elizabeth Hanover Rd) & Betsy Dr	County	5
Imbus Rd	Local	5
Devils Ladder Rd & Hoof It Goat Treks Driveway	Local	5

8.2.2.3 Lee County

Location	Ownership	Score
US-52 (Galena Ave) & 5th St	State	35
Peoria Ave & 7th St	Local	30
US-52 (Galena Ave)	State	26
US-52 (Galena Ave) & IL-2 (Everett St)	State	21
IL-26 (Galena Ave) & Division St	State	21
US-30 & Harmon Rd	State	17
US-52 (Galena Ave) & 3rd St	State	16
IL-26 (Galena Ave) & Bloody Gulch Rd	State	16
US-52 (7th St) & IL-26 (Galena Ave)	State	16
Co Hwy 11 (Pump Factory Rd) & Bloody Gulch Rd	County	16
1st St	Local	16
1st St & Highland Ave	Local	16
Co Hwy 16 (Rock Island Rd) & Bloody Gulch Rd	County	12
Co Hwy 16 (Rock Island Rd) & Atkinson Rd	County	12
US-52 (Galena Ave) & East River Rd	State	11
IL-2 & River Ln	State	11
Co Hwy 14 (Sterling Rd) & Hoyle Rd	County	11
Co Hwy 33 (Rockford Rd)	County	11
Peoria Ave & 1st St	Local	11
College Ave & 3rd St	Local	10
Co Hwy 16 (Rock Island Rd) & Browns Beach Rd	County	7
Co Hwy 16 (Rock Island Rd) & Co Hwy 35 (Nelson Rd)	County	6
Co Hwy 11 (Pump Factory Rd)	County	6
Co Hwy 10 (Shaw Rd) & Meridian Rd	County	6
Co Hwy 36 (Cavanaugh Rd) & Pilgrim Rd	County	6
Sterling Rd & Robbins Rd	Local	6
Co Hwy 1 (Flagg Rd) & Lost Nation Rd	County	5
Peoria Ave & Boyd St	Local	5
Timber Creek Rd & Lowell Park Rd	Local	5
Lincoln Ave & 2nd St	Local	5
Woodhaven Dr / Tower Rd & La Moille Rd	Local	5
Chamberlin St & Brinton Ave	Local	5
Monroe Ave & 7th St	Local	5

8.2.2.4 Ogle County

Location	Ownership	Score
IL-72 & IL-2	State	21
Co Hwy 6 & Co Hwy 35	County	20
I-88 / IL-110	State	17
US-51	State	16
Sterling Rd & County Line Rd	County	16
IL-26 & Montague Rd	State	15
IL-38 & US-51/US-39 WB Ramps	State	12
IL-2 & Colfax St	State	11
IL-64 & IL-251	State	11
IL-38 & Mulford Rd	State	11
US-51 / I-39	State	11
Co Hwy 33	County	11
Tower Rd & Mill Rd	County	11
IL-251 & Twombly Rd	State	10
I-39	Township	10
Devils Ln & South Park Dr	Township	10
7th Ave & Lincoln Hwy	Local	7
Co Hwy 33 & Spring Creek Rd	County	6
Co Hwy 35 (Lowell Park Rd) & Oregon Trail Rd	County	6
Co Hwy 33 (Kishwaukee Rd)	County	6
Twombly Rd / Mulford Rd	Township	6
9th St & 5th St	Local	6
Co Hwy 22 & Flagg Rd	County	5
Co Hwy 22 (Flagg Rd)	County	5
Co Hwy 22 (Flagg Rd) & 20th St	County	5
Daysville Rd	Township	5
Galena Trail Rd & Robin Rd	Township	5
Midtown Rd & Silver Creek Rd	Township	5
Mowers Rd	Township	5
Hales Corner Rd	Township	5

8.2.2.5 *Stephenson County*

Location	Ownership	Score
US-20 & IL-73	State	26
IL-26 (West Ave) & US-20 (Galena Ave)	State	22
US-20 & Rock City Rd	State	21
IL-26 & US-20 EB Off-Ramp	State	21
IL-26 (West Ave) & Stephenson St	State	17
Co Hwy 8 (East River Rd) onto IL-75	State	17
IL-26 (West Ave) & Lincoln Blvd	State	17
IL-75 & Church Rd	State	16
Co Hwy 19 (McConnell Rd) & Henderson Rd	County	16
Co Hwy 13 (Pearl City Rd) & Rink Rd	County	16
US-20 & IL-75	State	12
Empire St & Locust Ave	Other	12
IL-26 (Stephenson St) & Washington St / Cedarville Rd	State	11
Fairgrounds Rd & Park Rd	County	11
Co Hwy 4 (Rock Grove Rd) onto Bolender Rd	County	11
Co Hwy 13 (Rock City Rd) & Montague Rd	County	11
Co Hwy 11 (Baileyville Rd)	County	11
Co Hwy 5 (Cedarville Rd)	County	11
Garden St & Columbia Ave	Other	11
Dublin Rd & Rees Rd	Other	11
Co Hwy 11 (Armstrong Ave) & South St	County	7
Walnut Ave & Washington Pl	Other	7
Spring St & Walnut Ave	Other	7
Co Hwy 13 (Empire St) & Burchland Ave	County	6
Co Hwy 5 (Cedarville Rd) & Afolkey Rd	County	6
Float Ave & Prospect Terrace	Other	6
Homer St & Walnut Ave	Other	6
Adams Ave & Main St	Other	6
Winneshiek St & Adams Ave & Carroll Ave	Other	6
Stephenson St & Greenfield Dr	Other	5

8.2.2.6 Whiteside County

Location	Ownership	Score
IL-40 & Co Hwy 38 (37th St)	State	40
US-30 & Emerson Rd	State	26
US-30 & Chase Rd	State	26
IL-2 & Polo Rd	State	25
Co Hwy 38 (McCue Rd) & 4th St & Lincoln Hwy	State	22
US-30 & IL-136	State	21
IL-40 & 2nd St	State	21
Freeport Rd & Fulfs Rd	State	20
IL-2 & IL-40	State	16
IL-2 & 13th St	State	16
IL-40 & 3rd St	State	16
US-30 & Blue Goose Rd	State	16
Co Hwy 21 (Sand Rd) & Co Hwy 13 (Albany Rd)	County	16
Lincoln Hwy / 3rd St & Ave G	City	15
Wood Ave & 3rd St	City	12
Freeport Rd & Pilgrim Rd	County	11
Co Hwy 34 (Pilgrim Rd) & Co Hwy 7 (Lyndon Rd)	County	11
Prophet Rd	County	11
Co Hwy 21 (Sand Rd)	County	11
Prophet Rd	County	11
McCue Rd & Le Fevre Rd	Township	11
14th St & 1st Ave	City	11
Lynn Blvd & Le Fevre Rd	City	10
Lynn Blvd & 12th Ave	City	10
5th St & 5th Ave	City	10
5th St & 7th Ave	City	10
6th St & Ave J	City	10
Co Hwy 25 (Cordova Rd) & Co Hwy 21 (Sand Rd)	County	6
Emerson Rd & Hazel Rd	County	6
12th Ave & 2nd St	City	6
Lynn Blvd & 16th Ave	City	6
Albany Rd & Stropes Rd	County	5
Prophet Rd & Riverdale Rd	County	5

8.3 Implementation Steps

Coordination amongst roadway stakeholders in northwest Illinois will be necessary for the TSAP's implementation. Relevant agencies must work together on resource pooling, financing opportunities, and project implementation.

8.3.1 Recommended Policy Changes

The following table provides a list of policy-based countermeasures to improve the overall safety of the study area. The effectiveness of each is ranked from one to five, with five being the most effective based on National Highway Traffic Safety Administration assessment²⁴. The cost of implementation is ranked from one to three (shown with quantifying '\$' symbols), based on the following criteria:

\$	\$\$	\$\$\$
Can be implemented with current staff (training may be needed); limited costs for equipment or facilities.	Requires some additional staff, time, equipment, facilities, and/or publicity.	Requires extensive new facilities, staff, equipment, or publicity, or makes heavy demands on current resources.

Table 8.3.1.1 displays policy-based countermeasures applicable to the study area.

Table 8.3.1.1: Policy-Based Countermeasures

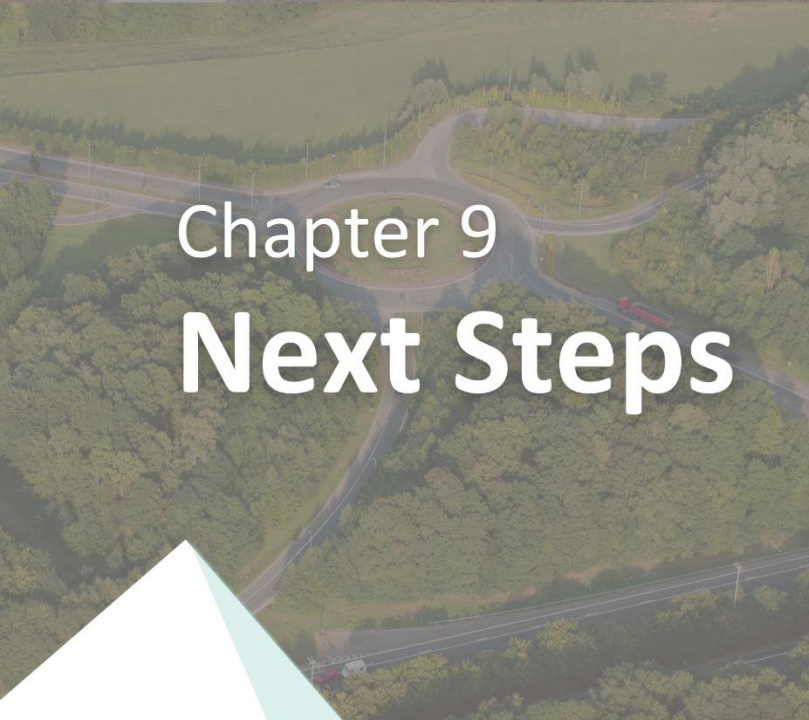
Policy Changes for Improved Safety			
Policy-Based Countermeasures	Countermeasure	Effectiveness (1 to 5)	Cost (\$ to \$\$\$)
Alcohol-Impaired Driving	Publicized Sobriety Checkpoints	5	\$\$\$
Alcohol-Impaired Driving	High-Visibility Saturation Patrols	4	\$\$
Drug-Impaired Driving	Enforcement of Drug-Impaired Driving	3	\$\$
Seat Belt and Child Restraints	Short-Term, High-Visibility Seat Belt Law Enforcement	5	\$\$\$
Seat Belt and Child Restraints	Sustained Seat Belt Enforcement	3	Varies
Speeding and Speed Management	Lower Speed Limits	5	\$
Speeding and Speed Management	Speed Safety Camera Enforcement	5	Varies
Speeding and Speed Management	High-Visibility Enforcement	5	\$\$\$
Distracted Driving	High-Visibility Cell Phone Enforcement	4	\$\$\$
Motorcycle Safety	Motorcycle Rider Training	2	\$\$

²⁴ <https://www.nhtsa.gov/book/countermeasures/countermeasures-that-work>

Motorcycle Safety	Strategies to Increase Rider Conspicuity and Use of Protective Clothing	1	Varies
Motorcycle Safety	Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions	3	Varies
Young Drivers	Enforcement of Graduated Driver Licensing (GDL)	2	\$
Young Drivers	Hazard Perception Training	2	Varies
Pedestrian Safety	Lower Speed Limits	4	\$
Pedestrian Safety	High-Visibility Enforcement at Pedestrian Crossings	3	\$\$
Pedestrian Safety	Pedestrian Safety Zones	4	\$\$\$
Pedestrian Safety	Elementary-Age Child Pedestrian Training	3	\$
Pedestrian Safety	Safe Routes to School	3	\$
Pedalcycle/Scooter Safety	Promote Pedalcycle Helmet Use with Education	3	\$\$\$
Pedalcycle Safety	Safe Routes to School	3	\$
Pedalcycle/Scooter Safety	Pedalcycle Safety Education for Children	2	\$
Pedalcycle/Scooter Safety	Cycling Skills Clinics, Bike Fairs, Bike/Scooter Rodeos	1	\$

8.4 Performance Measures

Improvements must be tracked to assess their efficacy. Entities that install countermeasures should monitor the site afterward to see if the expected reduction in crashes has occurred. Additional countermeasures may need to be implemented if results are not achieved.



9. Next Steps

As part of the TSAP's goals and expectations, progress will be regularly monitored and publicly disclosed. The following section outlines this process.

9.1 Progress and Transparency

The following steps are recommended to monitor progress and transparency in realizing the TSAP goals:

Disclose projected safety impacts of potential projects.



Track project status through all phases.



Review the TSAP on a five-year basis.



Post the TSAP online and provide annual progress reports.



Amend local policies to comply with new technologies and proven crash reducing countermeasures.



Meet bi-annually to discuss priority safety projects, regional safety education campaign messaging, funding options and partnerships.



9.2 Goal Review and Tracking

The following TSAP goals will be tracked and measured for progress:



The TSAP for Northwest Illinois details several priority project areas, proven countermeasures and goals that can have lifesaving impacts for local communities and the region if implementation and

prioritization are achieved. The Commitment that the counties of Carroll, Jo Daviess, Lee, Ogle, Stephenson, Whiteside and Blackhawk Hills Regional Council have made to programming for safety will require the support and collaboration of municipalities, counties, IDOT, enforcement and emergency responders, and citizens to be successful. The positive outcomes are worth the effort as Northwest Illinois moves towards Vision Zero.

Appendix A Priority Projects and Crash Summaries

This appendix provides insight into the top crash areas within each county including top crash severity types.

Top Collision Locations for Severe or Fatal Injury Outcomes by Jurisdiction

The top 30 locations for severe or fatal injury collisions within each county during the data analysis period are summarized in the following tables. These tables include the collision cluster ID (assigned for the data analysis of the project), the latitude and longitude of the collision cluster, a description of the location of the cluster, potential countermeasures indicated by the collision data and a visual survey, the number of total collision and number of fatal or severe collisions (K+A collisions) and if the cluster was located on a roadway identified in the High Injury Network.

Carroll County

	Cluster	Lat	Long	Location	Potential Countermeasure(s)	Total Collisions	K+A Collisions	HIN
STATE	2198	42.06474	-90.1245	IL-84 - Upper Mississippi River National Wild	Signage, Roadway Departure Solution	12	2	Yes
	2201	42.09524	-89.8918	US-52 & Dame Rd	Signage	12	2	Yes
	3271	42.01586	-89.9813	IL-78 & Vinegar Hill Rd	Signage	10	2	0
	3274	42.13644	-89.9943	IL-78 & Old Galena Trail	Signage, Right Turn Slip Lane Improvement	10	2	Yes
	8958	42.09543	-90.0962	US-52	Roadway Departure Solution	7	2	Yes
	8876	42.10409	-90.1577	US-52 & IL-84	Signage	6	2	Yes
	8885	42.08158	-90.0479	IL-64	Signage	5	2	Yes
	8917	42.06841	-90.1252	IL-84	Roadway Departure Solution	5	2	Yes
	14977	42.08127	-90.1287	IL-84	Roadway Departure Solution	4	2	Yes
	15035	42.0921	-90.0864	IL-64	Roadway Departure Solution	4	2	Yes
COUNTY	9421	41.9301	-89.801	Co Hwy 12 (Coleta Rd) & Clark Rd	Roadway Departure Solution	4	1	Yes
	11335	42.05302	-89.7438	Co Hwy 3 (Brookville Rd) & Shannon Rt	Signage	4	1	0
	20935	41.97484	-89.9572	Co Hwy 8 (Ideal Rd) & Hartman Rd	Signage	2	1	0
	32141	41.97837	-89.8217	Co Hwy 8 (Ideal Rd)	Roadway Departure Solution	1	1	0
	32287	41.95964	-89.7391	Co Hwy 25 (Milledgeville Rd)	Roadway Departure Solution	1	1	0
LOCAL	2200	41.9598	-90.0483	Thomson Rd & Argo Fay Rt	Signage	13	1	Yes
	5806	42.09404	-90.1554	3rd St	Signage	7	1	0
	5807	42.17636	-90.149	Scenic Ridge Rd & Haas Rd	Signage, Enhanced Delineation for Horizontal Curves	7	1	Yes
	5824	42.04809	-90.0767	Airport Rd & Scenic Bluff Rd	Signage	7	1	Yes
	8883	42.09228	-90.1562	Adams St & Broderick Dr	Crosswalk Visibility Enhancement, Signage	6	1	0
	8872	42.15933	-89.9389	Loran Rd	Roadway Departure Solution	5	1	Yes
	20953	42.1255	-89.7546	Saddle Creek Rd	Roadway Departure Solution	3	1	0
	20956	42.10916	-89.8997	Townline Rd	Roadway Departure Solution	3	1	0
	20900	42.15401	-89.8506	Zier Rd	Roadway Departure Solution	2	1	0
	20940	42.08876	-90.1391	Bowen St	Median / Median Markings	2	1	0

Jo Daviess County

	Cluster	Lat	Long	Top Locations	Potential Countermeasure(s)	Total Collisions	K+A Collisions	HIN
STATE	906	42.47183	-90.6073	US-20 & Frentress Lake Rd	Crossing Divided Highways	19	5	Yes
	4622	42.4672	-90.5939	US-20 & Barge Terminal Rd	Crossing Divided Highways	9	5	Yes
	485	42.49182	-90.6432	US-20 On Ramp	Signage, Merge Lane Design	26	3	Yes
	484	42.46463	-90.5822	US-20 & Dunn Rd	Crossing Divided Highways	24	3	Yes
	797	42.48198	-90.6291	US-20 & Hilltop Rd	Crossing Divided Highways	20	3	Yes
	1400	42.38317	-90.3721	US-20 & Glen Hollow Rd	Signage	18	3	0
	4642	42.44048	-90.4541	US-20	Roadway Departure Solution	9	3	Yes
	8674	42.31955	-90.256	US-20 & Lone St / Longhollow Rd	Signage	9	3	0
	20041	42.21256	-90.259	IL-84	Roadway Departure Solution	3	3	Yes
COUNTY	255	42.44645	-90.4549	IL-84 & Norris Ln	Signage	40	2	0
	2656	42.46797	-90.2531	Co Hwy 3 (Stagecoach Trail) & Co Hwy 4 (Elizabeth Scales Mound Rd)	Roundabout, Signage	12	6	0
	4627	42.49613	-90.0803	Co Hwy 3 (Stagecoach Trail) & Hayes Rd	Signage	8	3	Yes
	6889	42.46375	-90.2734	Co Hwy 1 (Council Hill Rd) & Co Hwy 3 (Stagecoach Trail)	Signage	6	2	Yes
	4620	42.42288	-90.386	Co Hwy 3 (Stagecoach Trail)	Roadway Departure Solution	9	1	Yes
	4614	42.42546	-90.3659	Co Hwy 3 (Stagecoach Trail) & Guilford Rd	Signage	8	1	Yes
	6899	42.31272	-90.2378	Co Hwy 4 (Elizabeth Hanover Rd) & Betsy Dr	Signage	6	1	0
	6914	42.42218	-90.3958	Co Hwy 3 (Stagecoach Trail)	Roadway Departure Solution	6	1	Yes
	8681	42.49962	-90.163	Co Hwy 3 (Stagecoach Trail) & Roberts Rd	Roadway Departure Solution	5	1	Yes
	11049	42.43117	-90.4234	Co Hwy 2 (Council Hill Rd) & Buckhill Rd	Roadway Departure Solution	5	1	Yes
	11154	42.44589	-90.2952	Co Hwy 3 (Stagecoach Trails)	Roadway Departure Solution, Enhanced Delineation	5	1	Yes
LOCAL	8700	42.49895	-89.9867	Cole St & North Ave	Signage	5	2	Yes
	20019	42.32269	-90.3753	Blackjack Rd	Roadway Departure Solution	2	2	Yes
	292	42.4184	-90.4249	Broadway St & Meeker St	Signage	32	1	Yes
	3237	42.41541	-90.4298	Main St	Signage	8	1	Yes
	8667	42.33442	-90.3891	Blackjack Rd	Enhanced Delineation for Horizontal Curves	5	1	Yes
	8714	42.46346	-90.5386	Imbus Rd	Signage, Roadway Departure Solution	5	1	0
	11075	42.29237	-90.3313	Blackjack Rd	Roadway Departure Solution	5	1	Yes
	11097	42.35041	-90.3964	Blackjack Rd	Roadway Departure Solution	4	1	Yes
	20445	42.36203	-90.3491	Devils Ladder Rd & Hoof It Goat Treks Driveway	Signage	4	1	0
	11084	42.42081	-90.4109	Field St	Roadway Departure Solution	3	1	Yes

Lee County

	Cluster	Lat	Long	Top Locations	Potential Countermeasure(s)	Total Collisions	K+A Collisions	HIN
STATE	254	41.83983	-89.481108	US-52 (Galena Ave) & 5th St	Signage	45	6	0
	216	41.84653	-89.483938	US-52 (Galena Ave)	Signage	45	4	Yes
	86	41.8484	-89.484763	US-52 (Galena Ave) & IL-2 (Everett St)	Right Turn Slip Lane Improvements	82	3	Yes
	96	41.84168	-89.481892	US-52 (Galena Ave) & 3rd St	Signage	53	3	Yes
	219	41.82326	-89.474393	IL-26 (Galena Ave) & Bloody Gulch Rd	Signage	48	3	Yes
	556	41.83318	-89.478127	IL-26 (Galena Ave) & Division St	Signage	24	3	Yes
	3107	41.7582	-89.553870	US-30 & Harmon Rd	Signage	10	3	Yes
	4	41.83799	-89.480231	US-52 (7th St) & IL-26 (Galena Ave)	Right Turn Slip Lane Improvements	101	2	Yes
	87	41.84461	-89.483088	US-52 (Galena Ave) & East River Rd	Right Turn Slip Lane Improvements	74	2	Yes
COUNTY	260	41.8416	-89.516301	IL-2 & River Ln	Right Turn Slip Lane Improvements, Signage (Animal)	35	2	Yes
	1361	41.82341	-89.497062	Co Hwy 11 (Pump Factory Rd) & Bloody Gulch Rd	LED Stop Signs	17	3	Yes
	1139	41.8233	-89.515501	Co Hwy 16 (Rock Island Rd) & Bloody Gulch Rd	Signage, Roadway Departure Solution	17	2	Yes
	3828	41.81367	-89.534543	Co Hwy 16 (Rock Island Rd) & Atkinson Rd	Signage	10	2	Yes
	10736	41.72223	-89.515631	Co Hwy 14 (Sterling Rd) & Hoyle Rd	Signage	4	2	0
	19142	41.62183	-89.305077	Co Hwy 33 (Rockyford Rd)	Roadway Departure Solution	2	2	Yes
	2062	41.9022	-89.389101	Co Hwy 1 (Flagg Rd) & Lost Nation Rd	Signage	13	1	0
	2098	41.7813	-89.601601	Co Hwy 16 (Rock Island Rd) & Co Hwy 35 (Nelson Rd)	Signage	13	1	0
	5368	41.77134	-89.623787	Co Hwy 16 (Rock Island Rd) & Browns Beach Rd	Signage	9	1	Yes
	6705	41.83011	-89.497096	Co Hwy 11 (Pump Factory Rd)	Signage	7	1	Yes
	6788	41.7078	-89.167701	Co Hwy 10 (Shaw Rd) & Meridian Rd	Signage	6	1	Yes
LOCAL	7933	41.90196	-89.581175	Co Hwy 36 (Cavanaugh Rd) & Pilgrim Rd	Signage	5	1	Yes
	438	41.83736	-89.482806	Peoria Ave & 7th St	LED Stop Signs	26	3	0
	3105	41.84284	-89.485965	1st St	Signage	10	2	Yes
	5411	41.84268	-89.486621	1st St & Highland Ave	Signage	7	2	Yes
	288	41.84299	-89.485301	Peoria Ave & 1st St	Signage	31	1	Yes
	796	41.84688	-89.486895	Peoria Ave & Boyd St	Signage	22	1	0
	967	41.8736	-89.496051	Timber Creek Rd & Lowell Park Rd	Signage	19	1	0
	3816	41.83883	-89.497921	Lincoln Ave & 2nd St	Signage	13	1	0
	3803	41.6586	-89.280001	Woodhaven Dr / Tower Rd & La Moille Rd	Signage	10	1	0
	4496	41.85098	-89.483031	Chamberlin St & Brinton Ave	Signage	10	1	0
	4505	41.83641	-89.486610	Monroe Ave & 7th St	Signage	10	1	0
	5362	41.7222	-89.362701	Sterling Rd & Robbins Rd	Signage	10	1	Yes
	3804	41.8391	-89.492472	College Ave & 3rd St	Signage	9	1	0

Ogle County

	Cluster	Lat	Long	Top Locations	Potential Countermeasure	Total Collisions	K+A Collisions	HIN
STATE	173	42.12538	-89.2559	IL-72 & IL-2	Crosswalk Visibility Enhancement, Signage	50	3	Yes
	2009	42.20051	-89.6298	IL-26 & Montague Rd	Signage	14	3	0
	3640	42.12805	-89.023	US-51	Roadway Departure Solution	9	3	Yes
	4313	41.90528	-89.0134	I-88 / IL-110	Roadway Departure Solution	8	3	Yes
	443	41.94852	-89.0657	IL-251 & Twombly Rd	Signage	27	2	0
	593	42.12521	-89.2638	IL-2 & Colfax St	Signage	23	2	Yes
	764	42.00669	-89.0655	IL-64 & IL-251	Right Turn Slip Lane Improvement, Roundabout	21	2	Yes
	1136	41.93459	-89.0266	IL-38 & US-51/US-39 WB Ramps	Signage	16	2	Yes
	2455	41.93479	-89.0003	IL-38 & Mulford Rd	Right Turn Slip Lane Improvement, Roundabout	12	2	0
COUNTY	3657	42.05491	-89.019	US-51 / I-39	Roadway Departure Solution	9	2	Yes
	1847	41.9886	-89.4919	Co Hwy 6 & Co Hwy 35	Signage	14	3	0
	2723	41.91575	-89.6286	Sterling Rd & County Line Rd	Signage	12	3	Yes
	3013	42.13843	-89.2733	Co Hwy 29 & Mill Rd	Signage	11	2	Yes
	13267	42.056	-89.3253	Co Hwy 33	Roadway Departure Solution	3	2	Yes
	3001	42.06321	-89.325	Co Hwy 33 & Spring Creek Rd	Signage	11	1	Yes
	2463	41.9378	-89.1514	Co Hwy 22 & Flagg Rd	Signage	11	1	0
	6363	42.00985	-89.4911	Co Hwy 35 (Lowell Park Rd) & Oregon Trail Rd	Signage	6	1	Yes
	6385	41.94106	-89.0789	Co Hwy 22 (Flagg Rd)	Signage	6	1	0
	6431	41.94101	-89.0832	Co Hwy 22 (Flagg Rd) & 20th St	Signage	6	1	0
LOCAL	17931	42.12527	-89.2249	Co Hwy 33 (Kishwaukee Rd)	Roadway Departure Solution	4	1	Yes
	17970	42.09265	-89.3164	Devils Ln & South Park Dr	Roadway Departure Solution	3	2	0
	6448	41.94932	-89.0005	Twombly Rd / Mulford Rd	Signage	6	1	0
	6502	41.926	-89.0663	7th Ave & Lincoln Hwy	Signage	5	1	Yes
	7961	42.04336	-89.0207	Ivy Rd	Signage	5	1	0
	10197	42.03283	-89.3152	Daysville Rd	Median Line, Roadway Departure Solution	4	1	0
	10325	41.9237	-89.0712	9th St & 5th St	Signage	3	1	Yes
	13082	42.00224	-89.6107	Galena Trail Rd & Robin Rd	Signage	3	1	0
	13410	42.07216	-89.3743	Midtown Rd & Silver Creek Rd	Signage	3	1	0
	18174	42.02147	-89.0211	Mowers Rd	Signage	3	1	0
	13038	42.12141	-89.2173	Hales Corner Rd	Roadway Departure Solution	3	1	0

Stephenson County

	Cluster	Lat	Long	Top Locations	Potential Countermeasure	Total Collisions	K+A Collisions	HIN
STATE	380	42.35679	-89.8283	US-20 & IL-73	Right Turn Slip Lane	30	4	Yes
	3544	42.27505	-89.4753	US-20 & Rock City Rd	Crossing Divided Highways	11	4	Yes
	3	42.30177	-89.6321	IL-26 (West Ave) & US-20 (Galena Ave)	Right Turn Slip Lane Improvement	109	3	Yes
	133	42.29626	-89.632	IL-26 (West Ave) & Stephenson St	Signage	47	3	Yes
	726	42.32267	-89.6327	IL-26 & US-20 EB Off-Ramp	Signage	21	3	Yes
	4246	42.30605	-89.573	Co Hwy 8 (East River Rd) onto IL-75	Signage	8	3	Yes
	4188	42.41867	-89.4372	IL-75 & Church Rd	Signage	9	3	Yes
	256	42.2948	-89.6319	IL-26 (West Ave) & Lincoln Blvd	Crosswalk Visibility Enhancement, Signage	39	2	Yes
	554	42.37425	-89.633	IL-26 (Stephenson St) & Washington St / Cedarville Rd	Signage	22	2	Yes
	965	42.29973	-89.6235	US-20 & IL-75	Signage	20	2	Yes
COUNTY	9542	42.42501	-89.6136	Co Hwy 19 (McConnell Rd) & Henderson Rd	Signage	4	3	Yes
	2879	42.26841	-89.6522	Fairgrounds Rd & Park Rd	Signage	11	2	Yes
	3550	42.2777	-89.7431	Co Hwy 13 (Pearl City Rd) & Rink Rd	Signage	9	2	Yes
	7601	42.47597	-89.6345	Co Hwy 4 (Rock Grove Rd) onto Bolender Rd	Signage	5	2	Yes
	9797	42.20185	-89.4739	Co Hwy 13 (Rock City Rd) & Montague Rd	Signage	3	2	Yes
	12397	42.26598	-89.6015	Co Hwy 11 (Baileyville Rd)	Roadway Departure Solution	3	2	Yes
	12645	42.37461	-89.4892	Co Hwy 5 (Cedarville Rd)	Roadway Departure Solution	3	2	Yes
	574	42.28727	-89.6372	Co Hwy 13 (Empire St) & Burchland Ave	Signage	21	1	Yes
	848	42.28053	-89.6018	Co Hwy 11 (Armstrong Ave) & South St	Signage	20	1	Yes
	1797	42.37426	-89.5736	Co Hwy 5 (Cedarville Rd) & Afolkey Rd	Signage	15	1	Yes
LOCAL	16821	42.28774	-89.6049	Garden St & Columbia Ave	Signage	2	2	0
	16675	42.30315	-89.8063	Dublin Rd & Rees Rd	Signage	3	2	Yes
	846	42.29403	-89.6594	Stephenson St & Greenfield Dr	Signage	20	1	0
	1786	42.28726	-89.6265	Empire St & Locust Ave	Signage	15	1	Yes
	2857	42.29425	-89.6213	Walnut Ave & Washington Pl	Signage	12	1	Yes
	2004	42.28976	-89.6114	Float Ave & Prospect Terrace	Signage	10	1	0
	2853	42.29138	-89.6213	Homer St & Walnut Ave	Signage	12	1	0
	2852	42.29861	-89.6171	Adams Ave & Main St	Signage	10	1	0
	2856	42.29517	-89.6142	Winneshiek St & Adams Ave & Carol Ave	Signage	13	1	0
	3530	42.29561	-89.622	Spring St & Walnut Ave	Signage	10	1	Yes

Whiteside County

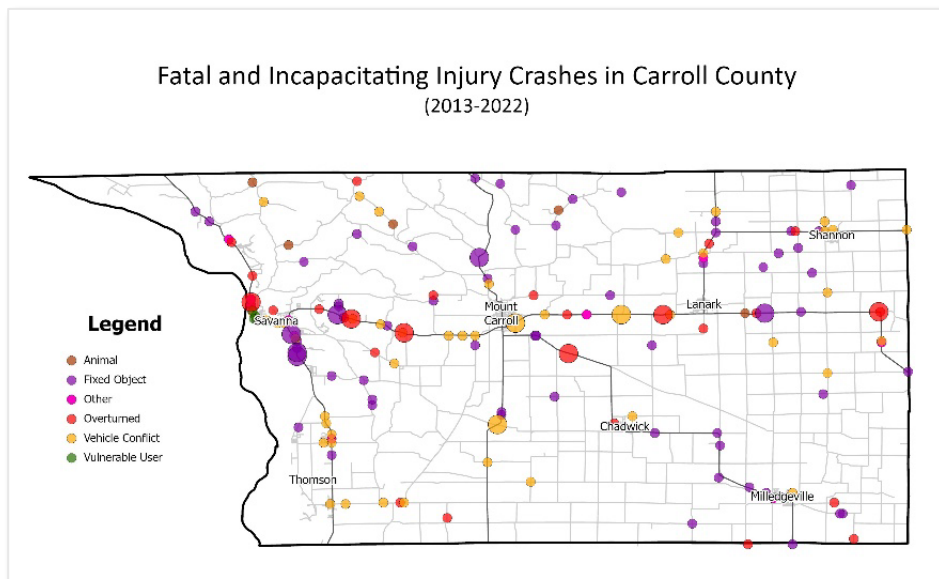
	Cluster	Lat	Long	Top Locations	Potential Countermeasures	Total Collisions	K+A Collisions	HIN
STATE	933	41.8232	-89.6983	IL-40 & Co Hwy 38 (37th St)	None - Improved with Roundabout	22	8	0
	257	41.791	-89.8119	US-30 & Emerson Rd	None - recently improved sight angles	37	5	Yes
	1069	41.8491	-90.1405	US-30 & Chase Rd	Signage	17	5	Yes
	97	41.8154	-89.6494	IL-2 & Polo Rd	Right Turn Slip Lane Improvement, Signage	51	4	0
	708	41.793	-89.742	Co Hwy 38 (McCue Rd) & 4th St & Lincoln Hwy	Roundabout	22	4	Yes
	1953	41.8581	-90.1117	US-30 & IL-136	Right Turn Slip Lane Improvement, Roundabout	14	4	Yes
	3309	41.8438	-89.6689	Freeport Rd & Fulfs Rd	Signage	9	4	0
	93	41.7872	-89.6941	IL-40 & 2nd St	Signage	59	3	Yes
	132	41.78908	-89.695	IL-2 & IL-40	Striping	52	3	Yes
	176	41.8	-89.6697	IL-2 & 13th St	Right Turn Slip Lane Improvement, Signage	43	3	Yes
	262	41.781	-89.6906	IL-40 & 3rd St	Signage	34	3	0
	11516	41.7894	-89.8433	US-30 & Blue Goose Rd	Signage	4	3	Yes
COUNTY	4019	41.71354	-90.1315	Co Hwy 21 (Sand Rd) & Co Hwy 13 (Albany Rd)	Signage	8	3	Yes
	4821	41.90175	-89.6678	Freeport Rd & Pilgrim Rd	Signage	6	2	Yes
	7139	41.906	-89.9099	Co Hwy 34 (Pilgrim Rd) & Co Hwy 7 (Lyndon Rd)	Signage	6	2	Yes
	15975	41.74377	-89.7698	Prophet Rd	Roadway Departure Solution	2	2	Yes
	21339	41.7557	-90.1312	Co Hwy 21 (Sand Rd)	Roadway Departure Solution	2	2	Yes
	23694	41.7113	-89.8146	Prophet Rd	Roadway Departure Solution	2	2	Yes
	3315	41.66488	-90.1323	Co Hwy 25 (Cordova Rd) & Co Hwy 21 (Sand Rd)	Signage	11	1	Yes
	4779	41.8058	-89.7705	Emerson Rd & Hazel Rd	Signage	9	1	Yes
	7223	41.69301	-90.1	Albany Rd & Stropes Rd	Signage	5	1	0
	9321	41.76609	-89.7329	Prophet Rd & Riverdale Rd	Signage	5	1	0
LOCAL	5	41.78861	-89.706	Lincoln Hwy / 3rd St & Ave G	Right Turn Slip Lane Improvement	91	2	0
	94	41.80137	-89.7278	Lynn Blvd & Le Fevre Rd	Roundabout - Already Improved	54	2	0
	287	41.7823	-89.6873	Wood Ave & 3rd St	Signage	31	2	Yes
	1418	41.8091	-89.6823	Lynn Blvd & 12th Ave	Crossing Divided Highway	17	2	0
	1419	41.80131	-89.7424	McCue Rd & Le Fevre Rd	Township has been approved for Truck Access Route Fund	14	2	Yes
	3329	41.7992	-89.6971	14th St & 1st Ave	Signage	12	2	Yes
	3953	41.7918	-89.69	5th St & 5th Ave	Signage	9	2	0
	2704	41.79245	-89.687	5th St & 7th Ave	Signage	11	2	0
	7267	41.79164	-89.7097	6th St & Ave J	Signage	7	2	0
	220	41.7786	-89.706	12th Ave & 2nd St	Signage	41	1	Yes
	1416	41.8087	-89.6792	Lynn Blvd & 16th Ave	Right Turn Slip Lane Improvement, Signage	16	1	Yes

CARROLL COUNTY

Prepared By: Kaskaskia Engineering Group + Iteris

Date: December 2024

Where have the most severe collisions in Carroll County occurred in the last ten-years?



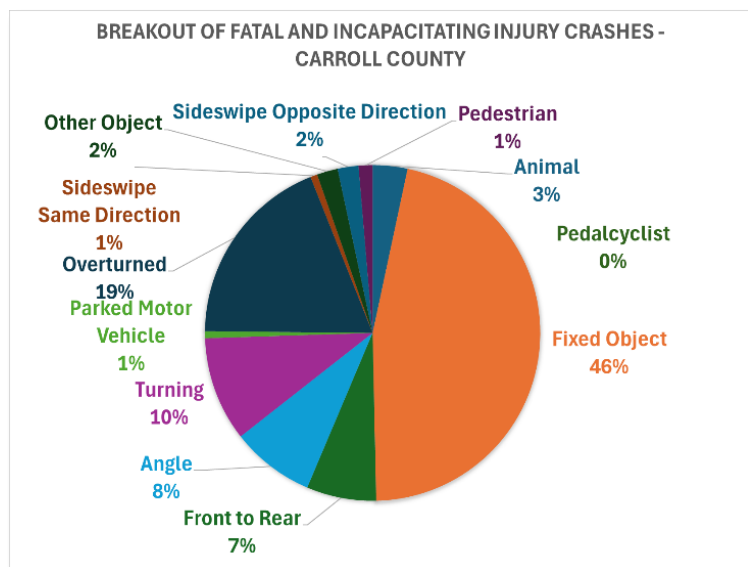
Key County Facts

2,663 COLLISIONS IN 10 YEARS

1,505 CRASH CLUSTER SITES

169 FATALITY/INCAPACITATING
INJURIES AT 153 SITES

What are the most common collisions resulting in the worst injuries?



Most Common Types of Collisions Characteristics for all collisions and intersections resulting in a fatality or incapacitating injury:

Type	All Collisions	Fatal or Incapacitating
Single Vehicle	73%	67%
Animal Involved	40%	3%
Vehicle Conflict	26%	31%
Ran Off Road	25%	46%
Overturned	6%	17%
Bike/Ped	0.4%	1.8%

Top Locations among State, County, and Local Road Ownership

	Rank	Location	Ownership	Potential Countermeasure(s)
STATE	1	IL-84	State	Roadway Departure Solution
	2	US-52 & Dame Rd	State	Signage
	3	IL-78 & Vinegar Hill Rd	State	Signage
	4	IL-78 & Old Galena Trail	State	Signage, Right Turn Slip Lane Improvement
	5	US-52	State	Roadway Departure Solution
	6	US-52 & IL-84	State	Signage
	7	IL-64	State	Signage
	8	IL-84	State	Roadway Departure Solution
	9	IL-84	State	Roadway Departure Solution
	10	IL-64	State	Roadway Departure Solution
COUNTY	1	Co Hwy 12 (Coleta Rd) & Clark Rd	County	Roadway Departure Solution
	2	Co Hwy 3 (Brookville Rd) & Shannon Rt	County	Signage
	3	Co Hwy 8 (Ideal Rd) & Hartman Rd	County	Signage
	4	Co Hwy 8 (Ideal Rd)	County	Roadway Departure Solution
	5	Co Hwy 25 (Milledgeville Rd)	County	Roadway Departure Solution
LOCAL	1	Thomson Rd & Argo Fay Rt	Local	Signage
	2	3rd St	Local (Savanna)	Signage
	3	Scenic Ridge Rd & Haas Rd	Local	Signage, Horizontal Curve Improvements
	4	Airport Rd & Scenic Bluff Rd	Local	Signage
	5	Adams St & Broderick Dr	Local (Savanna)	Crosswalk Visibility Enhancement, Signage
	6	Loran Rd	Local	Roadway Departure Solution
	7	Saddle Creek Rd	Local	Roadway Departure Solution
	8	Townline Rd	Local	Roadway Departure Solution
	9	Zier Rd	Local	Roadway Departure Solution
	10	Bowen St	Local	Median / Median Markings

Examples of Proven Safety Countermeasures

Enhanced Signage and Pavement Markings

Improved signage and pavement markings involves multiple low-cost countermeasures that can increase driver awareness and recognition of potential conflicts. Even if a particular location is currently meeting standards for signing and pavement marking, these extra enhancements provide targeted additional awareness and can be deployed as a treatment at many locations due to being a low-cost asset that many different agencies work with regularly. The key is that the improvements will be location-specific, meaning that some engineering judgement will be necessary to determine if a particular signage or pavement marking improvement is useful. Estimated reductions in fatal and injury crashes can be anywhere from 10% to 27%, depending on the existing operations. Many improvements include:

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- Retroreflective sheeting on sign posts.
- Enhanced pavement markings that delineate through lane edge lines.
- Properly placed visible stop bars at intersections
- Removal of sight-line obstructions due to vegetation in right-of-way

Roadway Departure Solution

Roadway departure crashes often are a result of a driver misunderstanding the edge of the travel lanes for the road alignment ahead. Countermeasures that improve the awareness of the roadway edge aid in providing a good understanding of where the vehicle is within the travel lane, reducing the likelihood of a driver veering too far to the side and losing control of the vehicle by slipping off the road. Various countermeasures exist that can be applied to targeted crash corridors, as well as be adopted as part of a systemic improvement. Many improvements include:

- Wider edge lines, increasing from the normal line width of 4 inches to the maximum line width of 6 inches, improve drivers’ perceptions of the edge of the travel lane and can provide safety benefit on all facility types (e.g., freeways, multilane divided and undivided highways, two-lane highways) in both urban and rural areas. Wider edge lines are most effective in reducing crashes on rural two-lane highways, especially for single-vehicle crashes. Reductions in fatal and injury crashes on rural roads can be up to 37%, depending on conditions.
- Longitudinal Rumble Strips and Stripes alert distracted, drowsy, or inattentive drivers who drift from their lane. Longitudinal rumble strips are milled or raised elements on pavement that alert drivers through vibration and sound if their vehicle has left the travel lane, and rumble stripes are edge line or center line rumble strips where the pavement marking is placed over the rumble strip. Reductions in fatal and injury crashes on two-lane rural roads can be up to 64% with centerline rumble strips and 51% with shoulder rumble strips, depending on conditions.
- SafetyEdge technology shapes the pavement edge at approximately 30 degrees from the pavement cross slope during the pavement process to eliminate the potential for vertical drop-off at the pavement edge. Vertical drop-offs often create instability when a driver accidentally veers off the road, and SafetyEdge provides greater stability to allow a recovery. Reductions in fatal and injury crashes can be up to 11%, depending on conditions.

Divided Highway Crossing Improvements

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Horizontal Curve Improvements

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- Clear zone improvements reduce obstructions and allow a driver to stop safely if leaving the roadway. This can be a targeted or systemic improvement that avoids adding fixed objects, utility cabinets, and other assets within or outside of the clear zone, where possible. Removing roadside features can reduce crashes by up to 44%, depending on conditions.
- Slope flattening reduces the steepness of the side slope to increase drivers' ability to keep the vehicle stable, regain control, and avoid obstacles. Slopes flatter than 1V:4H are considered recoverable, and slopes flatter than 1V:3H are traversable. Reductions in single-vehicle crashes can be up to 12%, depending on conditions.
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Slip lanes are frequently utilized at intersections with high volumes of right-turning vehicles that otherwise would incur long delays if mixed with other traffic required to stop. These lanes often will improve safety when conflicting vehicles intersect and crash, as the angles between the vehicle are usually shallower than what would normally be an angle crash. That said, slip lanes benefit from having receiving downstream lanes into which a turning vehicle can complete the turn and then merge into traffic. In instances where no downstream receiving lane is present, higher crash rates are likely because the turning vehicle must navigate both the slip lane and the merge in a short period of time. This treatment is best applied systemically wherever slip lanes are present, where a short downstream receiving lane is added to gently merge turning vehicles into the mainline.

Crosswalk Visibility Enhancement

Pedestrian crossing environments often go unnoticed and create a hazardous environment if drivers are not expecting pedestrians to be present. Marked crosswalks often go unnoticed in multi-lane environments with high traffic volumes, creating a hazardous environment for pedestrians who need to cross and, per state law, have the right-of-way. Crosswalk improvements draw attention to these environments to help motorists recognize not only when a crosswalk is present, but also if vulnerable road users are utilizing it. Several treatments are available:

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Roundabout

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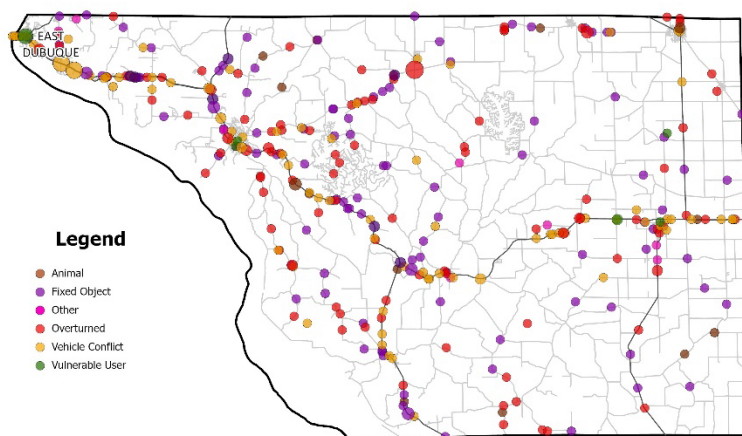
JO DAVIESS COUNTY

Prepared By: Kaskaskia Engineering Group + Iteris

Date: December 2024

Where have the most severe collisions in Jo Daviess County occurred in the last ten-years?

Fatal and Incapacitating Injury Crashes in Jo Daviess County
(2013-2022)



Key County Facts

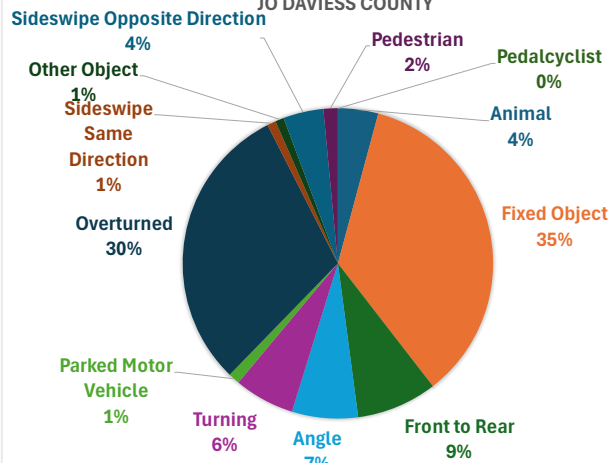
5,275 COLLISIONS IN 10 YEARS

2,744 CRASH CLUSTER SITES

368 FATALITY/INCAPACITATING
INJURY COLLISIONS AT 317
SITES

What are the most common collisions resulting in the worst injuries?

BREAKOUT OF FATAL AND INCAPACITATING INJURY CRASHES-
JO DAVIESS COUNTY



Most Common Types of Collisions Characteristics for all collisions and intersections resulting in a fatality or incapacitating injury:

Type	All Collisions	Fatal or Incapacitating
Single Vehicle	48%	66%
Animal Involved	23%	4%
Vehicle Conflict	26%	32%
Ran Off Road	20%	52%
Overturned	5%	28%
Bike/Ped	0.3%	1.6%

	Rank	Top Locations	Ownership	Potential Countermeasure(s)
STATE	1	US-20 & Frentress Lake Rd	State	Crossing Divided Highways
	2	US-20 & Barge Terminal Rd	State	Crossing Divided Highways
	3	US-20 On Ramp	State	Signage, Merge Lane Design
	4	US-20 & Dunn Rd	State	Crossing Divided Highways
	5	US-20 & Hilltop Rd	State	Crossing Divided Highways
	6	US-20 & Glen Hollow Rd	State	Signage
	7	US-20	State	Roadway Departure Solution
	8	US-20 & Lone St / Longhollow Rd	State	Signage
	9	IL-84	State	Roadway Departure Solution
	10	IL-84 & Norris Ln	State	Signage
COUNTY	1	Co Hwy 3 (Stagecoach Trail) & Co Hwy 4 (Elizabeth Scales Mound Rd)	County	Roundabout, Signage
	2	Co Hwy 3 (Stagecoach Trail) & Hayes Rd	County	Signage
	3	Co Hwy 1 (Council Hill Rd) & Co Hwy 3 (Stagecoach Trail)	County	Signage
	4	Co Hwy 3 (Stagecoach Trail)	County	Roadway Departure Solution
	5	Co Hwy 3 (Stagecoach Trail) & Guilford Rd	County	Signage
	6	Co Hwy 4 (Elizabeth Hanover Rd) & Betsy Dr	County	Signage
	7	Co Hwy 3 (Stagecoach Trail)	County	Roadway Departure Solution
	8	Co Hwy 3 (Stagecoach Trail) & Roberts Rd	County	Roadway Departure Solution
	9	Co Hwy 2 (Council Hill Rd) & Buckhill Rd	County	Roadway Departure Solution
	10	Co Hwy 3 (Stagecoach Trails)	County	Roadway Departure Solution, Enhanced Delineation at Horizontal Curves
LOCAL	1	Cole St & North Ave	Local	Signage
	2	Blackjack Rd	Local	Roadway Departure Solution
	3	Broadway St & Meeker St	Local (Galena)	Signage
	4	Main St	Local (Galena)	Signage
	5	Blackjack Rd	Local	Enhanced Delineation for Horizontal Curves
	6	Imbus Rd	Local	Signage, Roadway Departure Solution
	7	Blackjack Rd	Local	Roadway Departure Solution
	8	Blackjack Rd	Local	Roadway Departure Solution
	9	Devils Ladder Rd & Hoof It Goat Treks Driveway	Local	Signage
	10	Field St	Local	Roadway Departure Solution

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Roundabout

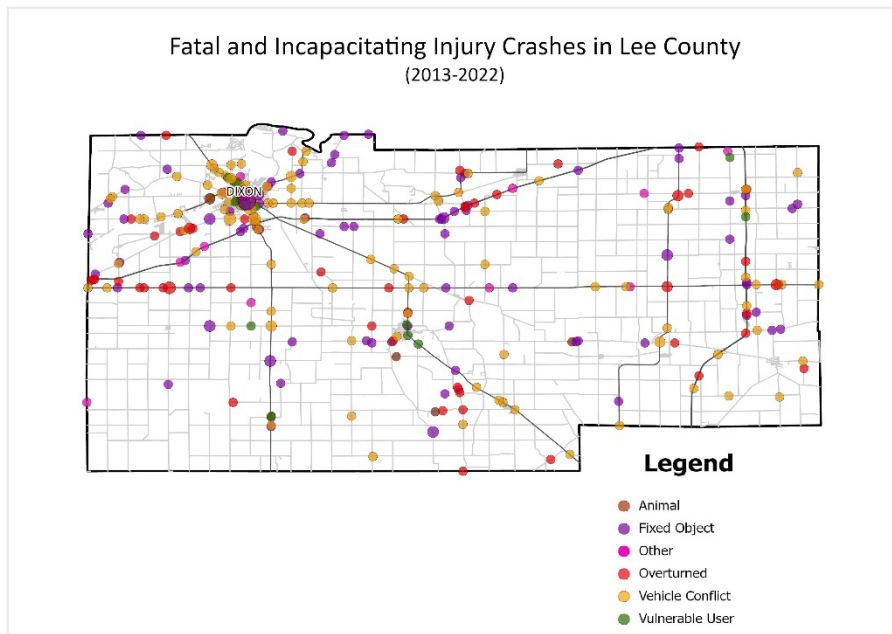
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LEE COUNTY

Prepared By: Kaskaskia Engineering Group + Iteris

Date: December 2024

Where have the most severe collisions in Lee County occurred in the last ten-years?



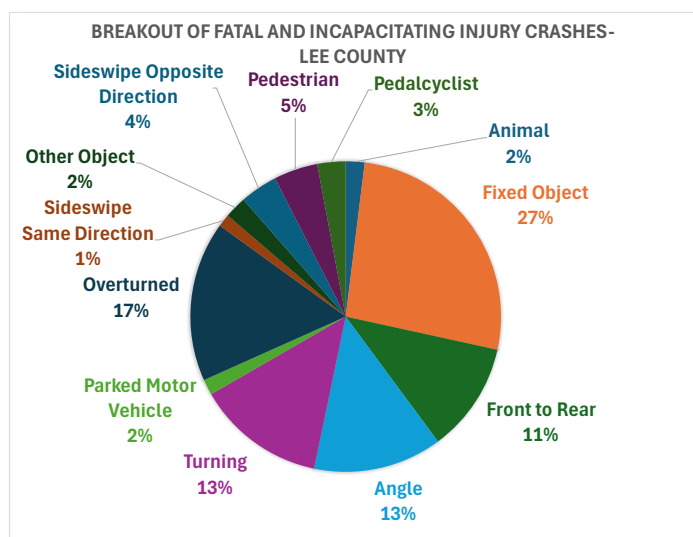
Key County Facts

7,686 COLLISIONS IN 10 YEARS

3,204 CRASH CLUSTER SITES

339 FATALITY/INCAPACITATING INJURIES AT 294 SITES

What are the most common collisions resulting in the worst injuries?



Most Common Types of Collisions Characteristics for all collisions and intersections resulting in a fatality or incapacitating injury:

Type	All Collisions	Fatal or Incapacitating
Single Vehicle	39%	53%
Animal Involved	20%	2%
Vehicle Conflict	36%	46%
Ran Off Road	14%	37%
Overturned	3%	15%
Bike/Ped	0.8%	7.1%

	Rank	Top Locations	Ownership	Potential Countermeasure(s)
STATE	1	US-52 (Galena Ave) & 5th St	State	Signage
	2	US-52 (Galena Ave)	State	Signage
	3	US-52 (Galena Ave) & IL-2 (Everett St)	State	Right Turn Slip Lane Improvements
	4	US-52 (Galena Ave) & 3rd St	State	Signage
	5	IL-26 (Galena Ave) & Bloody Gulch Rd	State	Signage
	6	IL-26 (Galena Ave) & Division St	State	Signage
	7	US-30 & Harmon Rd	State	Signage
	8	US-52 (7th St) & IL-26 (Galena Ave)	State	Right Turn Slip Lane Improvements
	9	US-52 (Galena Ave) & East River Rd	State	Right Turn Slip Lane Improvements
	10	IL-2 & River Ln	State	Right Turn Slip Lane Improvements, Signage (Animal)
COUNTY	1	Co Hwy 11 (Pump Factory Rd) & Bloody Gulch Rd	County	LED Stop Signs
	2	Co Hwy 16 (Rock Island Rd) & Bloody Gulch Rd	County	Signage, Roadway Departure Solution
	3	Co Hwy 16 (Rock Island Rd) & Atkinson Rd	County	Signage
	4	Co Hwy 14 (Sterling Rd) & Hoyle Rd	County	Signage
	5	Co Hwy 33 (Rockyford Rd)	County	Roadway Departure Solution
	6	Co Hwy 1 (Flagg Rd) & Lost Nation Rd	County	Signage
	7	Co Hwy 16 (Rock Island Rd) & Co Hwy 35 (Nelson Rd)	County	Signage
	8	Co Hwy 16 (Rock Island Rd) & Browns Beach Rd	County	Signage
	9	Co Hwy 11 (Pump Factory Rd)	County	Signage
	10	Co Hwy 10 (Shaw Rd) & Meridian Rd	County	Signage
	11	Co Hwy 36 (Cavanaugh Rd) & Pilgrim Rd	County	Signage
LOCAL	1	Peoria Ave & 7th St	Local (Dixon)	LED Stop Signs
	2	1st St	Local (Dixon)	Signage
	3	1st St & Highland Ave	Local (Dixon)	Signage
	4	Peoria Ave & 1st St	Local (Dixon)	Signage
	5	Peoria Ave & Boyd St	Local (Dixon)	Signage
	6	Timber Creek Rd & Lowell Park Rd	Local	Signage
	7	Lincoln Ave & 2nd St	Local (Dixon)	Signage
	8	Woodhaven Dr / Tower Rd & La Moille Rd	Local	Signage
	9	Chamberlin St & Brinton Ave	Local	Signage
	10	Monroe Ave & 7th St	Local	Signage
	11	Sterling Rd & Robbins Rd	Local	Signage
	12	College Ave & 3rd St	Local (Dixon)	Signage

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- Enhanced signing and pavement markings utilize the in-street “State Law: Stop for Pedestrians” signs and supplemental pedestrian crossing signs. The exact deployment is dependent on the number of lanes and travel speeds, with the goal of boosting awareness of the crossing location. Estimated reduction in pedestrian crashes can be up to 25%.
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Roundabout

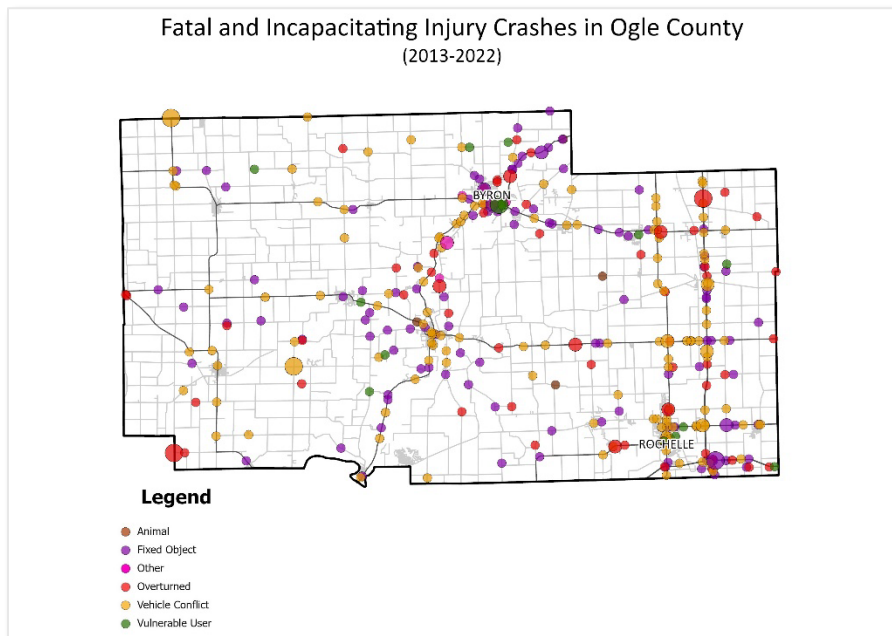
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OGLE COUNTY

Prepared By: Kaskaskia Engineering Group + Iteris

Date: December 2024

Where have the most severe collisions in Ogle County occurred in the last ten-years?



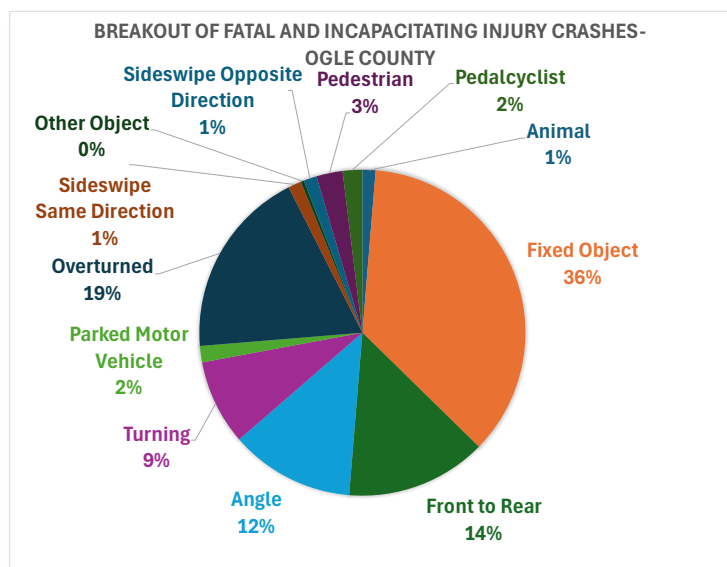
Key County Facts

5,338 COLLISIONS IN 10 YEARS

3,882 CRASH CLUSTER SITES

346 FATALITY/INCAPACITATING INJURIES AT 319 SITES

What are the most common collisions resulting in the worst injuries?



Most Common Types of Collisions Characteristics for all collisions and intersections resulting in a fatality or incapacitating injury:

Type	All Collisions	Fatal or Incapacitating
Single Vehicle	50%	55%
Animal Involved	19%	1%
Vehicle Conflict	48%	44%
Ran Off Road	22%	42%
Overturned	6%	17%
Bike/Ped	0.7%	4%

	Rank	Top Locations	Ownership	Potential Countermeasure
STATE	1	IL-72 & IL-2	State	Crosswalk Visibility Enhancement, Signage
	2	IL-26 & Montague Rd	State	Signage
	3	US-51	State	Roadway Departure Solution
	4	I-88 / IL-110	State	Roadway Departure Solution
	5	IL-251 & Twombly Rd	State	Signage
	6	IL-2 & Colfax St	State	Signage
	7	IL-64 & IL-251	State	Right Turn Slip Lane Improvement, Roundabout
	8	IL-38 & US-51/US-39 WB Ramps	State	Signage
	9	IL-38 & Mulford Rd	State	Right Turn Slip Lane Improvement, Roundabout
	10	US-51 / I-39	State	Roadway Departure Solution
COUNTY	1	Co Hwy 6 & Co Hwy 35	County	Signage
	2	Sterling Rd & County Line Rd	County	Signage
	3	Co Hwy 29 & Mill Rd	County	Signage
	4	Co Hwy 33	County	Roadway Departure Solution
	5	Co Hwy 33 & Spring Creek Rd	County	Signage
	6	Co Hwy 22 & Flagg Rd	County	Signage
	7	Co Hwy 35 (Lowell Park Rd) & Oregon Trail Rd	County	Signage
	8	Co Hwy 22 (Flagg Rd)	County	Signage
	9	Co Hwy 22 (Flagg Rd) & 20th St	County	Signage
	10	Co Hwy 33 (Kishwaukee Rd)	County	Roadway Departure Solution
LOCAL	1	Devils Ln & South Park Dr	Township	Roadway Departure Solution
	2	Twombly Rd / Mulford Rd	Township	Signage
	3	7th Ave & Lincoln Hwy	Local	Signage
	4	Ivy Rd	Township	Signage
	5	Daysville Rd	Township	Median Line, Roadway Departure Solution
	6	9th St & 5th St	Local	Signage
	7	Galena Trail Rd & Robin Rd	Township	Signage
	8	Midtown Rd & Silver Creek Rd	Township	Signage
	9	Mowers Rd	Township	Signage
	10	Hales Corner Rd	Township	Roadway Departure Solution

Examples of Proven Safety Countermeasures

Enhanced Signage and Pavement Markings

Improved signage and pavement markings involves multiple low-cost countermeasures that can increase driver awareness and recognition of potential conflicts. Even if a particular location is currently meeting standards for signing and pavement marking, these extra enhancements provide targeted additional awareness and can be deployed as a treatment at many locations due to being a low-cost asset that many different agencies work with regularly. The key is that the improvements will be location-specific, meaning that some engineering judgement will be necessary to determine if a particular signage or pavement marking improvement is useful. Estimated reductions in fatal and injury crashes can be anywhere from 10% to 27%, depending on the existing operations. Many improvements include:

- On through movements, doubled-up (left and right), oversized advance intersection or other warning signs, with supplemental street name plaques if relevant. Flashing beacons may be useful at high crash sites. At intersections that are stop-controlled, doubled-up oversized advance “Stop Ahead” intersection warning signs and stop signs can be useful.
- Retroreflective sheeting on sign posts.
- Enhanced pavement markings that delineate through lane edge lines.
- Properly placed visible stop bars at intersections
- Removal of sight-line obstructions due to vegetation in right-of-way

Roadway Departure Solution

Roadway departure crashes often are a result of a driver misunderstanding the edge of the travel lanes for the road alignment ahead. Countermeasures that improve the awareness of the roadway edge aid in providing a good understanding of where the vehicle is within the travel lane, reducing the likelihood of a driver veering too far to the side and losing control of the vehicle by slipping off the road. Various countermeasures exist that can be applied to targeted crash corridors, as well as be adopted as part of a systemic improvement. Many improvements include:

- Wider edge lines, increasing from the normal line width of 4 inches to the maximum line width of 6 inches, improve drivers’ perceptions of the edge of the travel lane and can provide safety benefit on all facility types (e.g., freeways, multilane divided and undivided highways, two-lane highways) in both urban and rural areas. Wider edge lines are most effective in reducing crashes on rural two-lane highways, especially for single-vehicle crashes. Reductions in fatal and injury crashes on rural roads can be up to 37%, depending on conditions.
- Longitudinal Rumble Strips and Stripes alert distracted, drowsy, or inattentive drivers who drift from their lane. Longitudinal rumble strips are milled or raised elements on pavement that alert drivers through vibration and sound if their vehicle has left the travel lane, and rumble stripes are edge line or center line rumble strips where the pavement marking is placed over the rumble strip. Reductions in fatal and injury crashes on two-lane rural roads can be up to 64% with centerline rumble strips and 51% with shoulder rumble strips, depending on conditions.
- SafetyEdge technology shapes the pavement edge at approximately 30 degrees from the pavement cross slope during the pavement process to eliminate the potential for vertical drop-off at the pavement edge. Vertical drop-offs often create instability when a driver accidentally veers off the road, and SafetyEdge provides greater stability to allow a recovery. Reductions in fatal and injury crashes can be up to 11%, depending on conditions.

Divided Highway Crossing Improvements

Reducing left-turn conflicts involves geometric improvements that alter how left-turn movements occur. These improvements are best utilized on major multilane divided highways that have high traffic volumes and a cross street with frequent left turn or through movements. Two main types of improvements include:

- Restricted crossing U-turns, also called J-Turn, Superstreets, or Reduced Conflict Intersections modifies the direct left-turn and through movements from cross-street approaches. Minor road traffic makes a right turn followed by a downstream U-Turn at a designated location before being routed to the desired direction. These types of improvements require a large footprint to operate properly, but not as much of a footprint as an interchange. These improvements are best on corridors with divided highways and a high Corridorwide crash rate. Estimated reductions in fatal and injury crashes range from 22% to 63%, depending on the type of intersection.
- Median U-Turn intersections modify the direct left turns from the major approaches by shifting vehicles to a U-Turn that is downstream and then subsequently routing them back to the main intersection. They are utilized for intersections with heavy through traffic and moderate left-turn volumes. Like the other treatment, they require a large footprint to operate properly, but not as much of a footprint as an interchange. Estimated reductions in injury crashes are around 30%.

Horizontal Curve Improvements

Horizontal curves inherently see higher crash rates due to the change in travel direction. Roadside design improvements at curves encompass several treatments that target the causes of roadway departures by improving awareness or implementing solutions to allow a driver to recover safely and reduce crash severity. Several treatments are available:

- Clear zone improvements reduce obstructions and allow a driver to stop safely if leaving the roadway. This can be a targeted or systemic improvement that avoids adding fixed objects, utility cabinets, and other assets within or outside of the clear zone, where possible. Removing roadside features can reduce crashes by up to 44%, depending on conditions.
- Slope flattening reduces the steepness of the side slope to increase drivers' ability to keep the vehicle stable, regain control, and avoid obstacles. Slopes flatter than 1V:4H are considered recoverable, and slopes flatter than 1V:3H are traversable. Reductions in single-vehicle crashes can be up to 12%, depending on conditions.
- Adding or widening shoulders provides additional recovery area for drivers in the event of a roadway departure.
- Enhanced delineation signage or pavement markings help draw attention to the curve.
- Barrier Installation will significantly reduce roadway departures and is especially useful when the slope is steeper than 1V:3H.

Median Barrier Improvements

Median barriers are longitudinal barriers that physically separate opposing traffic on a divided highway and redirect vehicle striking either side of the barrier. This countermeasure is used to reduce cross-median crashes, which often involve head-on collisions with other vehicles or fixed object crashes in the median itself. Medians can be made of either cable, metal-beam, or concrete, which offer a wide variety of benefits depending on the desired deflection. Reductions in cross-median crashes can be up to 97% on rural four-lane highways.

Right Turn Slip Lane Improvement

Slip lanes are frequently utilized at intersections with high volumes of right-turning vehicles that otherwise would incur long delays if mixed with other traffic required to stop. These lanes often will improve safety when conflicting vehicles intersect and crash, as the angles between the vehicle are usually shallower than what would normally be an angle crash. That said, slip lanes benefit from having receiving downstream lanes into which a turning vehicle can complete the turn and then merge into traffic. In instances where no downstream receiving lane is present, higher crash rates are likely because the turning vehicle must navigate both the slip lane and the merge in a short period of time. This treatment is best applied systemically wherever slip lanes are present, where a short downstream receiving lane is added to gently merge turning vehicles into the mainline.

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Roundabout

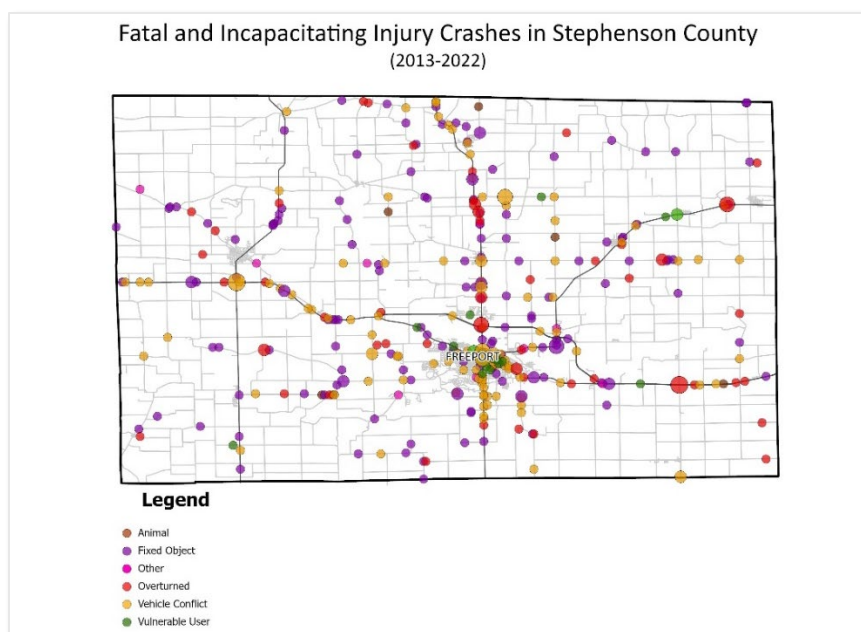
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STEPHENSON COUNTY

Prepared By: Kaskaskia Engineering Group + Iteris

Date: December 2024

Where have the most severe collisions in Stephenson County occurred in the last ten-years?



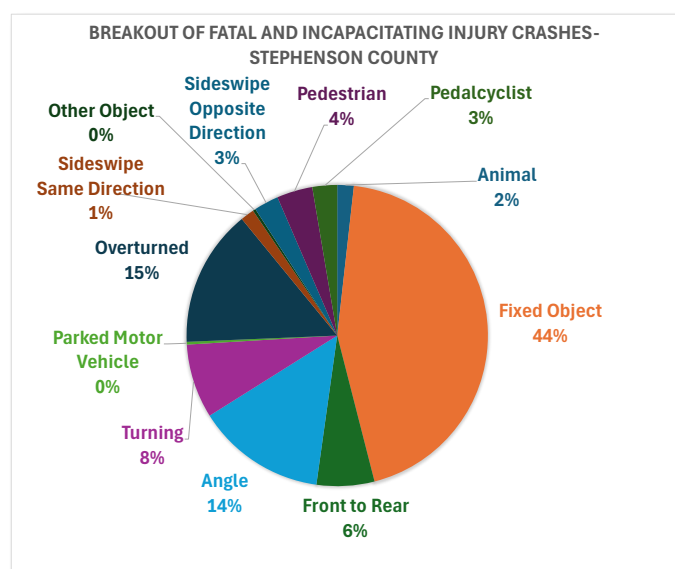
Key County Facts

7,931 COLLISIONS IN 10 YEARS

3,552 CRASH CLUSTER SITES

381 FATALITY/INCAPACITATING INJURY COLLISIONS AT 339 SITES

What are the most common collisions resulting in the worst injuries?



Most Common Types of Collisions Characteristics for all collisions and intersections resulting in a fatality or incapacitating injury:

Type	All Collisions	Fatal or Incapacitating
Single Vehicle	54%	62%
Animal Involved	26%	2%
Vehicle Conflict	44%	36%
Ran Off Road	23%	48%
Overturned	4%	13%
Bike/Ped	0.9%	6.0%

	Rank	Top Locations	Ownership	Proposed Countermeasure
STATE	1	US-20 & IL-73	State	Right Turn Slip Lane
	2	US-20 & Rock City Rd	State	Crossing Divided Highways
	3	IL-26 (West Ave) & US-20 (Galena Ave)	State	Right Turn Slip Lane Improvement
	4	IL-26 (West Ave) & Stephenson St	State	Signage
	5	IL-26 & US-20 EB Off-Ramp	State	Signage
	6	Co Hwy 8 (East River Rd) onto IL-75	State	Signage
	7	IL-75 & Church Rd	State	Signage
	8	IL-26 (West Ave) & Lincoln Blvd	State	Crosswalk Visibility Enhancement, Signage
	9	IL-26 (Stephenson St) & Washington St / Cedarville Rd	State	Signage
	10	US-20 & IL-75	State	Signage
COUNTY	1	Co Hwy 19 (McConnell Rd) & Henderson Rd	County	Signage
	2	Fairgrounds Rd & Park Rd	County	Signage
	3	Co Hwy 13 (Pearl City Rd) & Rink Rd	County	Signage
	4	Co Hwy 4 (Rock Grove Rd) onto Bolender Rd	County	Signage
	5	Co Hwy 13 (Rock City Rd) & Montague Rd	County	Signage
	6	Co Hwy 11 (Baileyville Rd)	County	Roadway Departure Solution
	7	Co Hwy 5 (Cedarville Rd)	County	Roadway Departure Solution
	8	Co Hwy 13 (Empire St) & Burchland Ave	County	Signage
	9	Co Hwy 11 (Armstrong Ave) & South St	County	Signage
	10	Co Hwy 5 (Cedarville Rd) & Afolkey Rd	County	Signage
LOCAL	1	Garden St & Columbia Ave	Other	Signage
	2	Dublin Rd & Rees Rd	Other	Signage
	3	Stephenson St & Greenfield Dr	Other	Signage
	4	Empire St & Locust Ave	Other	Signage
	5	Walnut Ave & Washington Pl	Other	Signage
	6	Float Ave & Prospect Terrace	Other	Signage
	7	Homer St & Walnut Ave	Other	Signage
	8	Adams Ave & Main St	Other	Signage
	9	Winneshiek St & Adams Ave & Carroll Ave	Other	Signage
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Roundabout

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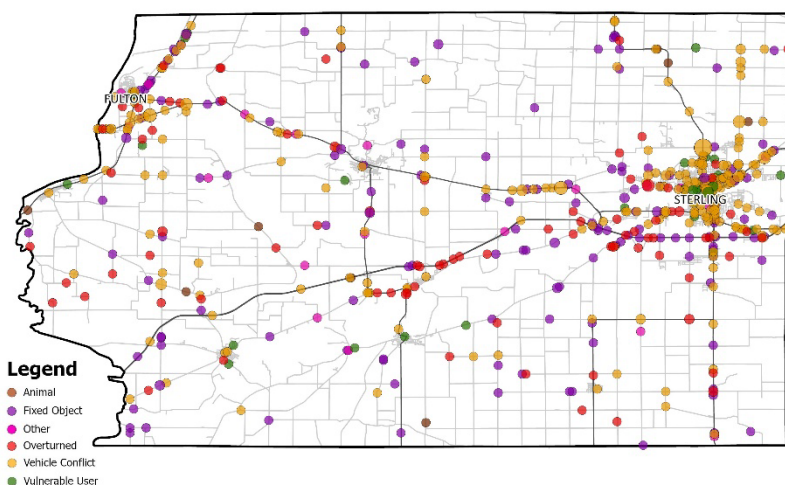
WHITESIDE COUNTY

Prepared By: Kaskaskia Engineering Group + Iteris

Date: December 2024

Where have the most severe collisions in Whiteside County occurred in the last ten-years?

Fatal and Incapacitating Injury Crashes in Whiteside County
(2013-2022)



Key County Facts

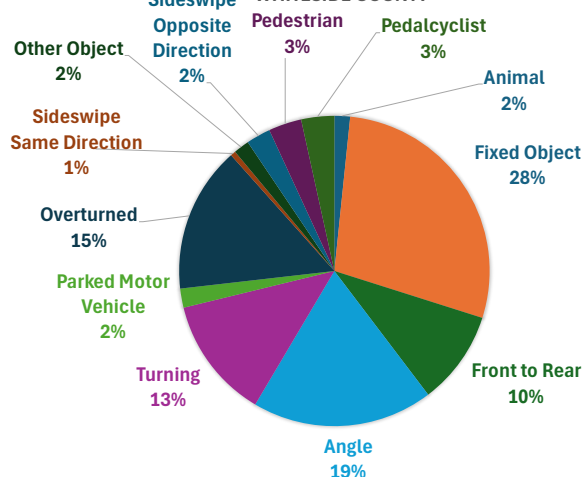
9,793 COLLISIONS IN 10 YEARS

4,102 CRASH CLUSTER SITES

601 FATALITY/INCAPACITATING
INJURY COLLISIONS AT 521
SITES

What are the most common collisions resulting in the worst injuries?

BREAKOUT OF FATAL AND INCAPACITATING INJURY CRASHES-
WHITESIDE COUNTY



Most Common Types of Collisions Characteristics for all collisions and intersections resulting in a fatality or incapacitating injury:

Type	All Collisions	Fatal or Incapacitating
Single Vehicle	40%	51%
Animal Involved	16%	1%
Vehicle Conflict	59%	48%
Ran Off Road	17%	36%
Overturned	4%	14%
Bike/Ped	1.5%	6.2%

	Rank	Top Locations	Ownership	Proposed Countermeasure
STATE	1	IL-40 & Co Hwy 38 (37th St)	State	Roundabout
	2	US-30 & Emerson Rd	State	Right Turn Slip Lane Improvements
	3	US-30 & Chase Rd	State	Signage
	4	IL-2 & Polo Rd	State	Right Turn Slip Lane Improvement, Signage
	5	Co Hwy 38 (McCue Rd) & 4th St & Lincoln Hwy	State	Right Turn Slip Lane Improvement
	6	US-30 & IL-136	State	Right Turn Slip Lane Improvement, Roundabout
	7	Freeport Rd & Fulfs Rd	State	Signage
	8	IL-40 & 2nd St	State	Signage
	9	IL-2 & IL-40	State	Striping
	10	IL-2 & 13th St	State	Right Turn Slip Lane Improvement, Signage
	11	IL-40 & 3rd St	State	Signage
	12	US-30 & Blue Good Rd	State	Signage
COUNTY	1	Co Hwy 21 (Sand Rd) & Co Hwy 13 (Albany Rd)	County	Signage
	2	Freeport Rd & Pilgrim Rd	County	Signage
	3	Co Hwy 34 (Pilgrim Rd) & Co Hwy 7 (Lyndon Rd)	County	Signage
	4	Prophet Rd	County	Roadway Departure Solution
	5	Co Hwy 21 (Sand Rd)	County	Roadway Departure Solution
	6	Prophet Rd	County	Roadway Departure Solution
	7	Co Hwy 25 (Cordova Rd) & Co Hwy 21 (Sand Rd)	County	Signage
	8	Emerson Rd & Hazel Rd	County	Signage
	9	Albany Rd & Stropes Rd	County	Signage
	10	Prophet Rd & Riverdale Rd	County	Signage
LOCAL	1	Lincoln Hwy / 3rd St & Ave G	City	Right Turn Slip Lane Improvement
	2	Lynn Blvd & Le Fevre Rd	City	Roundabout - Already Improved
	3	Wood Ave & 3rd St	City	Signage
	4	Lynn Blvd & 12th Ave	City	Crossing Divided Highway
	5	McCue Rd & Le Fevre Rd	Township	Signage
	6	14th St & 1st Ave	City	Signage
	7	5th St & 5th Ave	City	Signage
	8	5th St & 7th Ave	City	Signage
	9	6th St & Ave J	City	Signage
	10	12th Ave & 2nd St	City	Signage
	11	Lynn Blvd & 16th Ave	City	Right Turn Slip Lane Improvement, Signage

Examples of Proven Safety Countermeasures

Enhanced Signage and Pavement Markings

Improved signage and pavement markings involves multiple low-cost countermeasures that can increase driver awareness and recognition of potential conflicts. Even if a particular location is currently meeting standards for signing and pavement marking, these extra enhancements provide targeted additional awareness and can be deployed as a treatment at many locations due to being a low-cost asset that many different agencies work with regularly. The key is that the improvements will be location-specific, meaning that some engineering judgement will be necessary to determine if a particular signage or pavement marking improvement is useful. Estimated reductions in fatal and injury crashes can be anywhere from 10% to 27%, depending on the existing operations. Many improvements include:

- On through movements, doubled-up (left and right), oversized advance intersection or other warning signs, with supplemental street name plaques if relevant. Flashing beacons may be useful at high crash sites. At intersections that are stop-controlled, doubled-up oversized advance “Stop Ahead” intersection warning signs and stop signs can be useful.
- Retroreflective sheeting on sign posts.
- Enhanced pavement markings that delineate through lane edge lines.
- Properly placed visible stop bars at intersections
- Removal of sight-line obstructions due to vegetation in right-of-way

Roadway Departure Solution

Roadway departure crashes often are a result of a driver misunderstanding the edge of the travel lanes for the road alignment ahead. Countermeasures that improve the awareness of the roadway edge aid in providing a good understanding of where the vehicle is within the travel lane, reducing the likelihood of a driver veering too far to the side and losing control of the vehicle by slipping off the road. Various countermeasures exist that can be applied to targeted crash corridors, as well as be adopted as part of a systemic improvement. Many improvements include:

- Wider edge lines, increasing from the normal line width of 4 inches to the maximum line width of 6 inches, improve drivers’ perceptions of the edge of the travel lane and can provide safety benefit on all facility types (e.g., freeways, multilane divided and undivided highways, two-lane highways) in both urban and rural areas. Wider edge lines are most effective in reducing crashes on rural two-lane highways, especially for single-vehicle crashes. Reductions in fatal and injury crashes on rural roads can be up to 37%, depending on conditions.
- Longitudinal Rumble Strips and Stripes alert distracted, drowsy, or inattentive drivers who drift from their lane. Longitudinal rumble strips are milled or raised elements on pavement that alert drivers through vibration and sound if their vehicle has left the travel lane, and rumble stripes are edge line or center line rumble strips where the pavement marking is placed over the rumble strip. Reductions in fatal and injury crashes on two-lane rural roads can be up to 64% with centerline rumble strips and 51% with shoulder rumble strips, depending on conditions.
- SafetyEdge technology shapes the pavement edge at approximately 30 degrees from the pavement cross slope during the pavement process to eliminate the potential for vertical drop-off at the pavement edge. Vertical drop-offs often create instability when a driver accidentally veers off the road, and SafetyEdge provides greater stability to allow a recovery. Reductions in fatal and injury crashes can be up to 11%, depending on conditions.

Divided Highway Crossing Improvements

Reducing left-turn conflicts involves geometric improvements that alter how left-turn movements occur. These improvements are best utilized on major multilane divided highways that have high traffic volumes and a cross street with frequent left turn or through movements. Two main types of improvements include:

- Restricted crossing U-turns, also called J-Turn, Superstreets, or Reduced Conflict Intersections modifies the direct left-turn and through movements from cross-street approaches. Minor road traffic makes a right turn followed by a downstream U-Turn at a designated location before being routed to the desired direction. These types of improvements require a large footprint to operate properly, but not as much of a footprint as an interchange. These improvements are best on corridors with divided highways and a high Corridorwide crash rate. Estimated reductions in fatal and injury crashes range from 22% to 63%, depending on the type of intersection.
- Median U-Turn intersections modify the direct left turns from the major approaches by shifting vehicles to a U-Turn that is downstream and then subsequently routing them back to the main intersection. They are utilized for intersections with heavy through traffic and moderate left-turn volumes. Like the other treatment, they require a large footprint to operate properly, but not as much of a footprint as an interchange. Estimated reductions in injury crashes are around 30%.

Horizontal Curve Improvements

Horizontal curves inherently see higher crash rates due to the change in travel direction. Roadside design improvements at curves encompass several treatments that target the causes of roadway departures by improving awareness or implementing solutions to allow a driver to recover safely and reduce crash severity. Several treatments are available:

- Clear zone improvements reduce obstructions and allow a driver to stop safely if leaving the roadway. This can be a targeted or systemic improvement that avoids adding fixed objects, utility cabinets, and other assets within or outside of the clear zone, where possible. Removing roadside features can reduce crashes by up to 44%, depending on conditions.
- Slope flattening reduces the steepness of the side slope to increase drivers' ability to keep the vehicle stable, regain control, and avoid obstacles. Slopes flatter than 1V:4H are considered recoverable, and slopes flatter than 1V:3H are traversable. Reductions in single-vehicle crashes can be up to 12%, depending on conditions.
- Adding or widening shoulders provides additional recovery area for drivers in the event of a roadway departure.
- Enhanced delineation signage or pavement markings help draw attention to the curve.
- Barrier Installation will significantly reduce roadway departures and is especially useful when the slope is steeper than 1V:3H.

Median Barrier Improvements

Median barriers are longitudinal barriers that physically separate opposing traffic on a divided highway and redirect vehicle striking either side of the barrier. This countermeasure is used to reduce cross-median crashes, which often involve head-on collisions with other vehicles or fixed object crashes in the median itself. Medians can be made of either cable, metal-beam, or concrete, which offer a wide variety of benefits depending on the desired deflection. Reductions in cross-median crashes can be up to 97% on rural four-lane highways.

Right Turn Slip Lane Improvement

Slip lanes are frequently utilized at intersections with high volumes of right-turning vehicles that otherwise would incur long delays if mixed with other traffic required to stop. These lanes often will improve safety when conflicting vehicles intersect and crash, as the angles between the vehicle are usually shallower than what would normally be an angle crash. That said, slip lanes benefit from having receiving downstream lanes into which a turning vehicle can complete the turn and then merge into traffic. In instances where no downstream receiving lane is present, higher crash rates are likely because the turning vehicle must navigate both the slip lane and the merge in a short period of time. This treatment is best applied systemically wherever slip lanes are present, where a short downstream receiving lane is added to gently merge turning vehicles into the mainline.

Crosswalk Visibility Enhancement

Pedestrian crossing environments often go unnoticed and create a hazardous environment if drivers are not expecting pedestrians to be present. Marked crosswalks often go unnoticed in multi-lane environments with high traffic volumes, creating a hazardous environment for pedestrians who need to cross and, per state law, have the right-of-way. Crosswalk improvements draw attention to these environments to help motorists recognize not only when a crosswalk is present, but also if vulnerable road users are utilizing it. Several treatments are available:

- High-visibility crosswalks use patterns that are visible to both the driver and the pedestrian from farther away compared to traditional traverse line crosswalks. These patterns include bar pairs, continental style, or ladder pattern, and should be considered at midblock pedestrian crossings or other crossings at uncontrolled intersections. Estimated improvements to pedestrian injury crashes can be up to 40%.
- Improved lighting illuminates the crosswalk with positive contrast to make the driver have an easier time identifying pedestrians. Estimated reduction in pedestrian crashes can be up to 42%.
- Enhanced signing and pavement markings utilize the in-street “State Law: Stop for Pedestrians” signs and supplemental pedestrian crossing signs. The exact deployment is dependent on the number of lanes and travel speeds, with the goal of boosting awareness of the crossing location. Estimated reduction in pedestrian crashes can be up to 25%.
- Rectangular rapid flash beacons are installed on the roadside and are actuated by a pedestrian, so that the rapid flash beacons are active when pedestrians are present. These beacons draw a driver’s attention to the activity at the crossing and improve awareness. Estimated reduction in pedestrian crashes can be up to 47%.
- Pedestrian refuge islands are typically installed in urban or suburban areas but allow pedestrians to cautiously cross one travel direction at a time. Reductions in pedestrian crashes can be up to 56%, depending on the existing conditions.

Roundabout

Modern roundabouts feature channelized, curved approaches that reduce vehicle speed at intersections, entry yield control that gives right-of-way to circulating traffic, and counterclockwise flow around a central island that minimizes conflict points. These intersection improvements result in lower travel speeds and generally less severe crash types. Roundabouts can be implemented in both urban and rural settings in replacement of stop-controlled intersections of traffic signals, but only when traffic volumes are low to moderate and sufficient right-of-way is available. Roundabouts can reduce fatal and injury crashes by 78% to 82%, depending on existing intersection type.

Appendix B County Resolutions

This appendix displays county resolutions that were adopted as part of the commitment to the safe system approach.

RESOLUTION COMMITTING TO VISION ZERO IN CARROLL COUNTY, ILLINOIS

WHEREAS, motor vehicle-related crashes in Carroll County resulted in 28 fatalities (1% of total crashes) and 139 incapacitating injuries (25% of total crashes) reported during the last ten years; and

WHEREAS, a single death on our roads is one too many; and,

WHEREAS, crashes that result in death or serious injury are not inevitable, but largely preventable, and great steps can be taken by using a proactive approach that prioritizes traffic safety and treats severe crashes as a public health issue; and,

WHEREAS, enhancing safety on Carroll County's roads will encourage residents and visitors to utilize active and shared modes of transportation, contributing to public health, economic development, and environmental sustainability; and

WHEREAS, Vision Zero and the Safe System Approach are strategies to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all; and

WHEREAS, in 2019, the State of Illinois ranked 12th in the nation for the lowest vehicle fatality rate (NHTSA and Census Bureau data, and, as stated in the Illinois Strategic Highway Safety Plan (ILSHSP), the State has a Vision Zero goal to reduce roadway crash fatalities to zero; and,

WHEREAS, the Safe Systems framework places safety at the core of all roadway investment and policy decisions, emphasizing proactive injury prevention, system redundancy, and equitable outcomes; and

WHEREAS, successful Vision Zero initiatives require interagency collaboration, political commitment, community engagement, and a data-driven action plan; and

WHEREAS, Carroll County is committed to fostering safer, more inclusive communities and supports the goals and strategies outlined in the Northwest Illinois Safety Action Plan developed in partnership with neighboring counties through the Safe Streets for All (SS4A) planning process;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY BOARD OF CARROLL COUNTY, ILLINOIS, THAT:

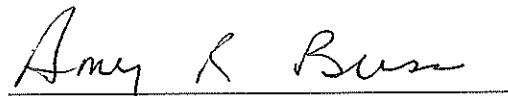
1. Carroll County commits to a goal of zero deaths and serious injuries that are a result of crashes on county roads by 2040, by adopting the Northwest Illinois Safety Action Plan and the Safe Systems approach, with the goal of reducing traffic deaths and serious injuries by 2 percent annually across the six-county area.
2. Carroll County will continue to evaluate and implement the Northwest Illinois Safe Streets for All Safety Action Plan, ensuring that it remains aligned with equity goals and effectively targets the most vulnerable users of the transportation network to reduce fatalities and serious injuries.

Resolution Number 0525-07

3. The County Board and Engineer will work with all relevant partners, including municipalities, townships, road districts, the State of Illinois, and other agencies, to align efforts in street planning, design, operations, enforcement, and education to ensure progress toward Vision Zero.
4. The County Board and Engineer will prioritize data-driven decision-making and community engagement to refine strategies and improve the safety of all road users, using input from local residents, safety advocates, and other stakeholders.
5. Carroll County is committed to regularly measuring progress using tangible, reportable metrics, which will be reviewed annually to ensure accountability and to guide continuous improvement in reducing traffic-related fatalities and serious injuries.

I Amy R. Buss, County Clerk in and for said County, in the State of Illinois, hereby certify the foregoing to be true, perfect and complete copy of a resolution adopted by the County Board of Carroll County at its May meeting held at Mount Carroll on May 1st 2025.

{SEAL}

A handwritten signature in cursive script, reading "Amy R. Buss", written over a horizontal line.

Carroll County Clerk

COUNCIL: 2/18/25
Klemm / Sellers
cc: Richter
Fehr Graham

**RESOLUTION OF THE CITY OF FREEPORT, ILLINOIS APPROVING AND
ADOPTING THE NORTHWEST ILLINOIS SAFETY ACTION PLAN AS A PART OF
PARTICIPATING IN STEPHENSON COUNTY'S APPLICATION TO THE UNITED
STATES DEPARTMENT OF TRANSPORTATION'S FEDERAL HIGHWAY
ADMINISTRATION SAFE STREETS FOR ALL GRANT**

RESOLUTION NO. R-2025-17

WHEREAS, the City of Freeport is a Municipal Corporation and a Home Rule Unit of Local Government of the State of Illinois, pursuant to Section 6 of Article VII of the Illinois Constitution of 1970, as amended (hereinafter referred to as the "City"); and

WHEREAS, the United States Department of Transportation's Federal Highway Administration ("FHWA") operates a Safe Streets for All Grant Program ("Grant"); and

WHEREAS, Stephenson County ("County") is applying for such grant to help reduce death and injury on streets and highways; and

WHEREAS, the County's Grant applications includes improvements to certain roads and intersections within the City; and

WHEREAS, the County's Grant applications also includes improvements to certain roads and intersection within Carroll County, Joe Daviess County, Lee County, Ogle County, Whiteside County and the Blackhawk Hill Regional Council (collectively the "Other Participants"); and

WHEREAS, in order to participate in the County's Grant application, the City and the Other Participants must adopt the Northwest Illinois Safety Action Plan, a copy of which is attached hereto as Exhibit A and incorporated herein (the "Plan"); and

WHEREAS, the City finds it to be in the best interest of the health, safety, morals and general welfare of its citizens to adopt the Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FREEPORT, ILLINOIS as follows:

Section 1. The foregoing recitals shall be and are hereby incorporated in this Section 1 as if said recitals were fully set forth.

Section 2. The City Council hereby authorizes and approves the Plan attached hereto as Exhibit A, or one in substantially similar form, and further authorizes the City Manager to execute such Plan and any other documents necessary to effectuate the Plan.

Section 3. If any section, paragraph, clause or provision of this Resolution shall be held invalid, said invalidity shall not affect any other provision of this Resolution.

Section 4. This Resolution shall be in full force and effect upon its passage and approval

in the manner provided by law.

Section 5. That this Resolution is being passed pursuant to the Home Rule Authority of the City of Freeport as given by Section 6 of Article VII of the Illinois Constitution of 1970, as amended.

18th RESOLVED BY THE CITY COUNCIL OF THE CITY OF FREEPORT, ILLINOIS this
day of February, 2025.

Dovie L. Anderson
Dovie L. Anderson, City Clerk

APPROVED this 19th day of February, 2025.

Jodi Miller
Jodi Miller, Mayor

RESOLUTION

Committing to Vision Zero

Resolution No. 25-02-25

WHEREAS, motor vehicle-related crashes in Stephenson County resulted in 381 fatality or incapacitating injury crashes reported in the last ten years; and

WHEREAS, death and injury on our streets and highways is unacceptable; and

WHEREAS, streets highways and transportation systems have traditionally been designed primarily for maximum motor vehicle capacity and mobility, rather than the safe accommodation of all modes and users; and

WHEREAS, measures to make Stephenson County's highways safer may encourage Stephenson County residents and visitors to take more trips by walking, bicycling, and multiple modes; and

WHEREAS, residents embracing multiple transportation modes will contribute to Stephenson County's ability to foster thriving, livable neighborhoods; and

WHEREAS, Vision Zero is the commitment to reduce traffic deaths to zero and increase roadway safety using a Safe Systems approach; and

WHEREAS, according to the United States Department of Transportation Federal Highway Administration, the Safe Systems approach was founded on the public health principles that humans make mistakes, that human bodies have limited ability to tolerate crash impacts, and that when mistakes lead to a traffic crash, the impact on the human body does not result in a fatality or serious injury; and

WHEREAS, the human body can only sustain so much force before injury occurs, and a Safe Systems approach that focuses on measures which decrease the amount of force in traffic crashes, such as physical separation between modes of travel and vehicle speed reduction, must be applied; and

WHEREAS, the Safe Systems framework requires safety is placed first and foremost in road system investment decisions, and injury prevention and risk management are prioritized at the population level; and

WHEREAS, while road users are responsible for following the rules for using the road, transportation system designers are responsible for the design, operation and use of the transportation system and are thereby responsible for the level of safety within that system; and

WHEREAS, a commitment to Vision Zero means prioritizing safety over other transportation objectives like decreasing traffic congestion; and

WHEREAS, successful Vision Zero programs are a result of a complete government approach and community support of Vision Zero objectives; and

WHEREAS, creating safer communities together and a thriving and vibrant environment are key tenets of the Northwest Illinois Safety Action Plan; and

WHEREAS, Stephenson County seeks to provide a safe, accessible, multimodal transportation system for all road users in its area; and

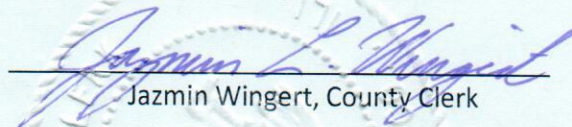
WHEREAS, the County participated in the preparation of the Northwest Illinois Safety Action Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY BOARD OF STEPHENSON COUNTY THAT:

1. Stephenson County adopts the Northwest Illinois Safety Action Plan and the Safe Systems approach with the goal of reducing traffic deaths and serious injuries by 2 percent annually across the six-County area, based on a five-year rolling average, with the overall goal of reaching zero traffic deaths and serious injuries by 2040.
2. The County Board directs the County Engineer to ensure that the Northwest Illinois Safety Action Plan addresses the inequity in traffic deaths and serious injuries through a Safe Systems and public health approach. The Action Plan shall prioritize policies and infrastructure design which prevent injury at the population level and outline strategies for achieving safety over maximizing vehicle mobility.
3. The County Board directs the County Administrator to engage community stakeholders in the development and implementation of the Northwest Illinois Safety Action Plan.
4. The County Board directs staff to provide an annual report on the implementation of the Northwest Illinois Safety Action Plan including progress toward eliminating traffic deaths and serious injuries on an annual basis.
5. This resolution shall take effect immediately upon its adoption.

I, Jazmin Wingert, County Clerk, in and for the said County in the State of Illinois and keeper of the records and files thereof, as provided by Statute, do hereby certify the foregoing to be a true, perfect, and complete copy of a Resolution adopted by the County Board of Stephenson County, Illinois at its regular meeting held at Freeport, Illinois, on February 20, 2025.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seal of said County at my office in Freeport, Illinois, in said County this 20th day of February 2025.


Jazmin Wingert, County Clerk

* I certify that the correct TIN for Stephenson County
is 36-6006654 (Legal Status: Governmental)

(SEAL)

RESOLUTION NO. 03-2025-2

Vision Zero Resolution

Providing for a Vision Zero policy to eliminate fatalities and serious injuries that are a result of crashes on county roads within Whiteside County by 2040.

WHEREAS, a single death on our roads is one too many; and,

WHEREAS, crashes that result in death or serious injury are not inevitable, but largely preventable, and great steps can be taken by using a proactive approach that prioritizes traffic safety and treats severe crashes as a public health issue; and,

WHEREAS, a commitment to Vision Zero is a commitment to life and equitable opportunity for the residents and visitors of Whiteside County; and,

WHEREAS, it is the role of government to do its part to serve and protect the populace; and,

WHEREAS, in 2019, the State of Illinois ranked 12th in the nation for lowest vehicle fatality rate (NHTSA and Census Bureau data), and, as stated in the Illinois Strategic Highway Safety Plan (ILSHSP), the State has a Vision Zero goal to reduce roadway crash fatalities to zero; and,

WHEREAS, Whiteside County strives to be continually acknowledged nationally and internationally as a healthy, attractive, desirable and safe place to live; and,

WHEREAS, Whiteside County has a strong commitment to prioritizing safety; and,

WHEREAS, 17 people have been involved with collisions that resulted in fatal or severe injuries on the County road system between 2012 and 2022; and,

WHEREAS, multiple crashes occur in the rural area of Whiteside County each year, resulting in serious and other injuries; and,

WHEREAS, crashes on County roads necessitate a comprehensive and specific approach to planning, design, policy, enforcement, legal processes, education and communication in order to provide the most powerful solution to solve the problem; and,

WHEREAS, time and time again, studies show that increased vehicle speeds lead to increased fatality and serious injury rates in crashes; and,

WHEREAS, Vision Zero prioritizes the most vulnerable roadway users and encouraging balance among all users of the County's transportation network; and,

WHEREAS, rural roads that improve safety also enrich the lives of all community members, and safety countermeasures will contribute to overall improved population health; and,

WHEREAS, implementing a Vision Zero commitment requires the contributions of Public Works Department as well as many other County Departments which have demonstrated through past actions and future intentions the willingness to support and implement the commitment for all road users through their collective capabilities; and,

WHEREAS, implementing a Vision Zero commitment requires the continued support of residents, business owners, students, and visitors to Whiteside County, acting as individuals and collectively through neighborhood or advocacy organizations, to improve the safety, comfort, and usability of streets for all user types; and,

WHEREAS, Whiteside County will join other jurisdictions across the nation in their commitment to eliminate traffic deaths and serious injuries on our roads; work which has demonstrated success when coupled with adequate funding and staffing levels for its implementation.

NOW, THEREFORE, BE IT RESOLVED by the Whiteside County Board:

Whiteside County commits to a goal of zero deaths and serious injuries that are a result of crashes on county roads by 2040 by adopting the Northwest Illinois Safety Action Plan and the Safe Systems approach with the goal of reducing traffic deaths and serious injuries by 2 percent annually across the six-County area; and,

The County Board acknowledges that achieving this goal requires significant effort and resources, and will develop a Vision Zero Pledge following the passage of this resolution; and,

The Blackhawk Hills Regional Council and Carroll, Jo Daviess, Lee, Ogle, Stephenson, and Whiteside Counties-developed Northwest Illinois Safe Streets for All (SS4A) Safety Action Plan has considered equity, striving to impact the most vulnerable and dependent users of the most dangerous parts of the transportation network to improve the health and wellbeing of those traveling on our roads, and the Plan has begun using this data to develop strategies that aim to end death and serious injuries in an equitable manner; and,

The continued work toward Vision Zero for Whiteside County will draw heavily from those who use the roads, including those who live in areas that experience high crash rates, those who advocate for safer streets for all modes, and the general public, through a diverse range of outreach activities designed to understand both concerns and opportunities with advancing this vision, and by using their input and refined data to determine appropriate and effective steps to achieve it; and,

The continued work beyond the Safety Plan will use data and best practices to outline concrete steps in planning, engineering, policy, enforcement and education to reach interim steps toward zero deaths; and,

The Whiteside County Board will work with partners in the County who own and manage streets to influence the street planning, design, maintenance, operations, and law enforcement, including the State of Illinois, all municipalities and road districts within its jurisdiction to combine similar efforts and leverage individual work efforts to contribute to improvements in safety region-wide; and,

The Whiteside County Highway Engineer, or their designee, will look to the area leaders in Public Works, Transportation, Public Health, Law Enforcement, Neighborhood and Community Relations, Townships, and Road Districts, and other critical representatives to advance the Vision Zero commitment and guide the work of the Safety Plan; and,

Whiteside County acknowledges and accepts that the Safety Plan may result in changes to each participating agency or municipality's approach to the planning and design of streets, education and communication techniques, enforcement policies and procedures, and legal and legislative frameworks including the potential to advocate for reduced speed limits; and,

Whiteside County is dedicated to measuring the progress, challenges, and successes of the Vision Zero commitment and will do so with tangible, reportable metrics that will be reported upon on an annual basis. Other metrics of progress will also be pursued and reviewed periodically to ensure accountability and achievement toward eliminating serious injuries on our roadways.

PRESENTED, ADOPTED, APPROVED and RECORDED this 18th day of March 2025.



Martin Koster, Chairman Whiteside
County Board

Recorded
& Attest:



Karen Stralow, County Clerk
Whiteside County

Date: 3-18-25

Appendix C Existing Plans and Policies

This appendix provides a list of existing plans and policies that were identified during the development of the TSAP. A link is provided to access the full documents.

<u>Existing Plans and Policies</u>	<u>Link</u>
2019 - 2024 Comprehensive Economic Development Strategy (CEDS)	<u>Link</u>
2020 City of Freeport Comprehensive Plan	<u>Link</u>
2022 Great River Trail Concept Plan – Galena to Savanna	<u>Link</u>
2020 Northwest Illinois Trails – Wayfinding Sign Guide	<u>Link</u>
2020 Galena River Trail – Sign Plan	<u>Link</u>
2020 Hennepin Feeder Canal Trail – Sign Plan	<u>Link</u>
2020 Joe Stengel Trail – Sign Plan	<u>Link</u>
2019-2020 Northwest Illinois Trails Study	<u>Link</u>
2017-2018 Northwest Illinois Trails Study	<u>Link</u>
2022 Rockford to Dubuque Passenger Rail Extension Feasibility Study	<u>Link</u>
2021 Erie Walkability Assessment Report	<u>Link</u>
2021 Galena Sidewalk Assessment Report	<u>Link</u>
2021 Mount Morris Walkability Assessment Report	<u>Link</u>
2021 Oregon Walkability Assessment Report	<u>Link</u>
2021 Sterling Walkability Assessment Report	<u>Link</u>
2021 Warren Walkability Assessment Report	<u>Link</u>
2018 US 20 Road Safety Assessment Report	<u>Link</u>
2018 US 20 Road Safety Assessment Report IDOT Response	<u>Link</u>
2017-2018 Eight-County Freight Study System Inventory	<u>Link</u>
2017-2018 Eight-County Freight Study Commodity Flow Profile	<u>Link</u>
2017-2018 Eight-County Freight Study Needs Assessment	<u>Link</u>
2017-2018 Eight-County Freight Study Recommendations	<u>Link</u>
2017-2018 Eight-County Freight Study Summary Report	<u>Link</u>

Appendix D Planned Projects

This appendix provides a list of planned projects that were identified during the writing of this TSAP. All projects listed have a component of safety. The estimated timeline for the project will be completed and intervention types are provided.

<u>Planned Projects</u>			
Location	Project	Timeframe	Intervention Type
Village of Mt. Morris	McKendrie Ave from the Pinecrest Campus north to the library	Long-term	Sidewalks and Streets
Village of Mt. Morris	The addition of a sidewalk on the west side of IL 64 in front of Sullivan's Foods	Long-term	Sidewalks and Streets
Village of Mt. Morris	The improvement of intersection safety at IL 64 and E Hitt St	Long-term	Sidewalks and Streets
Village of Mt. Morris	Zickuhr Park, Dillehay Park, and DLR Junior. High linking the north and south parks of the village across IL 64/W Hitt St.	Long-term	Sidewalks and Streets
Village of Mt. Morris	IL 64 to the mobile home park, Mt Morris Estates, E Hitt St to Katie's Way, and E Front St to S Ogle Ave to the Parkside Apartments complex.	Long-term	Sidewalks and Streets
City of Oregon	Improvement of intersection safety at the Park West and Mix Park entrances	Long-term	Sidewalks and Streets
City of Oregon	Sidewalk construction along the west end of Jefferson St from the elementary school to Park West	Long-term	Sidewalks and Streets
City of Oregon	Installation of crosswalks and signage along Koontz Pl (elementary school pick-up/drop-off location)	Long-term	Sidewalks and Streets
City of Oregon	Jefferson Elementary and Oregon High School to and from neighborhoods to the north, northeast, and southeast of the schools.	Long-term	Sidewalks and Streets
City of Oregon	Sections of IL 2 (4th St) and IL 64 (Washington St) where they bisect the downtown.	Long-term	Sidewalks and Streets
City of Oregon	Jefferson St/Hawk Dr entrance to Park West, IL 64 and 5th St downtown, and IL 2 and Webster St near the northwest entrance to Mix Park.	Long-term	Sidewalks and Streets
City of Sterling	Sterling Lincoln Highway commercial corridor	Long-term	Sidewalks and Streets
City of Sterling	Side streets of commercial corridor that could provide potential connections to a newly planned trail from Hoover Park to Sauk Valley Community College	Long-term	Sidewalks and Streets
City of Sterling	2-mile section of road from the intersection with Freeport Rd and E 13th St northeast to the intersection with 45th Ave.	Long-term	Sidewalks and Streets
City of Sterling	Woodlawn Rd/E 15th St, River Rd/E 23rd St, Polo Rd, 43rd Ave, and 45th Ave	Long-term	Sidewalks and Streets
Village of Warren	Sidewalk replacement along streets surrounding the school campus	Long-term	Sidewalks and Streets
Village of Warren	Curb ramp replacement at intersections near the schools	Long-term	Sidewalks and Streets
Village of Warren	Sidewalk replacement along the west side of Bellevue Ave to address severe heaving from tree roots	Long-term	Sidewalks and Streets

Village of Warren	Sidewalk construction on the east side of Chestnut St adjacent to the schools	Long-term	Sidewalks and Streets
Village of Warren	Streets connecting Warren Elementary and Warren Jr/Sr High School to Meridian Park	Long-term	Sidewalks and Streets
Village of Warren	Several streets south of the schools and a section of IL 78 (Tisdell Ave) that connects to Hartzell's IGA and Dollar General	Long-term	Sidewalks and Streets
Village of Warren	Critical east/west connection point for the Village across the Canadian National railroad tracks on Johnson St. Includes Jefferson, Railroad, and Beebe streets	Long-term	Sidewalks and Streets
City of Sterling and Rock Falls	Hennepin Feeder Canal Trail, Northern Section from Sterling to Osage Road	Long-term	Trails
Regional Area	Regional trail improvements	Long-term	Trails
City of Freeport	Prioritize installation of bike facilities in high impact areas or areas where safety improvements are a large concern.	Mid-term	Bike Facilities
City of Freeport	Reference the ITE Complete Streets manual to determine the characteristics of roadways that are appropriate for bikes keeping in mind that the goal is a robust multi-modal environment.	Short-term	Bike Facilities
City of Freeport	Prioritize bike paths that connect destinations such as schools, or existing parks and natural resource amenities such as the Oakdale Nature Preserve.	Mid-term	Bike Facilities
Jo Daviess County	Various system routes including: US 20, Stagecoach Trail, Derinda Road, State Route 84, Blackjack Road, State Route 78 and Scales Mound Road.	Long-term	Roadways and Scenic Routes
Regional Area	US 20: Old Castle Road to Old Hawkeye Road (Between Farley and Dyersville)	Long-term	Roadway
Regional Area	US 20: North Cascade (west end of Dubuque) to US 20 Frontage Road (East Dubuque)	Long-term	Roadway
Regional Area	US 20: N. Main Street to Franklin Street (North of Galena)	Long-term	Roadway
Regional Area	US 20: Tapley Woods to IL-84 junction	Long-term	Roadway
Regional Area	US 20: Woodbine to S. Logemann Road	Long-term	Roadway
Regional Area	US 20: W. Salem Road to N. Bolton Road (Eleroy area)	Long-term	Roadway
Regional Area	US 20: Freeport Area (Includes IL-75)	Long-term	Roadway
Regional Area	US 20: Farwell Bridge Road to Stephenson County Line	Long-term	Roadway
Regional Area	US 30: Grand Mound to DeWitt	Long-term	Roadway

Regional Area	US 30: Downtown Clinton	Long-term	Roadway
Regional Area	US 30: IL-136 junction to IL-78 junction	Long-term	Roadway
Regional Area	US 30: Sterling/Rock Falls Area (includes IL-2 and IL-40)	Long-term	Roadway
Regional Area	US 151: Dubuque Area	Long-term	Roadway
Regional Area	IA 136: Delmar to Charlotte	Long-term	Roadway
Regional Area	IL 78: Lowden Road to IL-40 (Mount Carroll area)	Long-term	Roadway
Regional Area	US 52: Mount Carroll to Lanark	Long-term	Roadway
Regional Area	IL 84: Savanna to Jo Daviess County Line	Long-term	Roadway
Regional Area	IL 88: IL-78 to Lincoln Road	Long-term	Roadway
Lee County	County level, ILDNR sites, and State Routes	Mid-term	Trails
Lee County	Signage improvements	Long-term	Roadway
Ogle County	Add turn lanes and bikeways from near Flagg Road to IL Route 38	Long-term	Roadway and Bike Facilities
Sterling Park District	Trail Extension along 43rd Avenue, north of Walmart	Completed	Trails
Sterling Park District	Design Study for the intersection at 43rd Avenue and Route 2	Completed	Sidewalks and Streets
Sterling Park District	Shoulders along Woodlawn Road	Short-term	Sidewalks and Streets
City of Oregon	Safe Routes to School Grant: Sidewalks along Jefferson Street to back of School	Short-term	Sidewalks and Streets

Appendix E Engagement Strategy Plan

Last Updated
APRIL 2025

Engagement Strategy Plan



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Project Overview

Kaskaskia Engineering Group, LLC (KEG) has been contracted by the “Consortium”, which is comprised of the Blackhawk Hills Regional Council (BHRC) and the Illinois Counties of Carroll, Jo Daviess, Lee, Ogle, Stephenson, and Whiteside, to complete a Traffic Safety Action Plan (TSAP) for their region. The Consortium was awarded a Safe Streets for All (SS4A) Grant in early 2023, with leadership from Stephenson County. The grant funds will be directed toward the completion of the TSAP based on the Safe System Approach and in accordance with SS4A funding requirements. As Prime consultant, KEG is leading the effort to complete this plan with support from subconsultant Iteris, Inc.

Public involvement and engagement is a key aspect in the development of the TSAP. Through equitable and continuous engagement with the public, stakeholders, and key groups, the project team has strived to accomplish the following:

1. Survey the general public and stakeholders to generate input and feedback
2. Educate and inform the public and stakeholders regarding the plan, its purpose, and what they can expect from its implementation
3. Minimize backlash regarding this effort

Background

Vision Zero is based on the belief that all people have the right to safe mobility.

From 2019 - 2021, studies have shown that roadway fatalities have steadily increased at alarming rates - nationwide at 17.4% and in Illinois at 32.1%. From information provided by the Consortium, roadway fatalities in northwest Illinois were in alignment with the upward nationwide trend with fatalities increasing by 7.1%. The SS4A Grant program was established by the Bipartisan Infrastructure Law (BIL) in 2021, which is the largest long-term investment in infrastructure in U.S. history. The SS4A program is allocated \$5 billion to support the development of holistic, well-defined strategies to prevent roadway fatalities and serious injuries in a community, region, or tribe. The program supports the goal of zero roadway deaths (“Vision Zero”) using the Safety System Approach. According to Vision Zero Network, “The Safe System approach focuses on the responsibility to do all we can to both prevent crashes from happening, and to minimize the harm caused when crashes do occur. Vision Zero is more than a goal, or a slogan, or even a new program – it is a fundamental shift in how we think about and work on roadway safety.”

While safe mobility is not a new concept, Vision Zero requires a shift in how communities approach decisions, actions, and attitudes around safe mobility.



Project Sponsor

KEG has reported report directly to the Consortium for the duration of this project. Key active members of the Consortium include the following:

Stephenson County Dale Rasmussen	Carroll County Sara Renkes	Jo Daviess County Stephen Keefer	Lee County David Anderson
Ogle County Jeremy Ciesiel	Whiteside County Russ Renner	City of Freeport Rob Boyer	BHRC Daniel Payette Abigail Ebelherr

Project Team

As Prime consultant, KEG will lead the project with assistance from Iteris. Key members of the project team include the following:

Principal In Charge Geri Boyer, PE KEG	Project Manager Jamy Lyne KEG	Senior Engineer Michael Williamson, PhD, PE, RSP KEG
Deputy Project Manager Sean Daly, AICP, PTP Iteris	Senior Engineer Adam Danczyk, PE, PTOE Iteris	Public Involvement Lead Sarah Wells KEG

Engagement Strategy Plan

This document, which will further be known as the Engagement Strategy Plan (ESP), provides the framework for achieving the aforementioned goals. The tools and techniques outlined in the ESP will build on established relationships and create new partnerships to enable informed stakeholder involvement and meaningful participation. While we feel this ESP effectively outlines the groups, stakeholders, and engagement strategies and tools, these are not set in stone. The level of engagement and interest can vary for each stakeholder, especially as the project progresses. We will continue to adapt to the changing needs and flow of the project and be flexible with our engagement approach as the project progresses. This document will be updated as needed throughout the project's progression.

The ESP has done the following:

1. Identified stakeholders and various groups involved with the project
2. Defined outreach and communication tools
3. Provided documentation and reporting methods from feedback and comments received

Stakeholder Identification

This section identifies the Project's various groups and stakeholders, while defining their level of responsibility and intended engagement with the project. By categorizing the intended stakeholders which we hope to engage as we see the project through to completion, it will allow us to better understand what tools work best with which intended audience.

Targeted Groups

This project will focus on four main groups to support the development of the TSAP, including the following:

	IMPLEMENTATION GROUP	IMPLEMENTATION STEERING COMMITTEE	STAKEHOLDERS	THE PUBLIC
# of Members	40 – 60	8-12	Unlimited	Unlimited
Description	Consortium, public health and safety officials, BHRC representatives, and surface transportation representatives.	Members from the Implementation Group that represent each County in engineering, health/safety, and State/Federal representation.	Those who may have with an interest, concern, and/or unique insight in the project, and who is not already participating in the Implementation Group.	Those from the general public.
Level of Involvement	- Opinion Polls - Workshop & Info Session - Virtual Public Meeting - Draft Final Deliverable Review - Virtual Map access	- Opinion Polls - Workshop & Info Session - Virtual Public Meeting - Draft Final Deliverable Review - Regular Update Meetings with Project Team - Goal Setting - Policy Meeting - Review of Draft & Final Deliverable - Virtual Map access	- Participation is voluntary - Included in educational outreach & surveys - Invited to Virtual Public Meeting and Workshop & Info Session - Virtual Map access	- Invited to Virtual Public Meeting and Workshop & Info Session - Public comment period for draft plan - Virtual Map access

Stakeholder List

One of the first steps for the ESP and project implementation was developing a Stakeholder List for the project. The Stakeholder List includes a total of 568 contacts (as of March 4, 2025), and consists of the following groups and/or people:

- A. Representatives of consumer, environmental, and other advocacy groups
- B. Indigenous peoples, minority, elderly, and ethnic groups
- C. Business and industrial interests, including small businesses
- D. Elected and appointed public officials
- E. News media
- F. Trade, industrial, agricultural, and labor organizations
- G. Public health, scientific, and professional representatives and societies
- H. Civic and community associations
- I. Faith-based organizations
- J. Research, university, education, and governmental organizations and association

The tools we will utilize to engage the public throughout this project will vary depending on our targeted audience and reach. The engagement may differ in both format and frequency. Additionally, as the Study progressed, the Implementation Group's communications were combined with the communications sent to the entire stakeholder list. This allowed for a more robust, comprehensive engagement approach.

Tools for Engagement

As mentioned previously, the Project Team has utilized a number of different tools to engage stakeholders and the public. These include but are not limited to the following:

Logo

Pictured here, this logo developed for the Project incorporates the Consortium and the BHRC's branding colors. As the Metropolitan Planning Organization (MPO) for the region, keeping their branding throughout engagement will be important.



This logo will be used on all engagement tools, materials, and necessary documents. It will be key to maintaining a consistent brand image for the project.

Online Tools

Project Website:

<https://kaskaskiaeng.com/northwest-illinois-safety-action-plan/>

The project website page (see APPENDIX A) was created as a separate page within KEG's public website domain. Information contained within the website included an overview of the project, background information, various resources for stakeholders and the community, links to the meeting materials, and contact information for the Project Team.

The website also contains a virtual comment form for the public to utilize. All comments are recorded and delivered to the Project Team. Figure 1 depicts a QR code that links to the Project Website that will be used in advertising and promotion.



Virtual, Interactive Safety Map

This online tool allows the public at large to help the Project Team identify safety issues and trends in your community and region. With a click of a mouse, users can add specific areas throughout their communities that they feel pose safety issues. The Project Team will track all entries and include them within APPENDIX A. Figure 2 depicts a QR code that links to the Map that will be used in advertising and promotion.



Mailchimp Communications

To maintain and track electronic communication made with those included on the Stakeholder List, the Consortium, and Implementation Group, the Project Team will utilize the online email and outreach software Mailchimp. Emails will be sent out to alert relevant parties on events, new resources to the project website, and general news and updates on the project.

The Project Team has sent a total of twelve (14) emails to date regarding the project (see APPENDIX B).

Mailers

Since the targeted region of the TSAP is comprised of mostly rural communities, our team understands the importance of non-virtual engagement. Many rural communities rely on more traditional forms of communication, such as in-person engagement and mailed information, to make contact and educate the public on the TSAP process and purpose. Mailers consisting of informational flyers and comment forms were mailed to the necessary parties and Stakeholders in June of 2024. Both an English translation and Spanish translation of these documents were included in each mailer to accommodate a significant Spanish-speaking population in the region (see APPENDIX C).

Social Media

Social media will be utilized throughout the project to promote public notices, public events and meetings, project news, and project resources. The Project Team will develop graphics and associated captions for the Consortium and other Stakeholders to share on their platforms regarding the Project. While the Project itself will not have its own social media page, the engagement to the region and Stakeholders will be targeted through the use of the Consortium's public pages and other relevant pages in the region.

The Project Team will continue to develop graphics and content for social media as the project progresses. Please see APPENDIX D for all graphics developed to date.

In-Person

For engagement of local groups and residents that may not be subscribed to virtual platforms, the Project Team leveraged in-person engagement at local events.

Event Representation

- Stephenson County Home Show – April 20, 2024
- Stephenson County Fair – July 23 to 27, 2024
- Ogle County Fair - July 31 – August 4, 2024
- Whiteside County Fair – August 13 to 17, 2024

Toolkit

The Project Team prepared a variety of promotional materials, coined as a “toolkit”, to use at in-person events to catch the public’s attention and elicit feedback. The toolkit included exhibit boards, printed informational flyers and comment forms, and QR code cards.

Exhibit Boards

Project Team designed three (3) exhibit boards to be included in the toolkit: one with the background of the Project, one with the definition of an SAP, and one promoting the virtual interactive map. These designs are included in APPENDIX E.

Information Flyers and Comment Forms

As previously mentioned, informational flyers and comment forms were developed for the mailers sent in June 2024. Two-hundred (200) copies of both the informational flyer and comment form were printed and passed out at the Stephenson, Whiteside, and Ogle county fairs. Examples are included under APPENDIX C.

QR Code Cards

To provide a quick and convenient method of sharing information and requesting feedback, a QR code card was created with a brief description of the TSAP and two QR codes. One QR code led to the project website, and the other led directly to the virtual interactive map. A URL was also included on the card. Figure 3 depicts the front of the card. Figure 4 shows the back of the card.

Figure 3



Figure 4



Workshops

Virtual Stakeholder Information Session & Workshop

On March 20th, 2024, the Project Team hosted a virtual session for stakeholders and the Consortium. In this workshop, the Project Team shared information about the TSAP goals, data collection and analysis methods, national and state crash trends, and equity considerations. Feedback was solicited to identify safety concerns. While attendees were not required to register, it was estimated a total of 40 participants attended the session. The slides presented during this event are linked on the project website under the “Resources” section and included in APPENDIX F.

Emergency First Responders Workshop

In effort to gauge feedback from the region’s first responders, the Project Team hosted a workshop exclusively for stakeholders from fire departments, emergency medical services (EMS), police departments, county emergency management agencies (EMA), and other agencies. Six (6) out of the twelve (12) Mailchimp emails were sent to promote this event and were sent to a narrower Stakeholder List with first responders. A total of ten (10) attendees participated in the workshop, providing feedback throughout the presentation (see APPENDIX G). The Project Team polled attendees on the following questions:

- What behaviors do you see at the largest contributing factors to crashes and traffic incidents?
- What countermeasures do you feel would be effective to minimize traffic incidents?
- What countermeasures have been effective in your community?
- From your experience, what is a good goal you feel should be set?

Bi-Monthly Implementation Steering Committee Meetings

The team held a kickoff meeting and regular, bi-monthly meetings with the Implementation Steering Committee for project updates. The presentations and materials presented at these meetings are included as APPENDIX H.

Virtual Public Information Meetings

Two virtual public information meetings were held for the presentation of the Draft Traffic Safety Action Plan (TSAP). One was held on March 12, 2025, beginning at Noon CST; and the other was held on March 13, 2025, beginning at 6pm CST. All members of the stakeholder list, Implementation Group, and Steering Committee were invited to attend. The meeting was held virtually, with members of the Project Team presenting the Draft TSAP. The presentation featured at this meeting is included as APPENDIX I.

Timeline of Events

- January 23, 2024 – Project Kickoff Meeting with Implementation Steering Committee
- March 19, 2024 – Bi-Monthly Implementation Steering Committee Meeting
- March 20, 2024 – Virtual Stakeholder Information Session & Workshop
- May 21, 2024 – Bi-Monthly Implementation Steering Committee Meeting
- June 2024 – Mailer with informational flyer and comment form sent to Stakeholder List
- July 16, 2024 – Bi-Monthly Implementation Steering Committee Meeting
- September 10, 2024 – Emergency First Responders Workshop
- September 17, 2024 – Bi-Monthly Implementation Steering Committee Meeting
- October and November 2024 – Individual Agency Data Review Meetings
- November 19, 2024 – Bi-Monthly Implementation Steering Committee Meeting
- December 20, 2024 – Preliminary Findings released
- January 15, 2025 – Bi-Monthly Implementation Steering Committee Meeting
- March 12 and 13, 2025 – Virtual Public Informational Meeting



Appendix A

Project Website & Virtual Map

Project Homepage



The banner features three images: a dirt road winding through a green field, a close-up of a hand on a steering wheel, and a person in a safety vest talking to a child. The 'SAFE STREETS FOR ALL' logo is centered at the top, listing the participating counties: Blackhawk Hills Regional Council, Carroll County, Jo Daviess County, Lee County, Ogle County, Stephenson County, and Whiteside County.

Safe Streets are for Everyone

The counties of Carroll, Jo Daviess, Lee, Ogle, Stephenson, and Whiteside, Illinois have partnered with the Blackhawk Hills Regional Council (BHRC) in order to develop a Safe Streets for All Safety Action Plan (SAP) for their region. This plan will serve as a framework to guide future infrastructure design. This page will be updated regularly and will serve as a timely, comprehensive resource for information regarding the development of the SAP. The Project Team will provide valuable information and materials for the public through this website, as well as solicit feedback and comments from residents, business owners, and stakeholders of Northwest Illinois.

The six counties and BHRC have chosen a reputable, well-established engineering firm to manage the development of the SAP. Koskisko Engineering Group, LLC (KEG) will be leading all efforts associated with the SAP. KEG specializes in traffic and safety engineering and design and is supported by a multidisciplinary team to provide a comprehensive, well-rounded SAP. They will be the main contact for the project and are able to assist with questions or concerns as the project progresses.

Background & Project Information

What is an SAP?

[LEARN MORE](#)



Project History

[LEARN MORE](#)



What is Safe Streets for All?

[LEARN MORE](#)



How Do I Get Involved?

[LEARN MORE](#)



Resources & Virtual Map Link

RESOURCES & LINKS

Virtual Stakeholder Information Session & Workshop

The Study Team held an Information Session & Workshop for identified Stakeholders on March 20th, 2024. The session was held virtually and we have provided a copy of the presentation linked below.

[Click Here](#)

Virtual, Interactive Safety Issue Map

This online tool allows the public at large to help the Study Team identify safety issues and trends in your community and region. Simply click the button below to be taken to the map and send your real-life experiences directly to the Study Team!

[Click Here](#)

BHRC Website

[Click Here](#)

Safe System Approach

[Click Here](#)

SS4A Grant Overview

[Click Here](#)

Virtual Comment Form

Stay in touch with us!

Fill out the contact form below to ensure you stay up-to-date with information, resources, and public events surround the SAP development. Please include any initial questions or safety concerns in the form below for the Project Team to address. We appreciate your interest!

Safety Action Plan Contact Form

Name (Required)

First

Last

Email (Required)

Enter Email

Confirm Email

Phone (Required)

Address (Required)

Street Address

Address Line 2

City

ZIP / Postal Code

State / Province / Region

Comments (Required)

Please let us know what's on your mind. Have a question for the Project Team? Ask away.

0 of 600 max characters

[Submit](#)

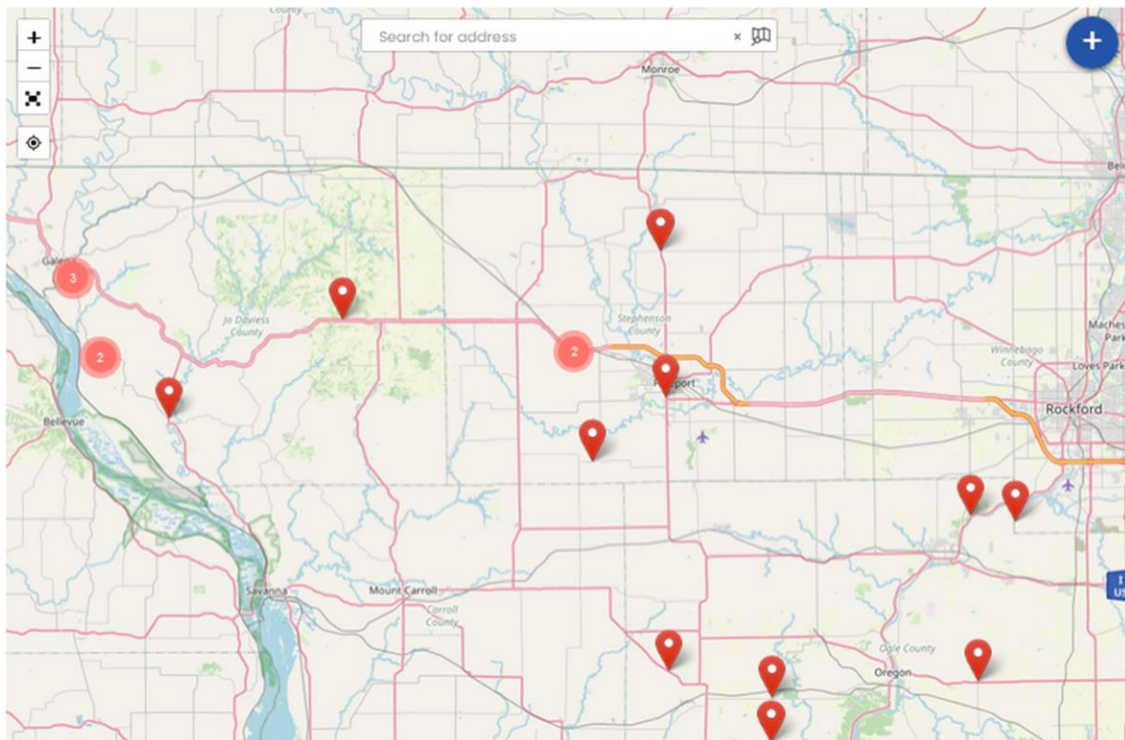
Virtual Interactive Safety Map

Welcome to the NW IL SAP Interactive Safety Map!

The map below will be used by the Study Team to identify certain locations and trends of safety issues in the study area. Please use the map below to identify certain intersections, stretches of roads, traffic signals, etc. that you feel should be examined in this safety study. Please include specific details on why that infrastructure is an issue.

On behalf of the Study Team, we appreciate your help in making your region a safer place!

Click the Blue "+" on the Map Below to Submit a Safety Issue to the Study Team





Appendix B

Mailchimp Communications

Save the Date Email: Stakeholder Information Session & Workshop

Sent: Friday, March 1st

Sent: Tuesday, March 19th

Sent: Wednesday, March 20th

Sent: Friday, March 15th

Sent to: Stakeholder List & Consortium



Virtual Meeting Follow Up Email: Stakeholder Information Session & Workshop

Sent: Friday, March 22nd

Sent to: Stakeholder List & Consortium

Northwest Illinois Safe Streets For All Safety Action Plan Update

Thank you to everyone who attended the Stakeholder Information Session & Workshop on March 20, 2024! We have uploaded the presentation to the Study Website linked [here](#).

We would also like to once again share the Virtual, Interactive Safety Issues Map. Send your comments directly to our Study Team to help make NW Illinois a safer place!

[Click Here to Visit the Interactive Map!](#)

Updated Study Website & Reminder to Report Safety Issues

Sent: Friday, June 28th

Sent to: Stakeholder List & Consortium

Northwest Illinois Safe Streets For All Safety Action Plan Updates

We've added some new resources to the [Study Website](#)! You can now view the Public Engagement Strategy Plan, which outlines the stakeholder and public involvement that will be performed for this study. Please keep in mind that the Engagement Strategy Plan is a living document and will be updated throughout the study process.

We are also re-sharing the Virtual Interactive Safety Issue Map for you to submit any safety concerns directly to our Study Team. Your feedback is invaluable in helping us make NW Illinois a safer place!

[Click Here to Visit the Interactive Map](#)

First Responders Workshop

Sent: Thursday, August 15th

Sent: Monday, August 26, 2024

Sent: Tuesday, September 3, 2024

Sent: Thursday, September 5, 2024

Sent: Monday, September 9, 2024

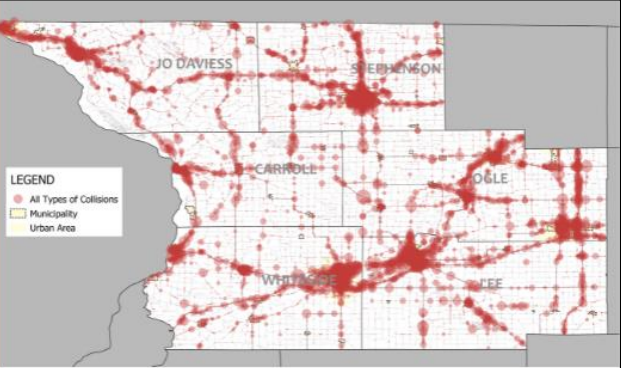
Sent to: First Responders List & Consortium



As First Responders,
you've likely heard
the call

WE NEED YOUR HELP

but this time, we
need your
assistance in a new
way—by contributing
to an important
Safety Action Plan
in your region.



First Responders Call
Tuesday, September 10th from 2:00-3:00pm

What to expect:

- What we are studying and why
- Top crash areas in the region
- What is causing crashes and fatalities
- No-nonsense information and data on transportation safety

What you can contribute:

- Where you see safety issues on the roadway
- Driver and pedestrian behaviors that contribute to crashes
- Goals for traffic safety in your region



First Responders Workshop – Thank You for Attending

Sent: Wednesday, September 11, 2024

Sent to: First Responders List & Consortium

Thank you for attending!

We appreciate your time and attention yesterday at the First Responders Workshop to support the development of a **Safety Action Plan** for the Blackhawk Hills Regional Council and the counties of Carroll, Jo Daviess, Lee, Ogle, Stephenson, and Whiteside, Illinois.

Your involvement brings us one step closer to developing a comprehensive Safety Action Plan for the region. We are sharing a few links below as a resource to **submit safety concerns and comments** to the Study Team. Please use and **share these links** with anyone else in your organization you feel will offer valuable insights.

[Click Here to Use the Interactive Safety Map](#)

[Click Here to Learn More About this Project or Submit a Comment to the Study Team](#)

Thank you for responding to the call...

Save the Date for Northwest Illinois' Public Meeting & Review Draft Traffic Safety Action Plan

Sent: Friday, February 28, 2025

Sent: Friday, March 7, 2025 (Included link to review and comment on Draft Traffic Safety Action Plan)

Sent: Monday, March 10, 2025 (Included link to review and comment on Draft Traffic Safety Action Plan)

Sent to: Stakeholder List & Consortium

save the date



BLACKHAWK HILLS REGIONAL COUNCIL | CARROLL COUNTY | JO DAVIESS COUNTY
LEE COUNTY | OGLE COUNTY | STEPHENSON COUNTY | WHITESIDE COUNTY

In support of the development of a
Traffic Safety Action Plan for your
region, your presence is requested at a
virtual public meeting.

**Wednesday, March 12, 2025 12:00-1:00pm
or Thursday, March 13, 2025 6:00-7:00pm**

The counties of Stephenson, Lee, Ogle, Jo Daviess, Whiteside, and Carroll have partnered with the Blackhawk Hills Regional Council (BHRC) to develop a Safe Streets for All Traffic Safety Action Plan (TSAP) for your region. This plan will serve as a framework to guide future safety priorities. And we need your help!

**scan the QR code above your
preferred date to access the link
and join a virtual public meeting.**



March 12



March 13

Stakeholders will be notified when the draft TSAP is available for review before the virtual public meetings.

Having trouble seeing images in this email?

Right-click on the image to download it or [view this email in your browser](#).

**We have posted the Northwest Illinois
Draft Traffic Safety Action Plan (TSAP) to
our website for your review and
comments.**

**The Draft TSAP will be available for
review and public comment for 30 days,
through midnight April 7, 2025.**

The Draft TSAP includes important information regarding priority traffic safety locations and improvement recommendations in the Stephenson, Lee, Ogle, Jo Daviess, Whiteside, and Carroll counties.

As a stakeholder, we need your input! Go to our website, review the TSAP, and fill out the contact form to leave a comment.

[Click here to review the Draft TSAP on the Project Website](#)

**Also, please attend one of next week's
Virtual Public Meetings.**

save the date



In support of the development of a
Traffic Safety Action Plan for your
region, your presence is requested at a
virtual public meeting.

**Wednesday, March 12, 2025 12:00-1:00pm
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**scan the QR code above your
preferred date to access the link
and join a virtual public meeting.**



March 12



March 13

Stakeholders will be notified when the draft TSAP is available for review before the virtual public meetings.

Join us at one of our **Virtual Public Meetings** to help shape the future of traffic safety!

Two Opportunities to Attend a Virtual Public Meeting:

Wednesday, March 12, 2025 12:00-1:00pm

Thursday, March 13, 2025 6:00-7:00pm

As someone who uses these roads every day, you have firsthand knowledge of safety concerns and valuable insights for potential improvements.

Click below to access the meeting link and join a Virtual Public Meeting straight from this email. You can also scan the QR Codes in the image above.



**Click Here to Join the
March 12 Virtual Public
Meeting**

**Click Here to Join the
March 13 Virtual Public
Meeting**



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<http://tinyurl.com/Northwest-Illinois-SAP>

Our mailing address is:

208 East Main Street, Suite 100

Belleville, Illinois 62220

Want to change how you receive these emails?

You can [update your preferences](#) or [unsubscribe](#)

Having trouble seeing images in this email?

Right-click on the image to download it or [view this email in your browser](#).

Reminder: the 30-day Public Comment Period for the Northwest Illinois Draft Traffic Safety Action Plan is open!

The Comment Period runs from March 8, 2025, through midnight on April 7, 2025.

Also, we hope to see you Wednesday or Thursday at Northwest Illinois' Virtual Public Meeting!

**save
the
date**



In support of the development of a Traffic Safety Action Plan for your region, your presence is requested at a **virtual public meeting.**

**Wednesday, March 12, 2025 12:00-1:00pm
or Thursday, March 13, 2025 6:00-7:00pm**

The counties of Stephenson, Lee, Ogle, Jo Daviess, Whiteside, and Carroll have partnered with the Blackhawk Hills Regional Council (BHRC) to develop a Safe Streets for All Traffic Safety Action Plan (TSAP) for your region. This plan will serve as a framework to guide future safety priorities. And we need your help!

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March 13 Virtual Public
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The Draft TSAP includes important information regarding priority traffic safety locations and improvement recommendations in the Stephenson, Lee, Ogle, Jo Daviess, Whiteside, and Carroll counties.

As a stakeholder, we need your input! Go to our website, review the TSAP, and fill out the contact form to leave a comment.

Click here to review the Draft TSAP on the Project Website



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<http://tinyurl.com/Northwest-Illinois-SAP>

Our mailing address is:

208 East Main Street, Suite 100

Belleville, Illinois 62220

Want to change how you receive these emails?

You can [update your preferences](#) or [unsubscribe](#)



Appendix C

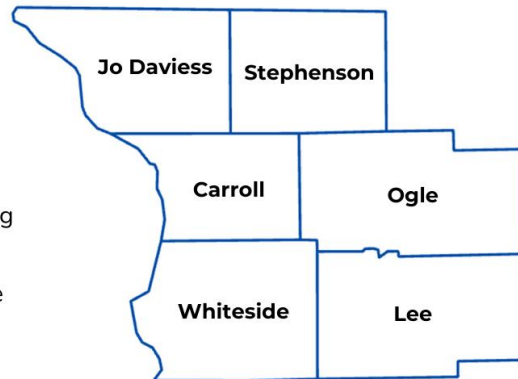
Mailers

Mailed in June 2024



The counties of Carroll, Jo Daviess, Lee, Ogle, Stephenson, and Whiteside, Illinois have partnered with the Blackhawk Hills Regional Council (BHRC) in order to develop a Safe Streets for All Safety Action Plan (SAP) for their region. This plan will serve as a framework to guide future infrastructure design.

Kaskaskia Engineering Group, LLC (KEG) will be leading all efforts associated with the SAP. KEG specializes in traffic and safety engineering and design and is supported by a multidisciplinary team. They will be the main contact for the project and are able to assist with questions or concerns as the project progresses.



Study Overview

From 2019 to 2021, roadway fatalities increased 17.4% across the country, with an even higher increase in Illinois at 32.1%. The Northwest Illinois region followed this upward trend, with fatalities increasing by 7.1% in these six counties. To address this concerning trend, the counties in partnership with the Blackhawk Hills Regional Council (BHRC) submitted and were awarded a Safe Streets for All (SS4A) grant to support creation of a Safety Action Plan (SAP) for the region.

Many organizations are supporting these safety action planning efforts, including public health departments, the Illinois Department of Transportation, the Illinois State Police, Northwest Highway Commissioners of Illinois (representing local townships), and municipalities.

What is Safe Streets for All?

The Safe Streets for All (SS4A) program was established through the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act of 2022.

The SS4A program is allocated \$5 billion to support the development of holistic, well-defined strategies to prevent roadway fatalities and serious injuries in a community, region, or tribe. The program supports the goal of zero roadway deaths using the Safety System Approach, which incorporates the following principles:

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

This vision is going to take a 100% commitment, not only from municipal leadership, but from the public as well.



What is a Safety Action Plan?

According to the Federal Highway Administration (FHWA), a Safety Action Plan, or SAP, is a “powerful way to prioritize safety improvements and justify investment decisions.” Essentially, it is a plan put in place to get people home safely and is used as a guide for future infrastructure, design, engineering, and policy. The Northwest Illinois SAP will rely on a variety of data to suggest safety countermeasures that will be in accordance with SS4A program requirements. This data includes:

- Crash records
- Demographics
- Existing plans and policies
- Roadway network
- Average speed trends
- Stakeholder input (You!)

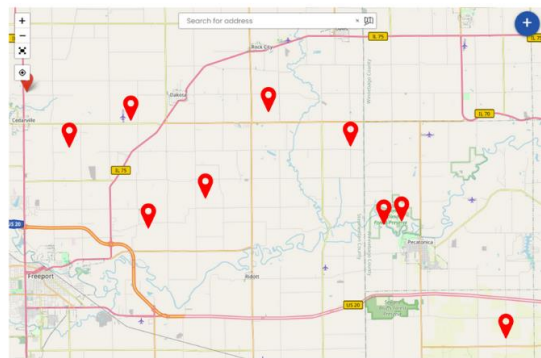


How You Can Help

The Project Team, six counties, and BHRC value and appreciate the feedback of stakeholders, residents, business owners, and the general public on safety issues in the region. We invite you to actively participate in this project by:

- **Submitting your comments** either through the Comment Sheet or through the project website.
- **Logging safety issues in the Interactive Safety Map.** You can identify certain intersections, stretches of roads, traffic signals, etc. that you feel should be examined in this study. →
- **Signing up for updates.** We also encourage you to peruse the project website which will serve as a timely, comprehensive resource for information regarding the development of the SAP.
- **Attending the virtual public information meeting in Fall of 2024.** Future communications will provide meeting details.

Click the Blue “+” on the Map Below to Submit a Safety Issue to the Study Team



How to Reach Us

To check out the project website and submit a comment, scan the QR code on the left or visit <https://kaskaskiaeng.com/northwest-illinois-safety-action-plan/>

To log a safety issue in the Interactive Safety Map, scan the QR code on the right or visit <https://kaskaskiaeng.com/northwest-illinois-safety-action-plan/>



Comment Sheet

Fill out the Contact Information below to ensure you stay up-to-date with information, resources, and public events surround the SAP development. Please include any initial questions or safety concerns in the Comment Section below for the Project Team to address. We appreciate your interest!

Contact Information

Name: _____

Organization/Group:

Street Adress:

City, State, ZIP:

Email:

Phone:

How would you like to stay informed? ☐ Email ☐ Mail ☐ Do not send study updates to me.

Comment Section

Please share your comments, questions, and ideas about the Safety Action Plan. You can submit comments on our website at <https://kaskaskiaeng.com/northwest-illinois-safety-action-plan/> or mail this Comment Sheet to 201 E Main Street #100 Belleville, IL 62220.

Please consider answering the following questions in your comments:

- Are there any issues with transportation safety you feel need addressed in your community?
- What vulnerable users do you see use roadways in your area? (for example: elderly, disabled, race, religion, etc.)

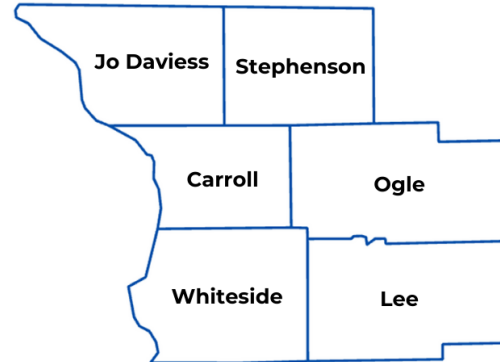
[illegible]

For additional comments, use the reverse side of this form or attach your own paper.



Los condados de Carroll, Jo Daviess, Lee, Ogle, Stephenson y Whiteside, Illinois se han asociado con el Consejo Regional de Blackhawk Hills (BHRC) para desarrollar un Plan de Acción de Seguridad de Calles Seguras para Todos (SAP) para su región. Este plan servirá como guía de diseño de la infraestructura futura.

Kaskaskia Engineering Group, LLC (KEG) será líder en dirigir esfuerzos asociados con el SAP. KEG se especializa en ingeniería y diseño de tráfico y seguridad y es apoyado por un equipo multidisciplinario. Serán el contacto principal del proyecto y podrán ayudar con preguntas o inquietudes durante el avance del proyecto.



Descripción del Estudio

Desde 2019 a 2021, las muertes en carreteras aumentaron un 17.4% en todo el país, con un aumento aún mayor un 32.1 % en Illinois. La región del noroeste de Illinois siguió esta tendencia ascendente, con un aumento de 7.1% en muertes en estos seis condados. Para abordar esta preocupante tendencia, los condados, en asociación con el Consejo Regional de Blackhawk Hills (BHRC), presentaron y recibieron una subvención de Calles Seguras para Todos (SS4A) para apoyar la creación de un Plan de Acción de Seguridad (SAP) para la región.

Muchas organizaciones están apoyando los esfuerzos de planificación de acciones de seguridad, incluidos los departamentos de salud pública, el Departamento de Transporte de Illinois, la Policía Estatal de Illinois, los Comisionados de Carreteras del Noroeste de Illinois (que representan a los municipios locales) y los municipios.

Qué es Safe Streets for All?

El programa de Safe Streets for All (SS4A) fue establecido por Bipartisan Infrastructure Law (BIL), también conocida como Ley de Empleo e Inversión en Infraestructura de 2022 / el Infrastructure Investment and Jobs Act of 2022.

El programa de SS4A se le asignan \$5 mil millones para apoyar el desarrollo de estrategias holísticas y bien definidas para prevenir muertes en carretera y lesiones graves en una comunidad, región o tribu. El programa apoya el objetivo de cero muertes en carretera utilizando el Enfoque del Sistema de Seguridad, que incorpora los siguientes principios:

- La muerte y las lesiones graves son inaceptables
- Los humanos cometen errores
- Los humanos son vulnerables
- La responsabilidad es compartida
- La seguridad es proactiva
- La redundancia es crucial

Esta visión va a requerir un compromiso del 100%, no sólo del liderazgo municipal, sino también del público.



Qué es un Safety Action Plan?

Según la Administración Federal de Carreteras (FHWA), un Plan de Acción de Seguridad, o SAP, es una "forma poderosa de priorizar la seguridad y justificar decisiones de inversión". Esencialmente, es un plan implementado para que las personas regresen a casa de manera segura y se utiliza como guía para futuras infraestructuras, diseño, ingeniería y políticas. El SAP del noroeste de Illinois se basará en una variedad de datos para sugerir contramedidas de seguridad que estén de acuerdo con requisitos del programa SS4A. Estos datos incluyen:

- Registros de colisión
- Demografía
- Planes y políticas existentes
- Red de carreteras
- Tendencias de velocidad media
- Aportes de las partes interesadas (¡usted!)

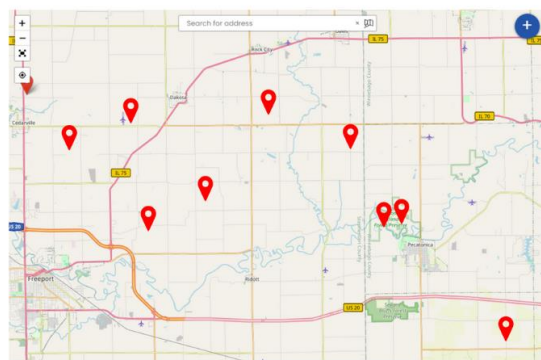


Cómo Ayudar

El Equipo del Proyecto, los seis condados, y BHRC valoran y aprecian los comentarios de las partes interesadas, residentes, dueños de negocios y el público en general sobre temas de seguridad en la región. Te invitamos a participar activamente en este proyecto mediante:

- **Enviando sus comentarios** ya sea a través de la Hoja de Comentarios o a través de la página web del proyecto.
- **Registrar problemas de seguridad en el Safety Map Interactivo.** Puedes identificar ciertas intersecciones, tramos de carreteras, señales de tráfico, etc. que usted siente debe ser examinado en este estudio.
- **Regístrate para recibir actualizaciones.** También te animamos para examinar el sitio web del proyecto que servirá como un recurso oportuno y completo para obtener información en relación con el desarrollo del SAP.
- **Asistiendo a la información pública virtual reunión en otoño de 2024.** Comunicaciones futuras proporcionará detalles de la reunión.

Click the Blue "+" on the Map Below to Submit a Safety Issue to the Study Team



Cómo nos contactas

Para visitar el sitio web del proyecto y enviar un comentario, escanee el código QR a la izquierda o visite <https://kaskaskiaeng.com/northwest-illinois-safety-action-plan/>

Para registrar un problema de seguridad en el Safety Map interactivo, escanee el código QR a la derecha o visita <https://kaskaskiaeng.com/northwest-illinois-safety-action-plan/>



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Appendix D

Social Media















Appendix E

Exhibit Boards

Used at:

Stephenson County Home Show – April 20, 2024

Stephenson County Fair – July 23 to 27, 2024

Ogle County Fair - July 31 – August 4, 2024

Whiteside County Fair – August 13 to 17, 2024



Help Us Make Our Roads Safer

The counties of Carroll, Jo Daviess, Lee, Ogle, Stephenson, and Whiteside, Illinois have partnered with the Blackhawk Hills Regional Council (BHRC) in order to develop a Safe Streets for All Safety Action Plan (SAP) for their region. This plan will serve as a framework to guide future infrastructure design.





What is an SAP?

According to the Federal Highway Administration (FHWA), a Safety Action Plan, or SAP, is a “powerful way to prioritize safety improvements and justify investment decisions.” In short – it is a plan put in place to get people home safely. Safe streets really can be for everyone, and establishing an SAP can be a positive move forward toward a goal of zero deaths from roadway incidents.







Appendix F

Virtual Stakeholder Information Session & Workshop

March 20, 2024

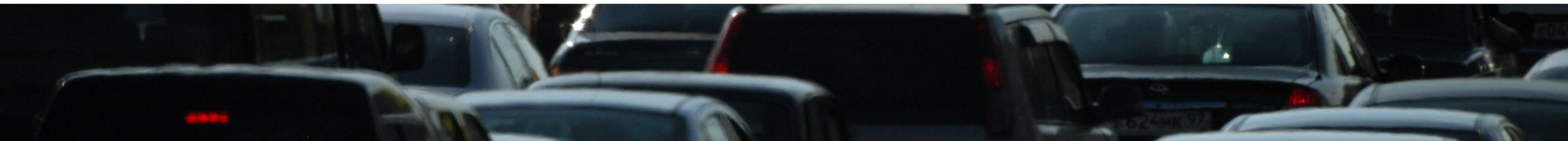
STAKEHOLDER INFORMATION SESSION & WORKSHOP

Northwest Illinois SS4A Safety Action Plan





TODAY'S AGENDA

- Safety Action Plan Overview & Background
 - Purpose of the Safety Action Plan – Why is it valuable?
 - Data Collection & Analysis
 - Identifying Safety Issues and/or Areas of Concern
 - Equity Considerations
 - Goal Setting
 - Timeline & What to Expect
 - How to Reach Us
- 

CONSULTING TEAM



Geri E. Boyer
PE

Principal In Charge



Jamy Lyne

Project Manager



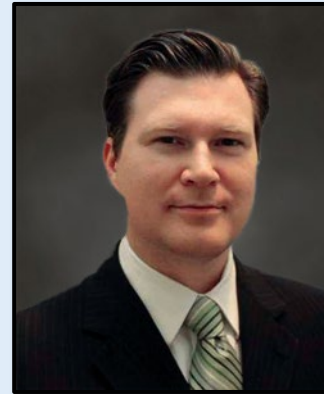
Bryan Donze
PE, RSP

Senior Engineer



Veronica Richfield
PE, PTOE, RSP2I

Deputy Project Manager



Sean Daly,
AICP, PTP

Deputy Project Manager



Adam Danczyk
PE, PTOE

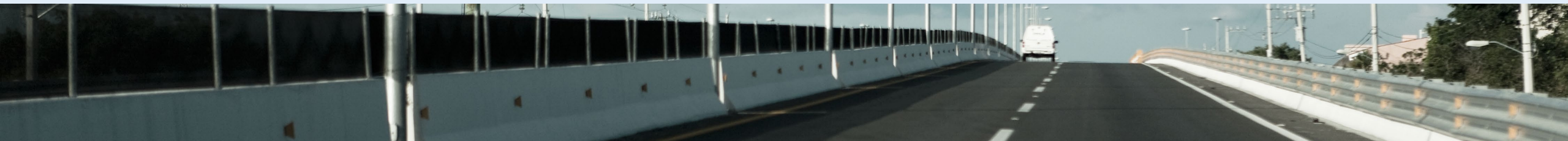
Senior Engineer



Sarah Wells

Public Involvement

NORTHWEST ILLINOIS SS4A SAFETY ACTION | STAKEHOLDER INFORMATION SESSION & WORKSHOP



AGENCY INTRODUCTIONS

Stephenson County

Dale Rasmussen

Carroll County

Sara Renkes

Jo Daviess County

Stephen Keefer

Lee County

David Anderson

Ogle County

Jeremy Ciesiel

Whiteside County

Russ Renner

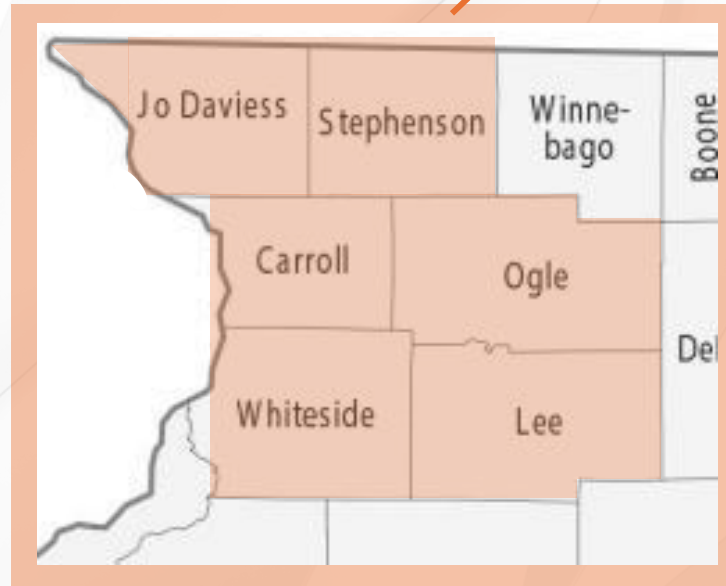
City of Freeport

Rob Boyer



BHRC

Daniel Payette
Abigail Ebelherr



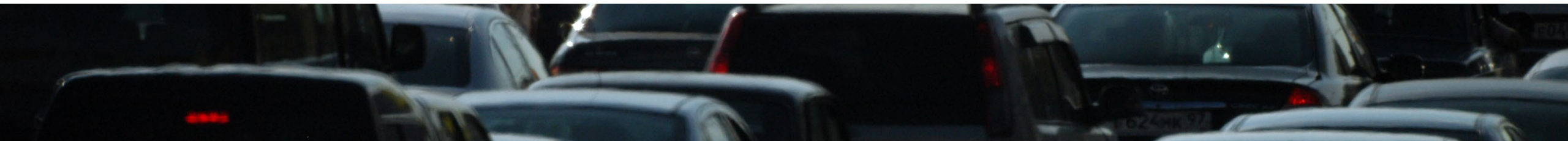


HOW TO REACH US

Project Website &
Comment Submission



Virtual Safety Issue
Interactive Map





STUDY WEBSITE



Safe Streets are for Everyone

The counties of Carroll, Jo Daviess, Lee, Ogle, Stephenson, and Whiteside, Illinois have partnered with the Blackhawk Hills Regional Council (BHRC) in order to develop a Safe Streets for All Safety Action Plan (SAP) for their region. This plan will serve as a framework to guide future infrastructure design. This page will be updated regularly and will serve as a timely, comprehensive resource for information regarding the development of the SAP. The Project Team will provide valuable information and materials for the public through this website, as well as solicit feedback and comments from residents, business owners, and stakeholders of Northwest Illinois.

The six counties and BHRC have chosen a reputable, well-established engineering firm to manage the development of the SAP. Kaskaskia Engineering Group, LLC (KEG) will be leading all efforts associated with the SAP. KEG specializes in traffic and safety engineering and design and is supported by a multidisciplinary team to provide a comprehensive, well-rounded SAP. They will be the main contact for the project and are able to assist with questions or concerns as the project progresses.

What is an SAP?

[LEARN MORE](#)



Project History

[LEARN MORE](#)

What is Safe Streets for All?

[LEARN MORE](#)



How Do I Get Involved?

[LEARN MORE](#)

PROJECT WEBSITE

Educational Resources

Submit comments directly to Study Team

RESOURCES & LINKS

BHRC Website

[Click Here](#)

Safe System Approach

[Click Here](#)

SS4A Grant Overview

[Click Here](#)

Stay in touch with us!

Fill out the contact form below to ensure you stay up-to-date with information, resources, and public events surround the SAP development. Please include any initial questions or safety concerns in the form below for the Project Team to address. We appreciate your interest!

Safety Action Plan Contact Form

Name *(Required)*

First

Last

Email *(Required)*

Enter Email

Confirm Email

Phone *(Required)*

(123) 456-7891

Address *(Required)*

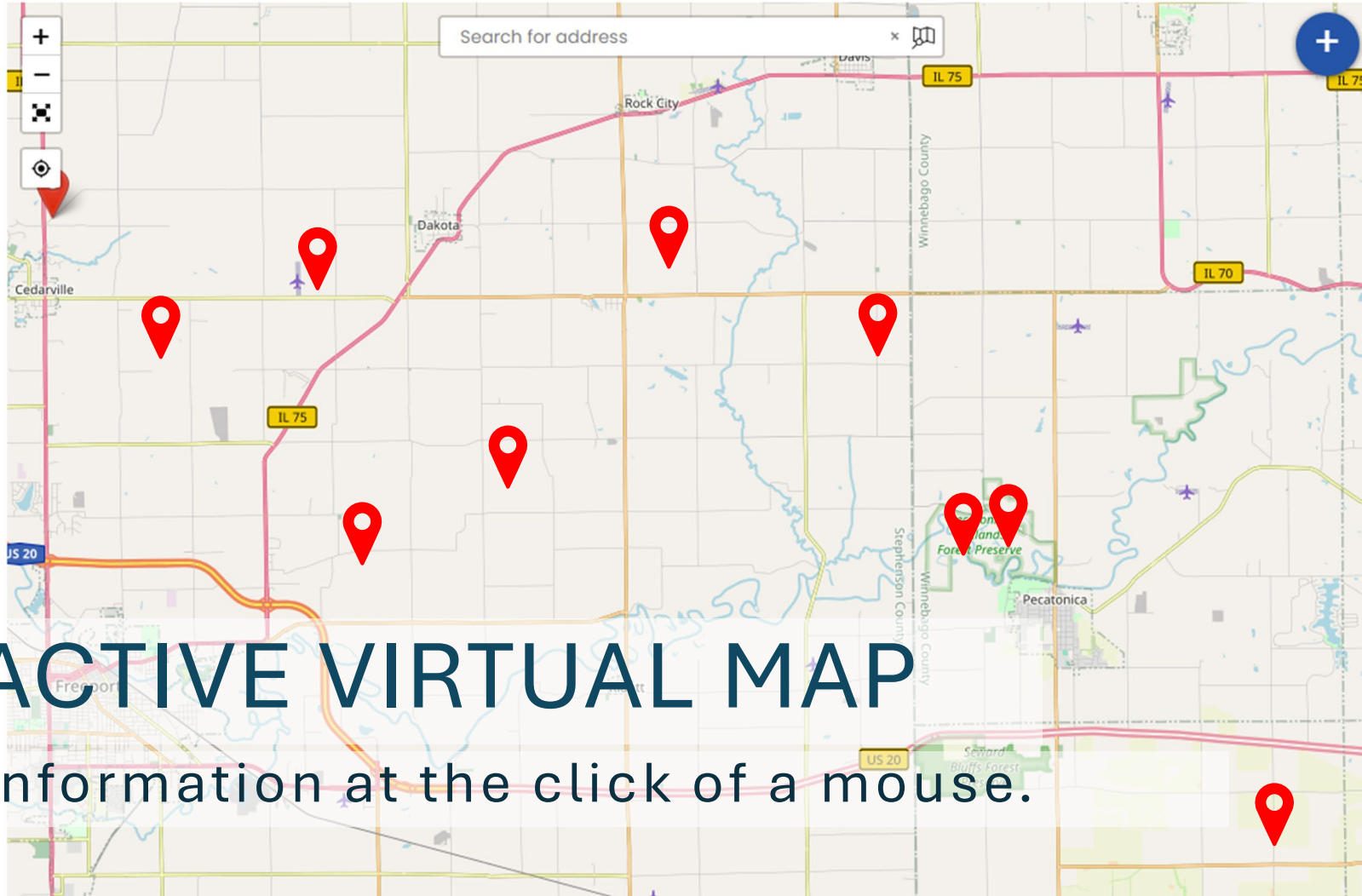
Street Address

Address Line 2

City

State / Province / Region

Click the Blue "+" on the Map Below to Submit a Safety Issue to the Study Team



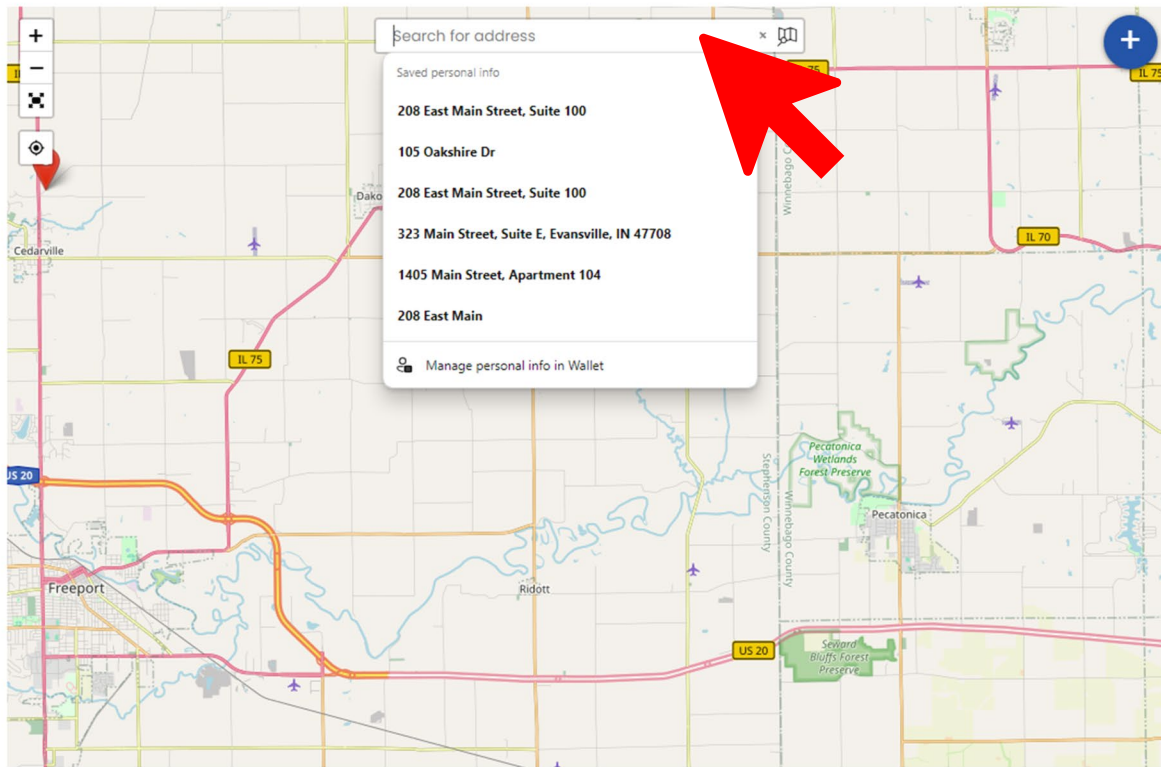
INTERACTIVE VIRTUAL MAP

Valuable information at the click of a mouse.

INTERACTIVE VIRTUAL MAP

Valuable information at the click of a mouse.

Click the Blue "+" on the Map Below to Submit a Safety Issue to the Study Team



- To search for a specific address, click the box at the top of the map.

INTERACTIVE VIRTUAL MAP

Valuable information at the click of a mouse.



- When you're ready to add a specific location with a transportation safety issue, click the blue circle "Add a Safety Issue".

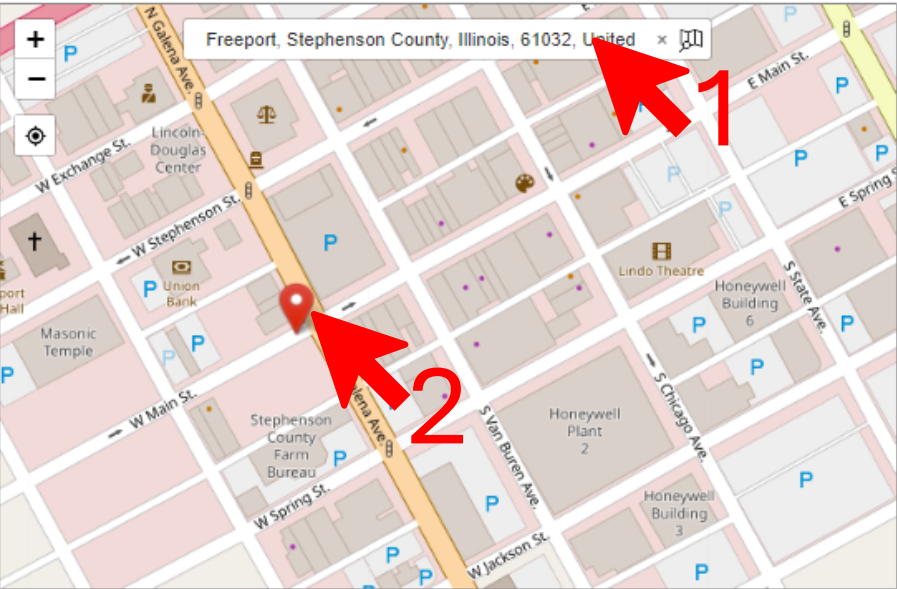
INTERACTIVE VIRTUAL MAP

Valuable information at the click of a mouse.

1. Search for a specific address to zoom in on the location
2. Click the map to “drop your pin” on the location you wish to submit to the Study Team
3. Give a brief “Title” to the location
4. Describe the issues you see for the Study Team to consider
5. Upload pictures of the infrastructure issue or location
6. Submit location to the Study Team
7. Refresh your screen to see your location populate on the map

Submit a Safety Issue to the Study Team

Click on the interactive map below to drop a “pin” where you have experience with or knowledge of safety issues on roadways, intersections, traffic signals, or other types of transportation infrastructure. Use the form below to enter details of the area, issues you have observed, and anything else you’d like to communicate to the Study Team. After you have submitted the location, refresh your screen to see your pin visible on the map.



Freeport, Stephenson County, Illinois, 61032, United States

West Main and S Galena Intersection

This intersection has bad visibility. Traffic builds up during rush hour on Main Street. Many accidents and pedestrian issues.

Upload media

Submit Location to Study Team

Red arrows 1 through 6 indicate the steps: 1. Click the map, 2. Drop the pin, 3. Enter the title, 4. Enter the description, 5. Upload media, 6. Submit the location.

SAP OVERVIEW & BACKGROUND

SAP Goals: Region-Specific & Targeted

Current Problems

- ✓ Fatalities and injuries on a nationwide rise, including within this region
- ✓ Vast majority of fatalities and injuries are due to fixed-object crashes
- ✓ 22% of population is 65+

Regional Needs

- ✓ Evidence-based countermeasures
- ✓ Programmatic countermeasures
- ✓ Educational outreach
- ✓ Identification of corridors ideal for safety assessments
- ✓ Rural, automated enforcement

SAP OVERVIEW & BACKGROUND

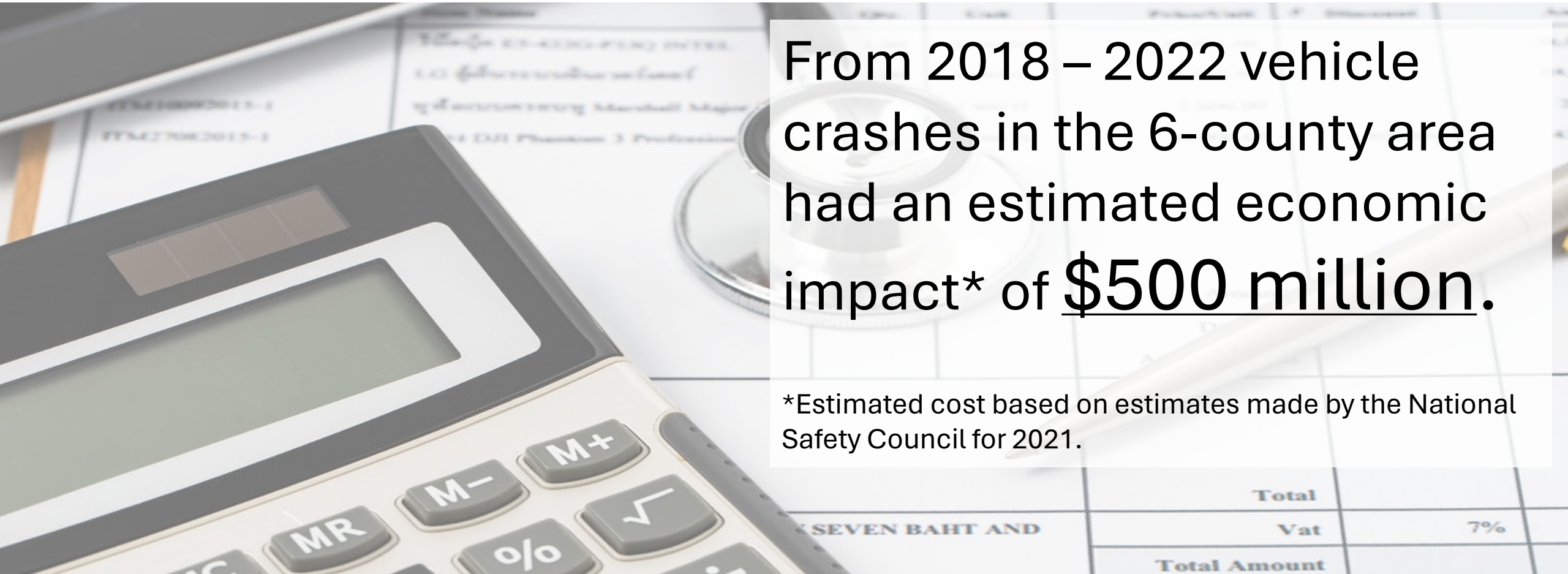
Roadway Fatalities are on the Rise

- From 2019 to 2021, roadway fatalities increased **17.4%** nationally and **32.1%** in Illinois.
- The northwest Illinois region followed this upward trend, with fatalities increasing by **7.1%** in your six counties.



5 YEARS IN SIX COUNTIES

What is the economic impact of vehicle crashes?



From 2018 – 2022 vehicle crashes in the 6-county area had an estimated economic impact* of \$500 million.

*Estimated cost based on estimates made by the National Safety Council for 2021.

5 YEARS IN SIX COUNTIES

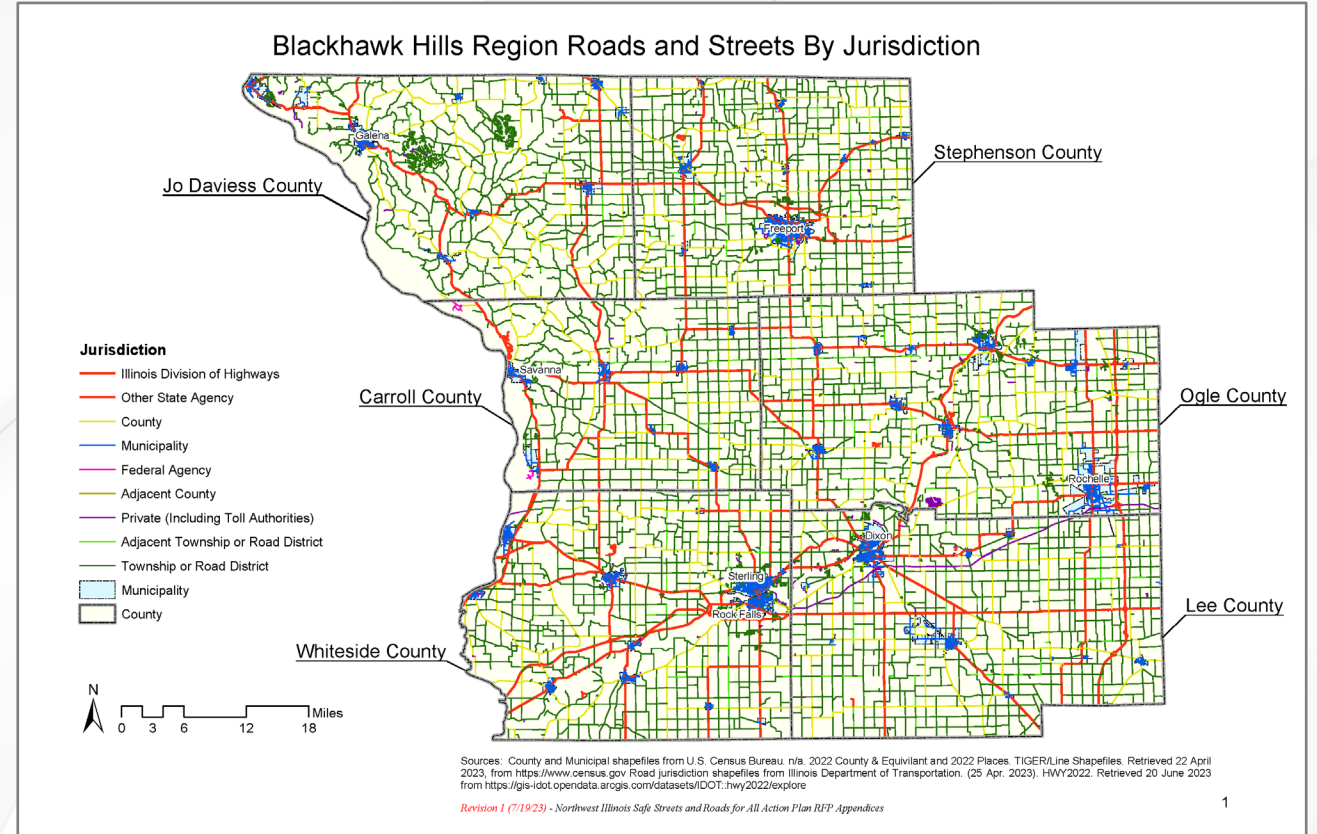
More than numbers...

DAMION, DILLON, CHARLES, WILLIAM, DAVID, GOLMAND, TERRANCE, ROBERT, MICHAEL, KEISHON, BETH, MILES, MANUEL, SARAH, BENNIE, GUNNER, OLIVIA, WANITA, AMY, WELDON, ALBERT, MELINDA, LAYCIE, EARL, LUCIOUS, KATRENA, ADAM, ISABELLA, MICHAEL, JEREMIAH, LAINE, JEREMY, JOSHUA, CAROLYN, RONNA, CARY, ALISHA, DANIELLE, BRITTANY, MATTHEW, OLIVER, JORDAN, HANNAH, EDWIN, BRENDA, GREGORY, KARL, KAP, GREGORY, NOAH, ANTHONY, CLARA, JEREMY, DYLAN, JEREMIAH, FIDEL, ALMAMY, PAMELA, SUTTON, RICARDO, BENJAMIN, EMMA, JOHN, LINDA, EMMA, MICHAEL, TIFFANY, NOAH, SCOTT, GEORGE, JOHN, LINDA, RODNEY, WILLIAM, LINDA, THEODORE, GARY, JOSHUA, TIFFANY, JOSHUA, OSCAR, ROBERT, MILO, JIMMY, ERNEST, DONNA, JONAH, LEE, TODD, DANA, RASHAUN, MICHAEL, KAMERON, JEFFREY, ASHTYNN, PHILIP, TIMOTHY, KARLIE, KAPONO, DANNY, NINA, ASHTYNN, LAILA, JURELL, FERNANDA, BERNARD, SYLVIA, ERNEST, SYRUS, ANDREW, PHILIP, ALEXIS, ASHTON, AVERY, ETHAN, CHRISTOPHER, KENNETH, RUTHELYN, ZACHERY, KENNETH, CODY, OSCAR, DOUGLAS, EDGAR, JOSHUA, DOUGLAS, ROBERT, AMBER, DOUGLAS, STEPHEN, WILLIAM, AIDAN, TAYSHA, CHANTEL, DENNIS, MICHELLE, KIMMUEL, TERRI, KANE, ETHAN, TAYSHA, JEROME, TERRI, BARBARA, MICHAEL, JAMES, BROOKE, RICHARD, BARBARA, TIMOTHY, MICHAEL, AIDAN, TODD, JEROME, LAVELL, KYARI, TAYSHA

SAP OVERVIEW & BACKGROUND

SS4A Funding Safety Measures

- These trends in NW Illinois prompted the **BHRC** and the **six counties** to apply for a Safe Streets for All (SS4A) grant in 2023.
- SS4A was established through the Bipartisan Infrastructure Law in 2022 and allocates \$5 billion to support initiatives through grants to prevent roadway deaths and serious injuries.



SAP OVERVIEW & BACKGROUND

What is SS4A?

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

Safe System Principles:

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



SAP OVERVIEW & BACKGROUND

Safe System Elements



SAFER PEOPLE



SAFER VEHICLES



SAFER SPEEDS



SAFER ROADS



POST-CRASH CARE

SAP OVERVIEW & BACKGROUND

Safer People



Walk



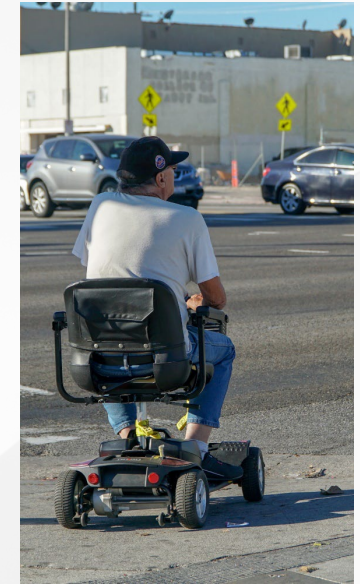
Bike



Drive



Transit



Other

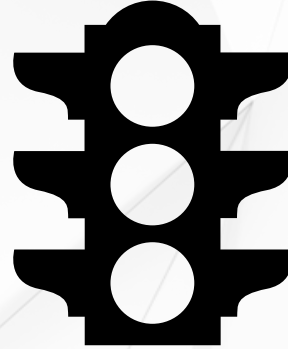
Content Source: FHWA; Source for all images: Fehr & Peers

SAP OVERVIEW & BACKGROUND

Safer People



**Not distracted
or impaired**



Follow rules



**Act within the
limits of the
road design**

SAP OVERVIEW & BACKGROUND

Safer Vehicles



Active safety

Measures to reduce the chance of a crash occurring

- Lane departure warning
- Autonomous emergency braking

Passive safety

Protective systems for when crashes do occur

- Seatbelts and airbags
- Crash-absorbing vehicle crumple zones

Other road user safety

Measures that protect other road users

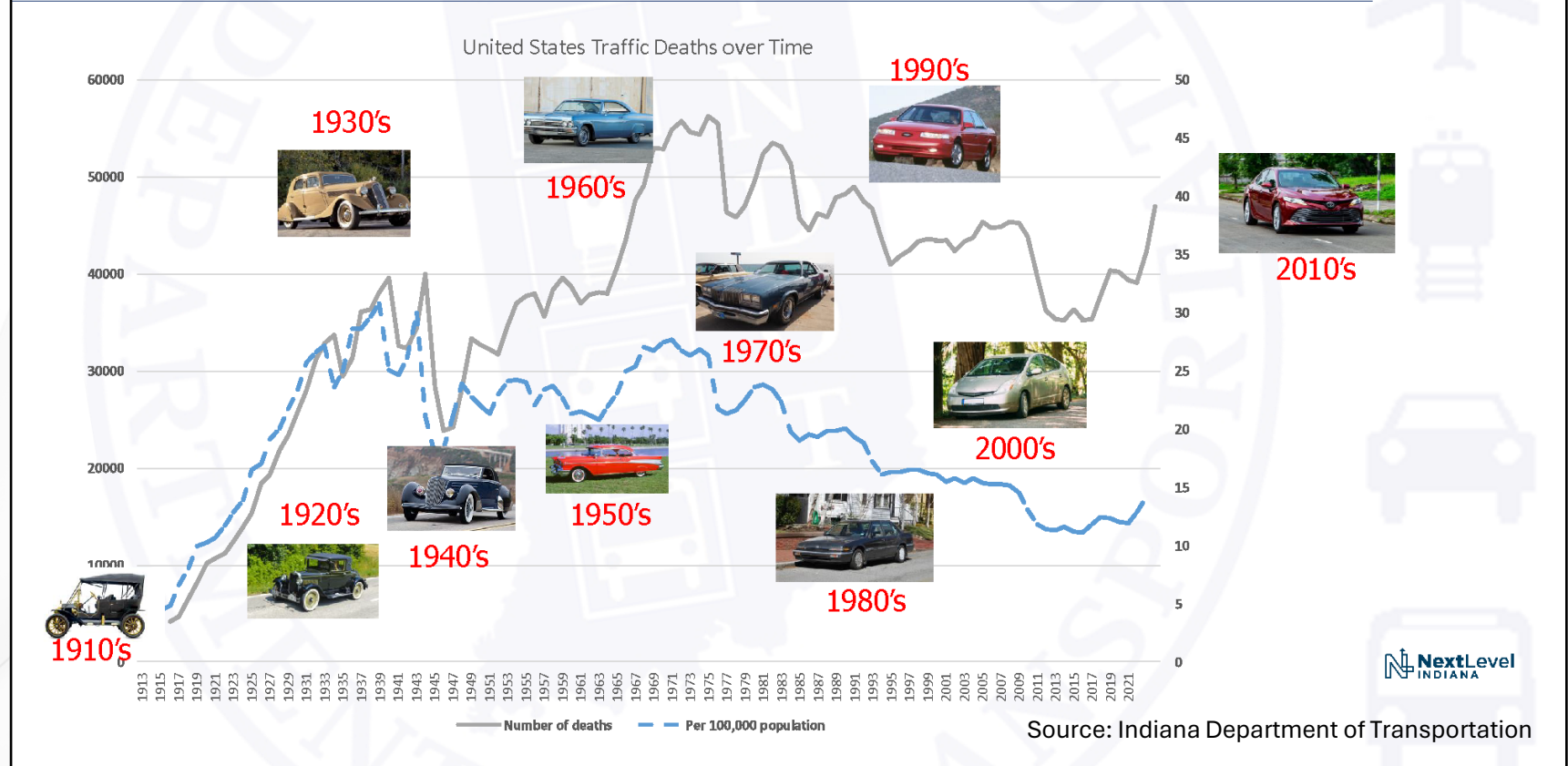
- Bicyclist and pedestrian detection
- Vehicle size and design

SAP OVERVIEW & BACKGROUND

Safer Vehicles



Traffic Safety Over Time

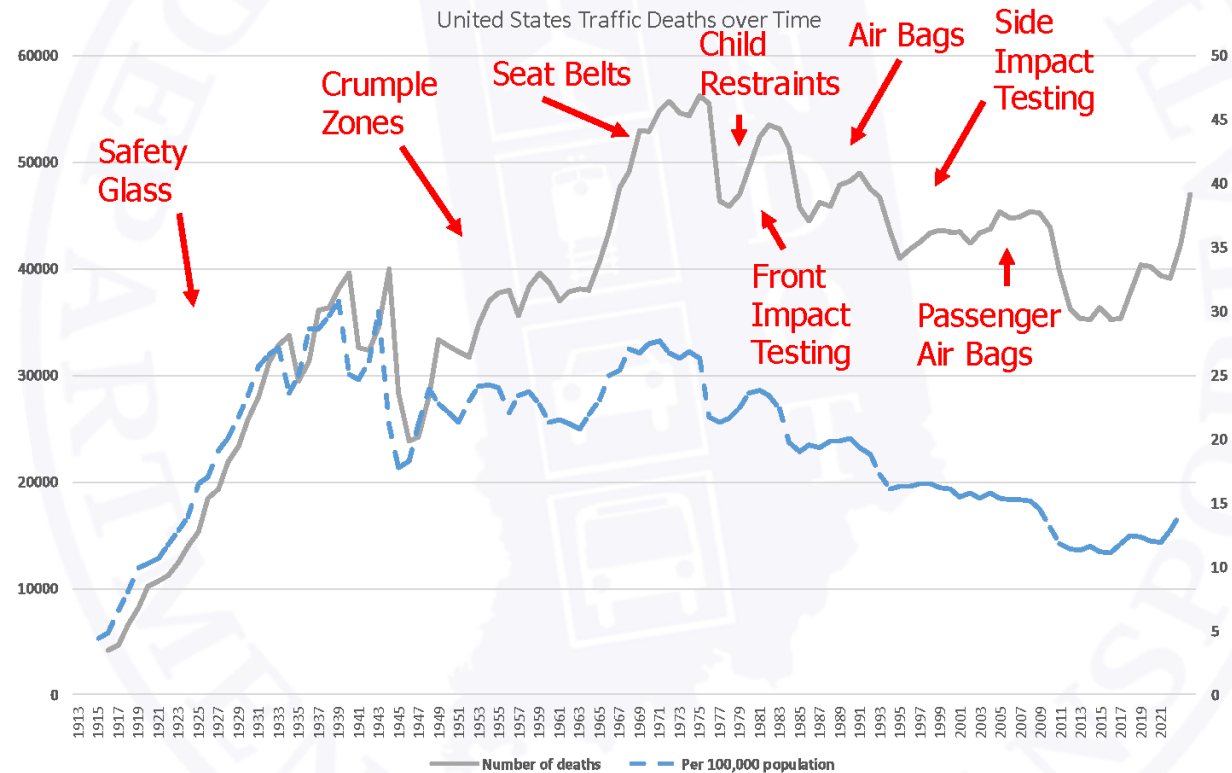


SAP OVERVIEW & BACKGROUND

Safer Vehicles



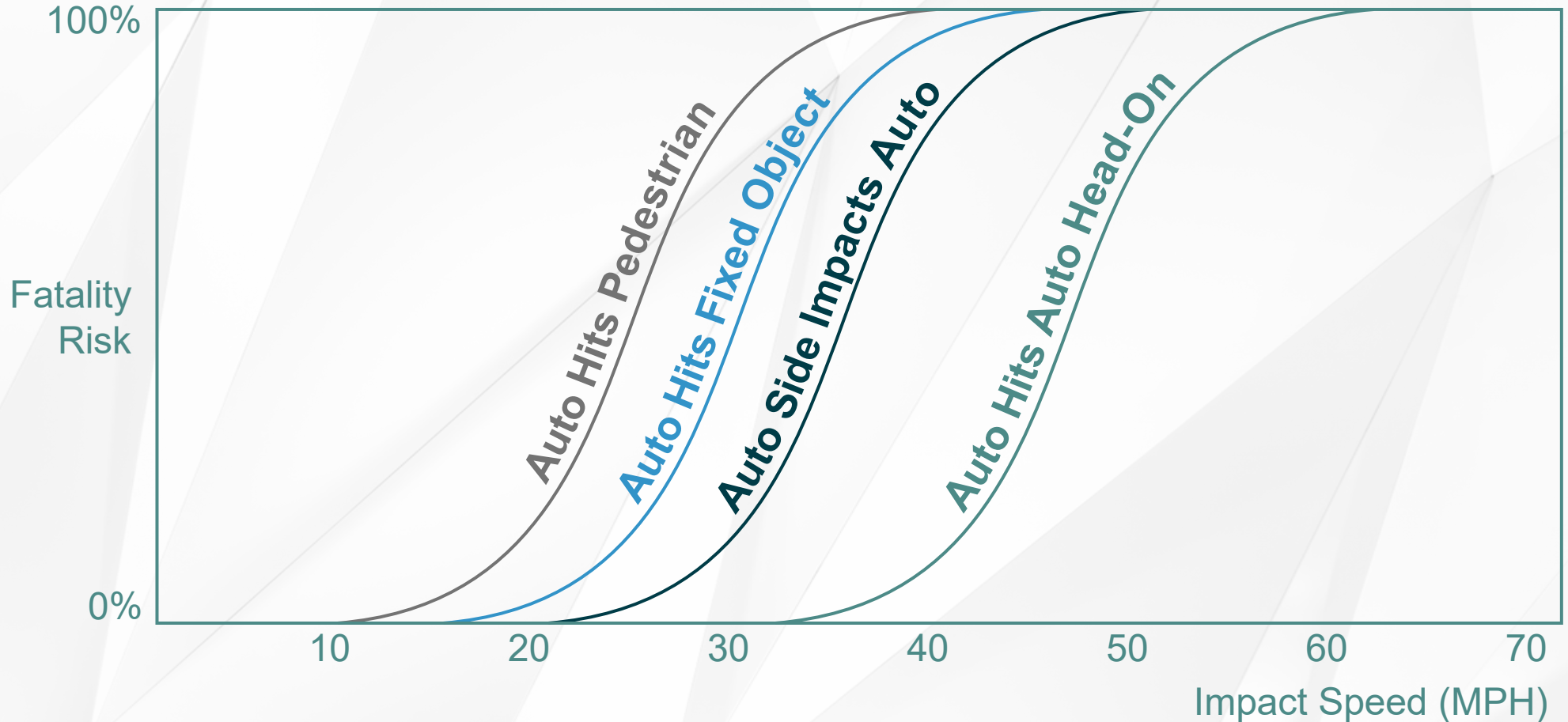
Traffic Safety Over Time



SAP OVERVIEW & BACKGROUND

Safer Speeds

Source: FHWA



SAP OVERVIEW & BACKGROUND

Safer Speeds



Speed through typical intersection



Source: Fehr & Peers

Speed through Safe System intersection



Source: City of Carmel, IN

SAP OVERVIEW & BACKGROUND

Safer Roads

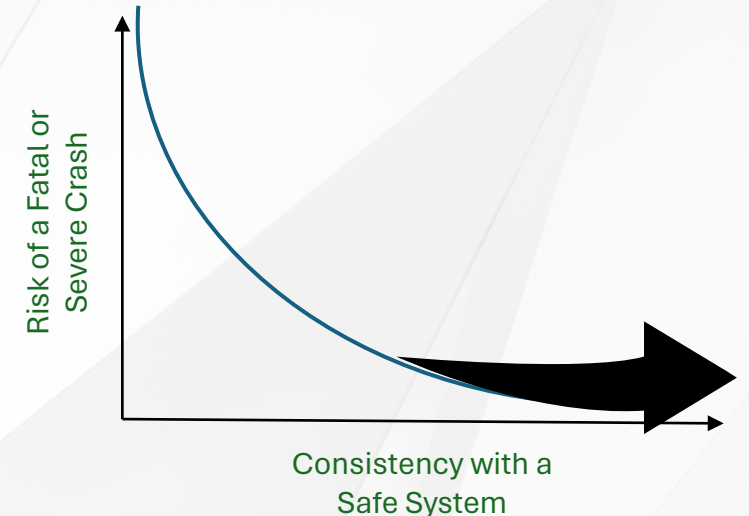


Safe roads are designed and operated to:

1. Prevent crashes among all users
2. Keep impacts on the human body at tolerable levels

Think of “Safe Roads” as a continuum – not an absolute

1. The aim is to design and operate roads to continuously approach toward creating a Safe System by implementing features appropriate for the intended and actual road use and speed environment
2. Reduce the likelihood of error
3. Reduce the consequences of error



SAP OVERVIEW & BACKGROUND

Safer Roads



Roadway Departure Crashes



**Solution:
Keep Vehicles
In Their Lane!**

NextLevel
INDIANA

Source: Indiana Department of Transportation

SAP OVERVIEW & BACKGROUND

Safer Roads

Managing Kinetic Energy Involves



Managing speed



Managing
crash angles



Managing crash
energy
distribution

SAP OVERVIEW & BACKGROUND

Safer Roads

Producing Effective FHWA Countermeasures Are Identified



Pavement Friction Management



Enhanced Delineation for Horizontal Curves



Longitudinal Rumble Strips and Stripes on Two-Lane Roads



Median Barriers



Wider Edge Lines



Roadside Design Improvements at Curves



SafetyEdgeSM



Backplates with Retroreflective Borders



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



Corridor Access Management



Road Diets (Roadway Configuration)



Lighting

SAP OVERVIEW & BACKGROUND

Post Crash Care



**Crash
investigation**



**First
responders**



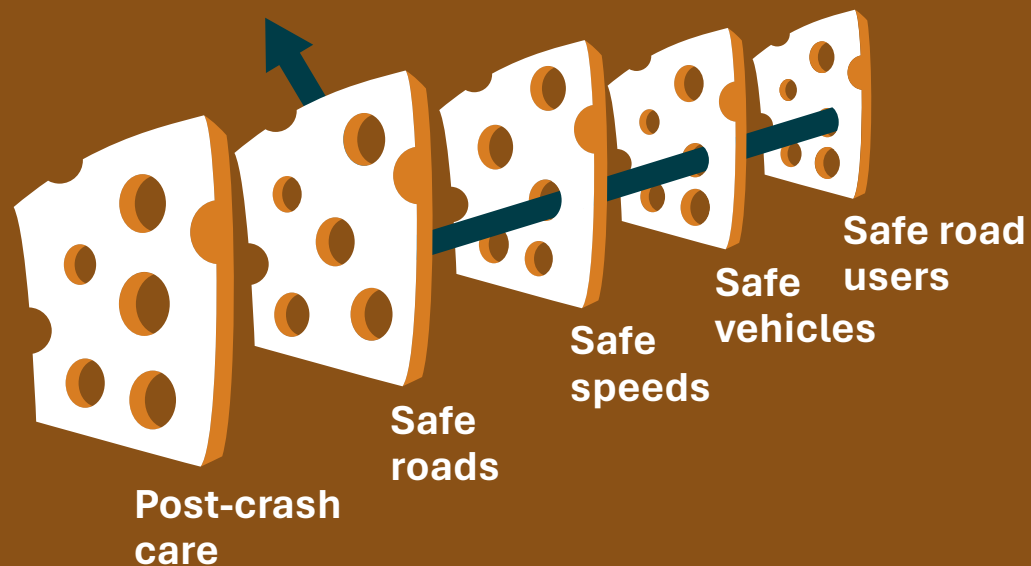
Medical care



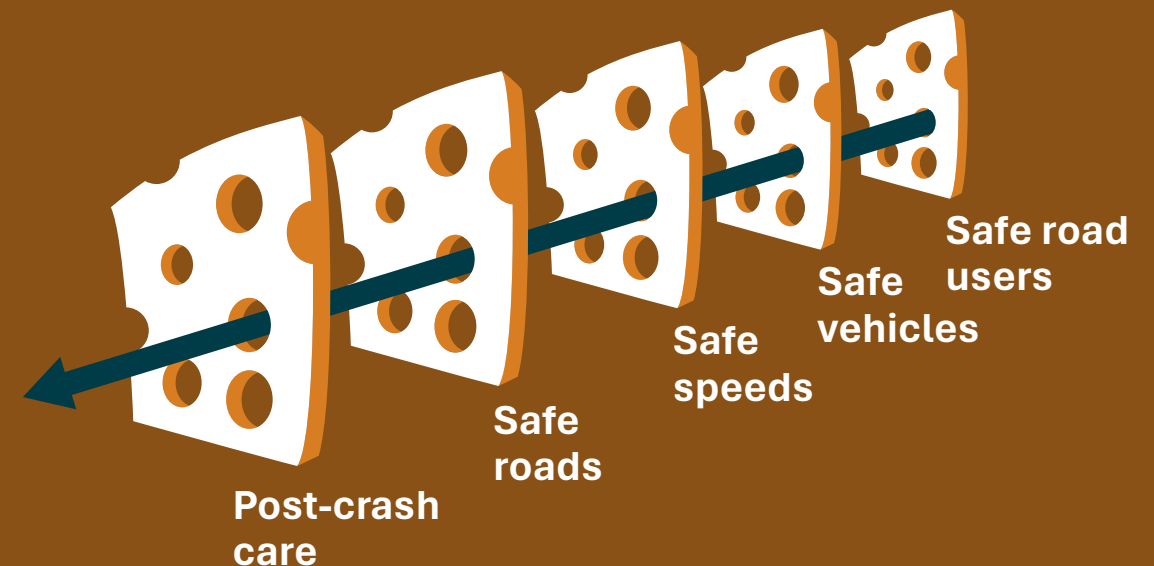
SAP OVERVIEW & BACKGROUND

The Safe System Elements Create Redundancy

The “Swiss Cheese Model” of redundancy creates layers of protection



Death and serious injuries only happen when all layers fail



Source: FHWA

PURPOSE OF A SS4A SAFETY ACTION PLAN

Why is it valuable?

Traditional approach

Prevent crashes



Improve human behavior



Control speeding



Individuals are responsible



React based on crash history



Safe System approach

Prevent death and serious injuries

Design for human mistakes/limitations

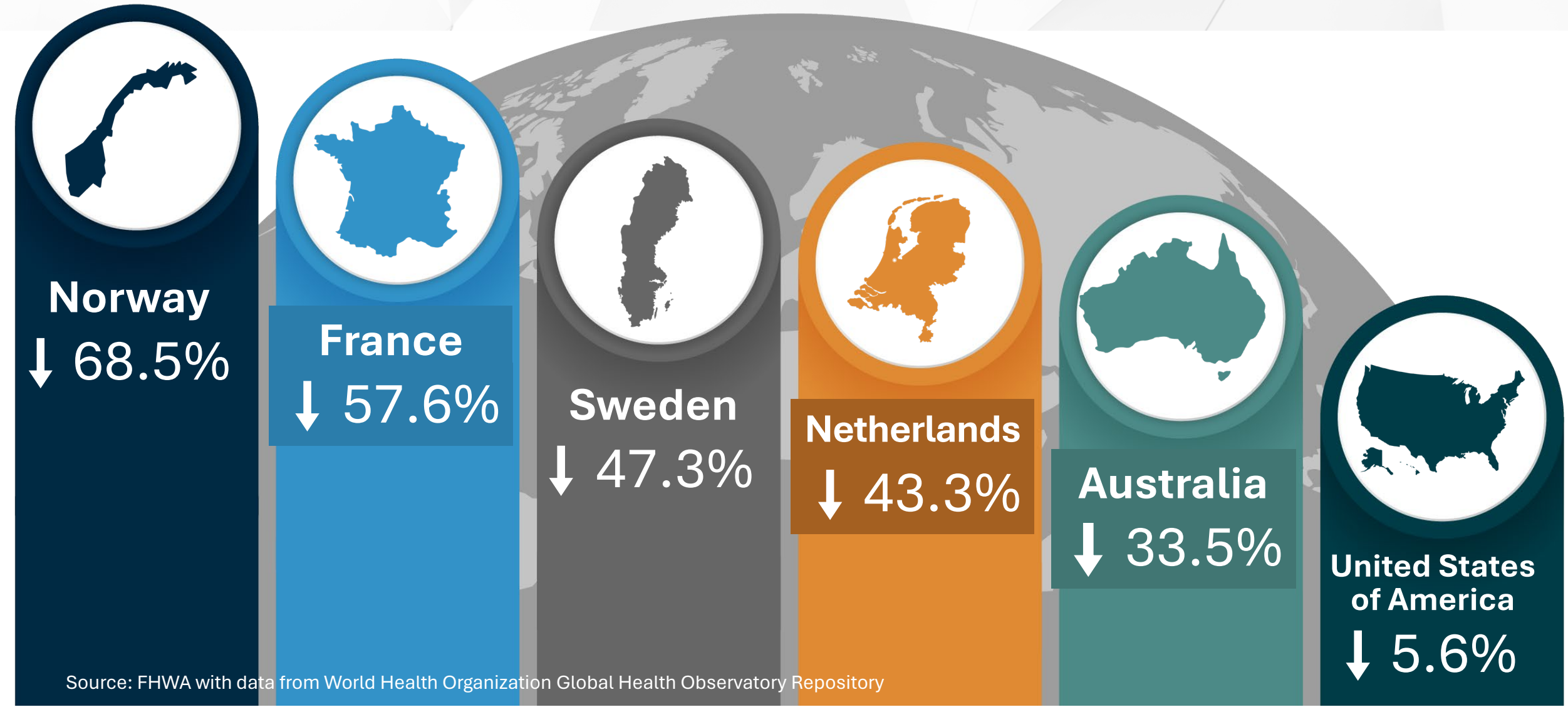
Reduce system kinetic energy

Share responsibility

Proactively identify and address risks

PURPOSE OF A SS4A SAFETY ACTION PLAN

Why is it valuable?



Source: FHWA with data from World Health Organization Global Health Observatory Repository

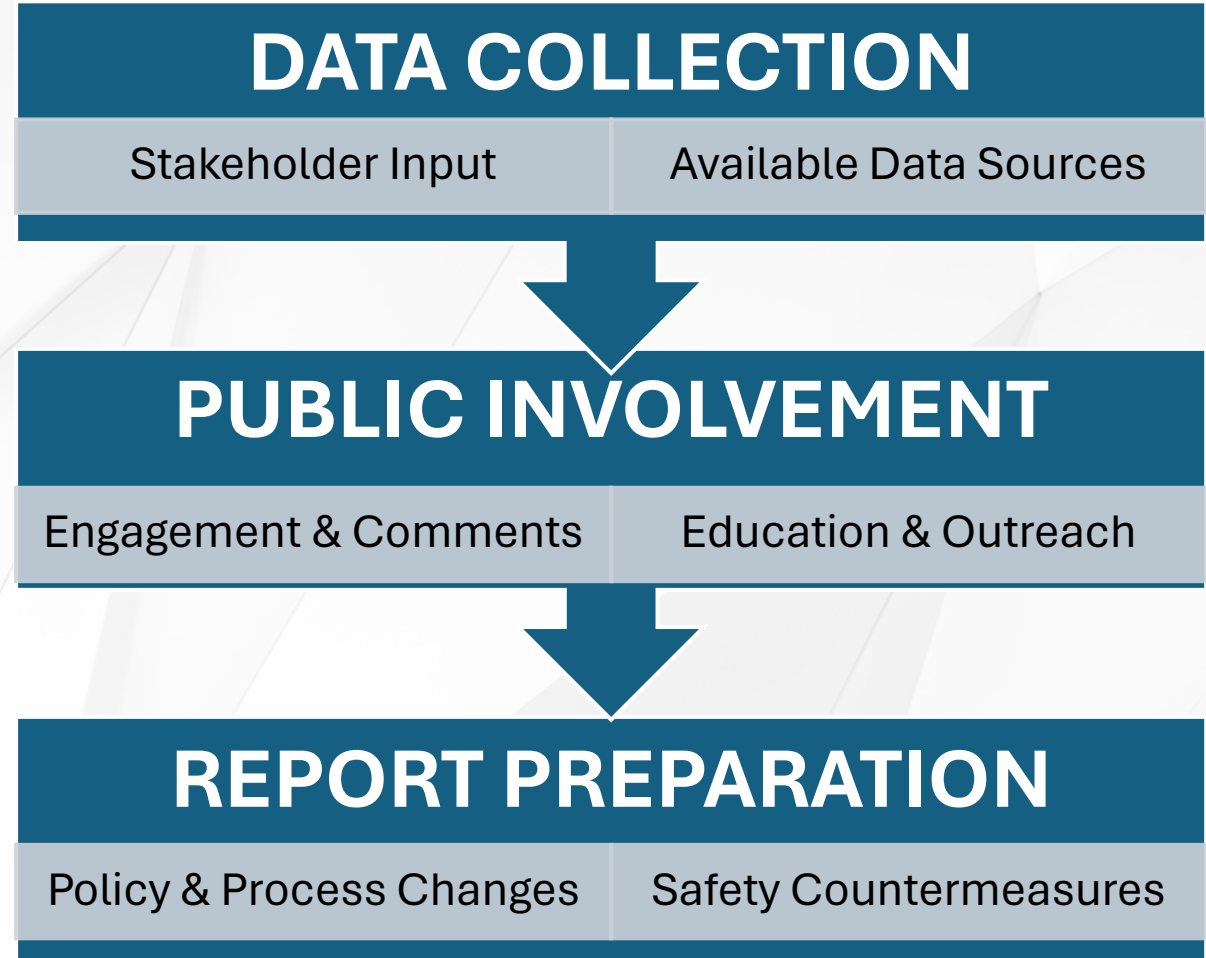
SAP OVERVIEW & BACKGROUND

What goes into the SAP?

The SAP will rely on data collected, surveys, and **stakeholder input** to suggest safety countermeasures that will be in accordance with SS4A program requirements.

The SAP will be used as a **guide** for future infrastructure, design, engineering, and policy.

The ultimate goal of SS4A programs is to reach **zero deaths**. This vision is going to take an **100% commitment**, not only from municipal leadership, but from the public as well.



DATA COLLECTION

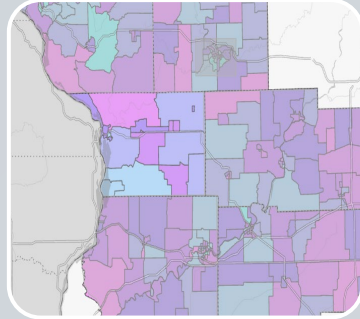
Data – what are we reviewing?



Crash Records

Source: Illinois
Department of
Transportation
(IDOT)
(2018-2022)

|
Data-Driven
Safety
Analysis



Demographics

Source: U.S. Census
Bureau, 5-Year
American
Community Survey
(2022)

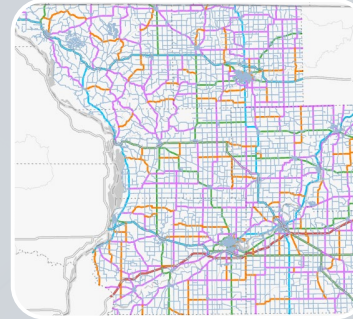
|
Equity
Analysis



Existing Plans and Policies

Source:
Participating
Agencies;
(Para)Transit,
Freight, Ped/Bike,
Complete Streets

|
Planning
Synergy



Roadway Network

Source: IDOT Illinois
Highway System File
(2022)

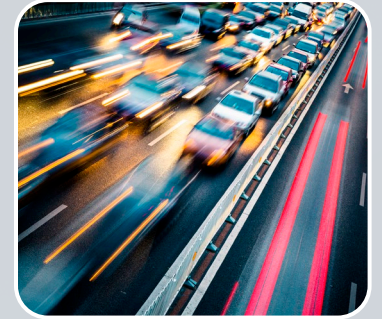
|
High Risk
Locations
Geospatial
Identification



Stakeholder Input

Source: You

|
Local
Expertise



Average Speed Trends

Source: GPS Data
(Iteris)

|
Risk
Identification

IDENTIFYING SAFETY ISSUES

Where are the areas of concern?

Collision Reports

- Existing Conditions & Historical Trends

Crash Location

- Geospatial Identification

Risk Assessment

- Systemic/Specific Safety Needs

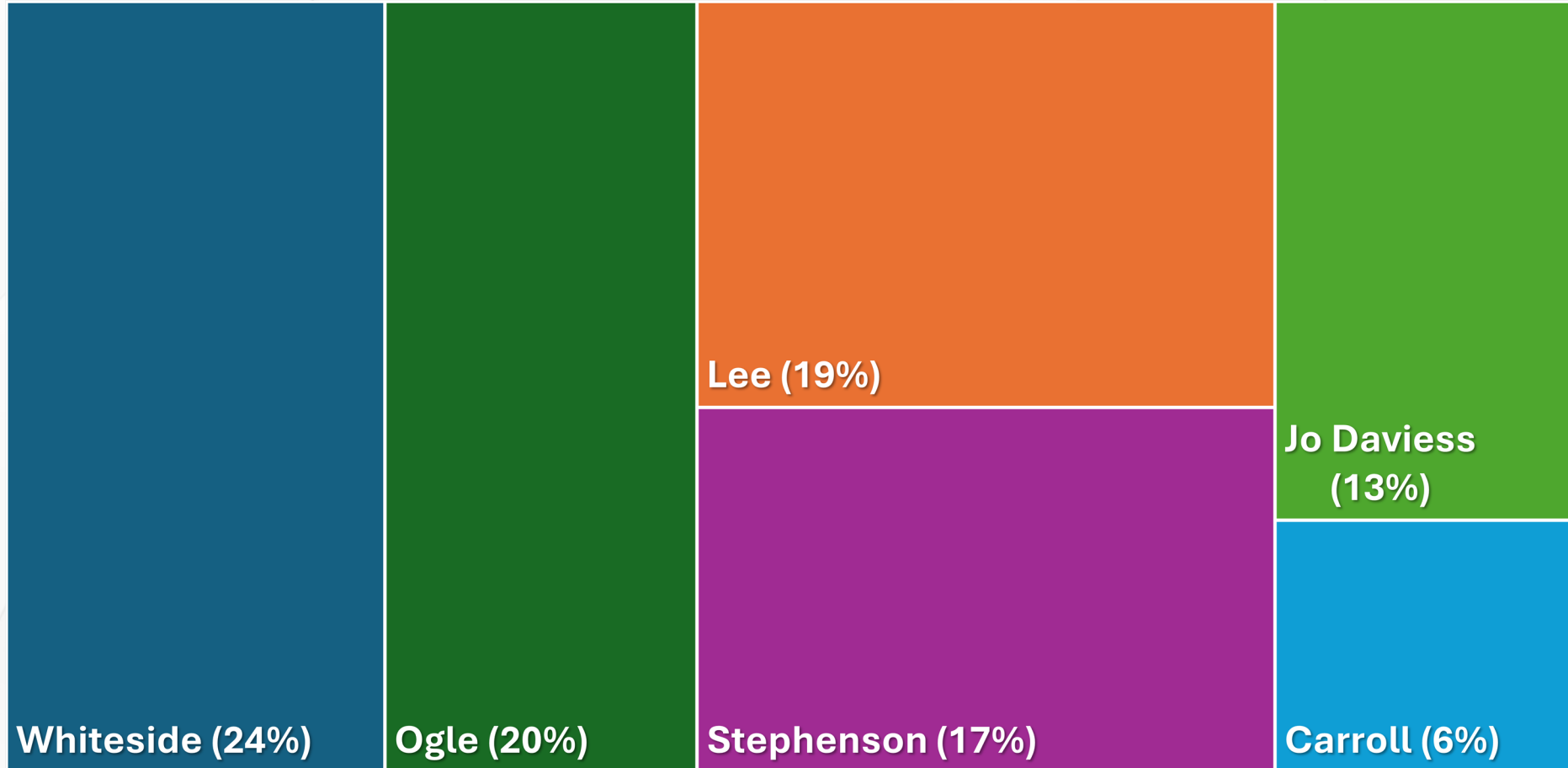
Roadway Data

- Location, Severity, & Contributing Factors



IDENTIFYING SAFETY ISSUES

Where are the crashes located?



IDENTIFYING SAFETY ISSUES

What are the crash types?



All Severities – 19,090 Crashes

- Animal (4917, 26%)
- Fixed Object (3902, 20%)
- Rear End (2062, 11%)

Pedestrian & Bicyclist Crashes

All Severities
159, <1%



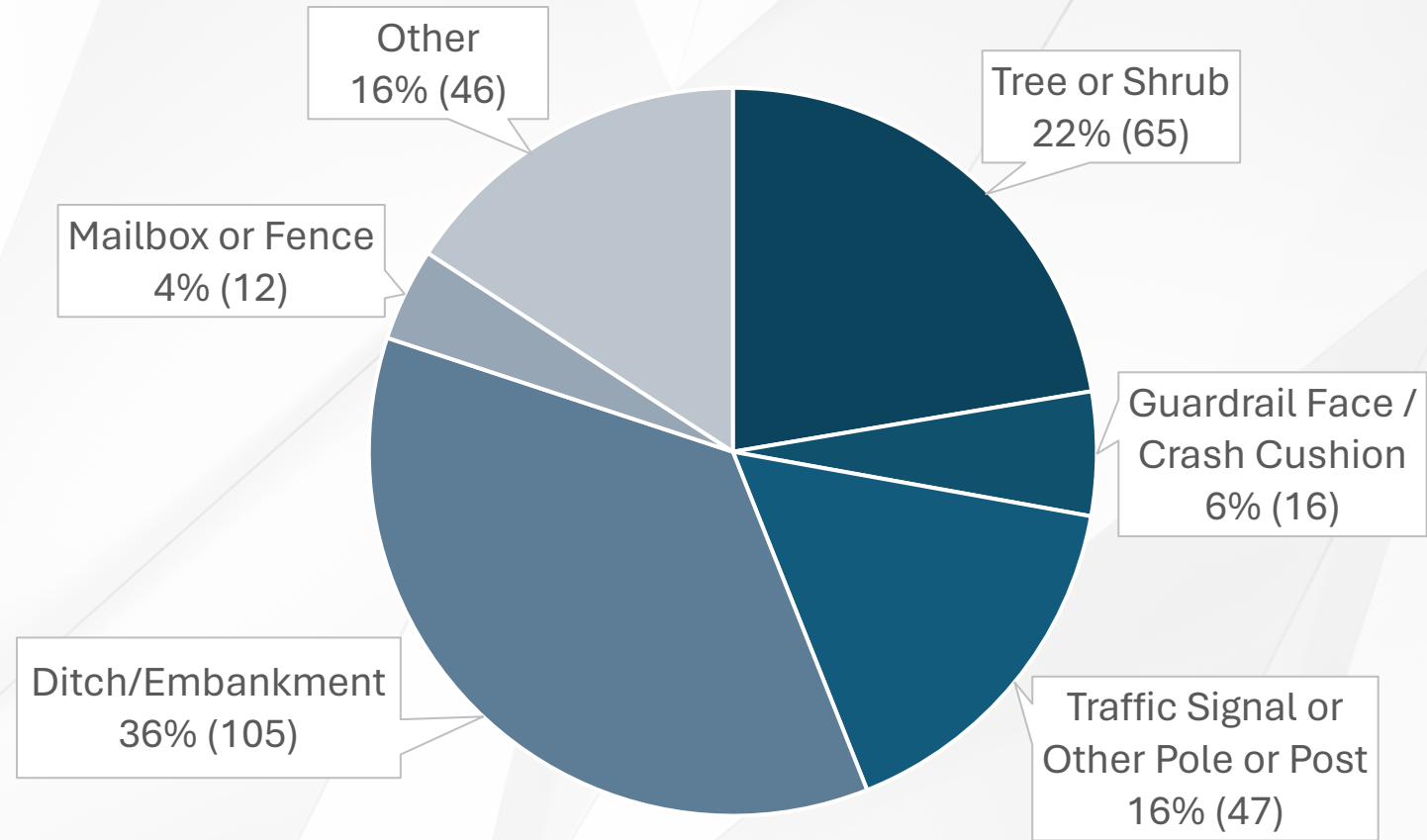
Fatal and Incapacitating Injury – 948 Crashes

- Fixed Object (276, 29%)
- Overturned (167, 18%)
- Angle (107, 11%)

Fatal and
Incapacitating Injury
53, 6%

IDENTIFYING SAFETY ISSUES

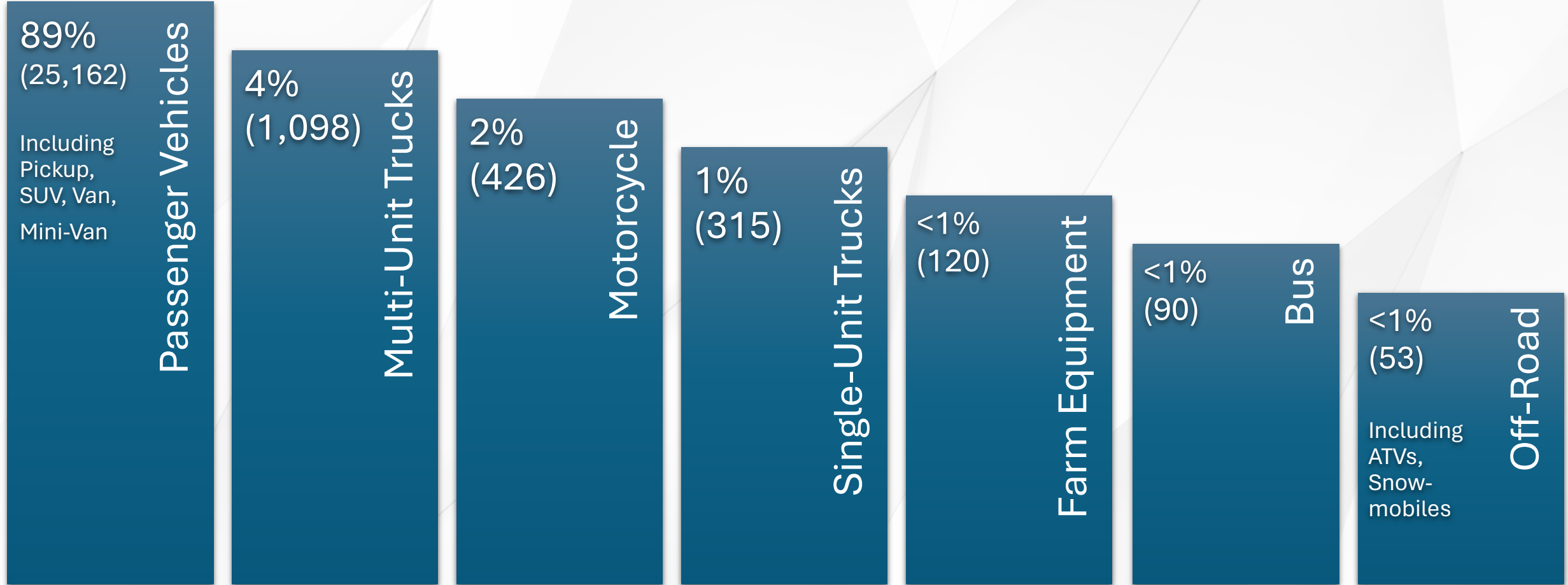
What are the fixed object types?



*Representing Fixed Object collision types with Fatal and Serious Injury severity

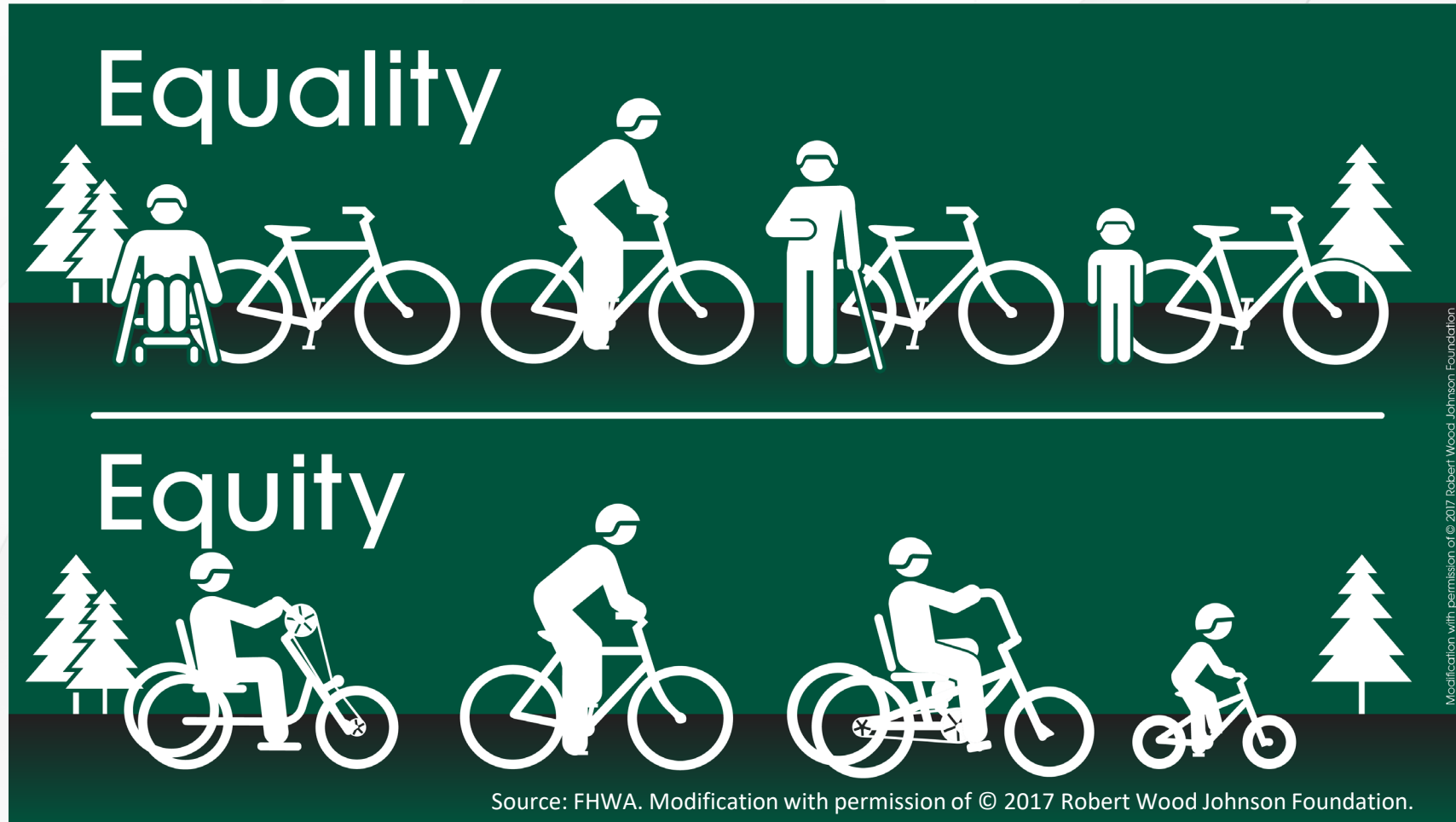
IDENTIFYING SAFETY ISSUES

What vehicle types are involved in crashes?



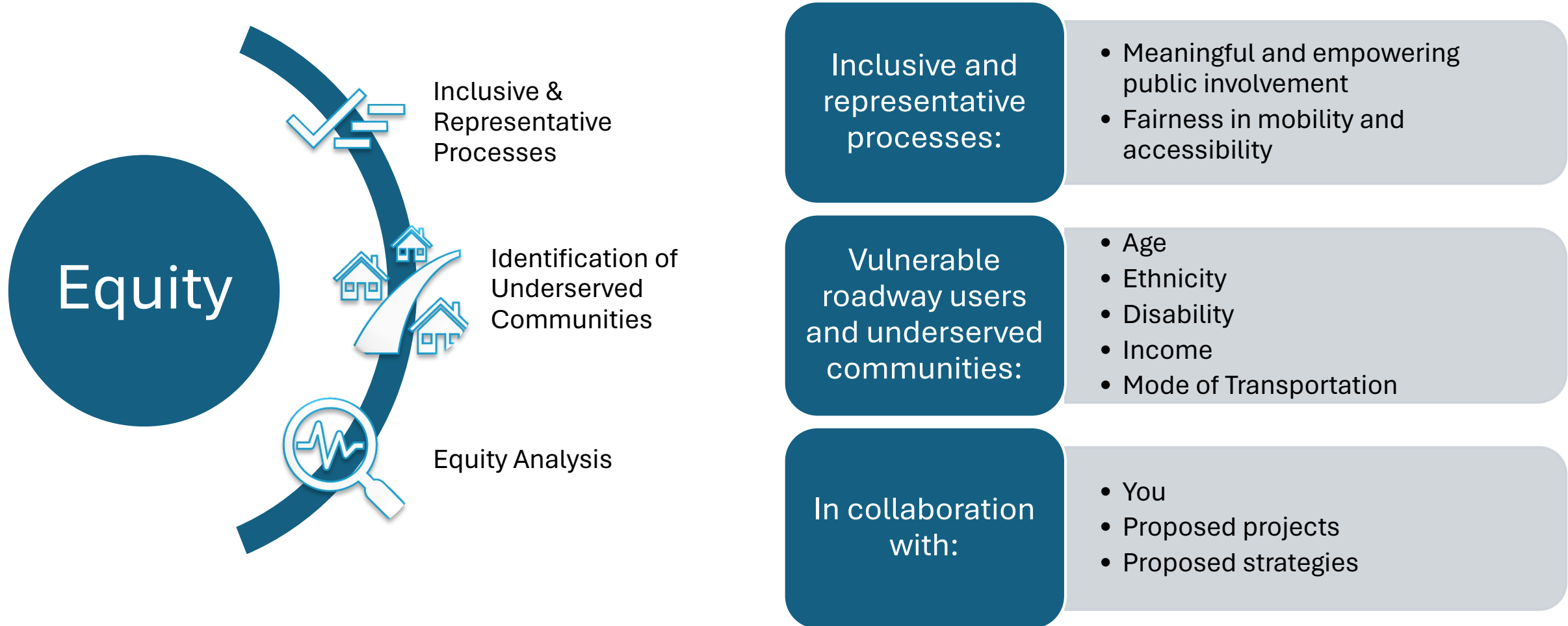
EQUITY CONSIDERATIONS

What demographics and/or equity considerations should we be cognizant about during the study?



EQUITY CONSIDERATIONS

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EQUITY CONSIDERATIONS

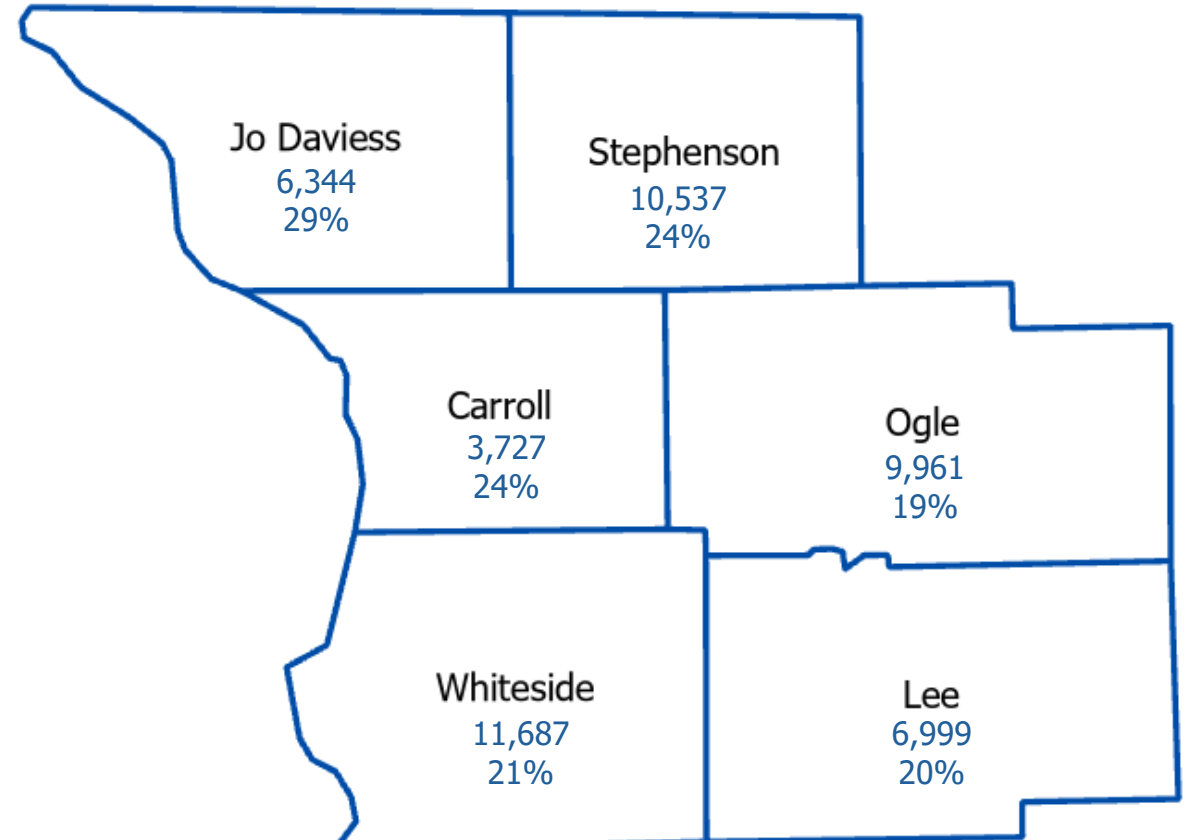


Vulnerable Users

Over Age 64

49,256 people

out of a total surveyed population of 223,480 (22%)
are over the age of 64



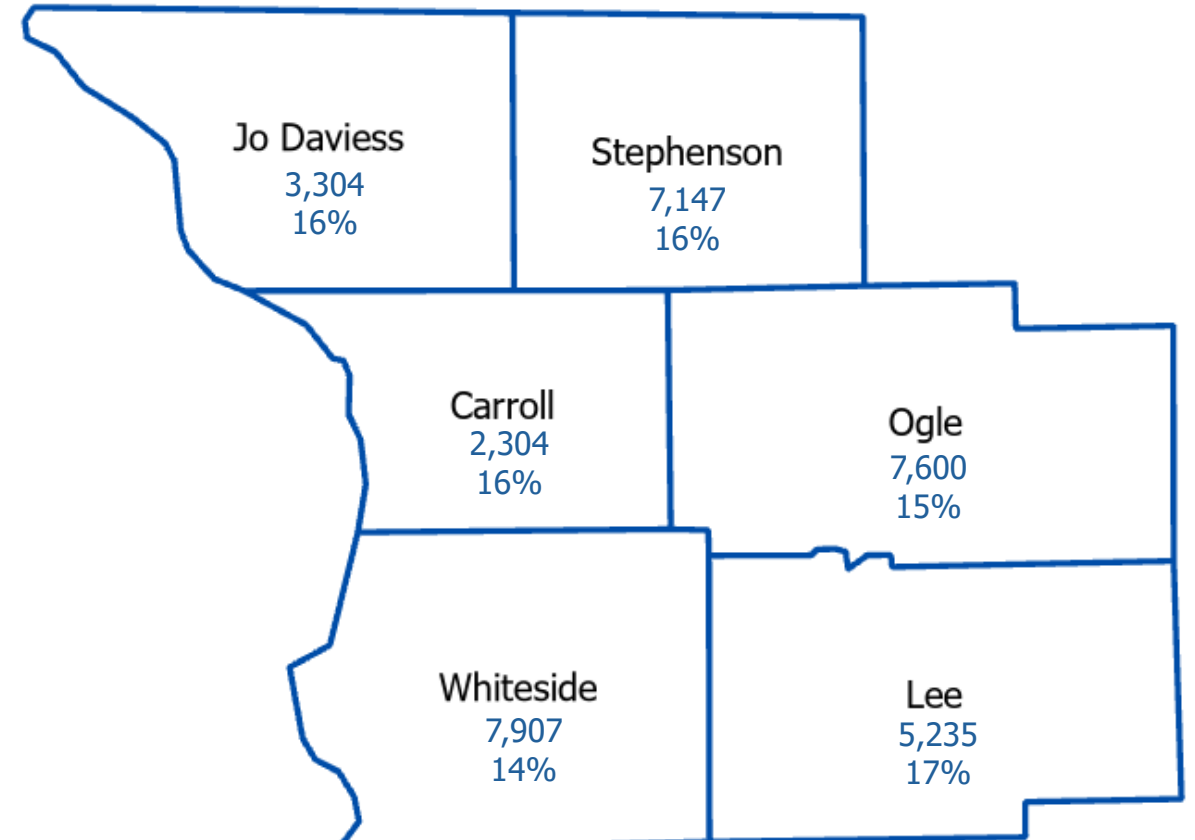
Source: U.S. Census Bureau
2018-2022 ACS 5-Year Estimates

EQUITY CONSIDERATIONS



Vulnerable Users
Ambulatory or Visual Disability

33,498 people
out of a surveyed 217,618 total people (15%)
have an ambulatory, visual, or other disability



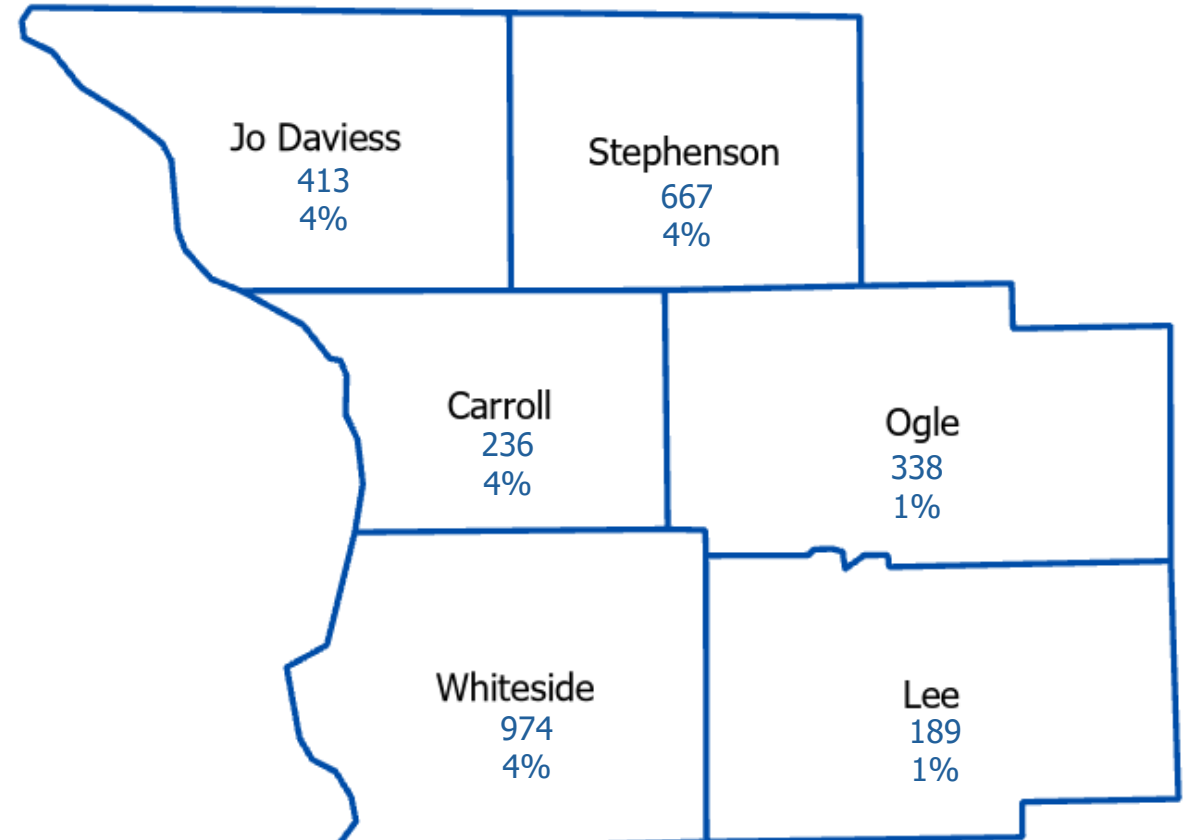
Source: U.S. Census Bureau
2018-2022 ACS 5-Year Estimates

EQUITY CONSIDERATIONS



Vulnerable Users
Pedestrians and Bicyclists

2,817 people
out of a total surveyed population 96,416 (3%)
reported biking or walking to work



Source: U.S. Census Bureau
2018-2022 ACS 5-Year Estimates

EQUITY CONSIDERATIONS

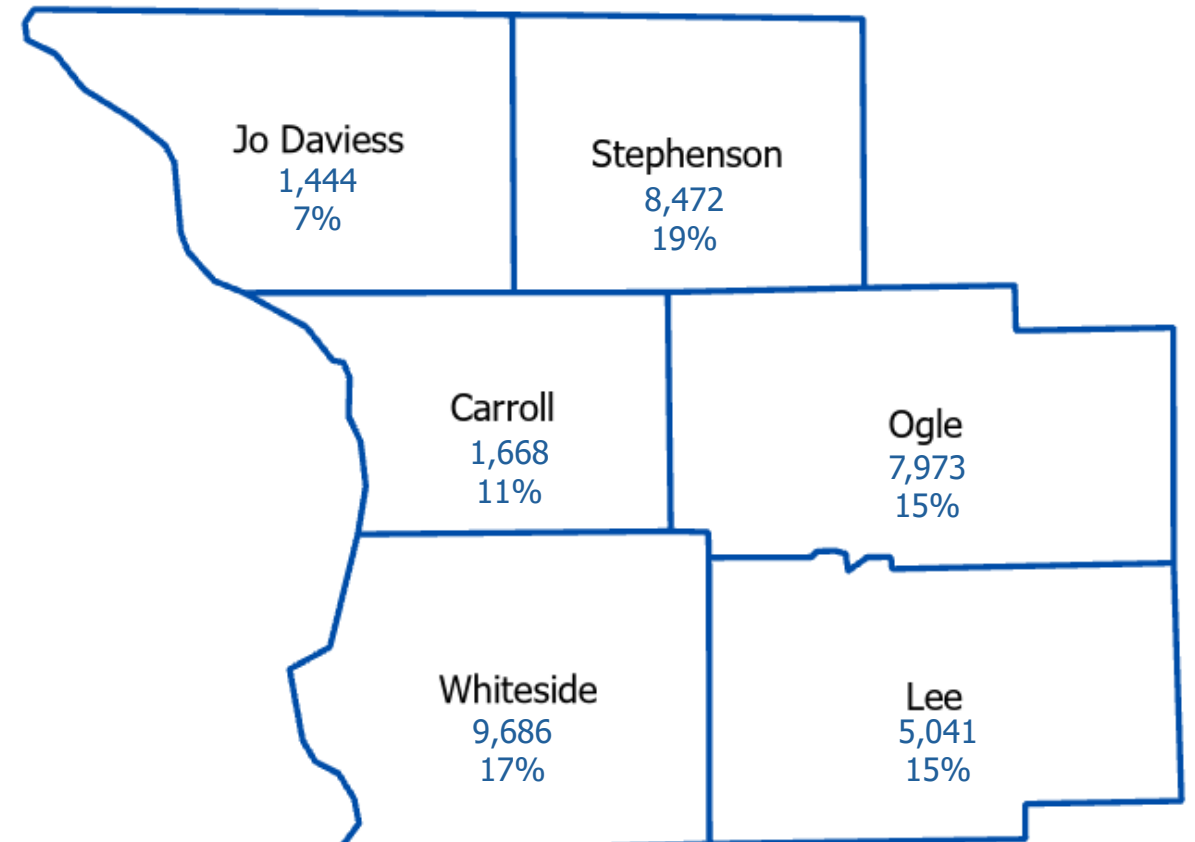


Historically Underserved Communities

Minority Ethnicities

34,284 people

out of a total surveyed population of 223,480 (15%)
are of minority ethnicity



Source: U.S. Census Bureau
2018-2022 ACS 5-Year Estimates

EQUITY CONSIDERATIONS



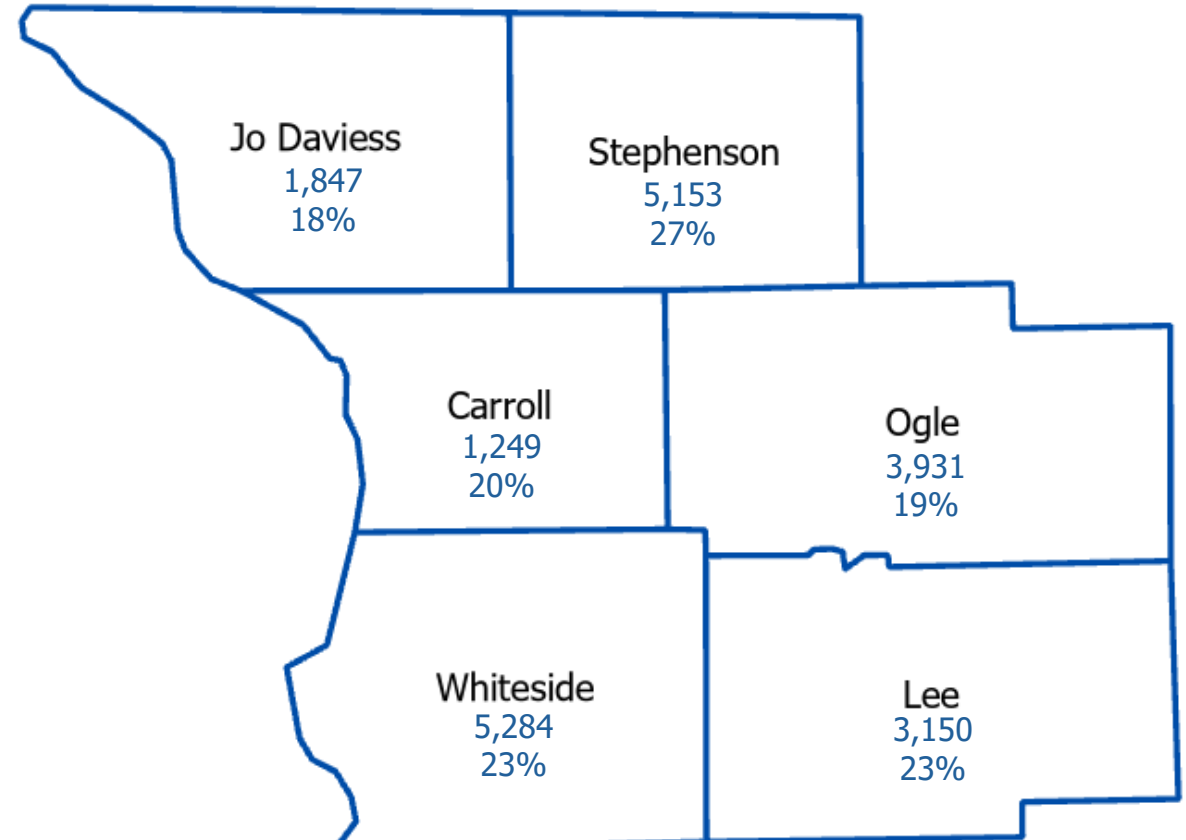
Historically Underserved Communities

Low Income

20,614 households

out of a total 93,368 surveyed households (22%)
reported a median household income below \$30,000*

*2021 Illinois Poverty Line for a family of four is \$27,479

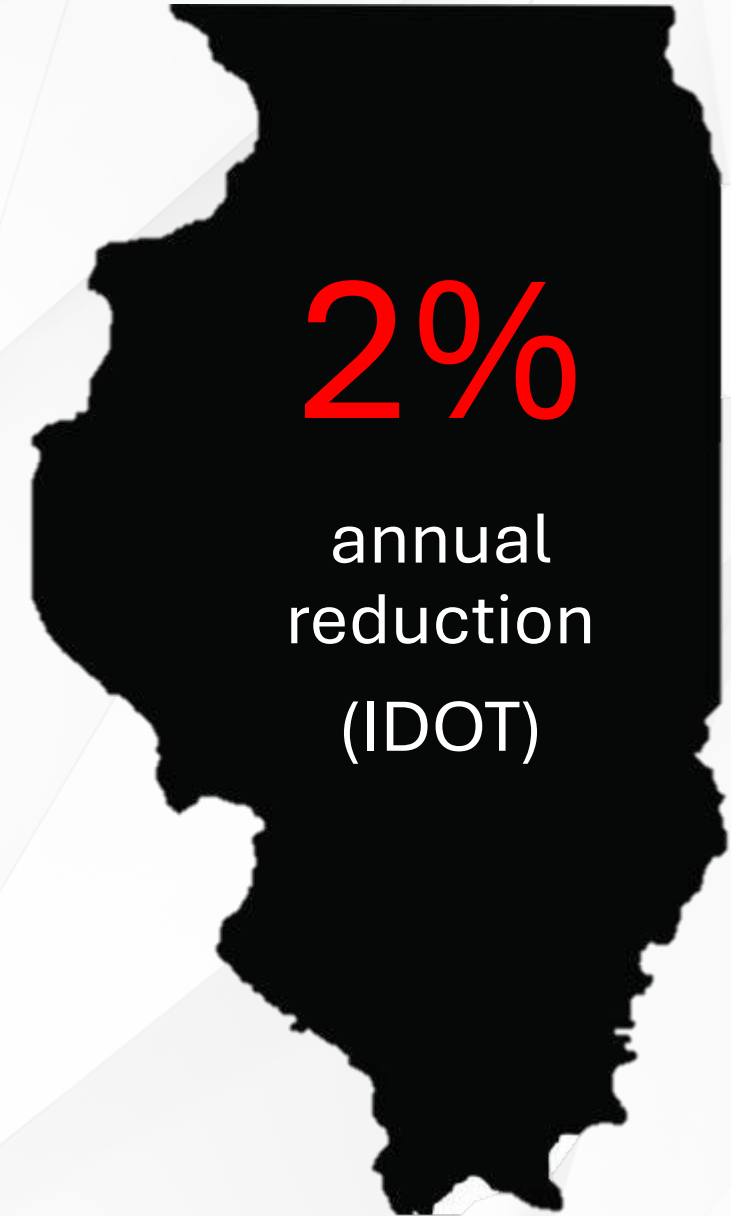


Source: U.S. Census Bureau
2018-2022 ACS 5-Year Estimates

GOAL SETTING

Making roads safer and protecting users.

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



WHAT TO EXPECT

**STAKEHOLDER
INFORMATION
SESSION &
WORKSHOP**

March 2024



PUBLIC COMMENT

Ongoing 2024

FINAL REPORT

Spring 2025

DRAFT REPORT

Summer 2024

**VIRTUAL PUBLIC
INFORMATION
MEETING**

Fall 2024

DATA COLLECTION & ANALYSIS

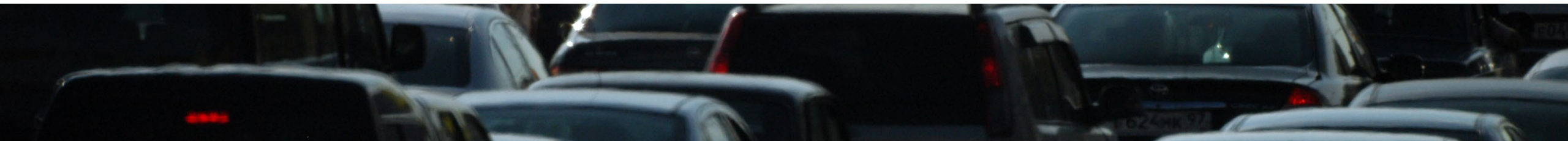


HOW TO REACH US

Project Website &
Comment Submission



Virtual Safety Issue
Interactive Map



ATTENDEE POLL



**What corner of the
transportation and/or
infrastructure area do
you represent?**



POLL #1 RESULTS

Results Summary

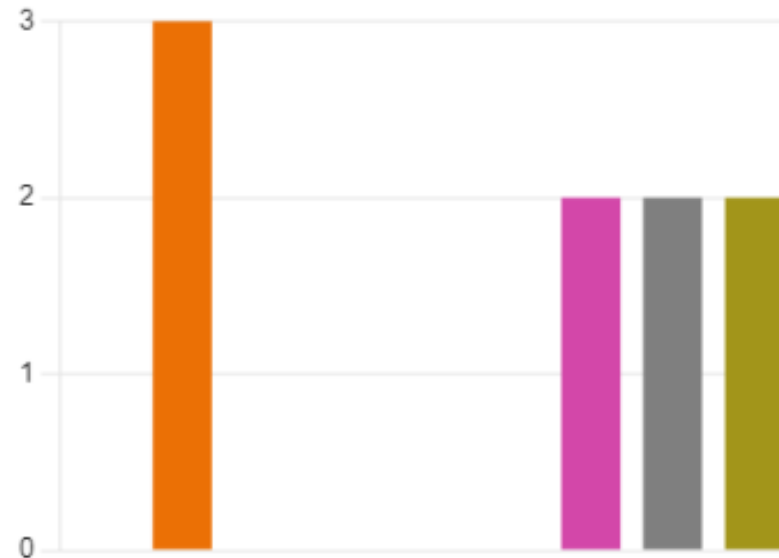
 View results

...

1. What corner of the transportation and/or infrastructure area do you represent?

[More Details](#)

 Health and Safety	0
 Engineering	3
 Maintenance	0
 Elected Official	0
 Enforcement	0
 Emergency and Medical	0
 Roadway Commissioners	2
 Other Agency Employee	2
 Other	2



ATTENDEE POLL



**Other than driving a car
(truck, suv, compact,
etc.), what modes of
transportation do you
see used in your
community?**



POLL #2 RESULTS

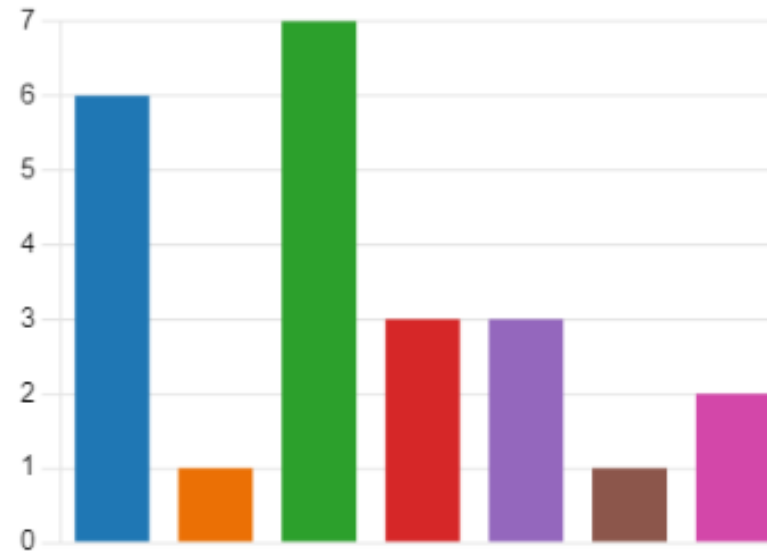
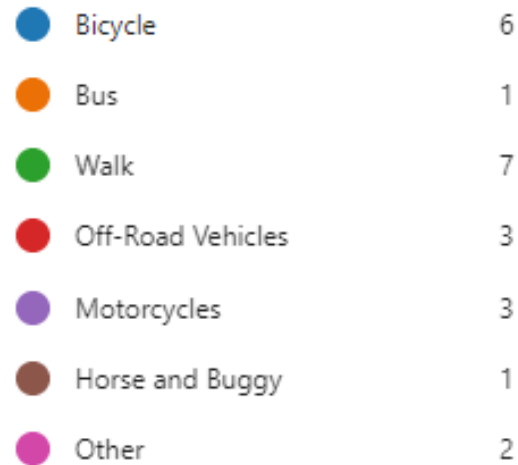
Results Summary

 View results

...

1. Other than driving a car (truck, suv, compact, etc.), what modes of transportation do you see used in your community?

[More Details](#)



ATTENDEE POLL



**What behavioral
issues do you see as a
motorist and/or
pedestrian?**



POLL #3 RESULTS

Results Summary

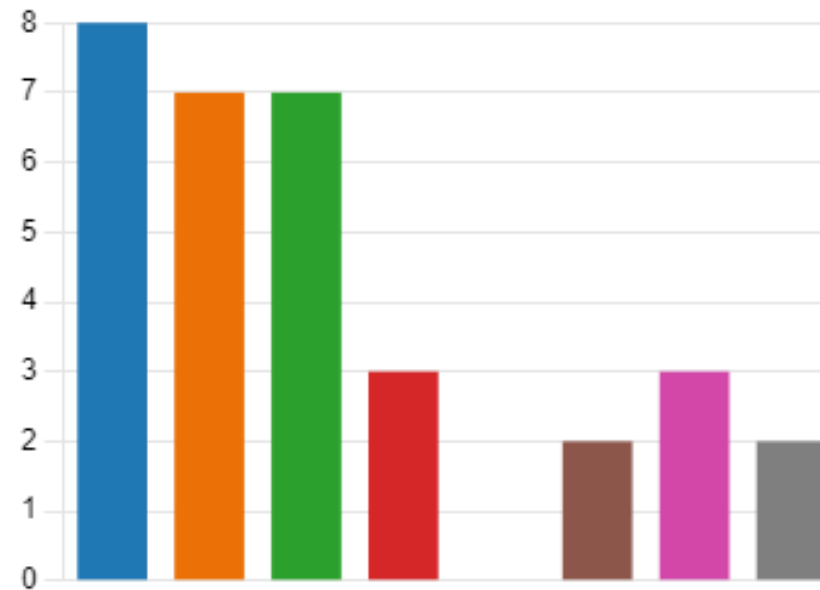
 View results



1. What behavioral issues do you see as a motorist and/or pedestrian?

[More Details](#)

 Phone Usage	8
 Speeding	7
 Not Adhering to Signage	7
 Impaired Driver or Pedestrian	3
 Seatbelts Not Used	0
 Unlicensed Drivers	2
 Red Light Running	3
 Other	2



ATTENDEE POLL



**What equity concerns
do you have in your
region/community?**



POLL #4 RESULTS

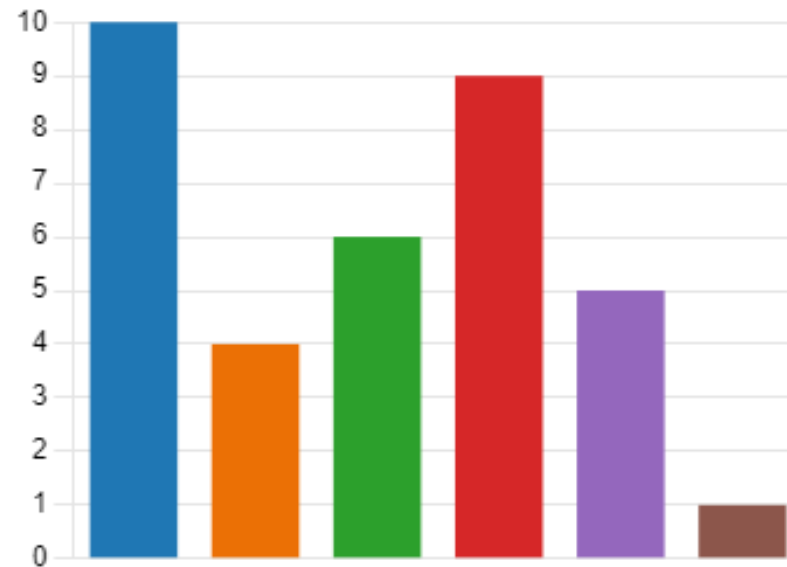
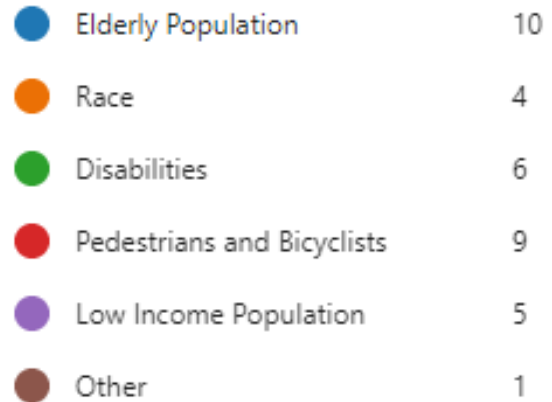
Results Summary

 [View results](#)

...

1. What equity concerns do you have in your region and/or community?

[More Details](#)





Appendix G

Emergency First Responders Workshop

Northwest Illinois SS4A Safety Action Plan

FIRST RESPONDERS WORKSHOP

SEPTEMBER 10, 2024





TODAY'S AGENDA - WHY ARE WE HERE?

I. Agenda – Why Are We Here?

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

III. Feedback Sources

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

IV. Crash Analysis Overview

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

V. Identification of High-Risk Locations

VI. Next Steps and How to Stay Involved

AGENCY LEADERS

Blackhawk Hills Regional Council | Daniel Payette & Abigail Ebelherr



Stephenson County | Dale Rasmussen

Carroll County | Sara Renkes

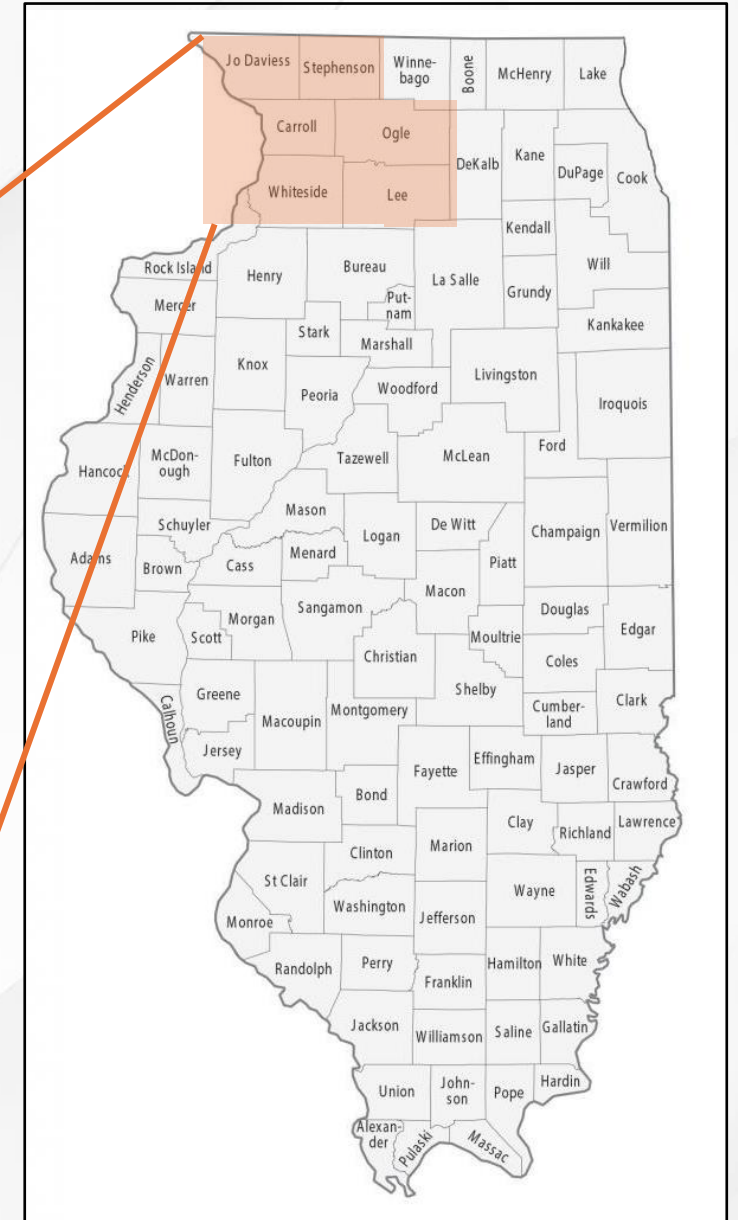
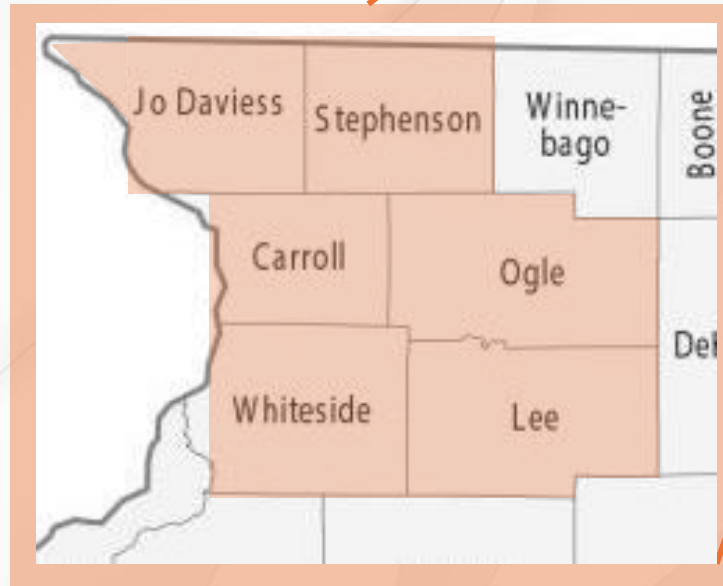
Jo Daviess County | Stephen Keefer

Lee County | David Anderson

Ogle County | Jeremy Ciesiel

Whiteside County | Russ Renner

City of Freeport | Rob Boyer



MEETING HOUSEKEEPING



Please make sure you are on mute.



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



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



Polling will take place throughout the presentation.

HOW TO USE POLLING

Join at menti.com | use code 7669 9295

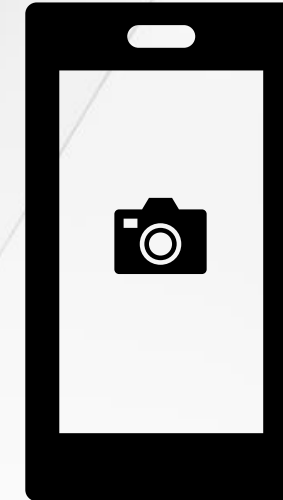
Mentimeter

What agency and/or field do you represent?

0	0	0	0
Health & Safety	Engineering	Maintenance	Elected Official

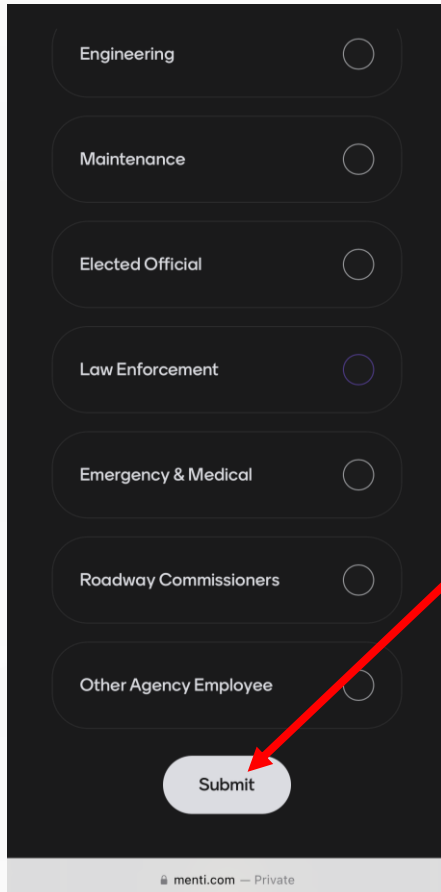


0	0	0
Emergency & Medical	Roadway Commissioners	Other Agency Employee



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

HOW TO USE POLLING



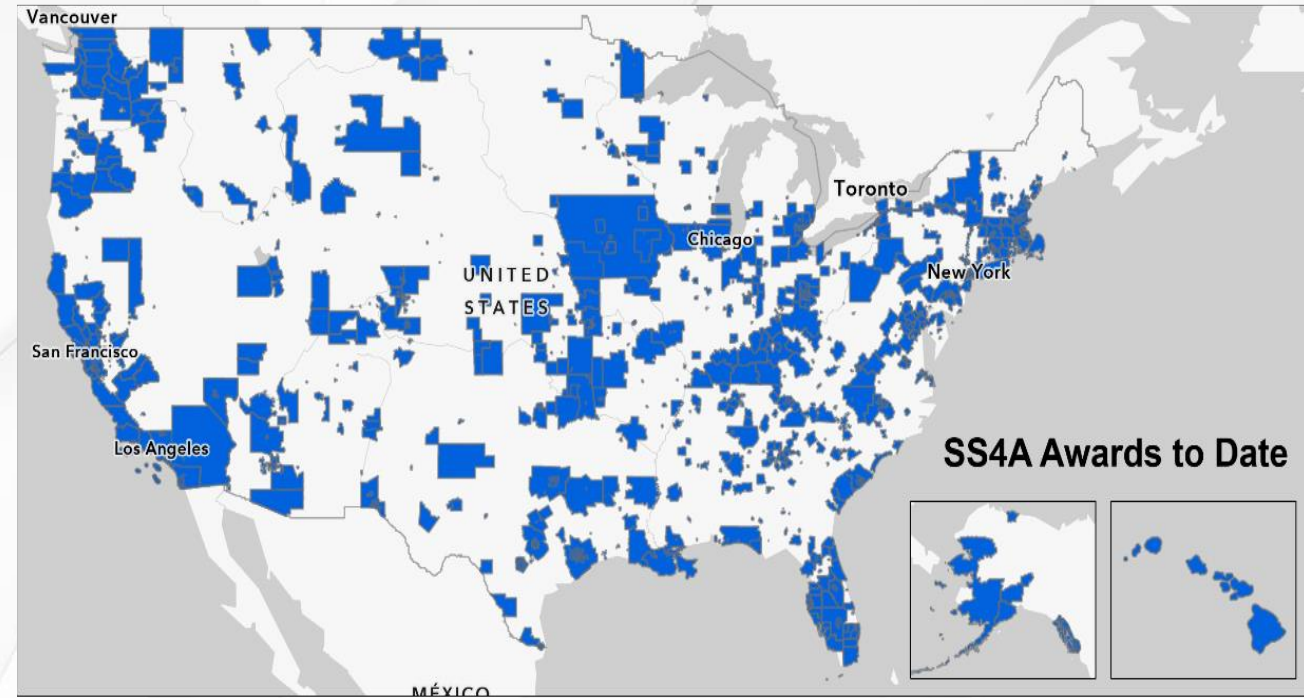
A screenshot of a Menti poll interface. It features a dark background with a list of seven categories, each with a radio button: Engineering, Maintenance, Elected Official, Law Enforcement, Emergency & Medical, Roadway Commissioners, and Other Agency Employee. At the bottom is a light-colored 'Submit' button. A red arrow points from the text 'Click “Submit” to get your responses directly to the Study Team!' to the 'Submit' button. The footer of the interface shows 'menti.com — Private'.

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

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

WHAT IS SAFE STREETS FOR ALL (SS4A)?

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



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

WHAT IS A SAFETY ACTION PLAN (SAP)?

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

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

Safe System Principles:

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



What agency do you represent?

0

Fire Department

0

Emergency Medical Services (EMS)

0

Police Department

0

County Emergency Management Agency (EMA)

0

Other Agency



What agency do you represent?


3
Fire Department

0
Emergency Medical Services (EMS)


2
Police Department


1
County Emergency Management Agency (EMA)


4
Other Agency

FEEDBACK

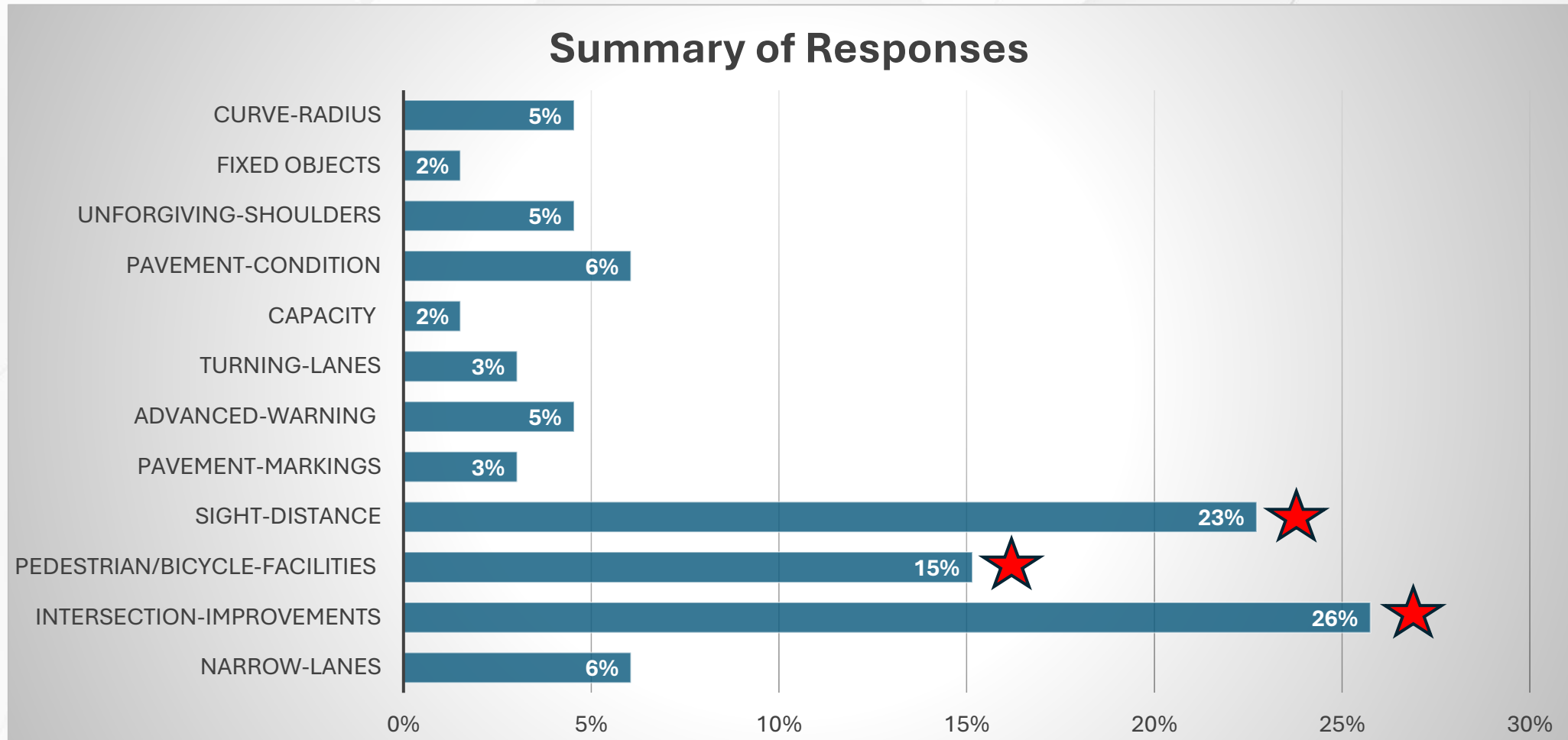
IDENTIFYING PROBLEM LOCATIONS

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



STAKEHOLDER ENGAGEMENT

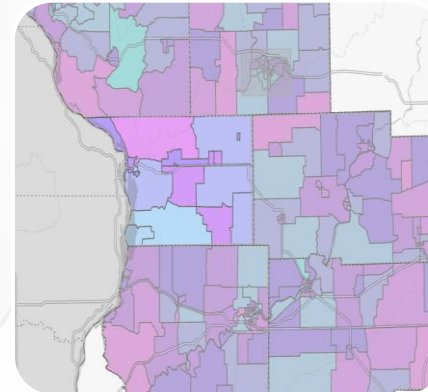
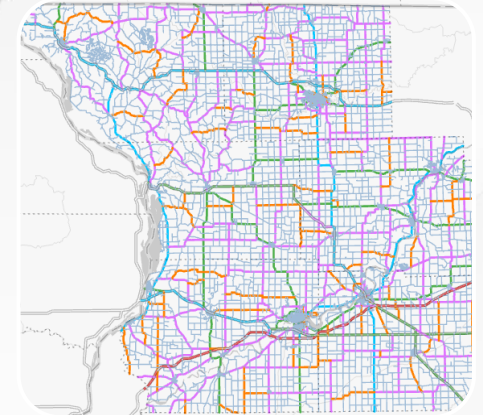
INTERACTIVE MAP – FEEDBACK TO DATE



IDENTIFYING PROBLEM LOCATIONS

DATA SOURCES

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

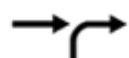
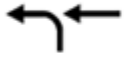
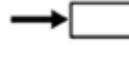
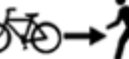


CRASH DATA

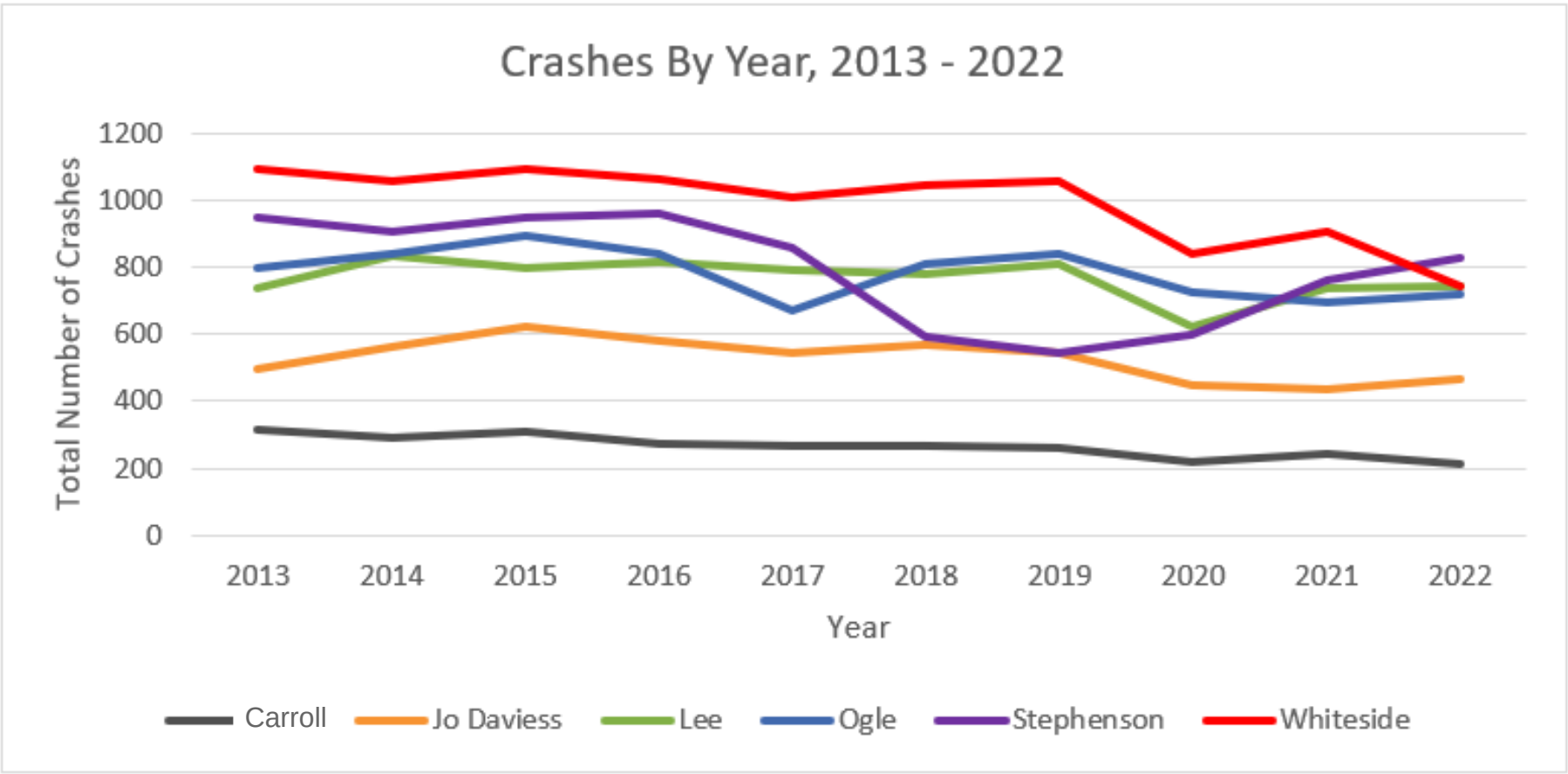
FOCUS CRASHES

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

Focus Crashes

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

CRASH TRENDS

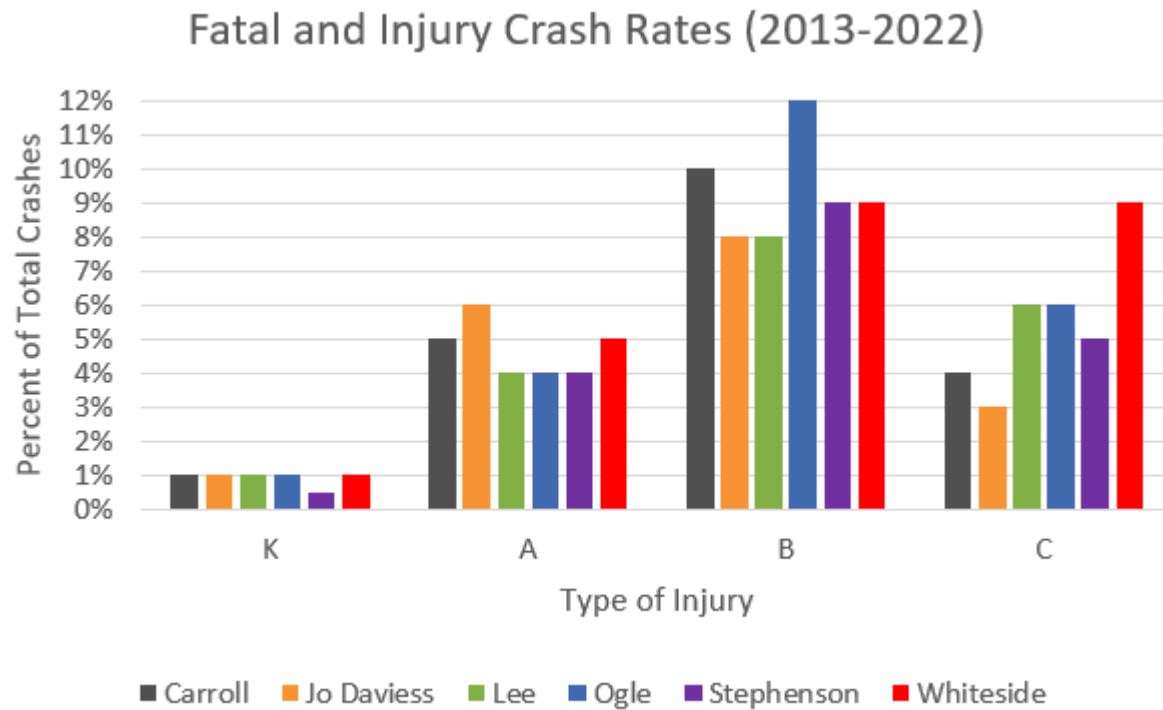


Collision Rate

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

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

FATAL AND SERIOUS INJURY CRASH RATES



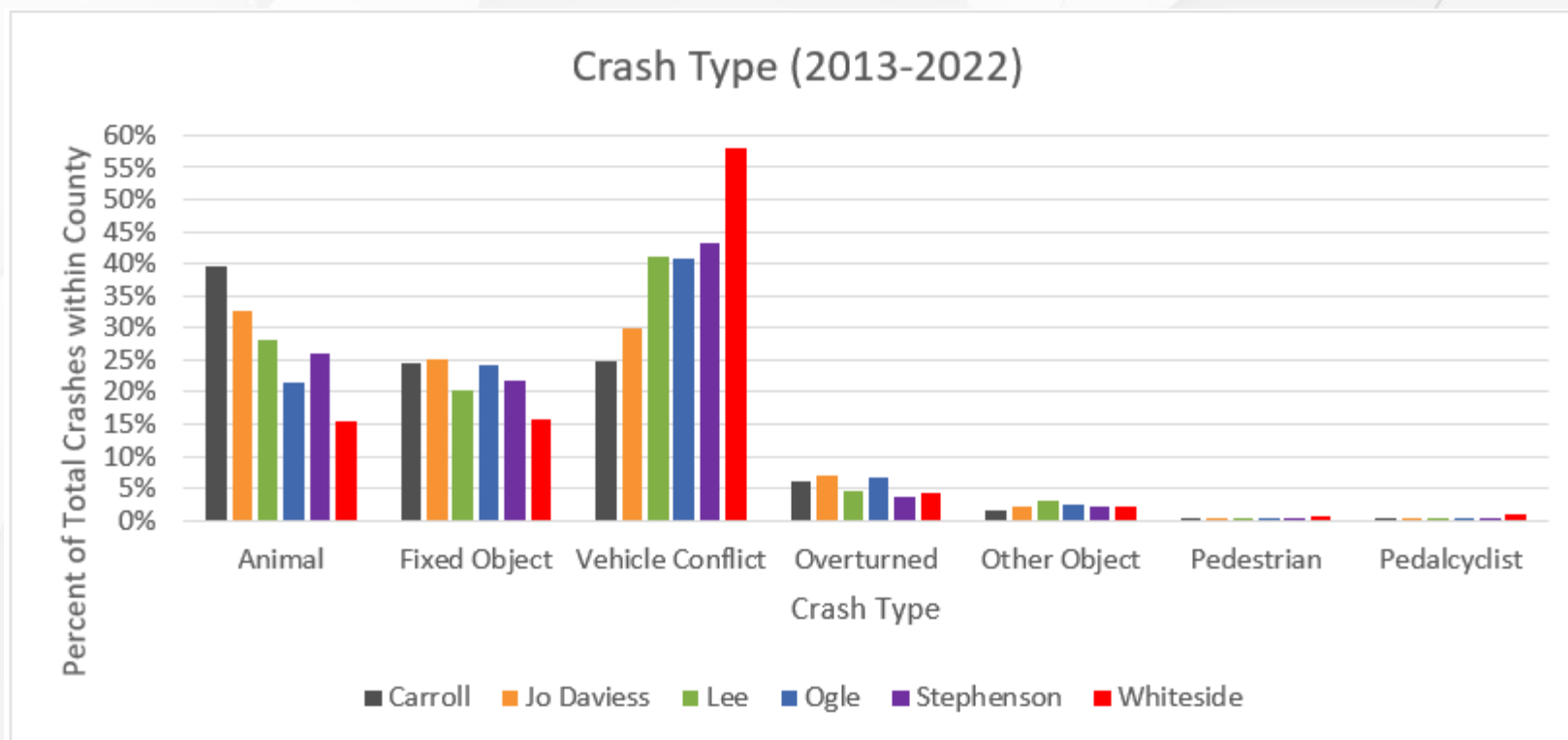
Fatality Rate

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

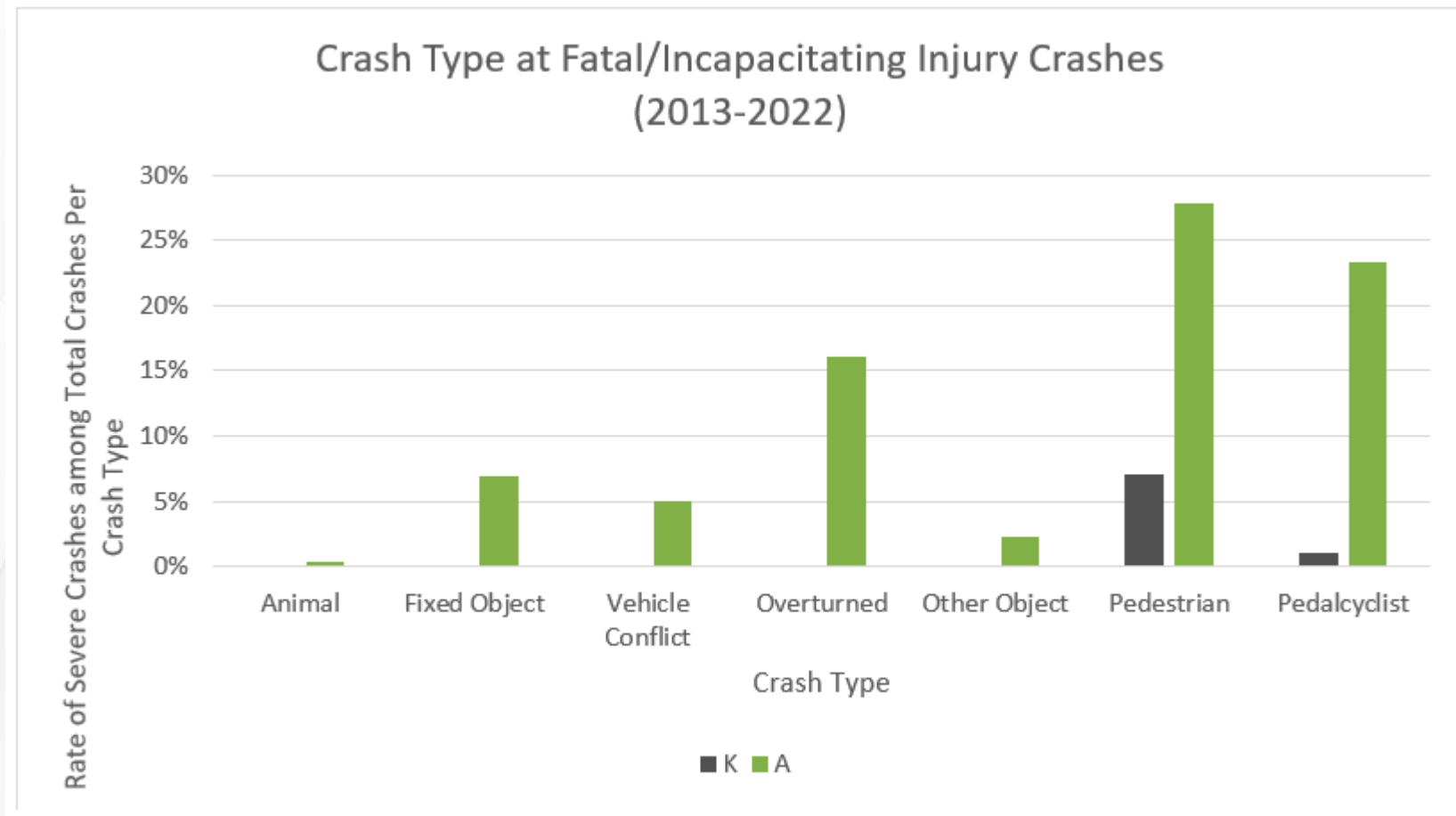
Injury Rate

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

CRASH TRENDS

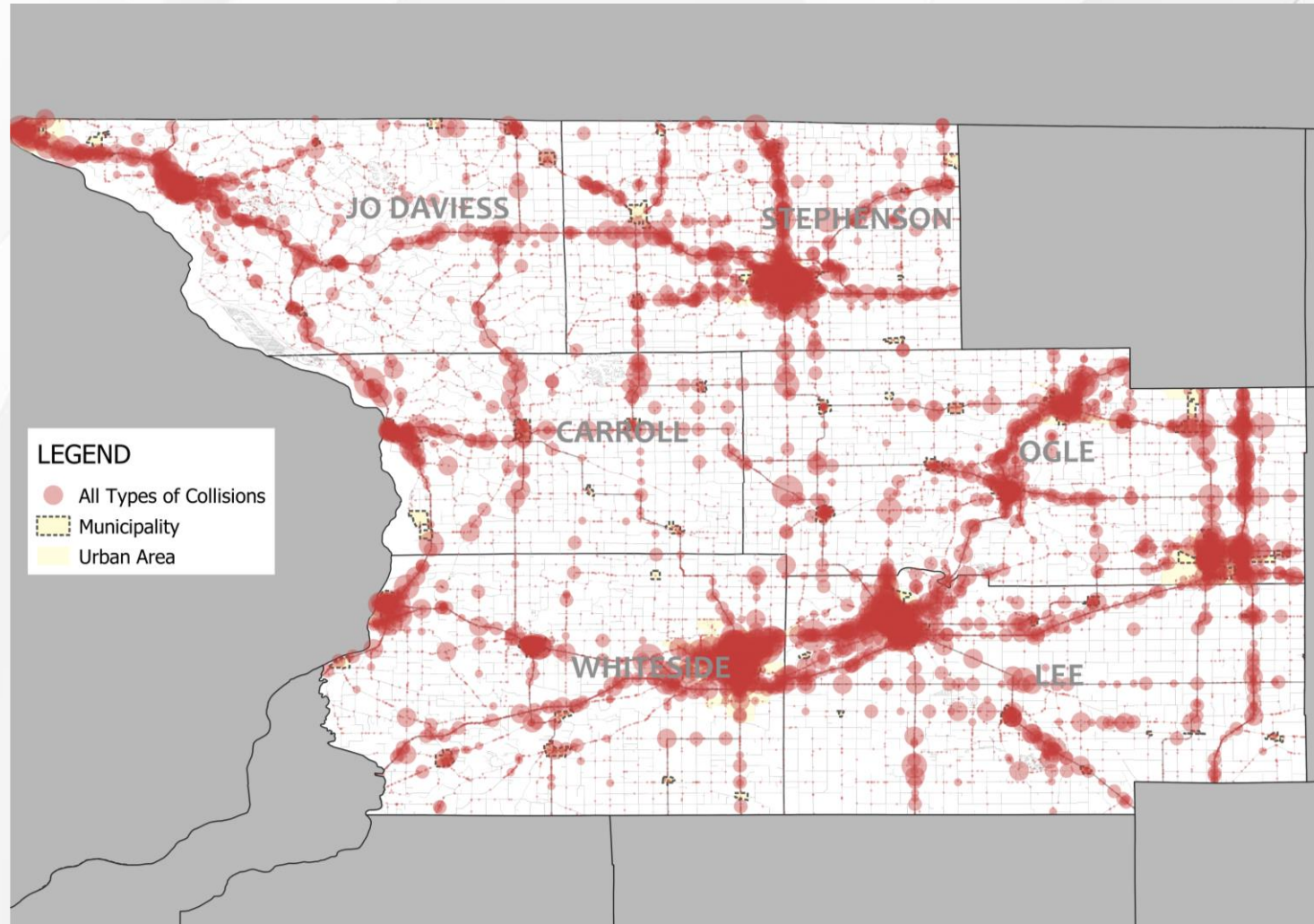


CRASH TRENDS



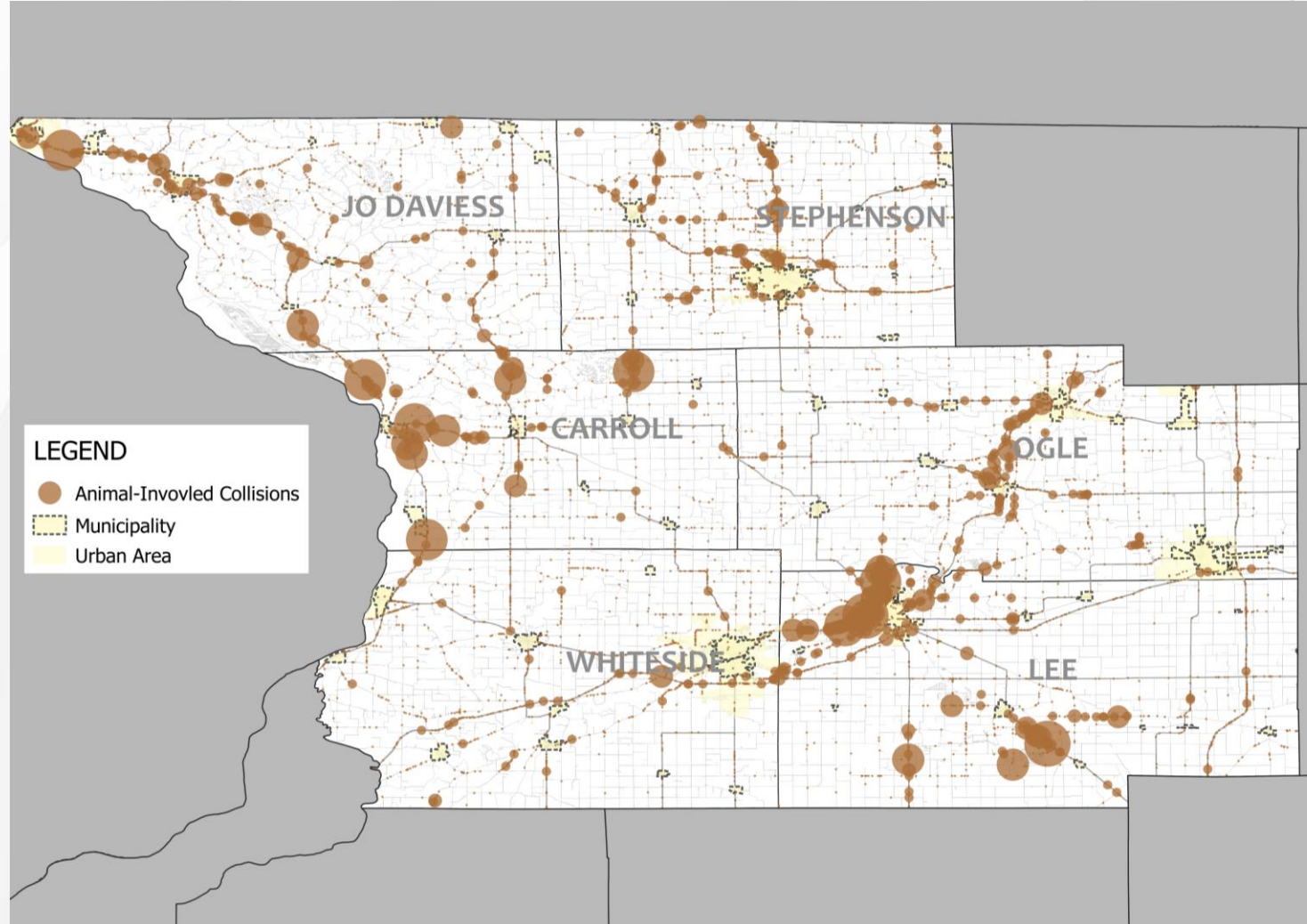
CRASH ANALYSIS RESULTS

SIX COUNTY ALL CRASH TYPES



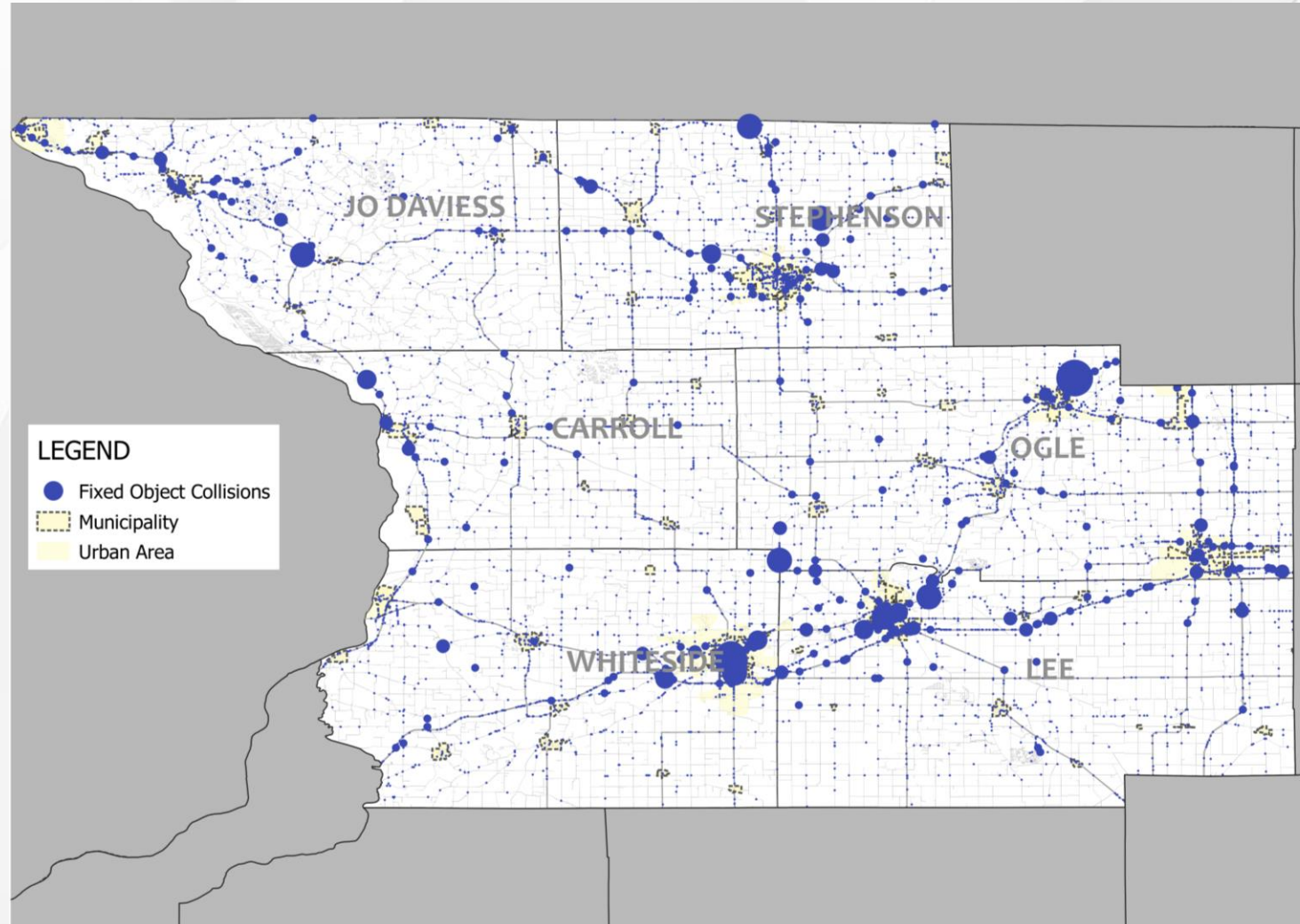
CRASH ANALYSIS RESULTS

SIX COUNTY ANIMAL CRASHES



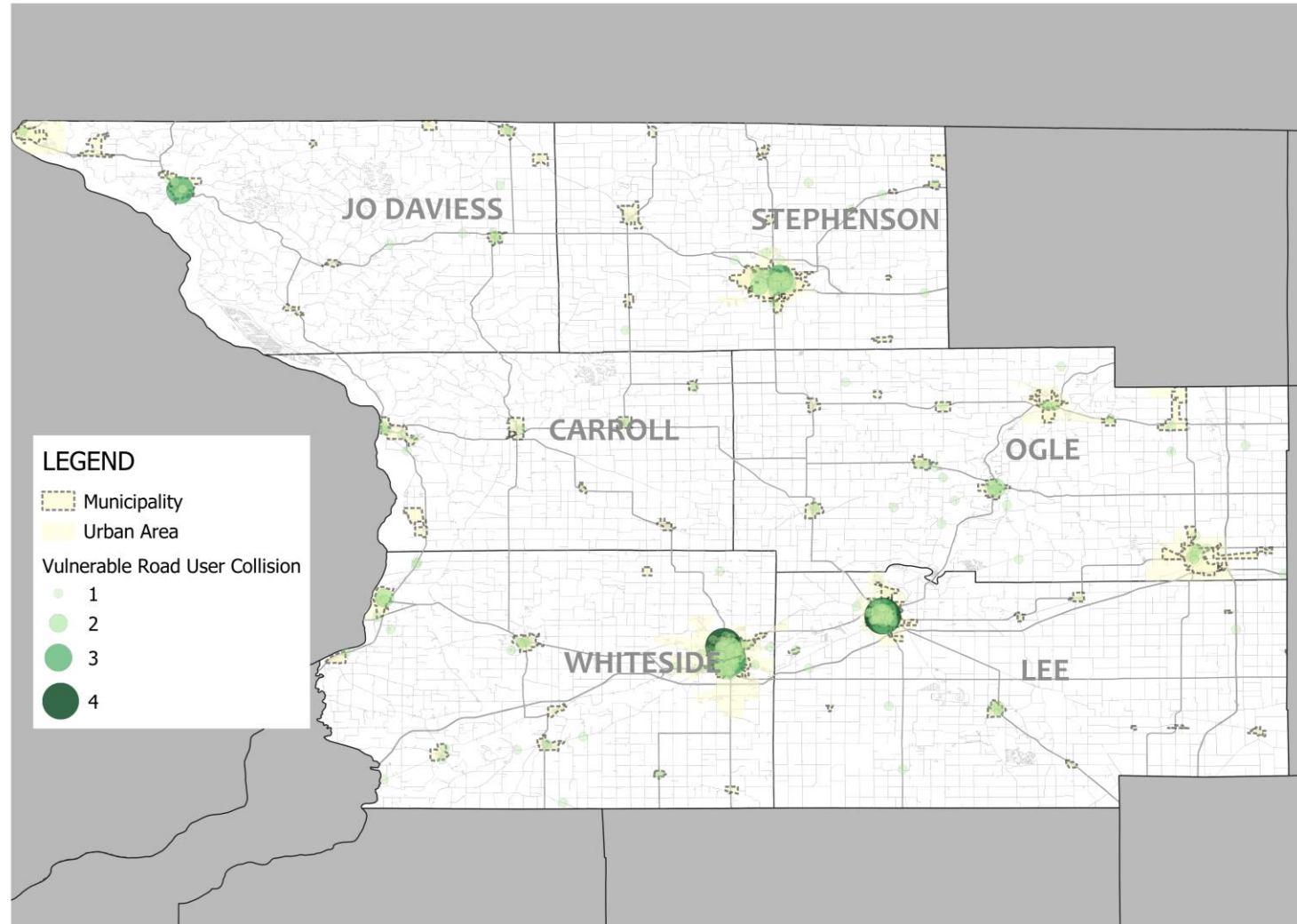
CRASH ANALYSIS RESULTS

SIX COUNTY FIXED OBJECT



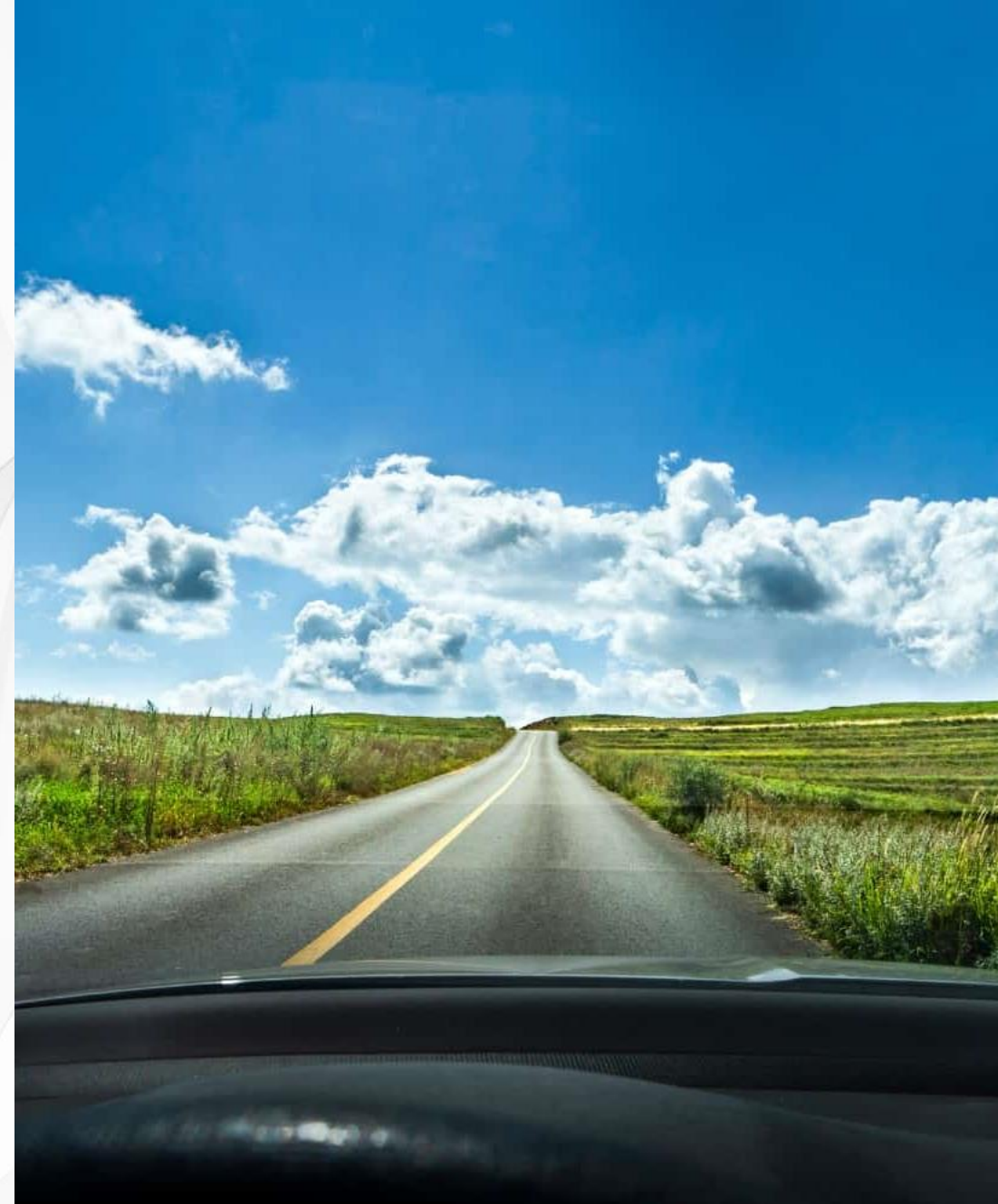
CRASH ANALYSIS RESULTS

SIX COUNTY VULNERABLE ROAD USER CRASHES



DATA INSIGHTS

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



DATA INSIGHTS

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

JANUARY

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

FEBRUARY

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

MARCH

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

APRIL

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

MAY

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

JUNE

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

JULY

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

AUGUST

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

SEPTEMBER

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

OCTOBER

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

NOVEMBER

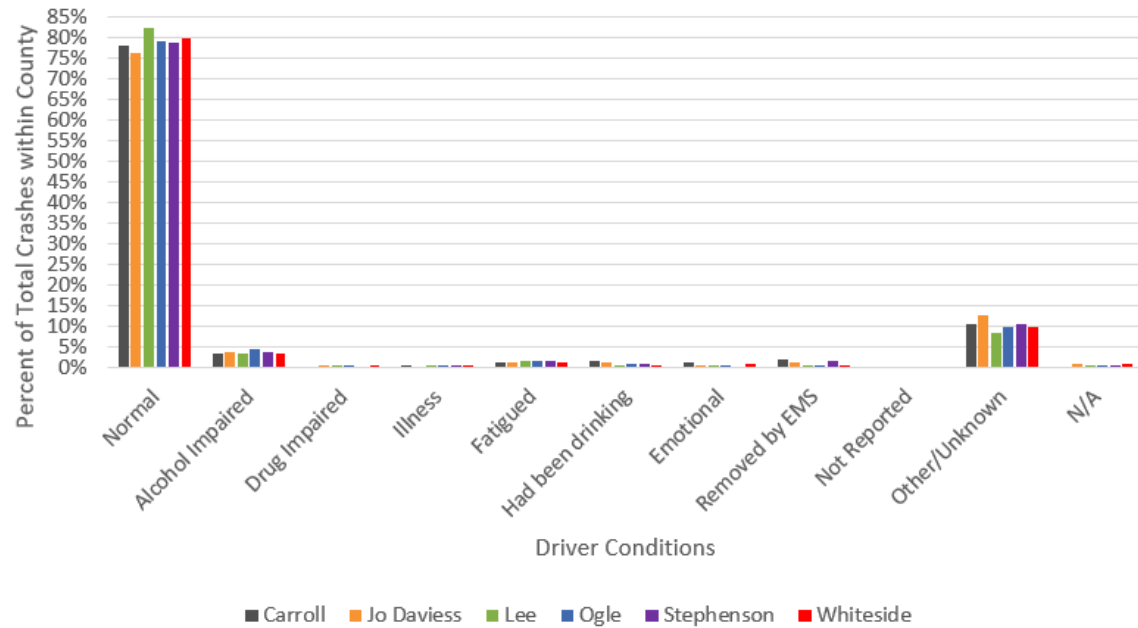
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4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

DECEMBER

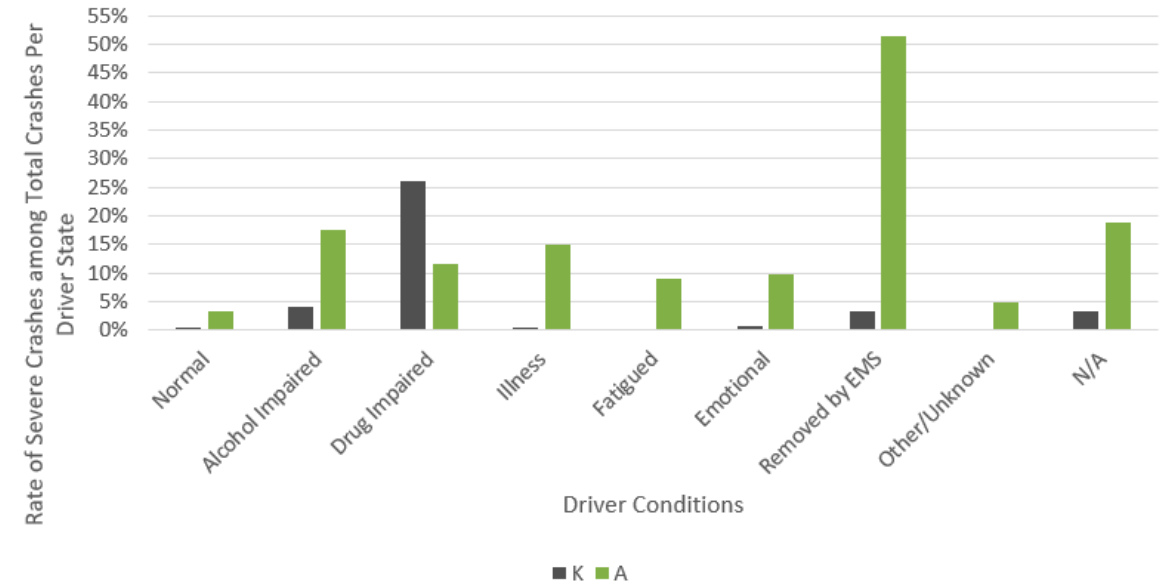
M	T	W	T	F	S	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

DRIVER STATE

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



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



CRASH ANALYSIS RESULT SUMMARY

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

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



Phone Usage

Speeding

0

Not adhering to signage

0

Impaired driver or pedestrian

0

Seatbelts not used

0

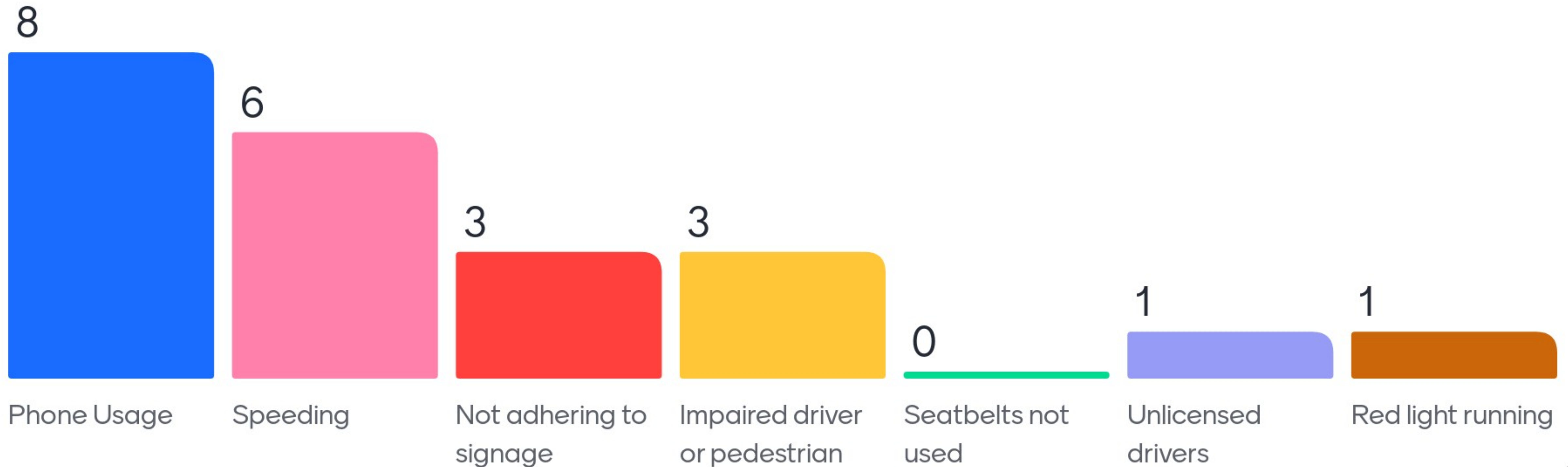
Unlicensed drivers

0

Red light running



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



Join at menti.com | use code **53636**

Are there any behaviors not that you believe are an issue

All responses to your question
will be shown here

Each response can be up to
200 characters long



Account



Content



Design



Settings



Help &
Feedback

Are there any behaviors not on that list that you believe are an issue?

COUNTERMEASURES

FHWA proven countermeasures for rural roadways



Wider Edge Lanes



Longitudinal Rumble Strips and Stripes on Two-Lane Roads



SafetyEdgeSM



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

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

Successful Implementation in Indiana



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



Wider Edge Lanes

0

SafetyEdge

0

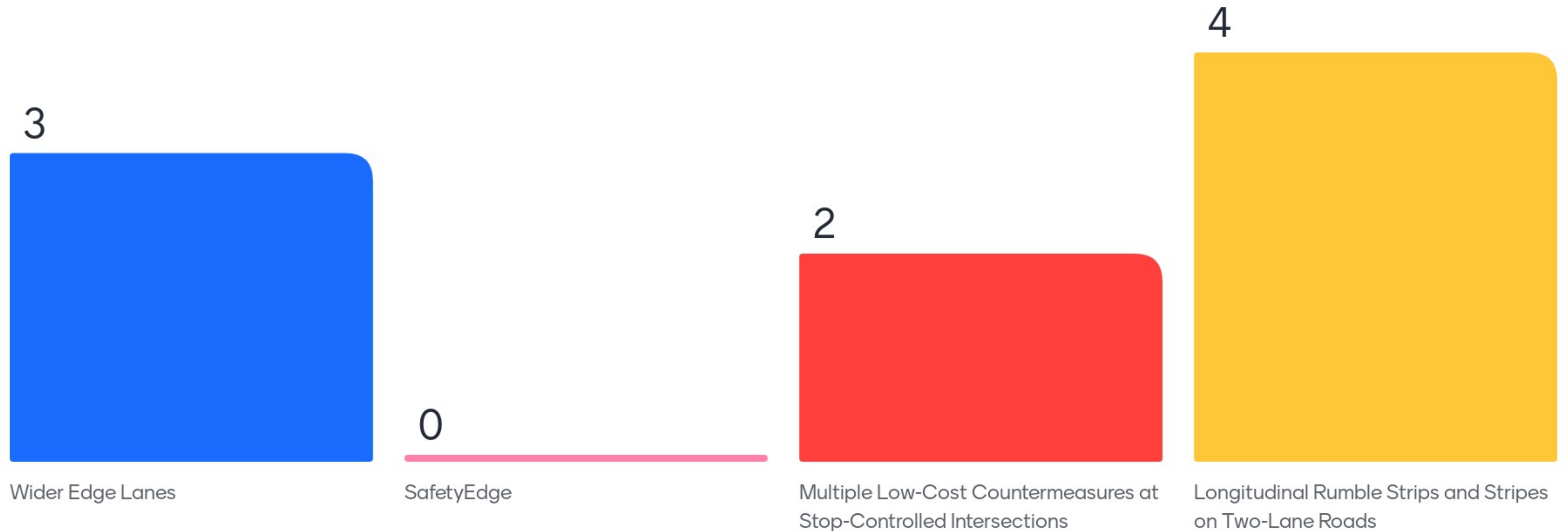
Multiple Low-Cost Countermeasures at Stop-Controlled Intersections

0

Longitudinal Rumble Strips and Stripes on Two-Lane Roads



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



What countermeasures have been effective in your community?

All responses to your question
will be shown here

Each response can be up to
200 characters long

Turn on voting to let
participants vote for their
favorites



What countermeasures have been effective in your community?

Roundabouts

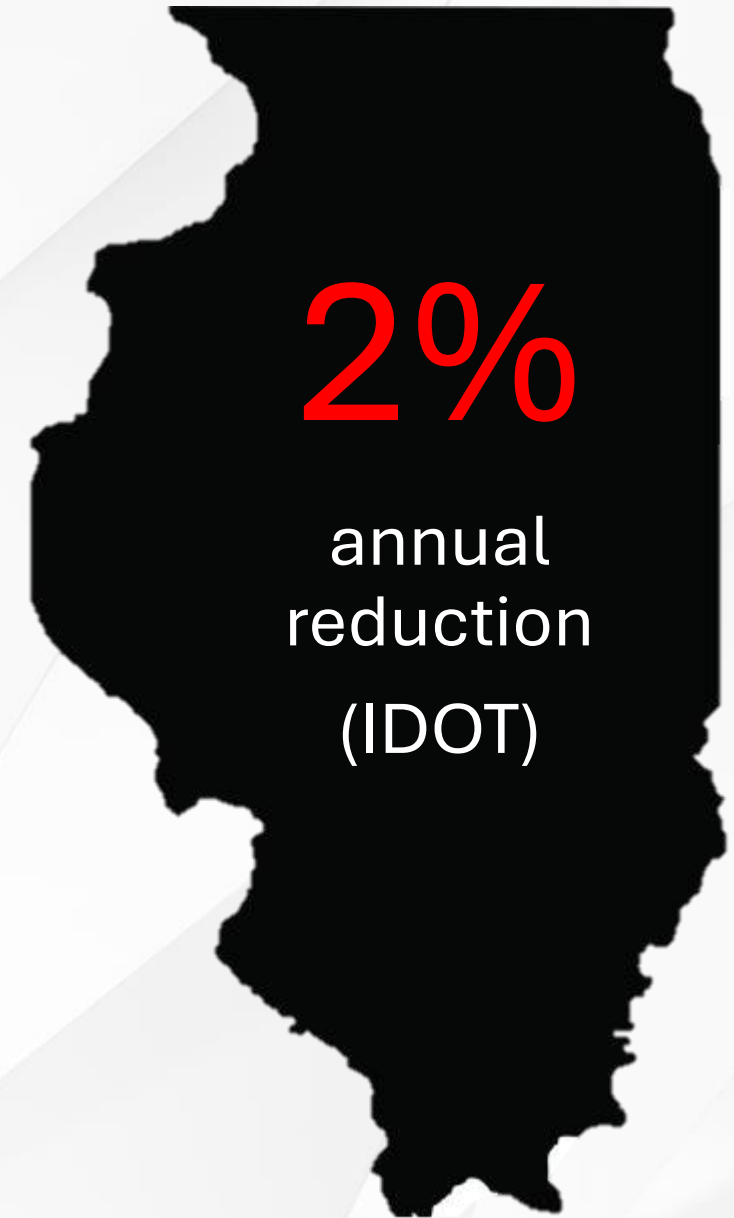
Roundabouts

Awareness. There have been a few serious accidents within the last month or so that has highlighted the issue in our area

GOAL SETTING

Making roads safer and protecting users.

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



Join at menti.com | use code 5363 6429

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

All responses to your question
will be shown here

Each response can be up to
200 characters long



From your experience, what is a good goal you feel should be set?

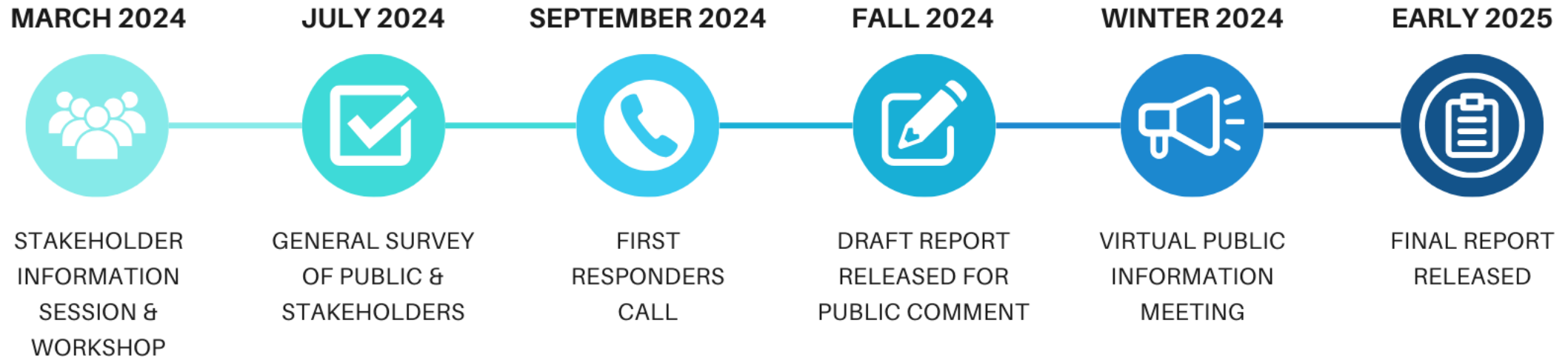
A continual decline in service accidents

Reduce by 10% each year.

All high accidents locations corrected

PROJECT TIMELINE

What we have done & what's to come



Northwest Illinois SS4A Safety Action Plan

QUESTIONS?



HOW TO REACH US

Project Website &
Comment Submission



SCAN ME

Virtual Safety Issue
Interactive Map



SCAN ME



Appendix H

Implementation Steering Committee Meetings

Kickoff Meeting

Northwest Illinois SS4A Safety Action Plan

*Carroll, Jo Daviess, Lee, Ogle,
Stephenson, and Whiteside Counties
January 23, 2024*





AGENDA

Introductions

Project Overview

Schedule & Timeline

Public Involvement

Next Steps





STUDY TEAM INTRODUCTIONS

GERI BOYER, PE
Principal In Charge

BRYAN DONZE, PE, RSP
Project Manager

VERONICA RICHFIELD, PE, PTOE, RSP2I
Deputy PM

SEAN DALY, AICP, PTP
Deputy PM

JAMY LYNE
Senior Planner

ADAM DANCZYK, PE, PTOE
Senior Engineer

SARAH WELLS
Public Involvement



CLIENT INTRODUCTIONS

DALE RASMUSSEN

Stephenson County Engineer

ROB BOYER

City of Freeport

GEORGIA NEWCOMER

Stephenson County

STEPHEN KEEFER

Jo Daviess County Engineer

DANIEL PAYETTE

BHRC Executive Director

DAVID ANDERSON

Lee County

ABIGAIL EBELHERR

BHRC Regional Planner

JEREMY CIESIEL

Ogle County Engineer

SARAH RENKES

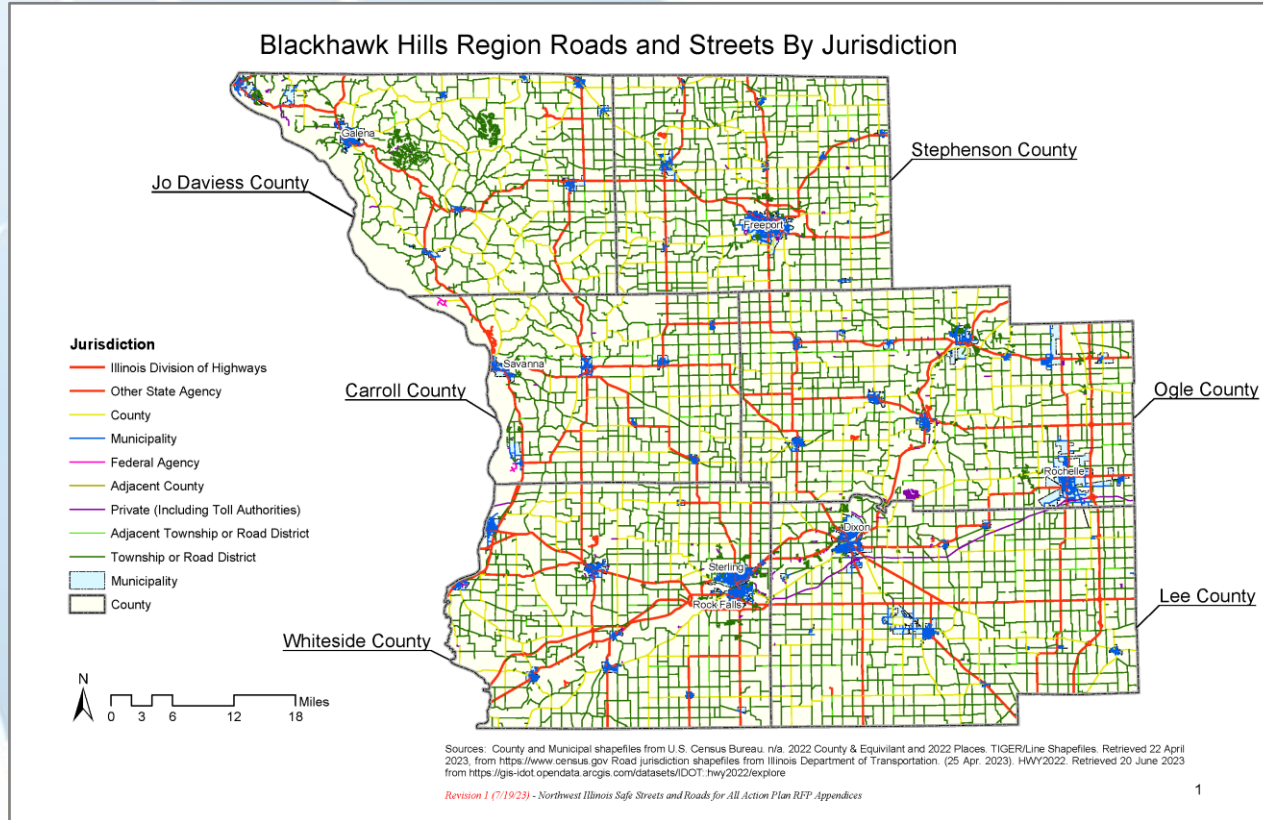
Carroll County Engineer

RUSS RENNER

Whiteside County Engineer



PROJECT OVERVIEW



The Consortium was awarded an SS4A Grant in early 2023 for the creation of an **Action Plan**.

The ultimate goal of SS4A programs is to reach **zero deaths**.

The zero deaths vision is going to take an **100% commitment**, not only from municipal leadership, but from the public as well.

The Consortium

PROJECT OVERVIEW



Principles of a Safe System Approach

The **Action Plan** will be...

In accordance with SS4A
Program Requirements

Adhere to the SS4A NOFO

Used to guide future infrastructure
design, engineering, & policy

SCHEDULE & TIMELINE

	2024												2025			
TASK	JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR
DATA REVIEW																
DRAFT REPORT																
POLICY & PROCESS CHANGES																
PUBLIC INVOLVEMENT																
DRAFT FINAL REPORT																
PUBLIC COMMENT																
FINAL REPORT																

DELIVERABLES & MILESTONES



DRAFT REPORT



DRAFT FINAL REPORT



WORKSHOP & INFO SESSION



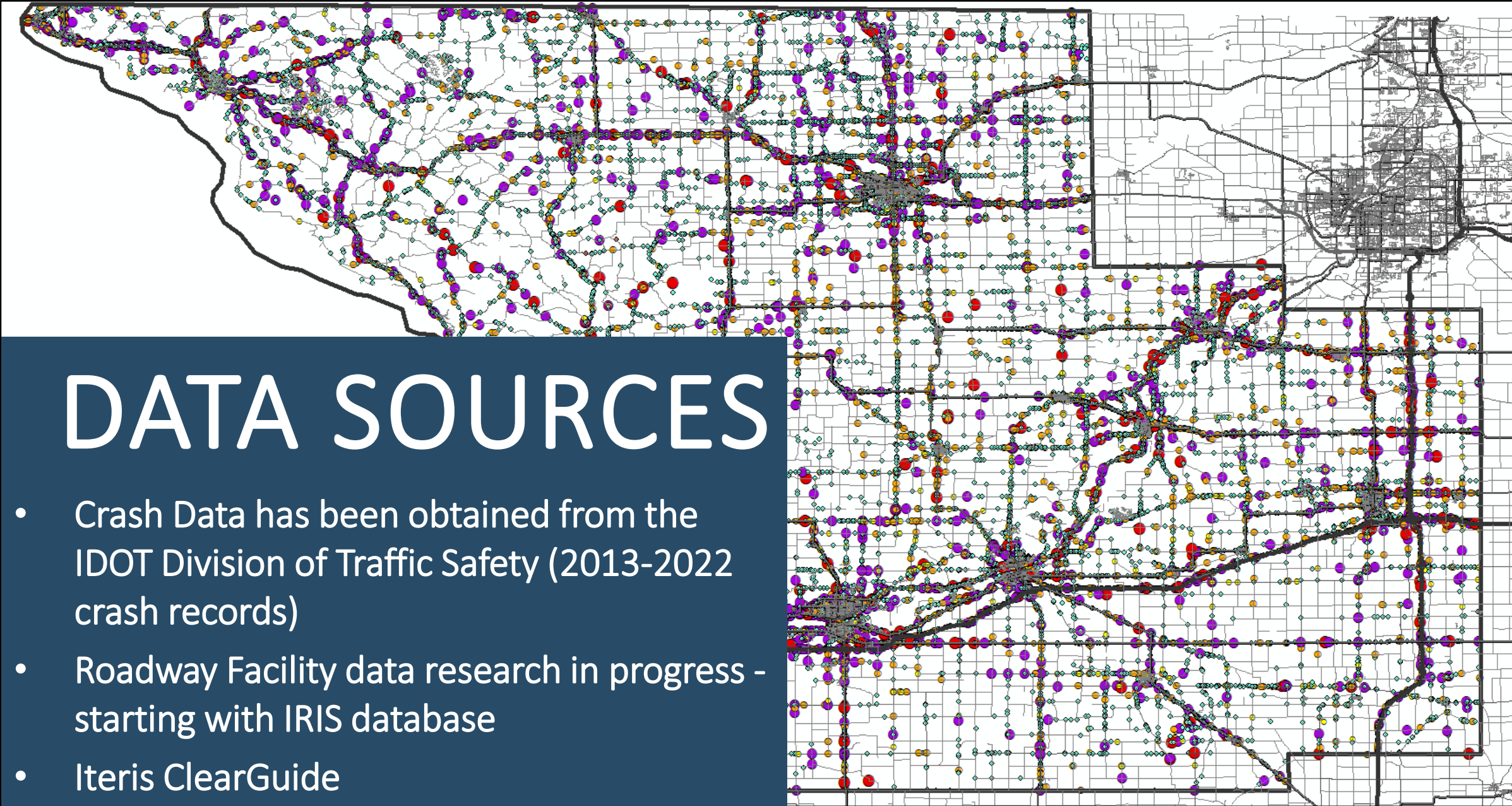
VIRTUAL PUBLIC MEETING



FINAL REPORT



KICKOFF MEETING

A map of Northwest Illinois with a grid overlay. Numerous colored dots (purple, red, orange, green) are scattered across the map, representing crash data points. The dots are more densely clustered in certain areas, particularly around major roadways and urban centers. The map shows the state's outline and major road networks.

DATA SOURCES

- Crash Data has been obtained from the IDOT Division of Traffic Safety (2013-2022 crash records)
- Roadway Facility data research in progress - starting with IRIS database
- Iteris ClearGuide

TYPE: YEAR: MONTH: TIME OF DAY: ☒ All Day + Show Advanced ☐ From

SAVE PREFERENCES

Speeding Map

PERCENT OF VEHICLES OVER SPEED LIMIT BY 2 MPH

TMC	PCT	SPEEDING COUNT
1 I-294 NB (MM 33.54 to M...	68%	3,524,830
2 I-294 SB from 4.05 mi be...	69%	3,389,145
3 I-294 NB from 4.68 mi b...	77%	3,183,635
4 I-80 WB from 0.88 mi bef...	83%	2,936,660
5 EISENHOWER EXPY E SE...	85%	2,825,261
6 I-294 SB from 4.55 mi be...	79%	2,819,612
7 I-294 NB from 3.18 mi b...	85%	2,795,228
8 I-294 SB from 2.86 mi be...	88%	2,736,203
9 I-88 WB from 2.27 mi bef...	81%	2,736,114

Showing 1 to 100 of 26,325 entries

Prev 1 2 3 4 5 ... 264 Next

LEGEND

% VEHICLES OVER SPEED LIMIT BY 2 MPH

20 40 60 80 100

click on a slider number to show/hide color



Layers

☒ Percent of vehicles over speed limit

by mph

Show only TMCs with Speeding Count >=

☐ Percent of vehicles over speed of

☐ Percentile Speeds

☐ Standard deviation of speeds

☐ Speed Limit

☐ ☒ Mile Markers

DATA SOURCES
ClearGuide

DATA SOURCES

Additional Data Sources

- Intersection
- Curvature
- Others?



PUBLIC INVOLVEMENT & ENGAGEMENT

Educate + Inform + Solicit Feedback + Minimize Backlash

IMPLEMENTATION GROUP	IMPLEMENTATION STEERING COMMITTEE	STAKEHOLDERS
40 – 60 Participants	8-12 Participants	Unlimited Participants
Includes Consortium (6 County engineers), public health and safety officials, BHRC representatives, and surface transportation representatives.	Includes members from the Implementation Group that represents each County in engineering, health/safety, and State/Federal representation.	Includes those who may have with an interest, concern, and/or unique insight in the project, and who is not already participating in the Implementation Group.
<u>Level of Involvement:</u> • Opinion Polls • Workshop & Info Session • Virtual Public Meeting • Draft Final Deliverable Review	<u>Level of Involvement:</u> • Opinion Polls • Workshop & Info Session • Virtual Public Meeting • Draft Final Deliverable Review • Regular Update Meetings with Project Team • Goal Setting • Policy Meeting • Review of Draft & Final Deliverable	<u>Level of Involvement:</u> • Participation is voluntary • Included in educational outreach & surveys • Invited to Virtual Public Meeting and Workshop & Info Session



PUBLIC INVOLVEMENT & ENGAGEMENT

Suggested Implementation Steering Committee

Additional Needed:

FWHA Representative

IDOT District 2 Representative

Health/Safety Official(s)

DALE RASMUSSEN

Stephenson County Engineer

ROB BOYER

City of Freeport

GEORGIA NEWCOMER

Stephenson County

STEPHEN KEEFER

Jo Daviess County Engineer

DANIEL PAYETTE

BHRC Executive Director

DAVID ANDERSON

Lee County

ABIGAIL EBELHERR

BHRC Regional Planner

JEREMY CIESIEL, PE

Ogle County Engineer

SARAH RENKES

Carroll County Engineer

RUSS RENNER, PE, SE

Whiteside County Engineer



Study Goals

Region-Specific & Targeted

Current Problems

- ✓ Fatalities and injuries on a nationwide rise, including within this region
- ✓ Vast majority of fatalities and injuries are due to fixed-object crashes
- ✓ 21.5% of population is 65+
- ✓ Pedestrian and/or Bicycle issues?

Regional Needs

- ✓ Evidence-based countermeasures
- ✓ Programmatic countermeasures
- ✓ Educational countermeasures
- ✓ Identification of corridors ideal for safety assessments
- ✓ Rural, automated enforcement



Next Steps

What to expect from us.

Public Involvement

- ✓ Finalize stakeholder list from those received from Consortium
- ✓ Develop Engagement Strategy (PIP)
- ✓ Schedule Workshop & Info Session

Engineering

- ✓ Collect & Review Data
- ✓ Schedule Steering Committee Meetings



Questions?

BI-MONTHLY STEERING COMMITTEE

MAY 21, 2024

Northwest Illinois SS4A Safety Action Plan





TODAY'S AGENDA

I. Since We Last Met Summary

II. Stakeholder Engagement

- a. Revisit/share poll results from March Workshop
- b. Report on Interactive Map Feedback
- c. New Materials
- d. Equity Engagement (organizations or neighborhoods)
- e. Next Activities
- f. Finalize and Post Initial Engagement Plan

II. Goal Setting Discussion

- a. Discuss Framework Options
- b. Discuss Examples

III. Next Steps/Next Meeting (July 16th)

SINCE WE LAST MET

SUMMARY

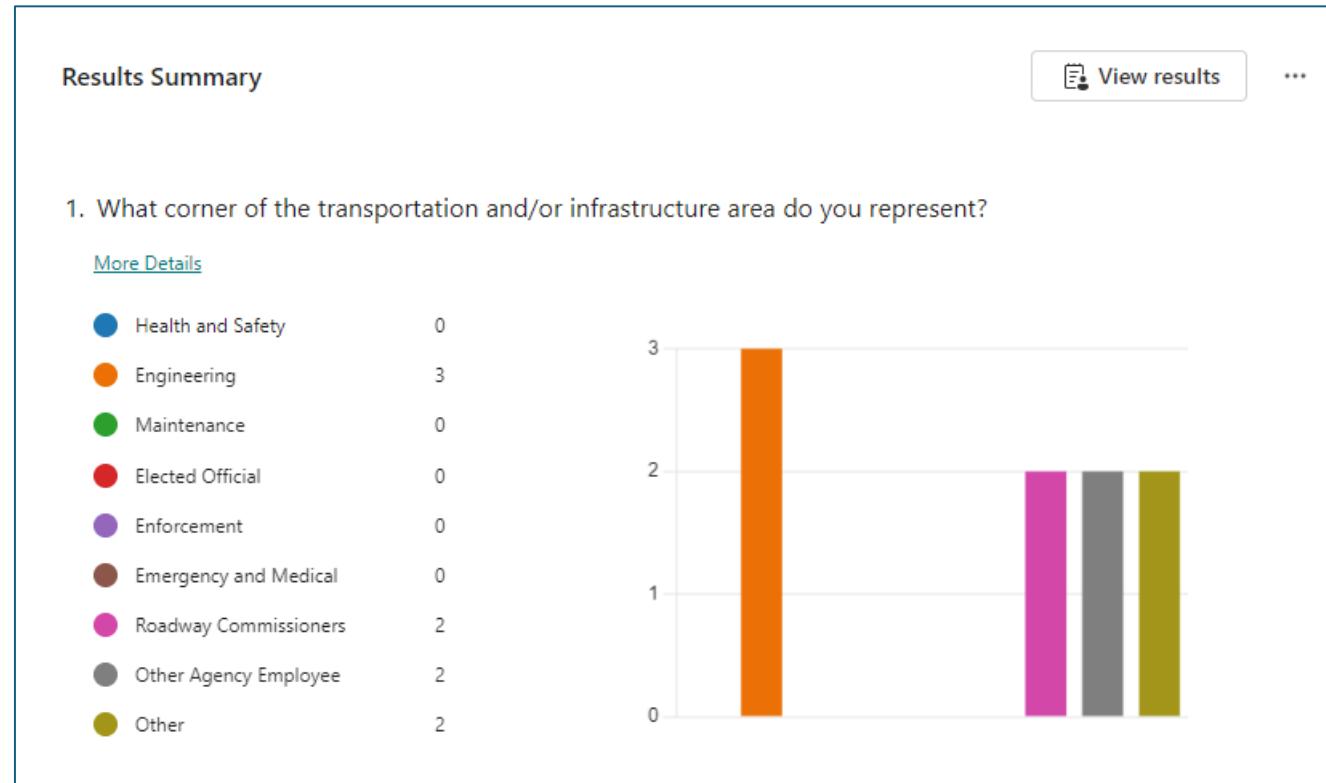
- Steering Committee Meeting – March 19th
- Safety Workshop – March 20th
- Data Collection Checklist Circulated – April 3rd
- Draft Stakeholder Engagement Plan Circulated – April 16th
- Stephenson County Home Show – April 20th

3/5/2025



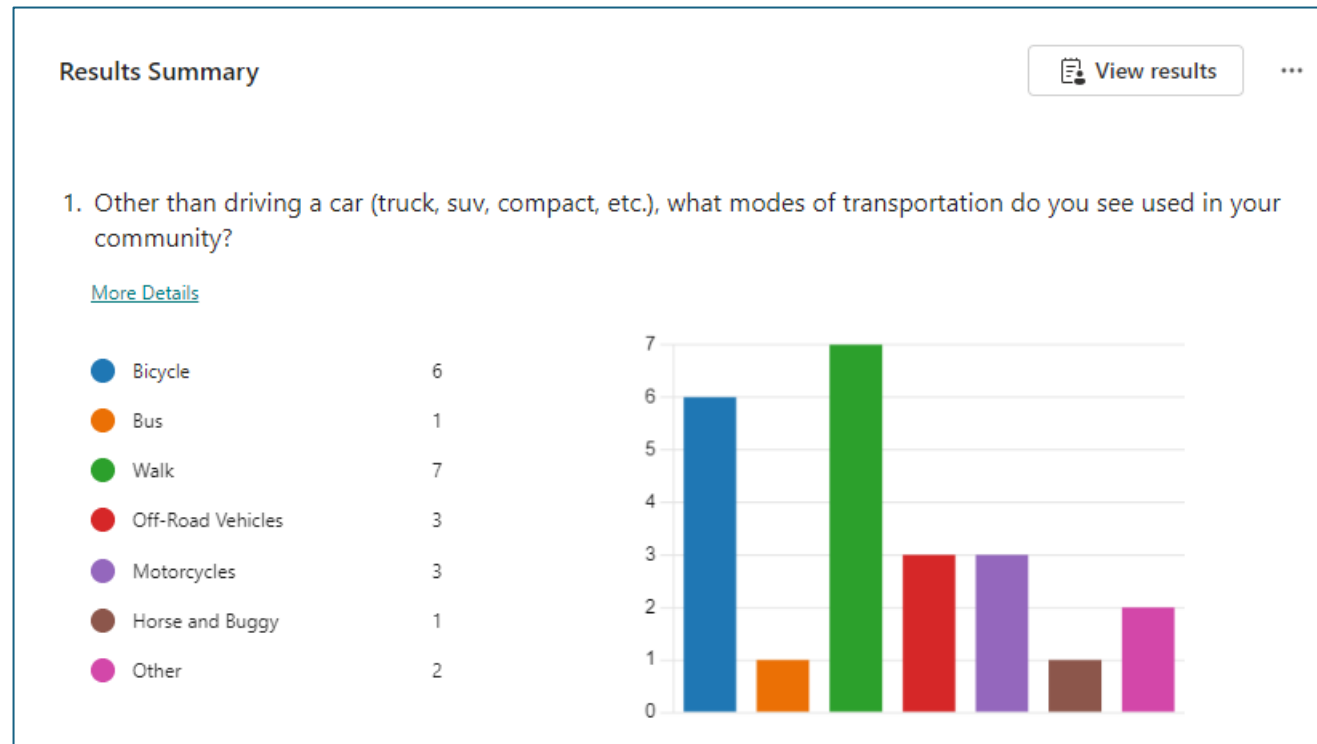
STAKEHOLDER ENGAGEMENT

MARCH WORKSHOP – POLL RESULTS #1



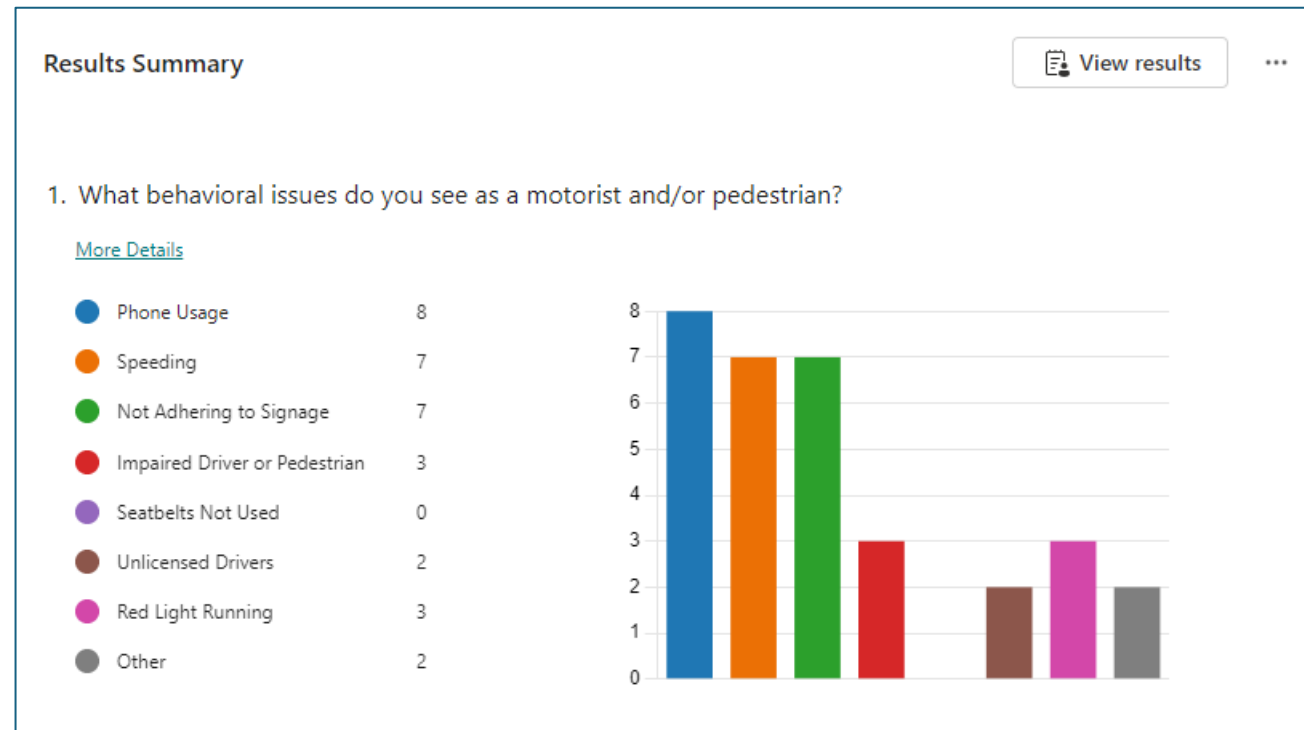
STAKEHOLDER ENGAGEMENT

MARCH WORKSHOP – POLL RESULTS #2



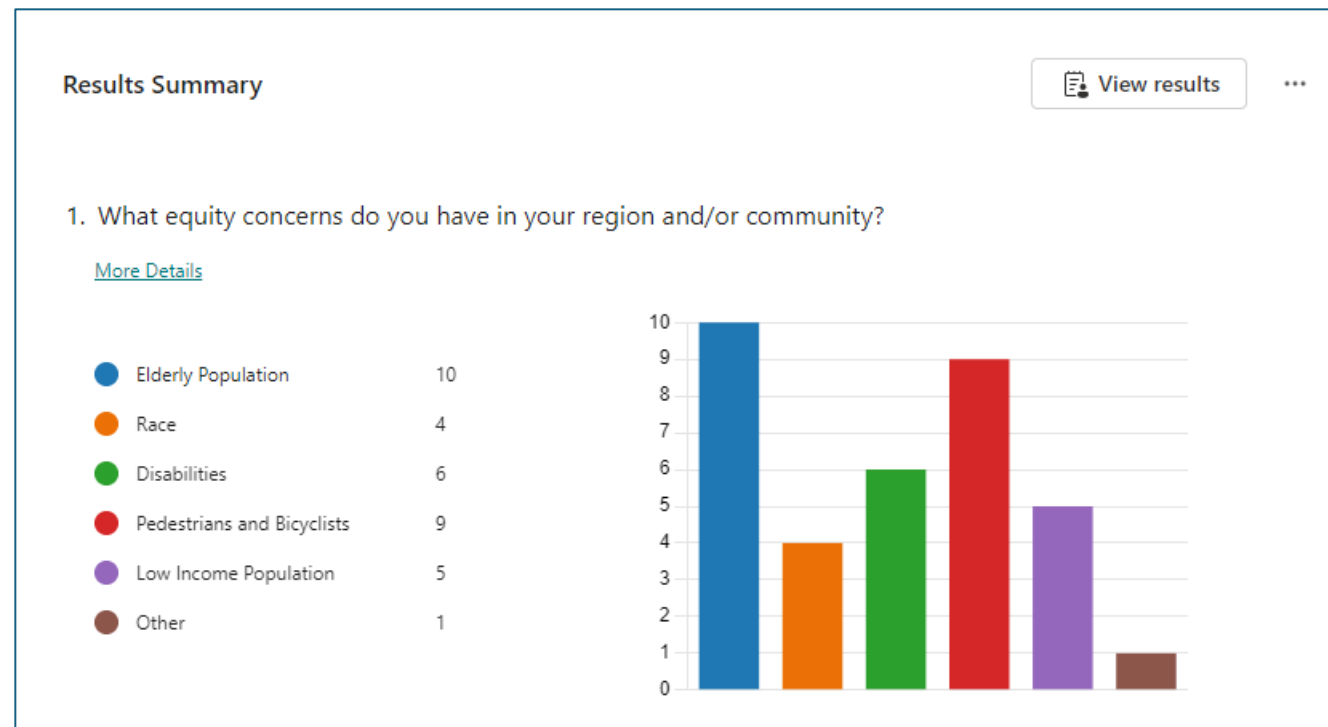
STAKEHOLDER ENGAGEMENT

MARCH WORKSHOP – POLL RESULTS #3



STAKEHOLDER ENGAGEMENT

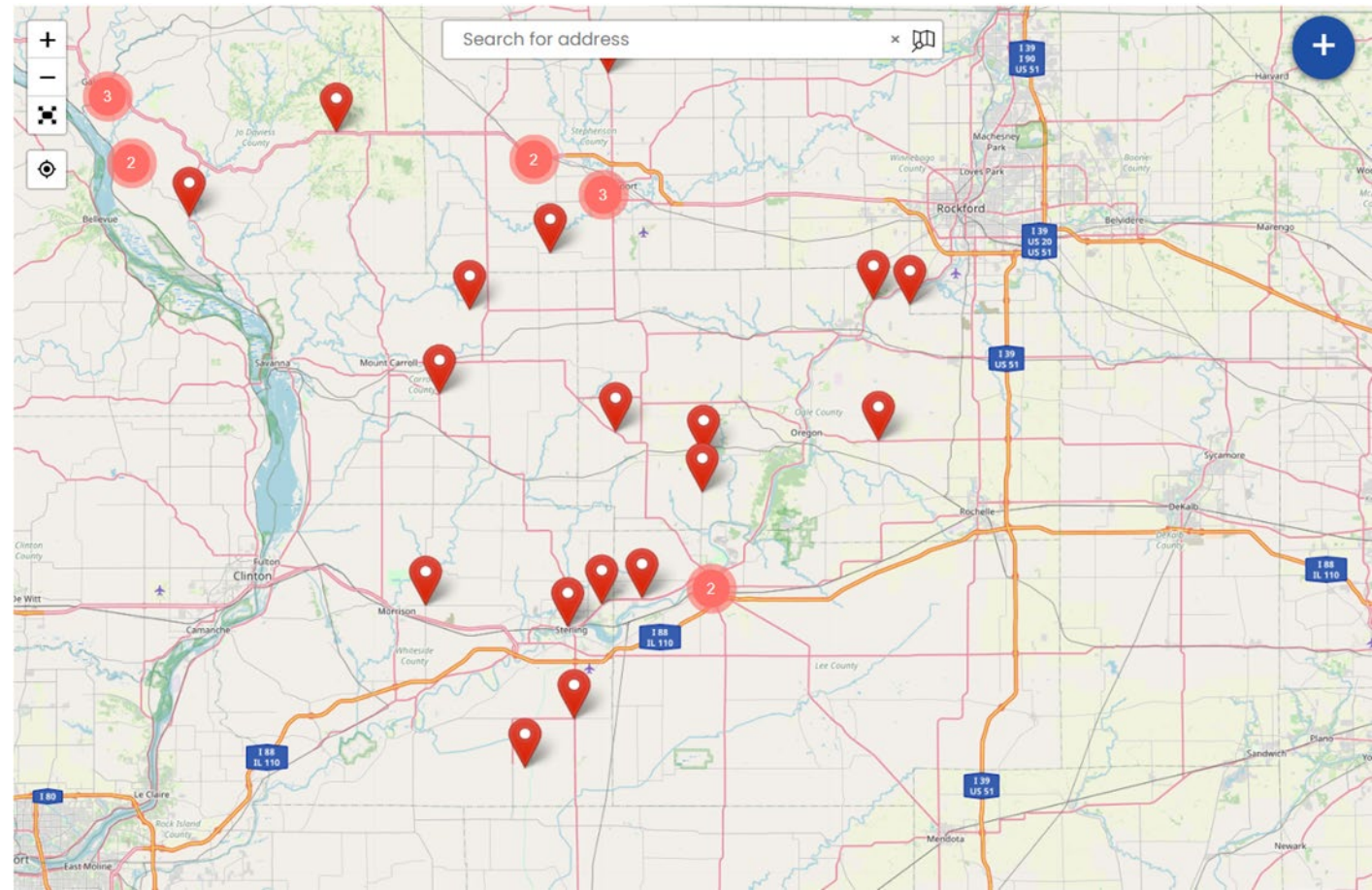
MARCH WORKSHOP – POLL RESULTS #4



STAKEHOLDER ENGAGEMENT

INTERACTIVE MAP – FEEDBACK TO DATE

- Currently 31 Unique Responses
 - Rural Comments
 - Rural roadways
 - Shoulders
 - Sight Distance
 - Rural intersections
 - Sight Distance
 - Advanced Warning



STAKEHOLDER ENGAGEMENT

INTERACTIVE MAP – FEEDBACK TO DATE

- Example of Urban Comments
 - Pedestrian/Bicycle Accessibility
 - Sight Distance

APRIL 20, 2024

INTERSECTION OF SULLIVAN AND PEARL CITY ROAD.

Brush and trees need to be removed to provide sight distance. Traffic has to block the bike path in order to see both ways from Sullivan to Pearl City Road.

APRIL 20, 2024

SOUTH CORNER OF INTERSECTION OF PARK BLVD AND LINCOLN

Trees obstructing the view of NB traffic.

MARCH 27, 2024

NO SAFE WAY FOR BICYCLES OR PEDESTRIANS TO CROSS S. WEST AVENUE TO SHOP CUB FOODS. NO SIDEWALKS, NO PEDESTRIAN CROSSWALKS, BICYCLES CAN'T TRIP STOP LIGHTS.



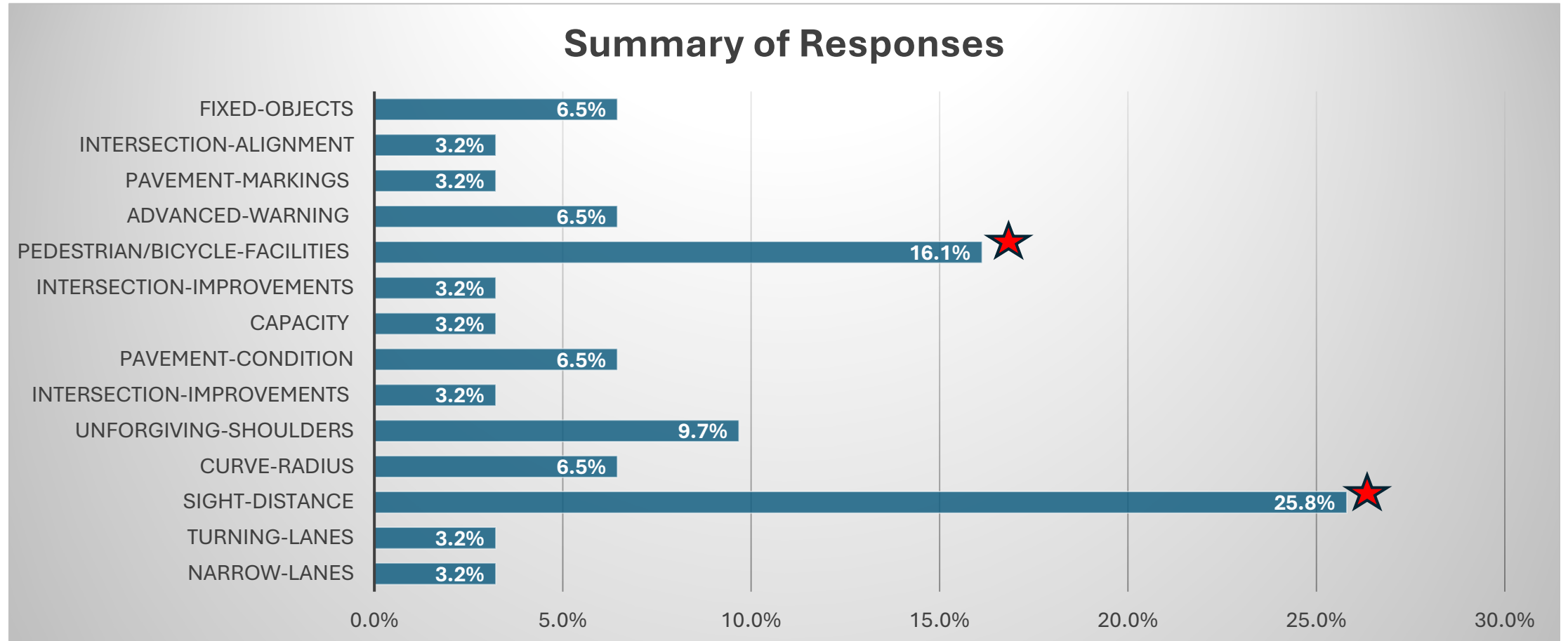
STAKEHOLDER ENGAGEMENT

INTERACTIVE MAP – FEEDBACK TO DATE



STAKEHOLDER ENGAGEMENT

INTERACTIVE MAP – FEEDBACK TO DATE



STAKEHOLDER ENGAGEMENT

INTERACTIVE MAP – FEEDBACK TO DATE

- Summary of Most Common Responses
 - Pedestrian and Bicycle Facilities
 - Missing pedestrian/bicycle facilities
 - Bicyclist using high speed roadways
 - Pedestrians/bicyclist using roadway to access shopping centers
 - Sight Distance
 - Poor sight distance at high-speed intersections
 - Poor sight distance in urban areas
 - Poor sight distance on high-speed horizontal curves
 - Poor sight distance on high-speed vertical curves



Source: [Pedestrian & Bicycle Safety | FHWA \(dot.gov\)](https://www.fhwa.dot.gov/pedestrian/)

STAKEHOLDER ENGAGEMENT

INTERACTIVE MAP – FEEDBACK TO DATE

- Summary of Most Common Responses
 - Fixed Objects near Roadway
 - Missing Advanced Warnings
 - Signage
 - Rumble Strips
 - Poor Pavement Condition
 - Unforgiving Shoulders



Source: [Local & Rural Road Safety Peer-to-Peer Assistance - Safety | Federal Highway Administration \(dot.gov\)](#)

STAKEHOLDER ENGAGEMENT

EQUITY OUTREACH - JUSTICE40

- Three major components of USDOT's implementation of the Justice40 Initiative
 1. The needs of a community through meaningful public engagement.
 2. How a community is impacted by lack of transportation investments and options.
 3. What benefits a project may create, who will receive them, and how they will alleviate how the community is experiencing disadvantage.



STAKEHOLDER ENGAGEMENT

EQUITY OUTREACH - JUSTICE40

- Communities that are disadvantaged are in areas that experience burdens.
- Justice 40 Area Defined:
 - Income
 - Low Income Households
 - Persistent Poverty
 - Inequality
 - Minority
 - Race
 - Color
 - LGBTQ+ persons
 - National Origin
 - Tribal Affiliation
 - Accessibility
 - Persons with Disability
 - Persons in Rural Areas

STAKEHOLDER ENGAGEMENT

EQUITY OUTREACH - JUSTICE40 AREAS AND HIGH INJURY NETWORKS

- IDOT Mapping Tool
 - Vulnerable Road User (VRU) Safety Assessment
 - Highway Safety Improvement Program
 - High Injury Network Identification
 - Overlap between:
 - Justice40 Areas
 - High Injury Networks
 - Pedestrian/Bicycle Crashes
 - 2005-2022 Crash Data

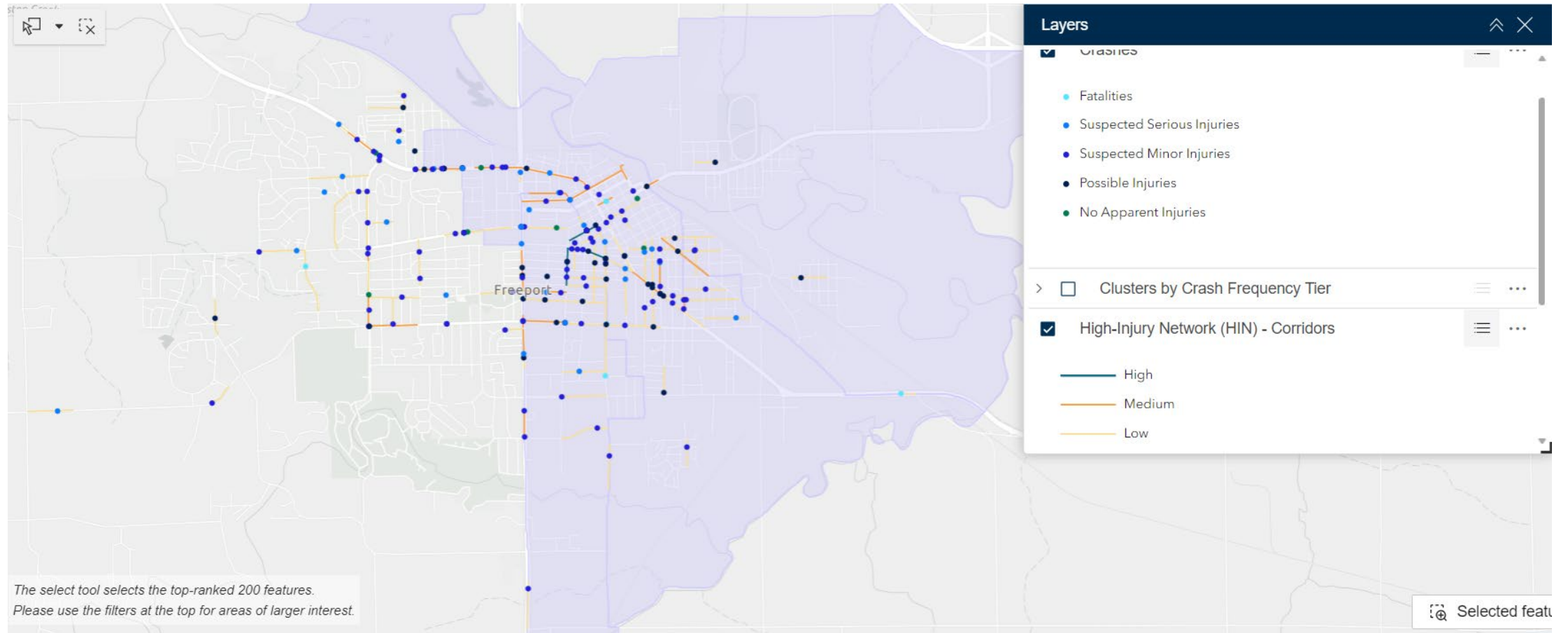
What is a VRU?



A VRU is a non-motorist with a Fatality Analysis Reporting System person attribute code for pedestrian, bicyclist, other cyclist, and person on personal conveyance or an injured person that is, or is equivalent to, a pedestrian or pedalcyclist as defined in the American National Standards Institute (ANSI) Standard D16.1-2007 (also refer to U.S. Code Title 23, Section 148(a)(15) and Code of Federal Regulations Title 23, Section 490.205). A VRU does not include motorcyclists.

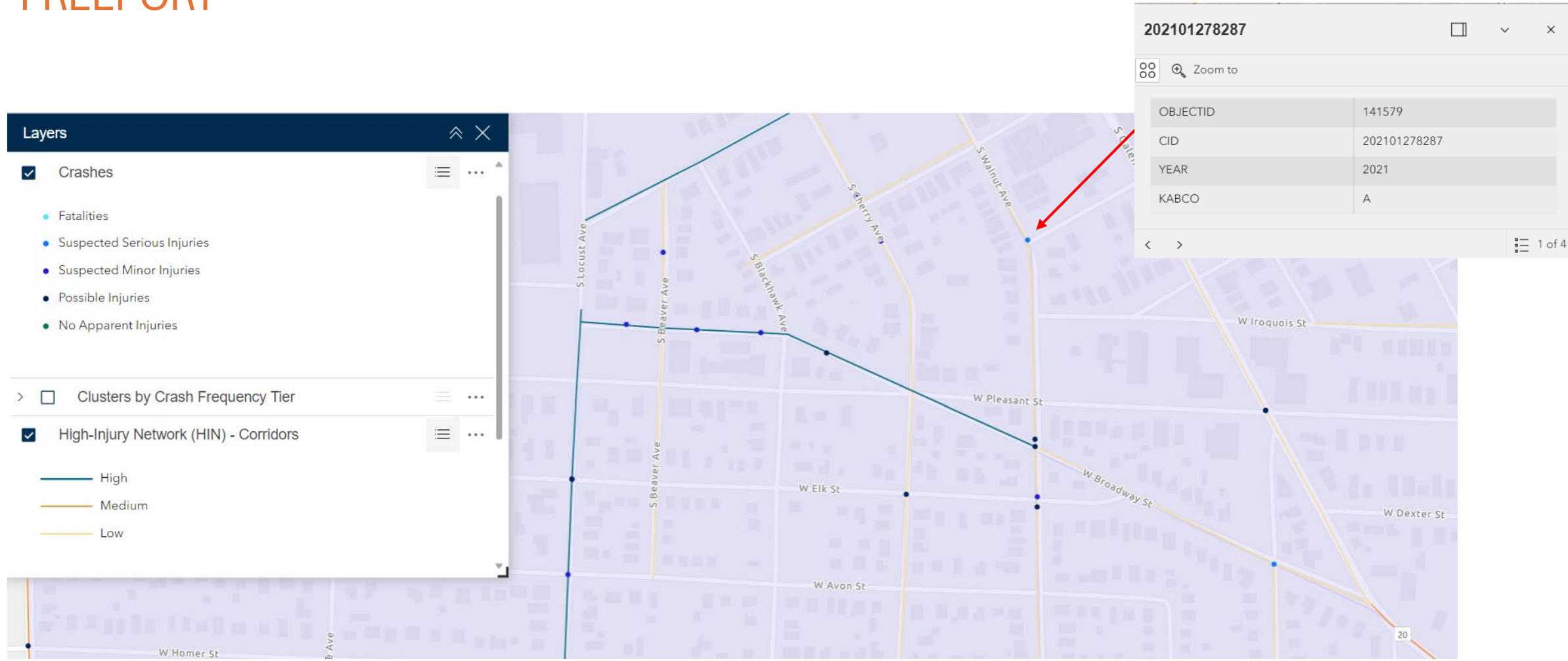
STAKEHOLDER ENGAGEMENT

EQUITY OUTREACH - JUSTICE40 AREAS AND HIGH INJURY NETWORKS FREEPORT



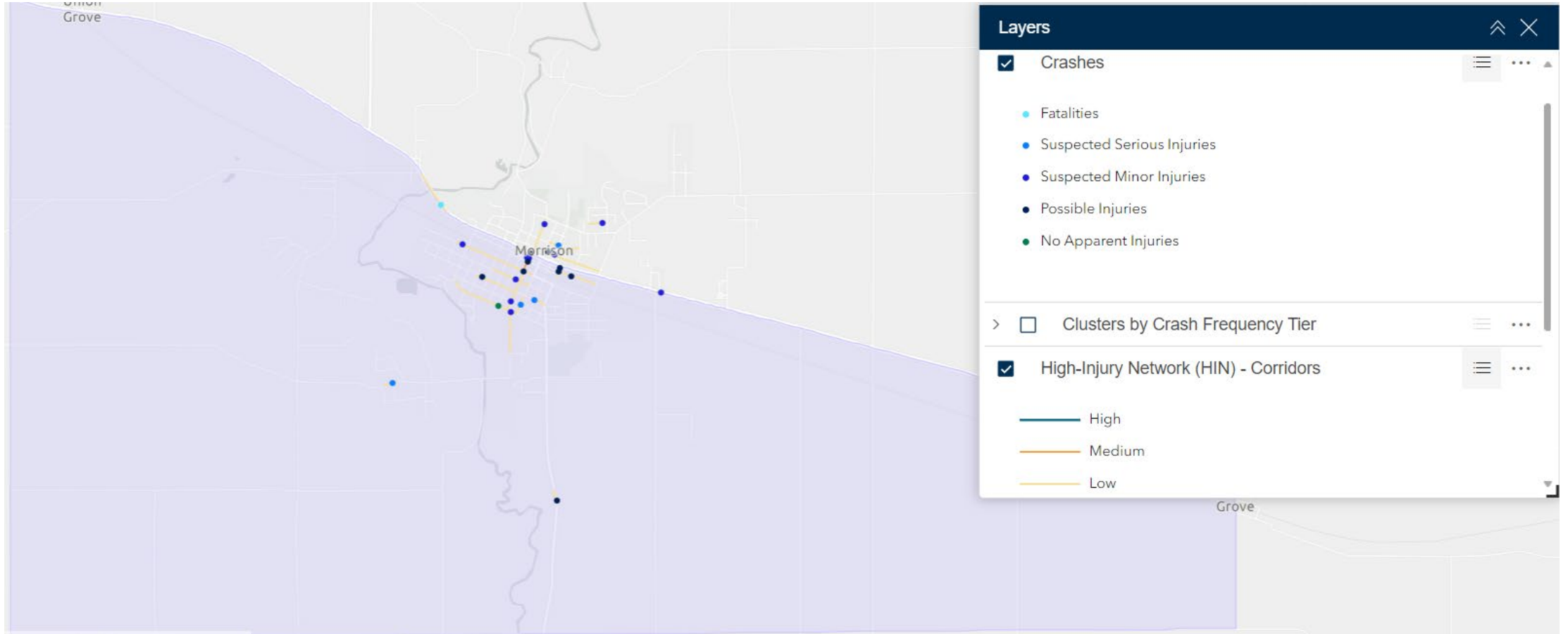
STAKEHOLDER ENGAGEMENT

EQUITY OUTREACH - JUSTICE40 AREAS AND HIGH INJURY NETWORKS FREEPORT



STAKEHOLDER ENGAGEMENT

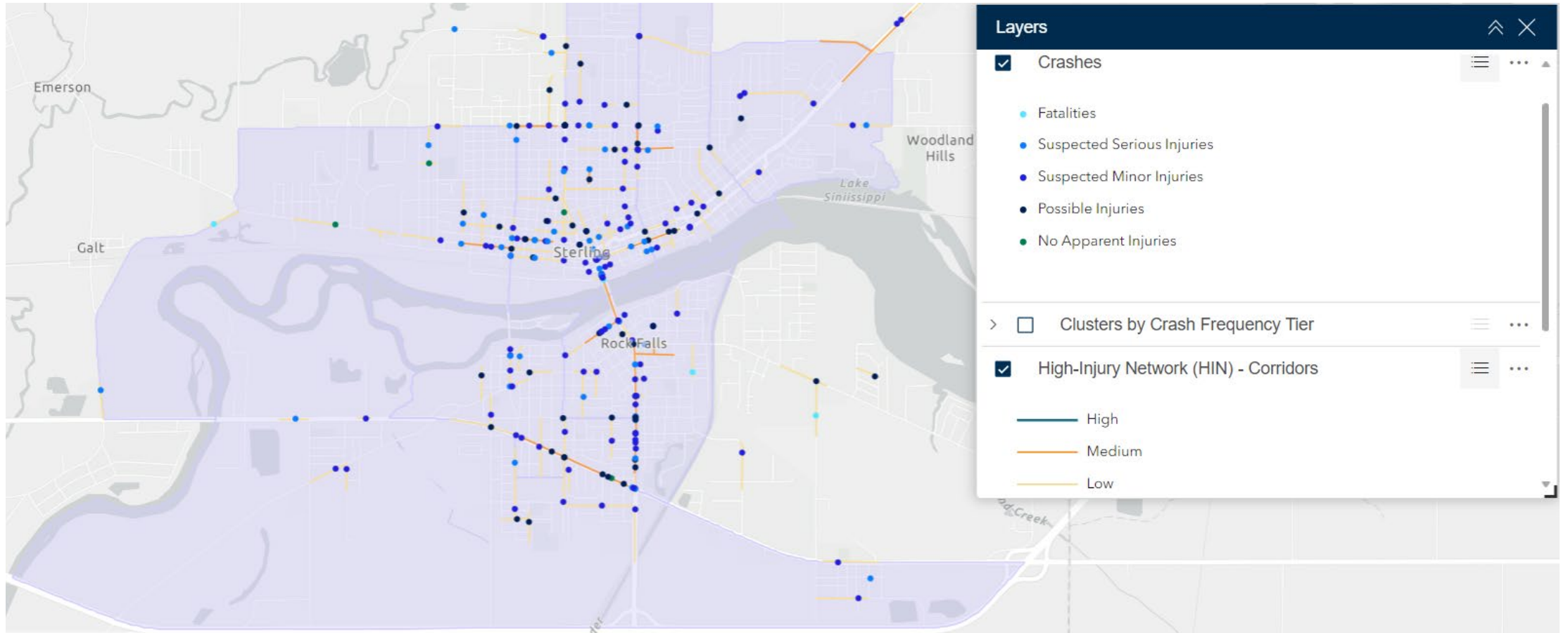
EQUITY OUTREACH - JUSTICE40 AREAS AND HIGH INJURY NETWORKS MORRISON



Source: IDOT's Vulnerable Road User Safety Assessment Tool
Purple indicates Justice40 Areas

STAKEHOLDER ENGAGEMENT

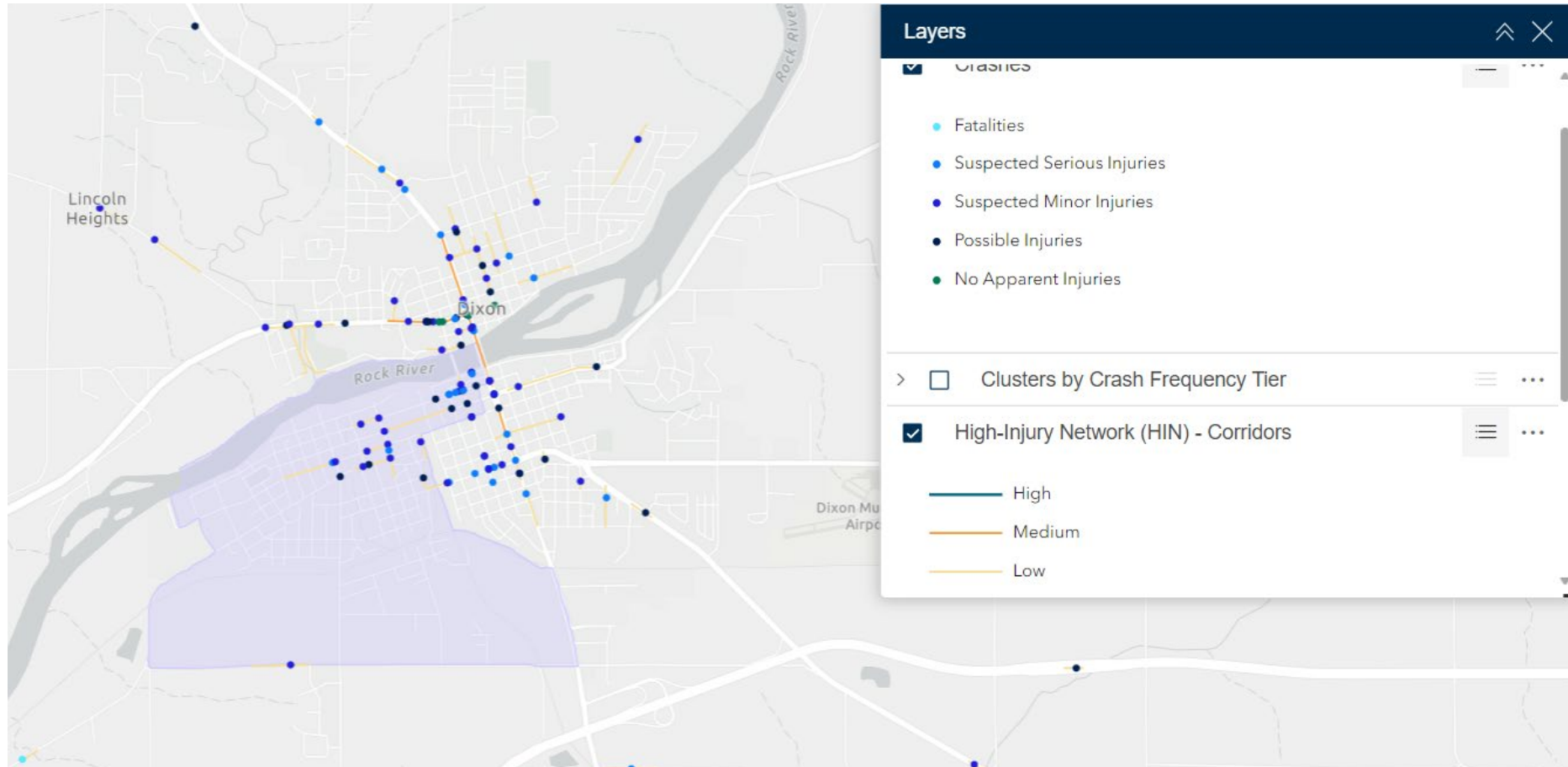
EQUITY OUTREACH - JUSTICE40 AREAS AND HIGH INJURY NETWORKS STERLING AND ROCKFALLS



Source: IDOT's Vulnerable Road User Safety Assessment Tool
Purple indicates Justice40 Areas

STAKEHOLDER ENGAGEMENT

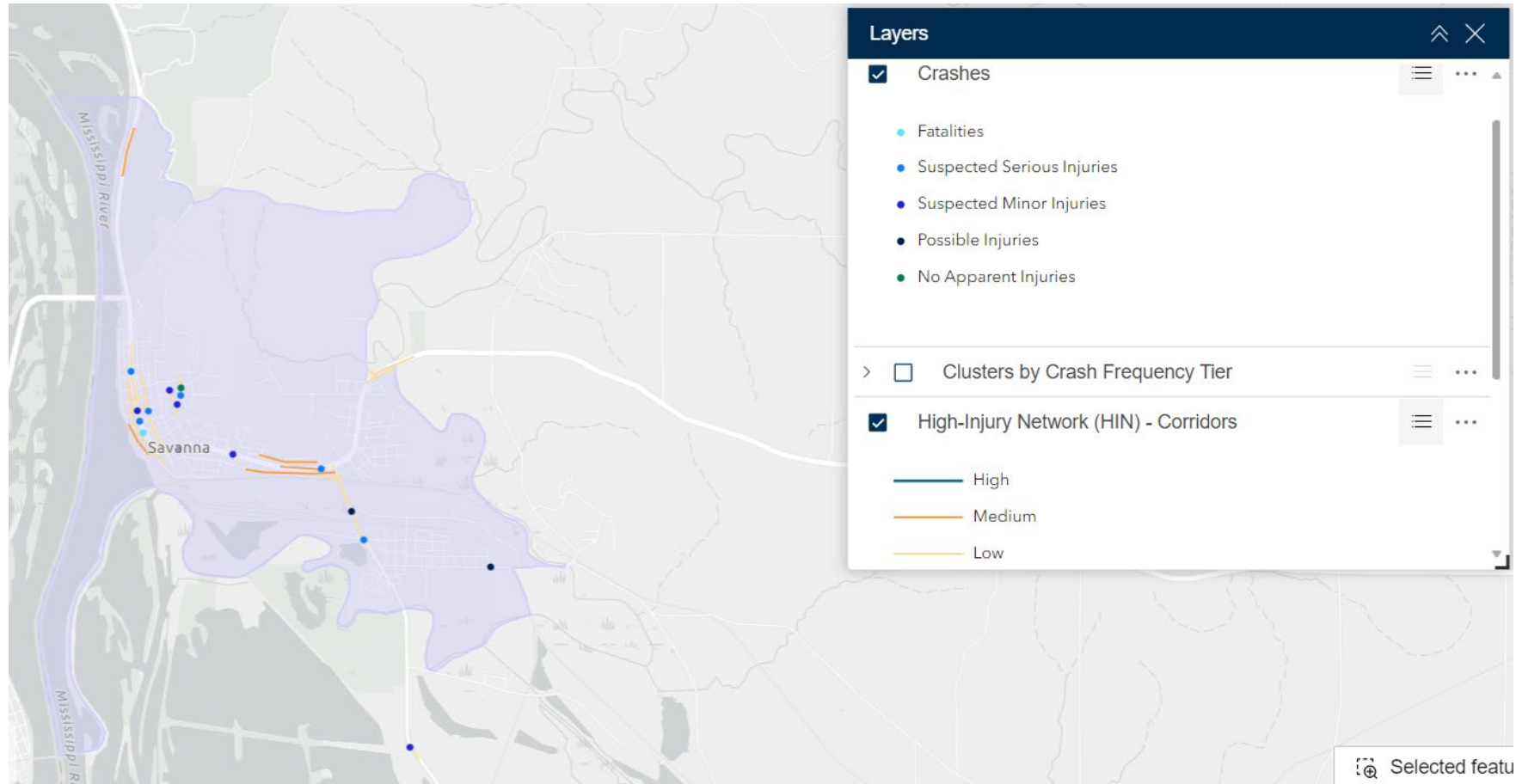
EQUITY OUTREACH - JUSTICE40 AREAS AND HIGH INJURY NETWORKS DIXON



Source: IDOT's Vulnerable Road User Safety Assessment Tool
Purple indicates Justice40 Areas

STAKEHOLDER ENGAGEMENT

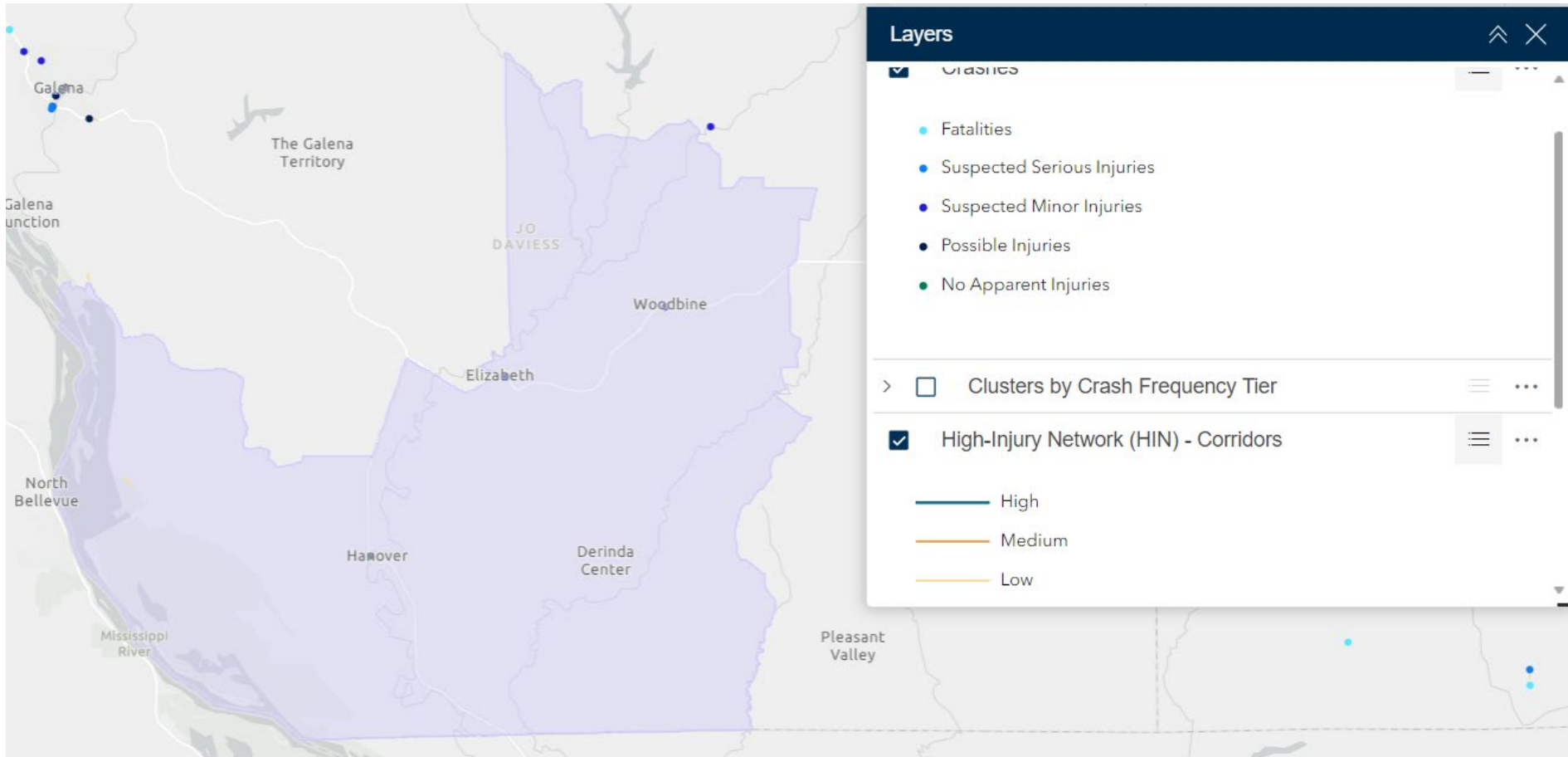
EQUITY OUTREACH - JUSTICE40 AREAS AND HIGH INJURY NETWORKS SAVANNA



Source: IDOT's Vulnerable Road User Safety Assessment Tool
Purple indicates Justice40 Areas

STAKEHOLDER ENGAGEMENT

EQUITY OUTREACH - JUSTICE40 AREAS AND HIGH INJURY NETWORKS HANOVER, ELIZABETH, WOODBINE, DERINDA CENTER



Source: IDOT's Vulnerable Road User Safety Assessment Tool
Purple indicates Justice40 Areas

STAKEHOLDER ENGAGEMENT - EQUITY CONSIDERATIONS

- Identify:
 - Areas for focused analysis
 - Groups to include in goal setting
 - Groups to target with surveys

STAKEHOLDER ENGAGEMENT - NEW MATERIALS

- Materials with Spanish translation
- Diversity images
- Ag-focused



STAKEHOLDER ENGAGEMENT

NEXT ACTIVITIES – FOR DISCUSSION

- Community Events (Home Show/State Fairs/Identify More)
 - Toolkit
- First Responders Virtual Engagement
- Mailer
 - Recipients & Timing
- Public Meeting - Fall 2024
- Finalize Engagement Plan and share publicly
- Other?

GOAL SETTING

SAFETY PLAN EXAMPLES

- Goals established to help inform plan
- Examples

City of South Sioux City, Nebraska

- **Goal:** Zero fatality and zero transportation-related serious injury by 2030.
- **Plan:** Developing a transportation network dedicated to the welfare of all road users regardless of travel mode – drive, walk, roll, bike, and ride.

Tallahassee, Florida

- **Goal:** Long-term safety goal of zero roadway fatalities and serious injuries by the year 2040.
- **Plan:** Innovative design focused on vulnerable roadway users, strategic policies, and committed local leadership.

New Castle County, Delaware

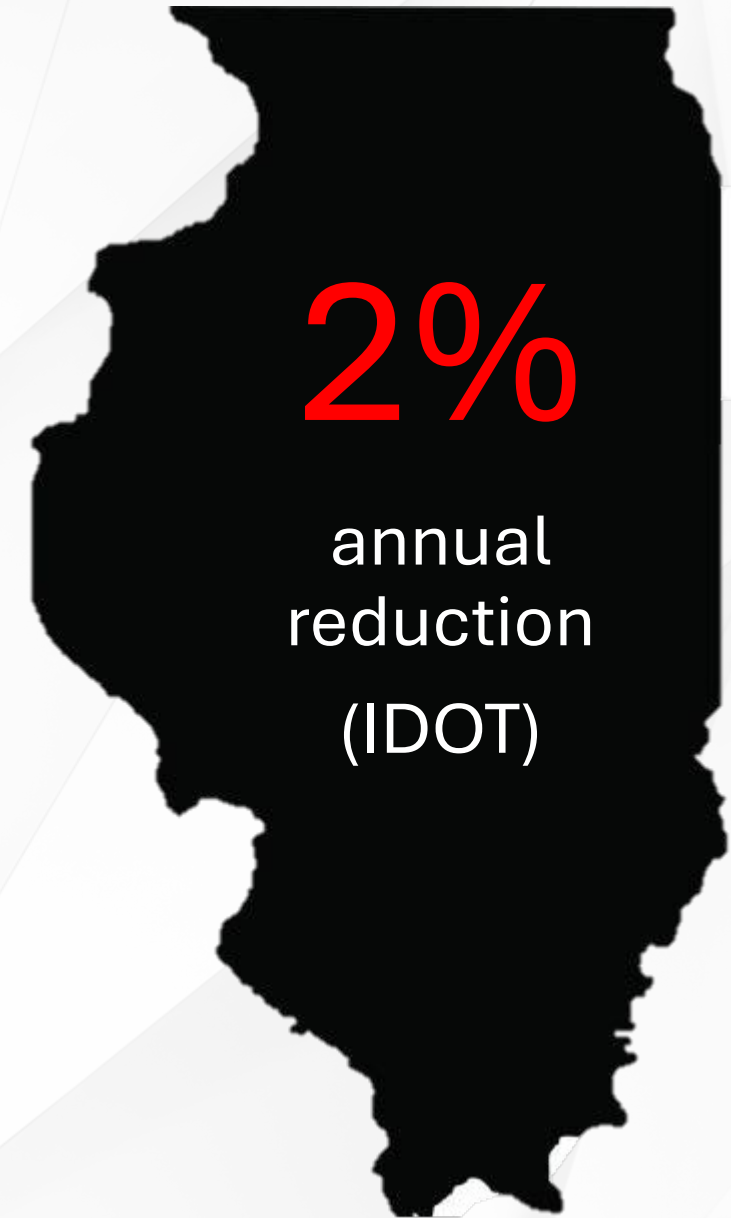
- **Goal:** Reduce serious injuries and deaths by 50% by 2030 and eliminated by 2040 compared with 2021 numbers.
- **Plan:** Revise spending priorities to focus on policies, acceleration of safety projects, and increased personal responsibility.

GOAL SETTING

ILLINOIS DOT GOAL

Making roads safer and protecting users.

- ✓ Vision: We envision a future of zero fatalities so that no one loses their life while traveling on public roadways in Illinois.
- ✓ Goal: 2% annual reduction of fatalities and serious injuries based on the 5-year rolling average.



GOAL SETTING

FRAMEWORK OPTIONS

- Establish general goals
- Identify region-specific priorities:
 - Reminder: Common Fatal and Incapacitating Injury Crashes include:
 1. Fixed Object (276, 29%)
 2. Overturned (167, 18%)
 3. Angle (107, 11%)
- Focus areas with considerations toward equity:
 - Prioritize key vulnerable groups in region (e.g. elderly, disabled, etc.)

It's ok for list to be extensive!

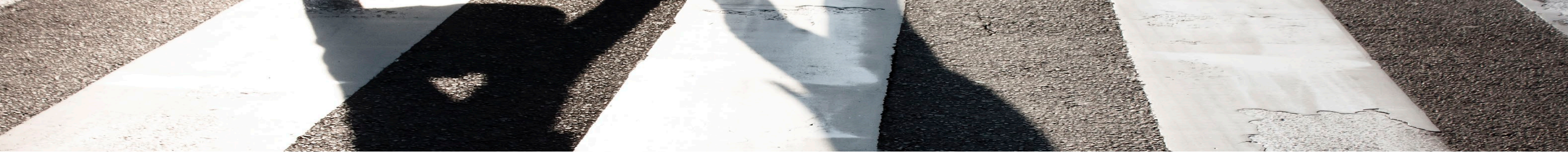
- Crash analysis will assess which priorities can offer highest quantitative value.

BI-MONTHLY STEERING COMMITTEE

JULY 16, 2024

Northwest Illinois SS4A Safety Action Plan





TODAY'S AGENDA

I. Since We Last Met Summary

II. Stakeholder Engagement

- a. Report on Interactive Map Feedback
- b. Engagement Plan & Update
- c. Next Activities

III .Public Outreach

- a. Mailer
- b. First Responders Engagement Meeting
- c. Community Events

IV. Crash Analysis Results

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

V. Goal Setting Discussion

- a. Identify Reduction Goal
- b. Identify Reduction Timeline
- c. Draft Resolution Adopting Vision Zero
- d. Policy and Process Changes

VI. Next Steps/Next Meeting (September 17th)

SINCE WE LAST MET - UPDATE

SUMMARY

- Steering Committee Meeting – May 21st
- Crash Analysis
- Public Involvement:
 - June 28th Email to Stakeholder List
 - Draft SEP Upload notification and link
 - Spanish-language materials Sent
 - Interactive Map Reminder & Link
 - July 1st Mailer to Stakeholder List
 - Comment form
 - Informational Flyer
 - Spanish-language materials

SAFE STREETS FOR ALL
STAKEHOLDER MEETING: CARROLL COUNTY, ILLINOIS
LEE COUNTY, ILLINOIS / STEPHENSON COUNTY, ILLINOIS

Los condados de Carroll, Jo Daviess, Stephenson y Whiteside...

Hoja de Comentarios

Complete la información de contacto a continuación para asegurarse de mantenerse actualizado con información, recursos y eventos públicos relacionados con el desarrollo de SAP. Incluya cualquier pregunta inicial o inquietud de seguridad en la sección de comentarios para que el equipo del proyecto la aborde. ¡Apreciamos su interés!

Información de contacto

Nombre: _____ Organización/Grupo: _____
Dirección: _____ Ciudad, Estado, ZIP: _____
Correo Electrónico/Email: _____ Teléfono: _____

¿Cómo te gustaría quedarte informado? ☐ Email ☐ Correo ☐ No me mandes actualizaciones.

Sección de comentarios

Comparta sus comentarios, preguntas y ideas sobre el Plan de acción de seguridad. Puede enviar comentarios en nuestro sitio web en <https://kaskaskiaeng.com/northwest-illinois-safety-action-plan/> o manda por correo esta Hoja de Comentarios a 201 E Main Street #100 Belleville, IL 62220.

Considere responder las siguientes preguntas en sus comentarios:

- ¿Hay algún problema con la seguridad del transporte que crea necesario abordar en su comunidad?
- ¿Qué usuarios vulnerables ve que utilizan las carreteras en su área? (por ejemplo: personas mayores, discapacitadas, raza, religión, etc.)

Para comentarios adicionales, utilice el reverso de este formulario o adjunte su propio documento.

Jo Daviess Stephenson
Carroll Ogle
Whiteside Lee

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tendencia ascendente, con un aumento
tendencia, los condados, en
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municipios locales) y los municipios.

SAFE SYSTEM APPROACH

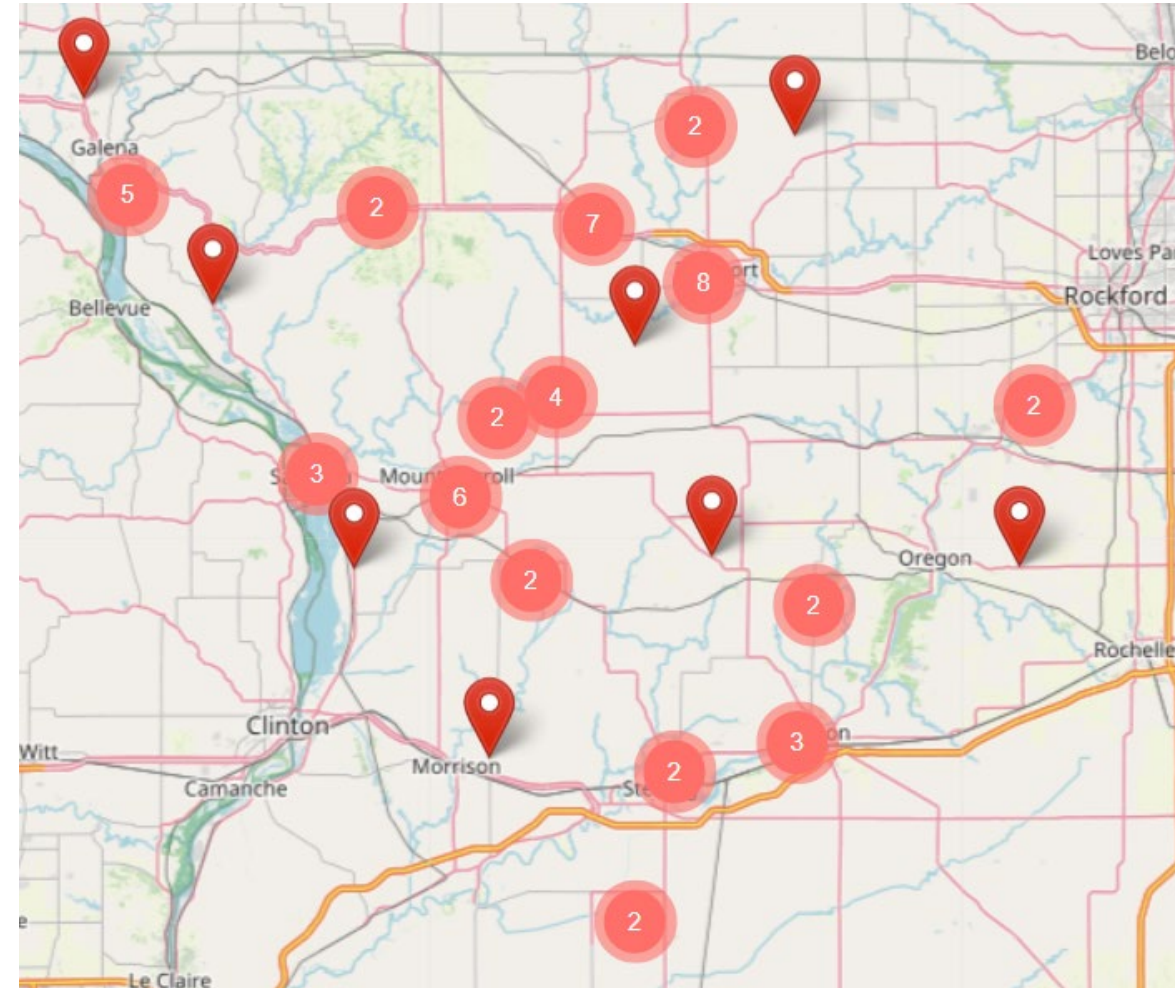
SAFER PEOPLE • SAFER VEHICLES • SAFER SPEEDS • SAFER ROADS

NO SERIOUS INJURIES ARE UNACCEPTABLE • HUMAN ERROR IS INEVITABLE • HUMANITY IS SHARED

STAKEHOLDER ENGAGEMENT

INTERACTIVE MAP – FEEDBACK TO DATE

- Currently 61 Unique Responses
 - Thirty new comments
 - Continue asking for feedback
 - Influx of comments with mailer



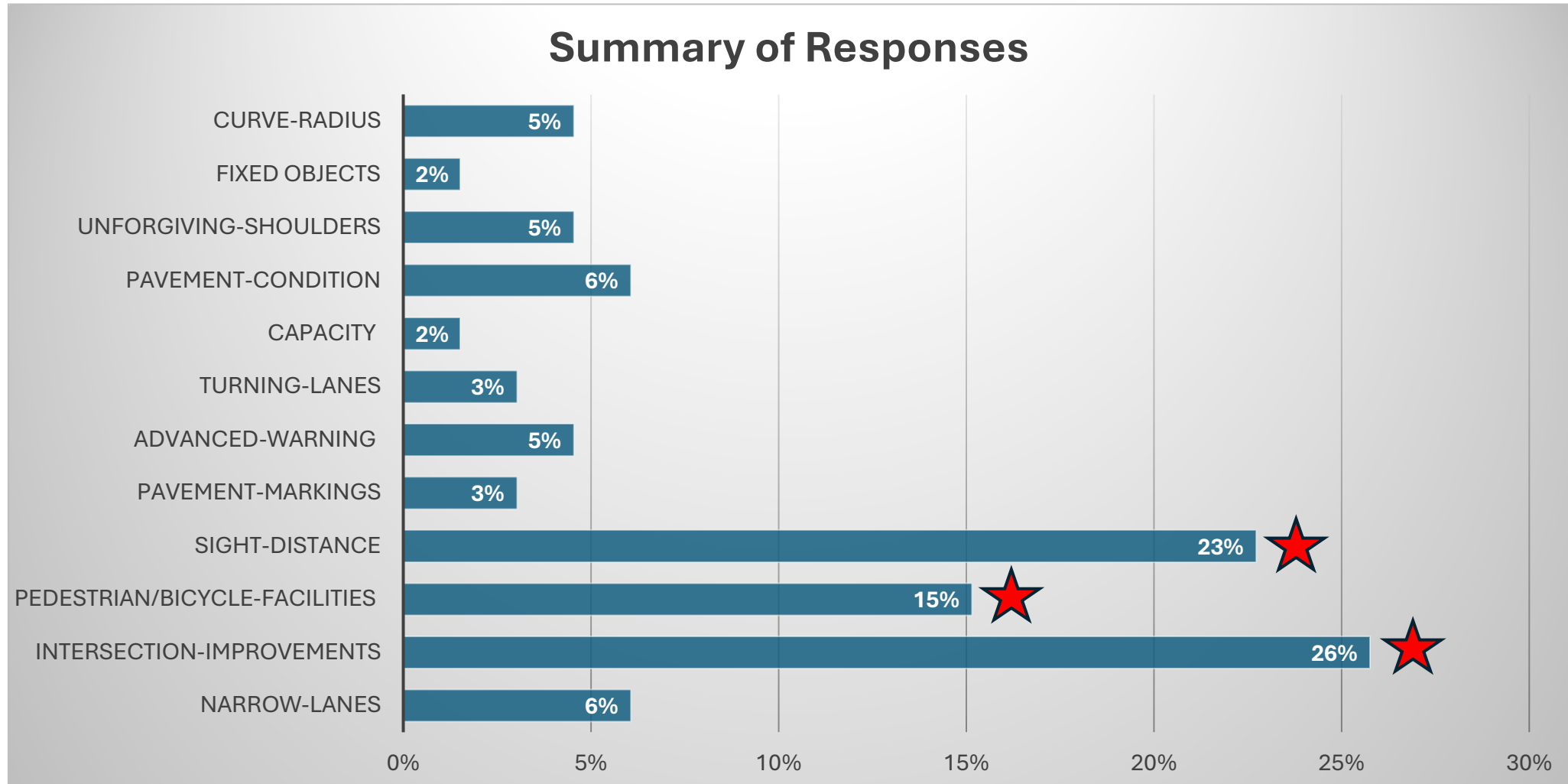
STAKEHOLDER ENGAGEMENT

INTERACTIVE MAP – COMMENT CATEGORIES



STAKEHOLDER ENGAGEMENT

INTERACTIVE MAP – FEEDBACK TO DATE



STAKEHOLDER ENGAGEMENT - NEW MATERIALS

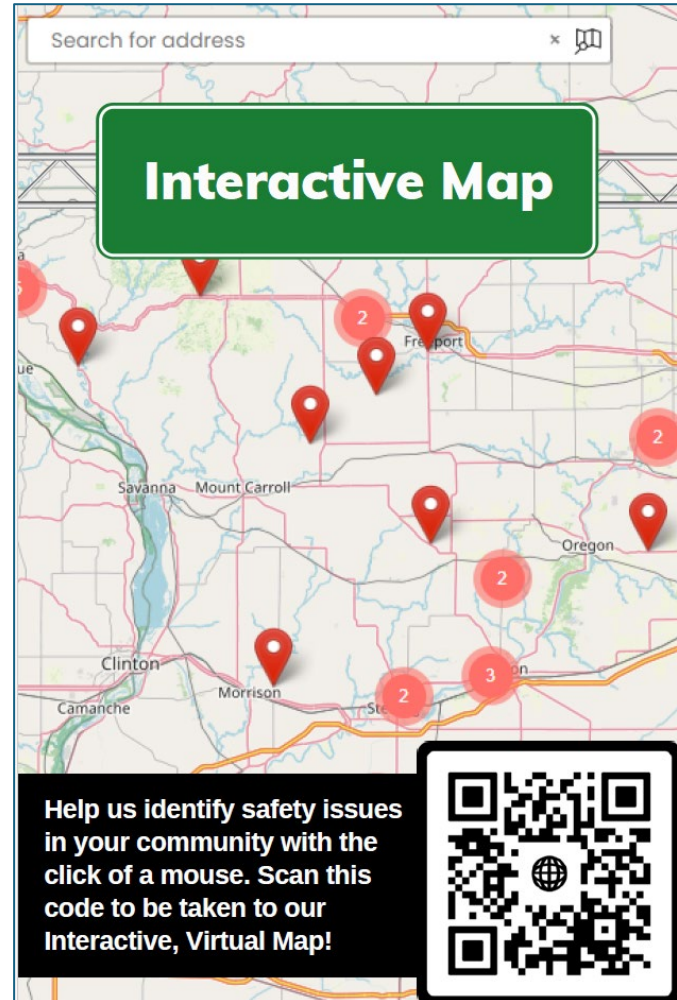
- Materials available in English and Spanish
- Diversity images
- Ag-focused
- Rural Roadway Safety Week July 15 - 19



STAKEHOLDER/PUBLIC ENGAGEMENT

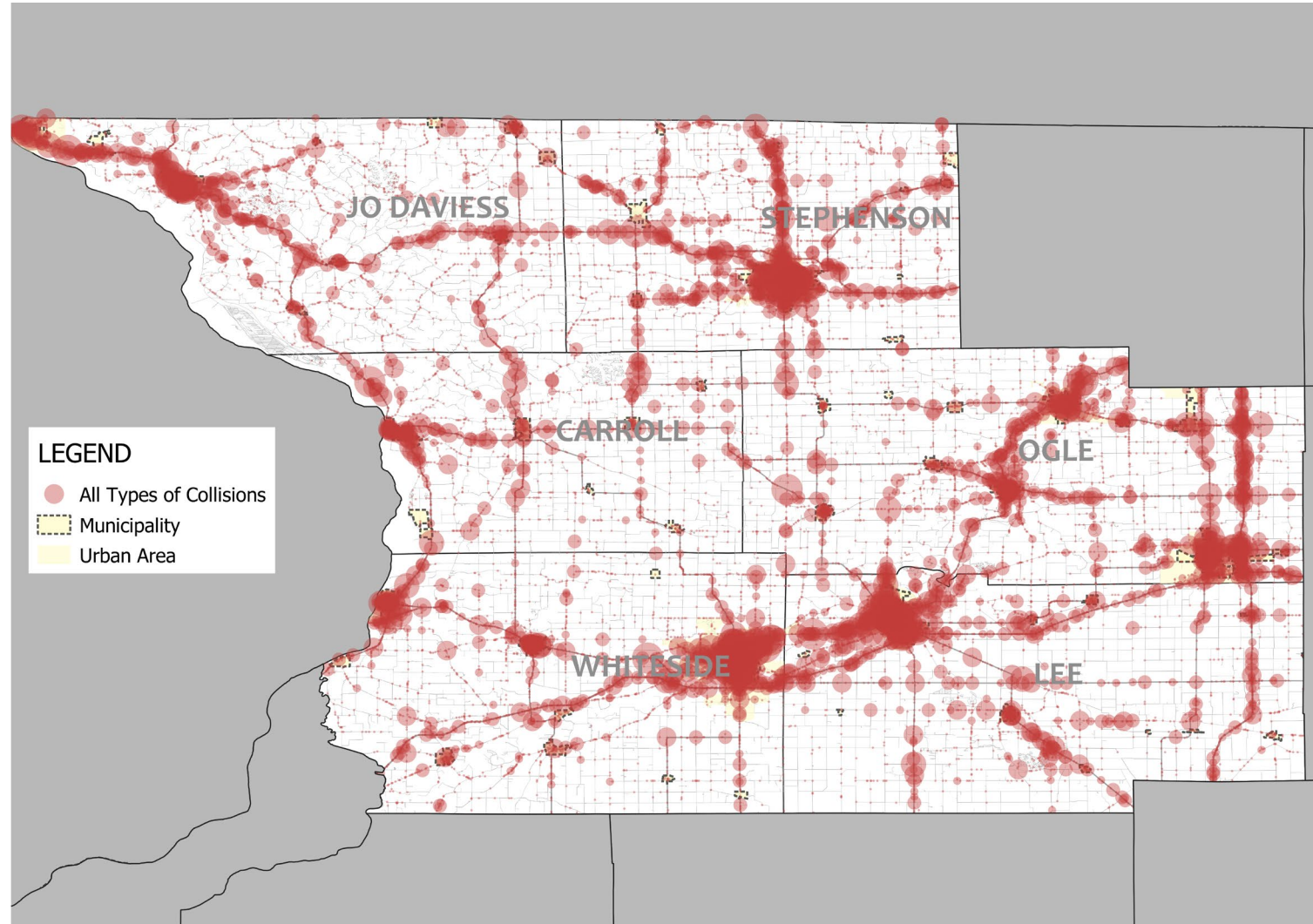
NEXT ACTIVITIES – FOR DISCUSSION

- Community Events (Home Shows/State Fairs/Identify More)
 - Toolkit
- First Responders Virtual Engagement
- Virtual Public Meeting - Fall 2024
- Continue to update SEP with activities and upload and distribute new versions



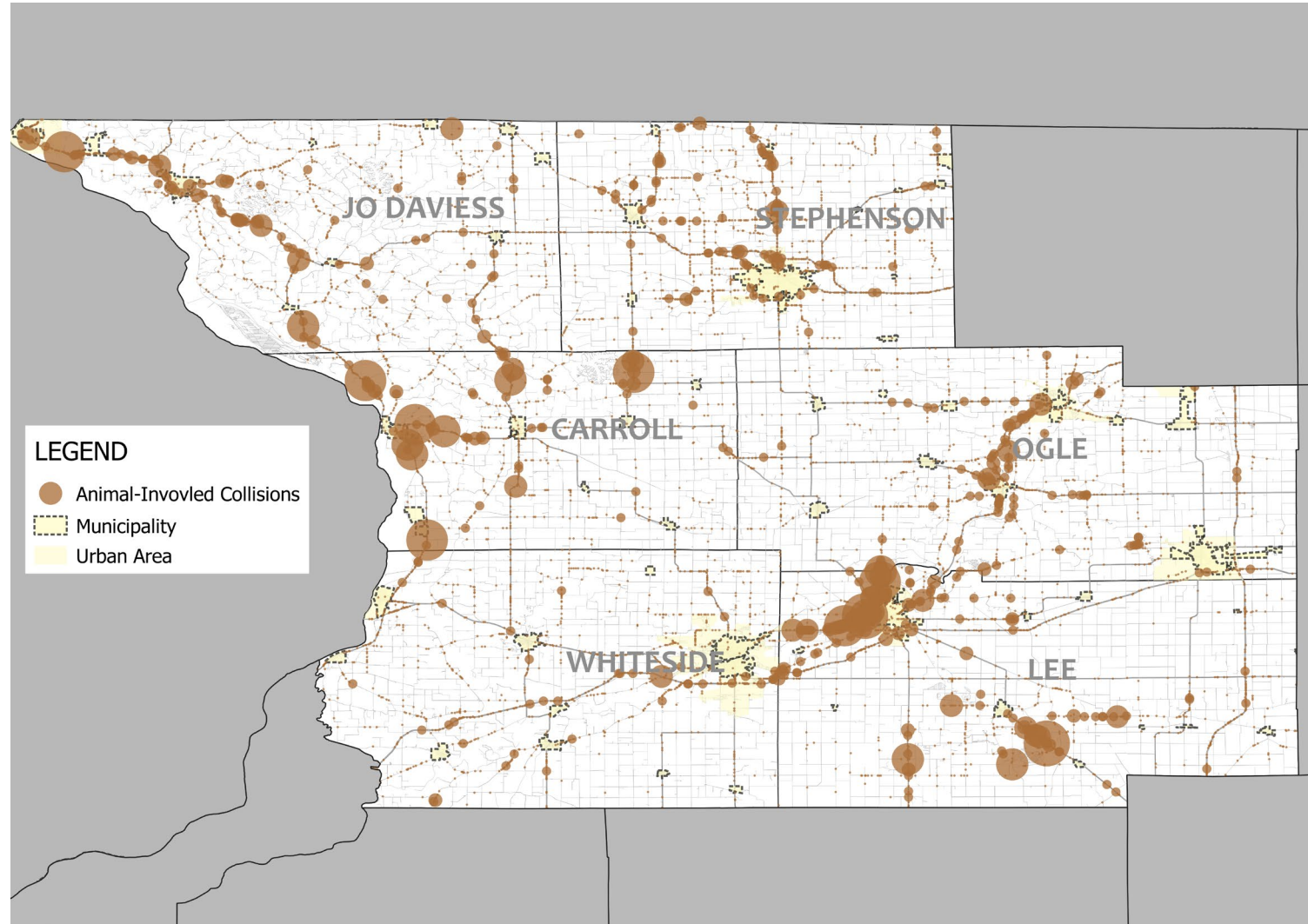
CRASH ANALYSIS RESULTS

SIX COUNTY ALL CRASH TYPES



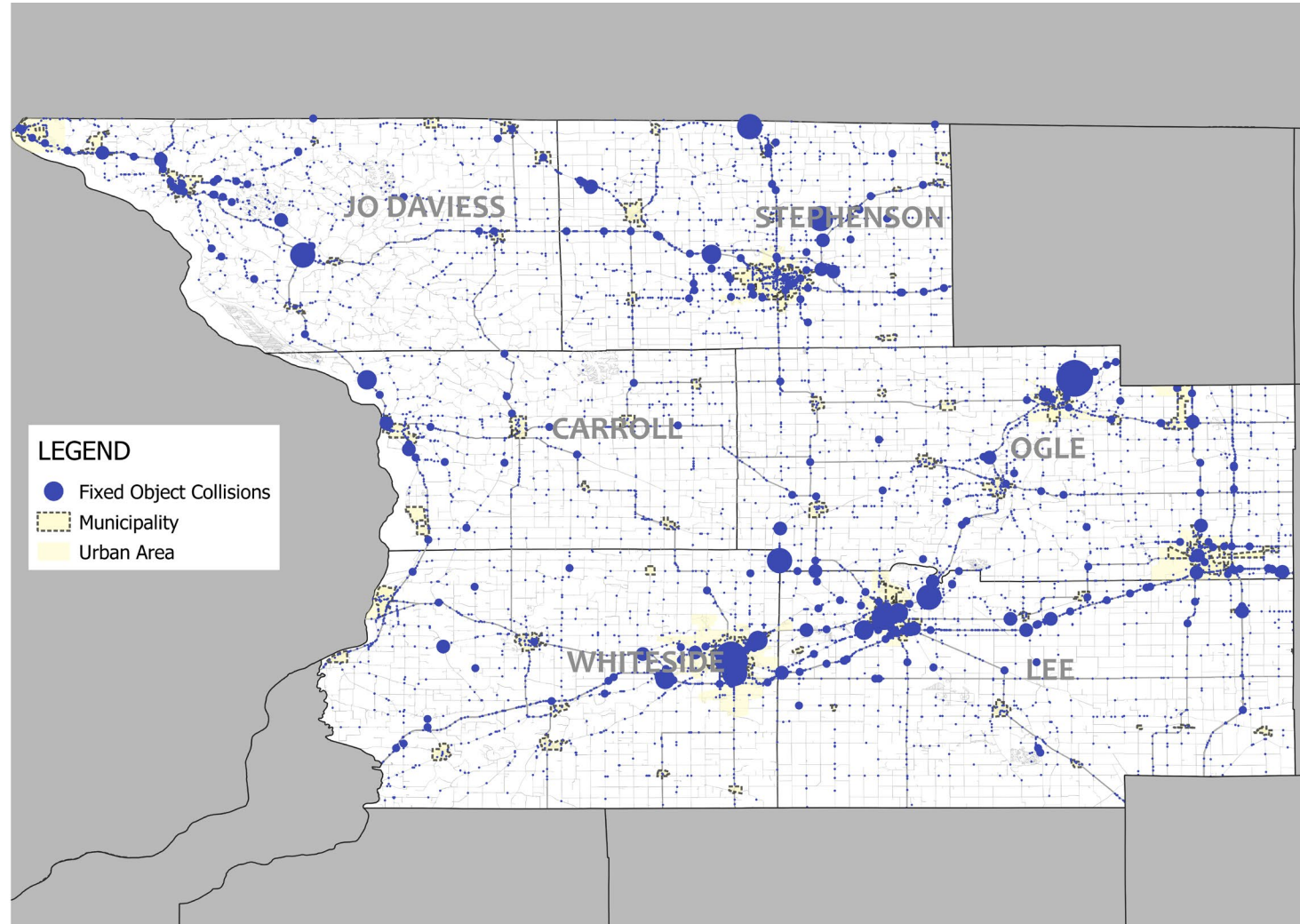
CRASH ANALYSIS RESULTS

SIX COUNTY ANIMAL CRASHES



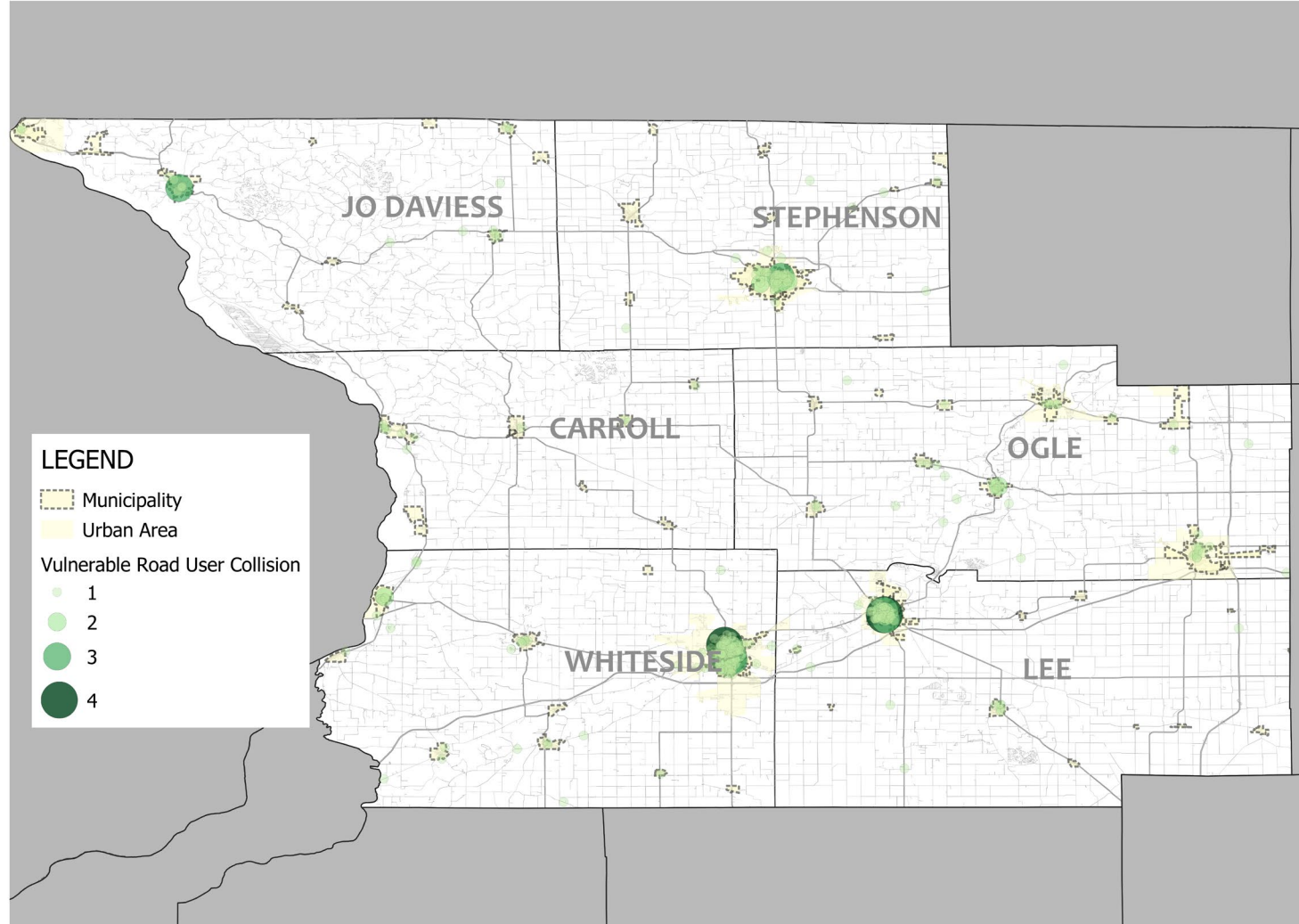
CRASH ANALYSIS RESULTS

SIX COUNTY FIXED OBJECT



CRASH ANALYSIS RESULTS

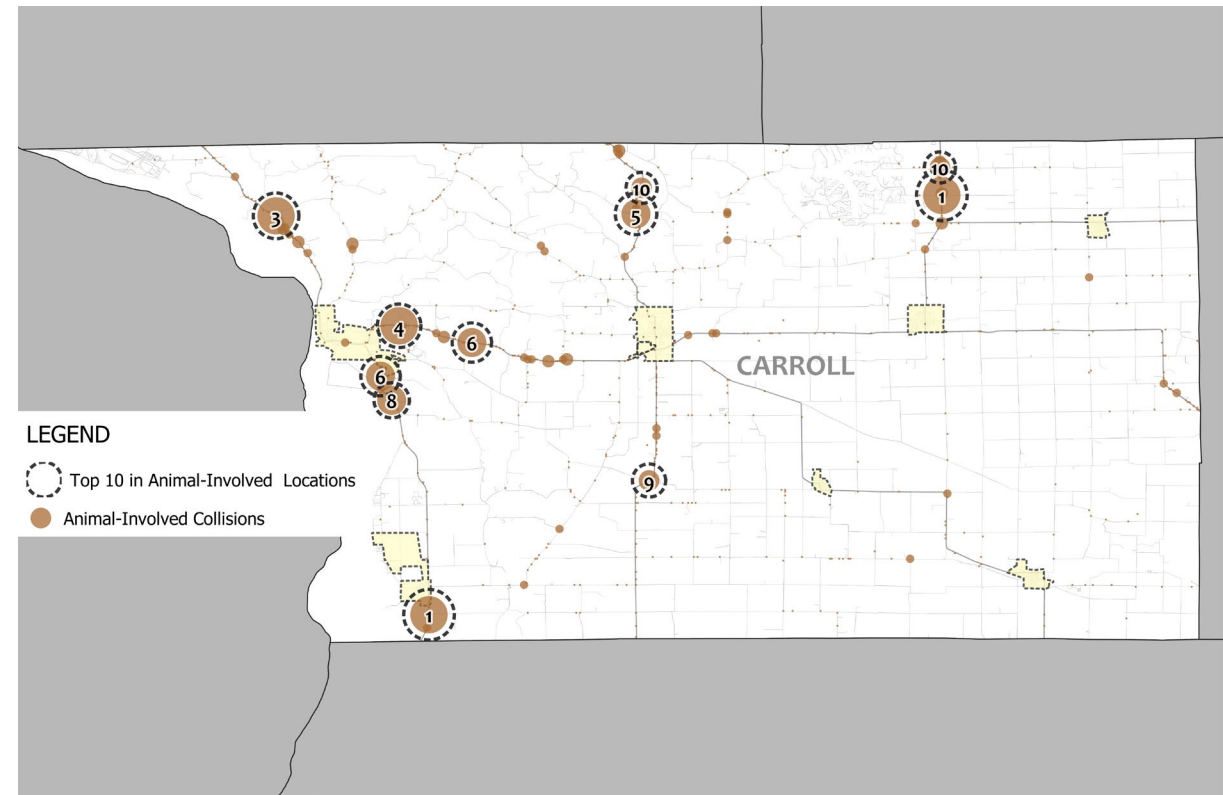
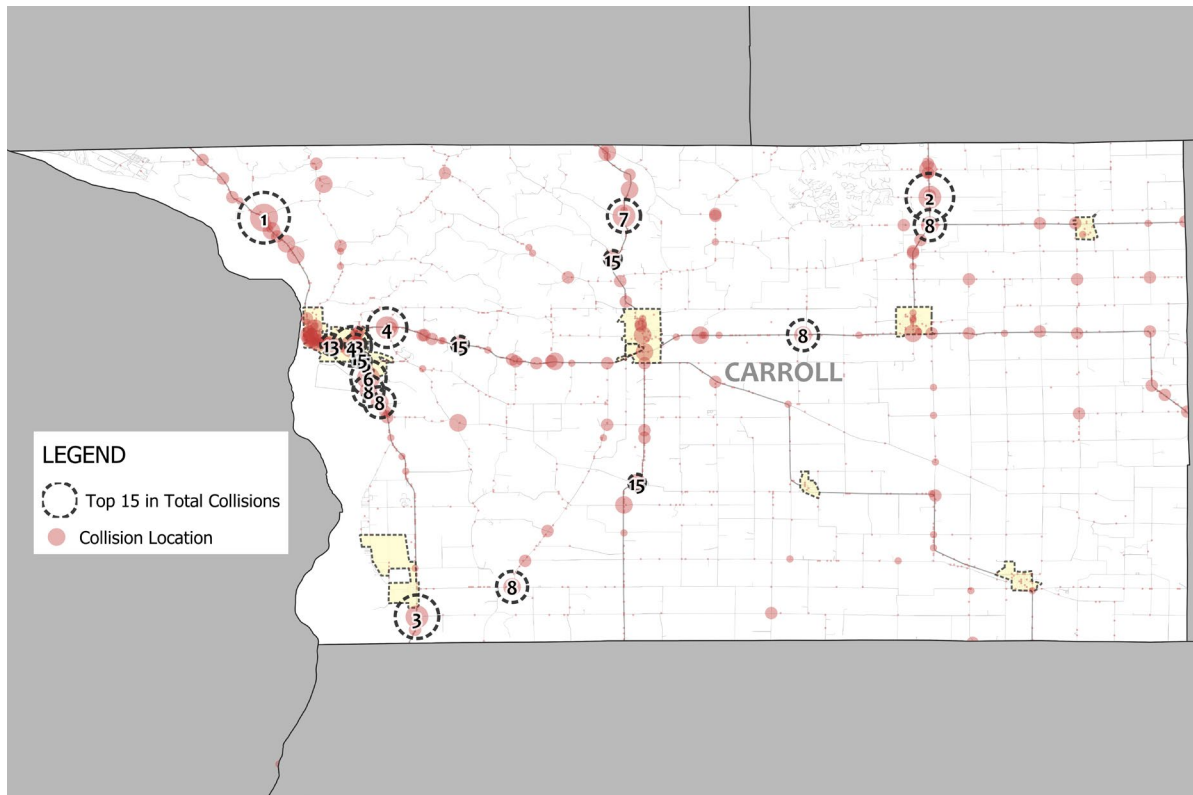
SIX COUNTY VULNERABLE ROAD USER CRASHES



CRASH ANALYSIS RESULTS

CARROLL COUNTY

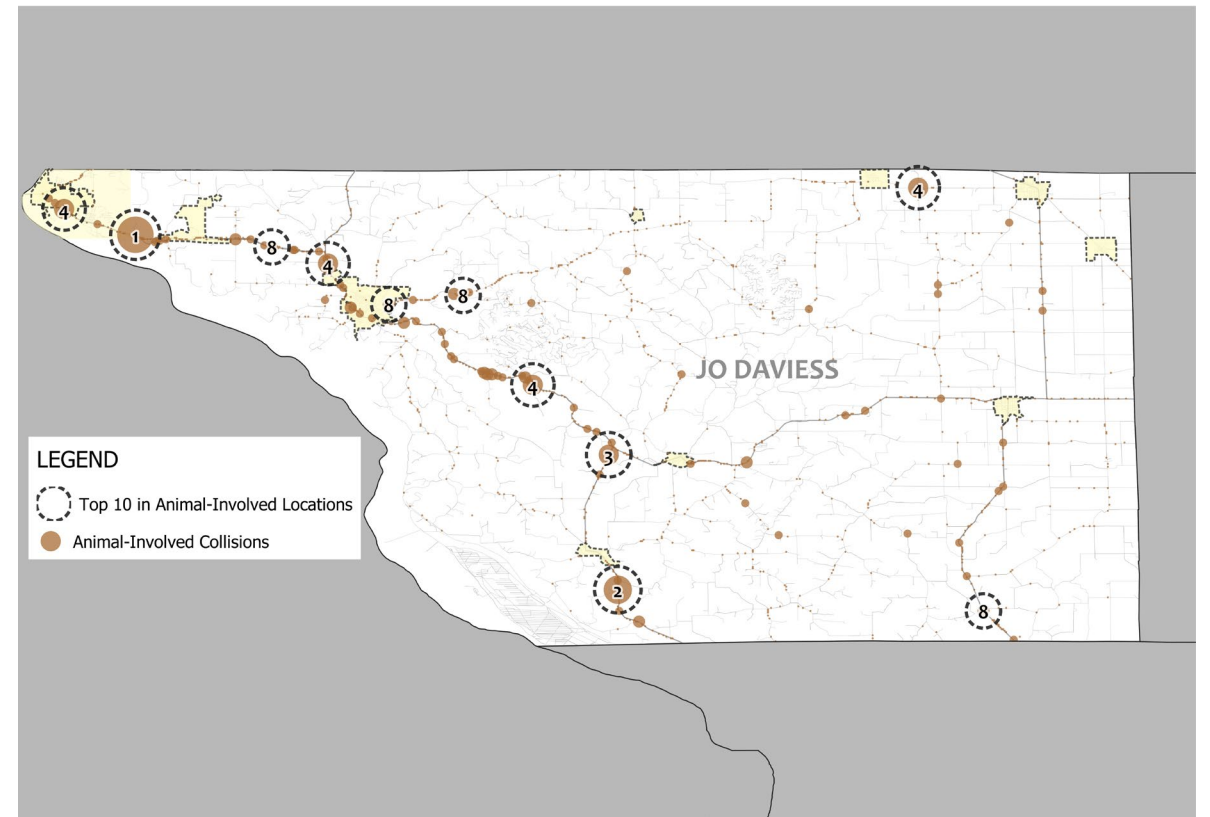
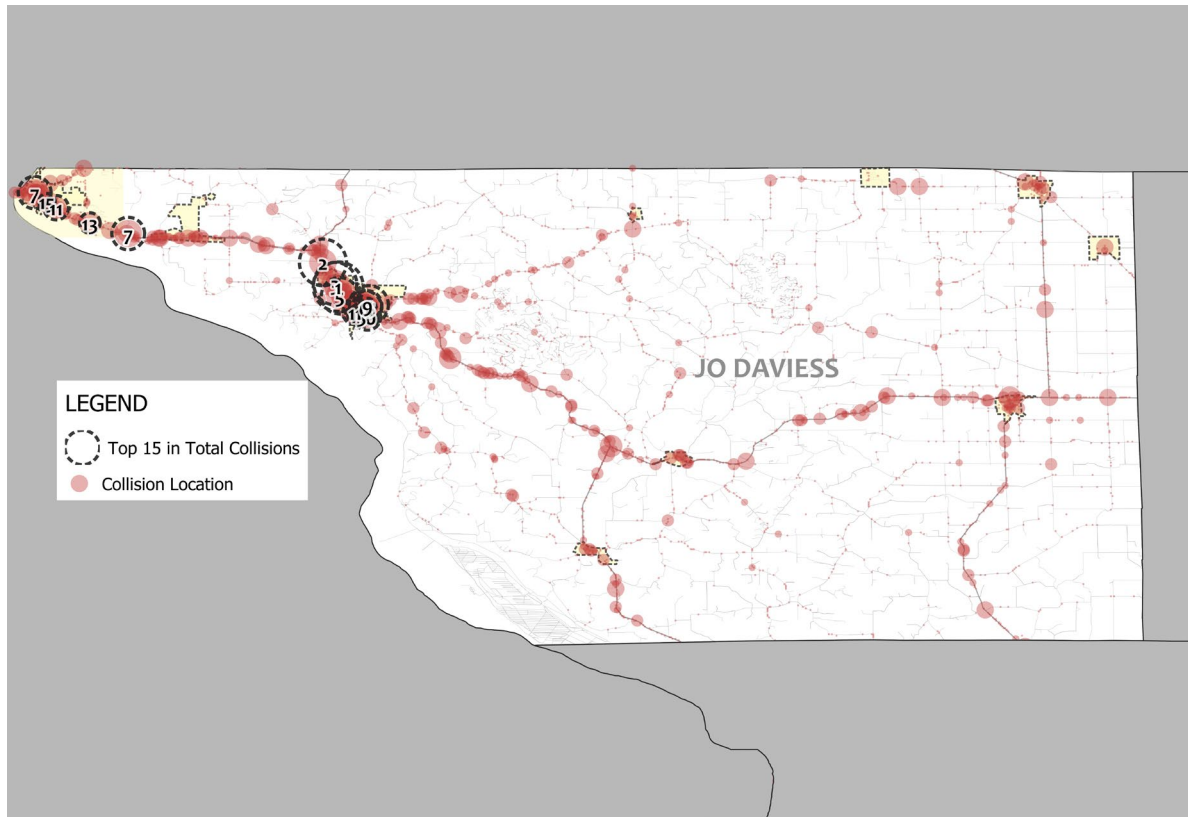
- Most Collisions concentrated in Savanna



CRASH ANALYSIS RESULTS

JO DAVIESS COUNTY

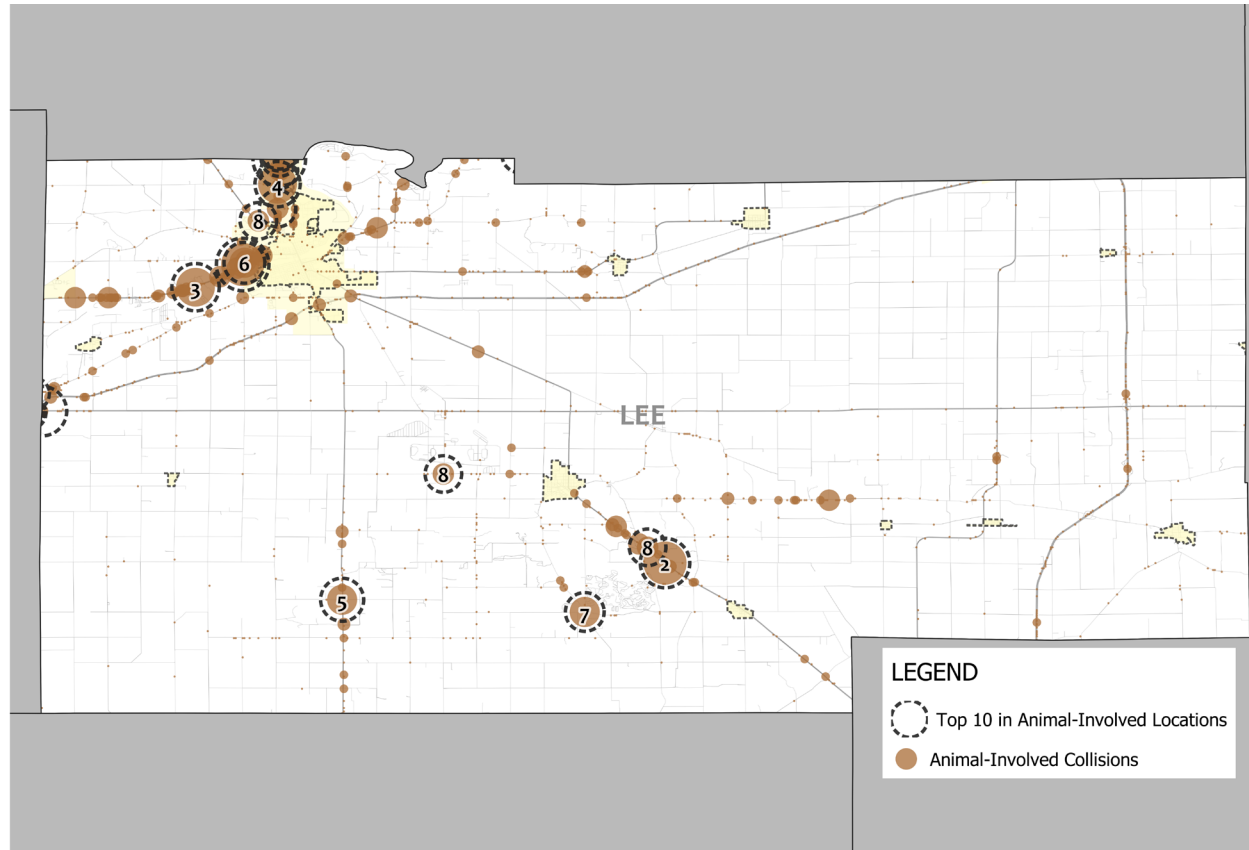
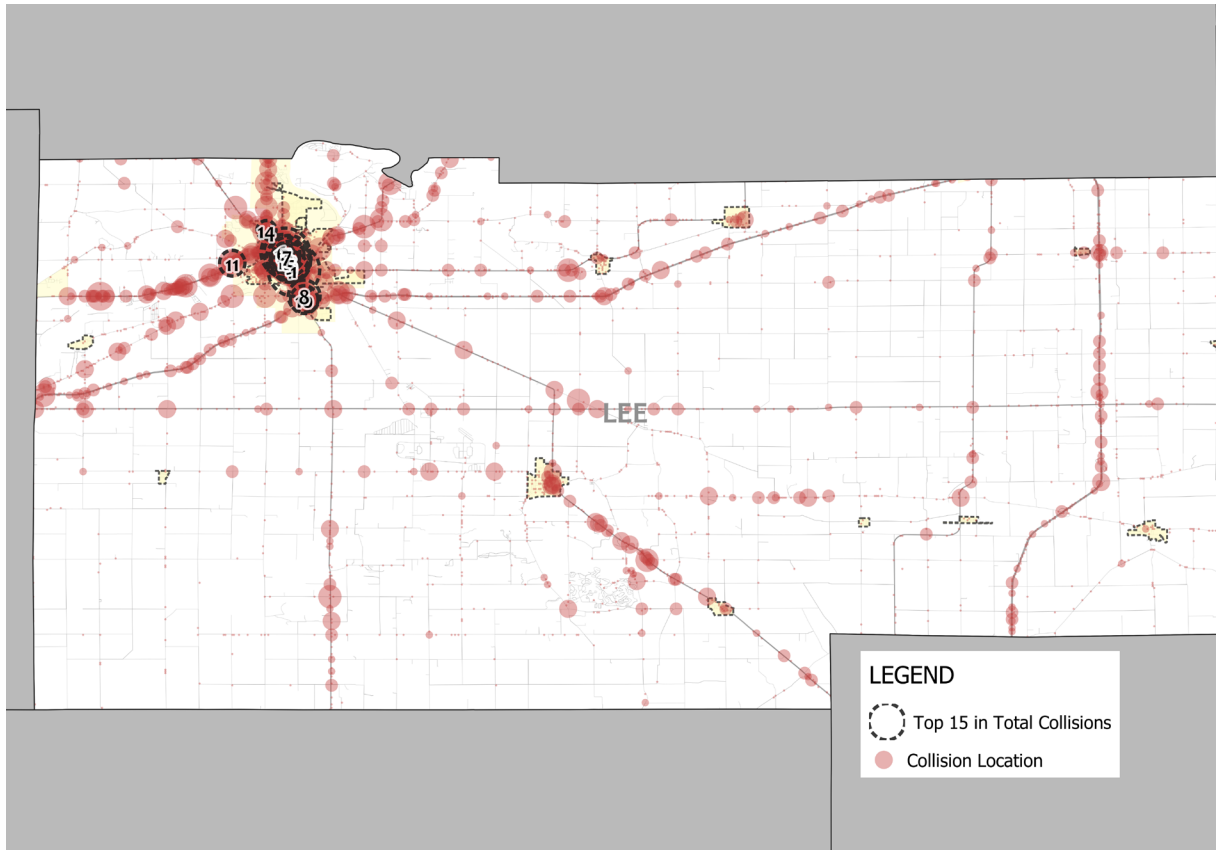
- Top crash locations: East Dubuque and Galena



CRASH ANALYSIS RESULTS

LEE COUNTY

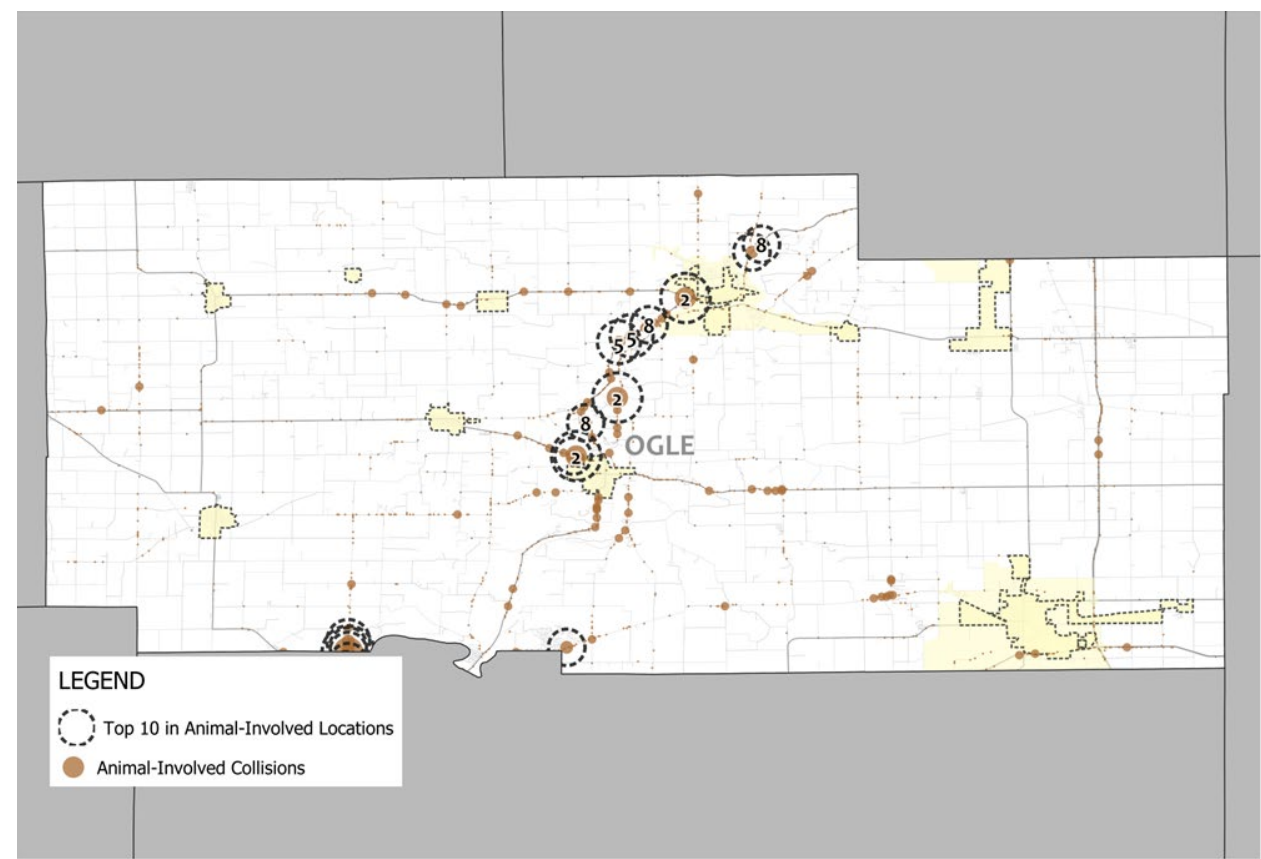
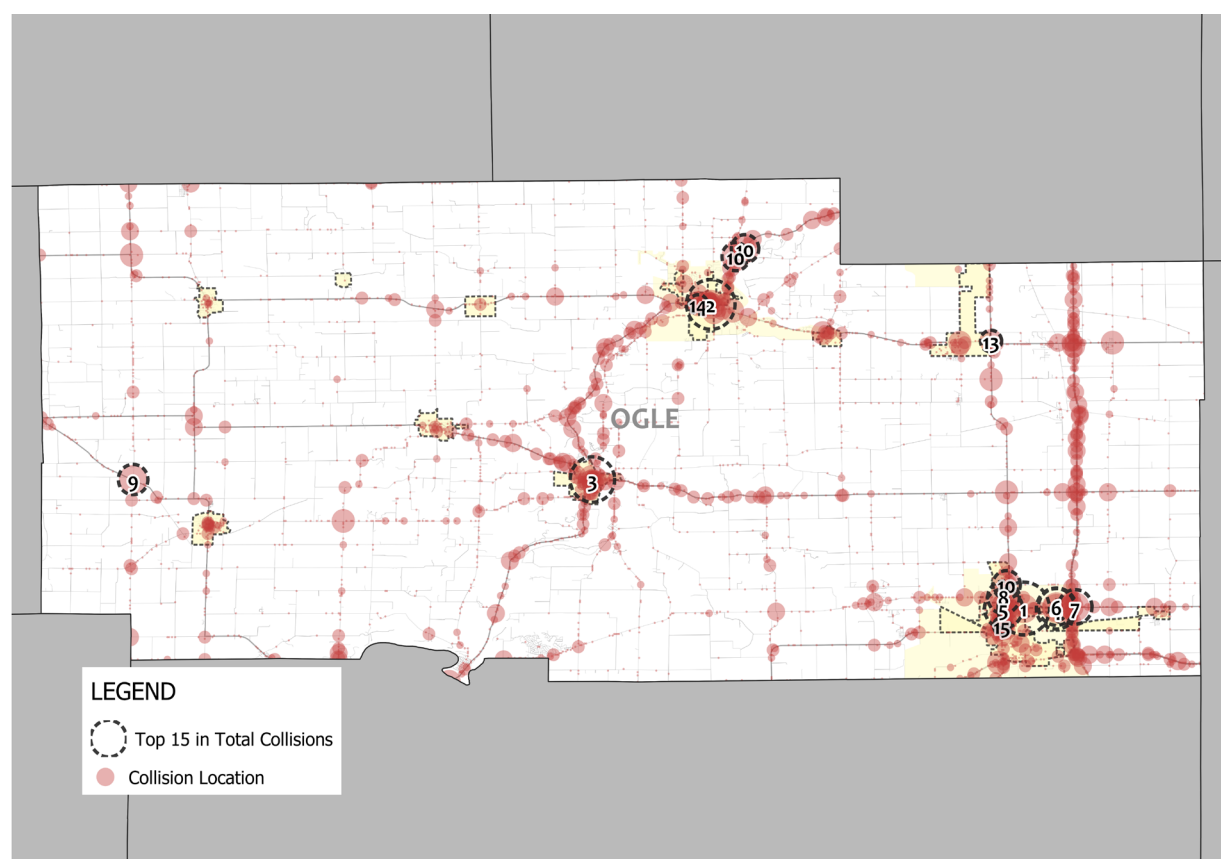
- Top crash locations: Dixon



CRASH ANALYSIS RESULTS

OGLE COUNTY

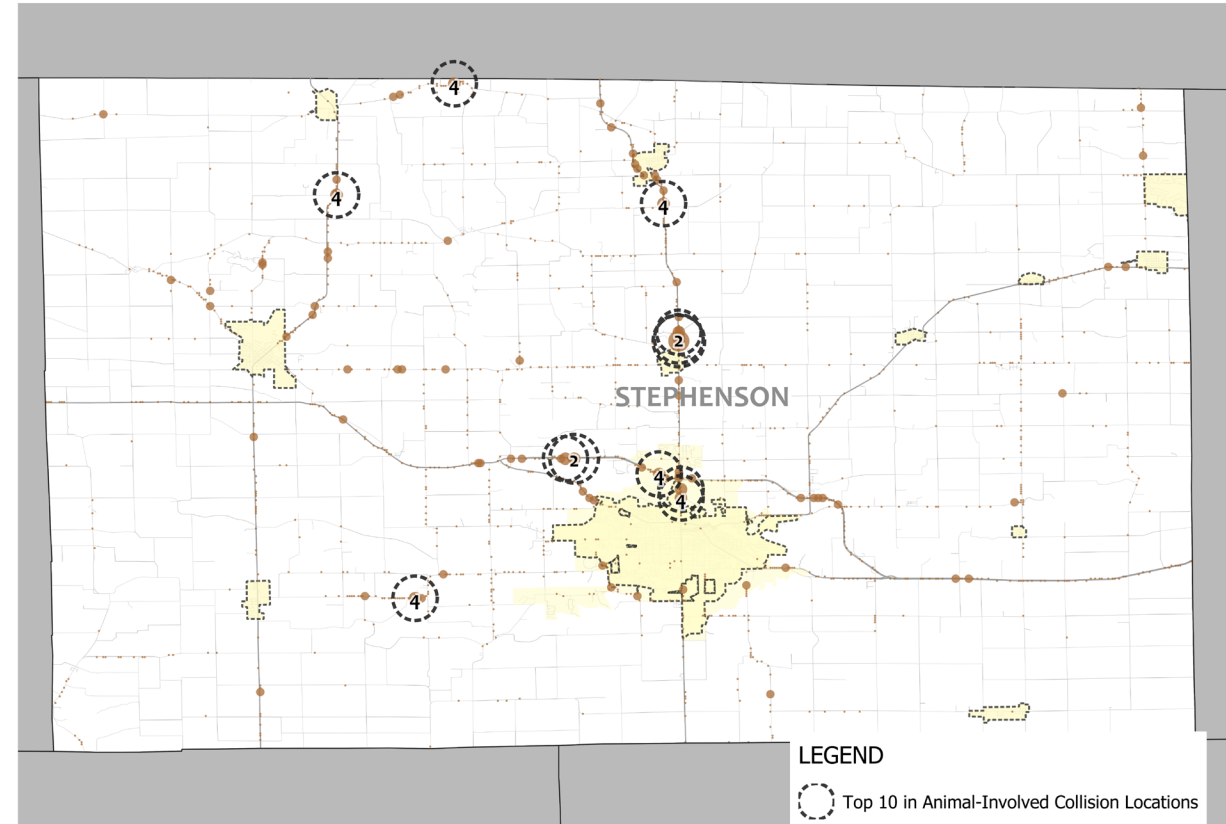
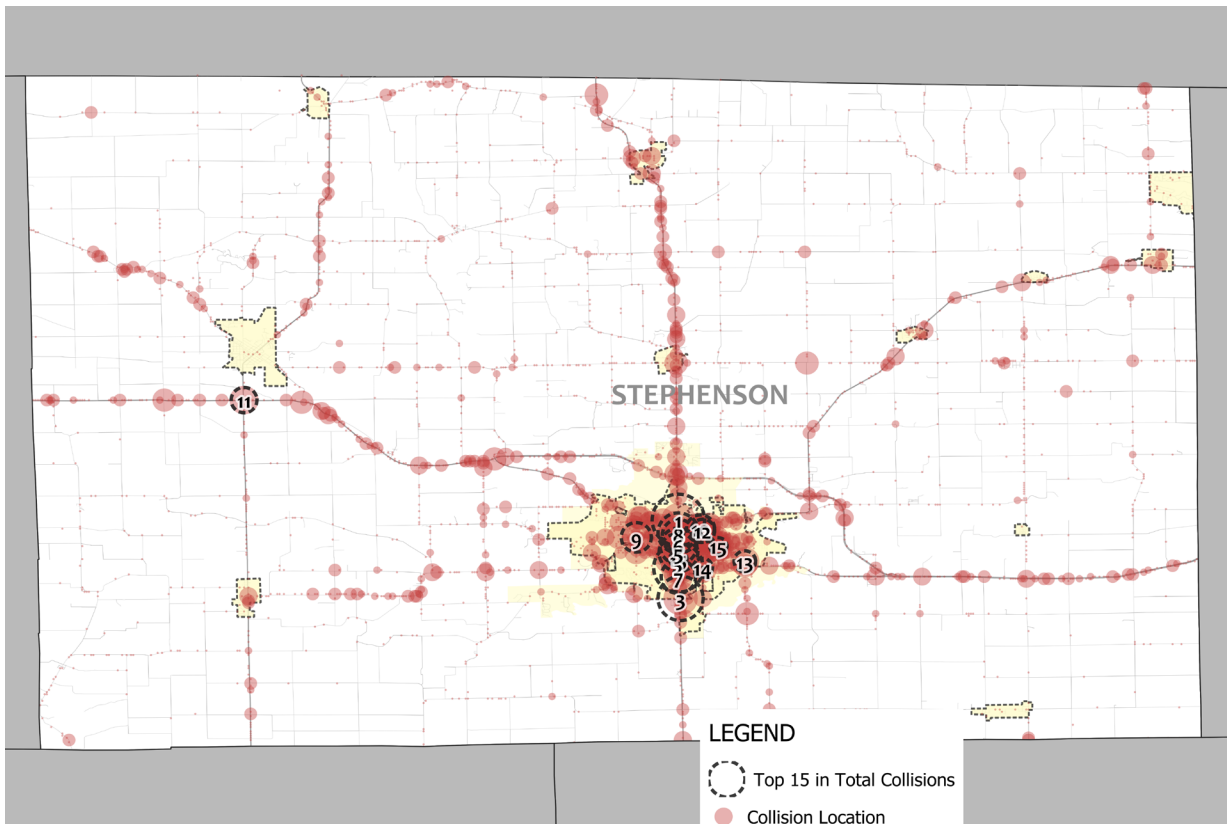
- Top crash locations: Byron, Oregon and Rochelle



CRASH ANALYSIS RESULTS

STEPHENSON COUNTY

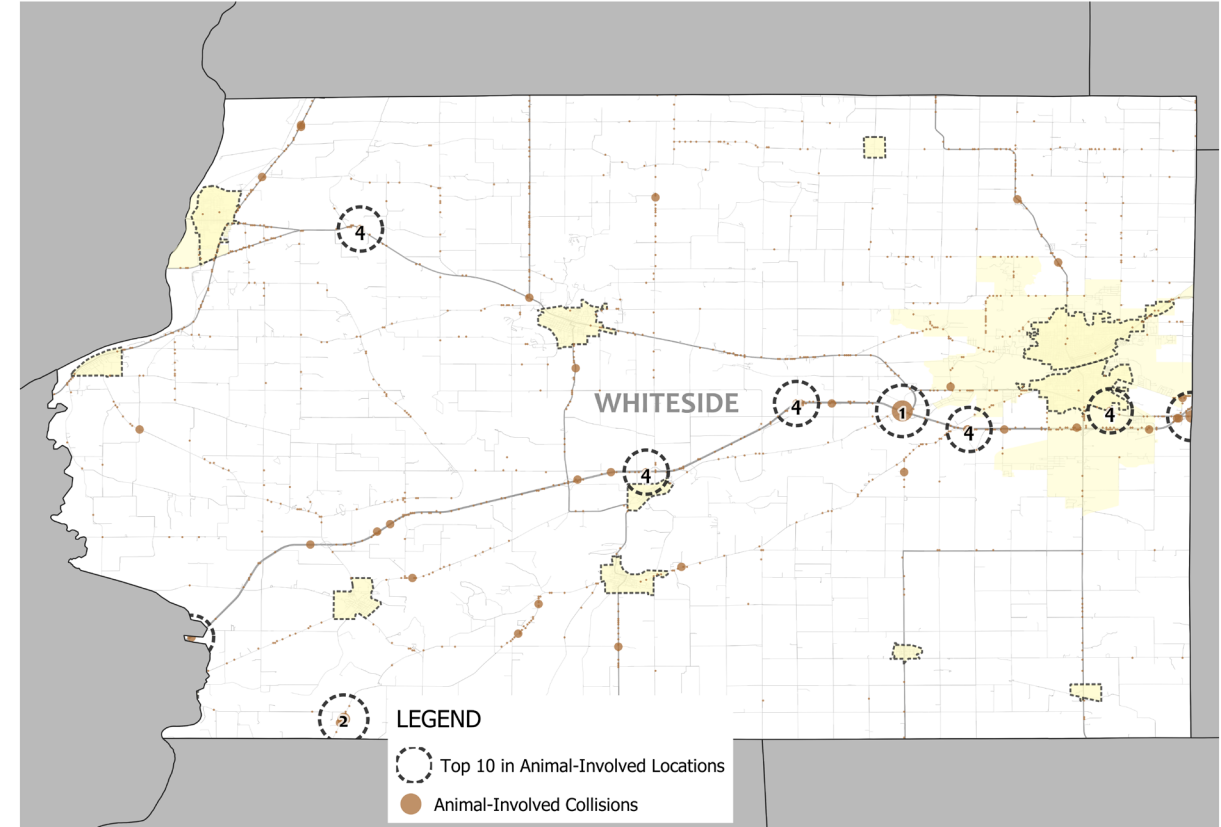
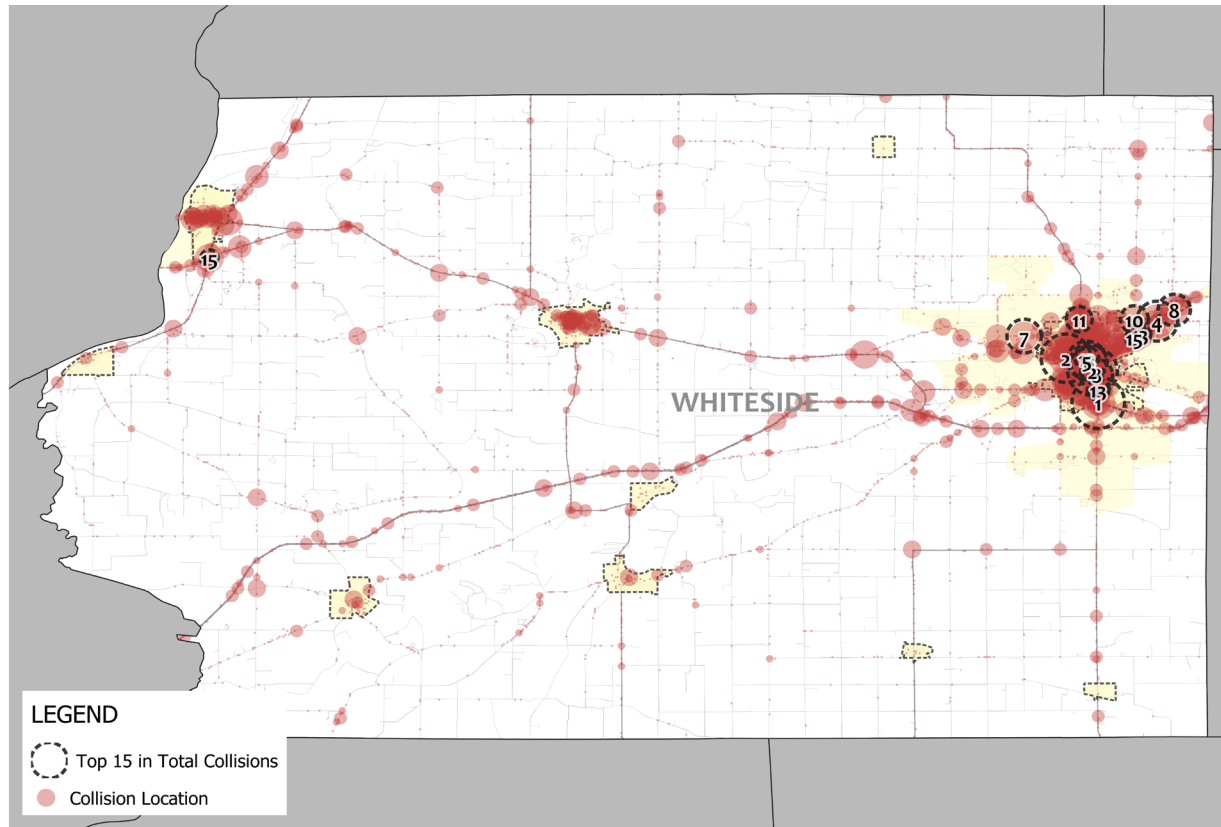
- Top crash locations: Freeport



CRASH ANALYSIS RESULTS

WHITESIDE COUNTY

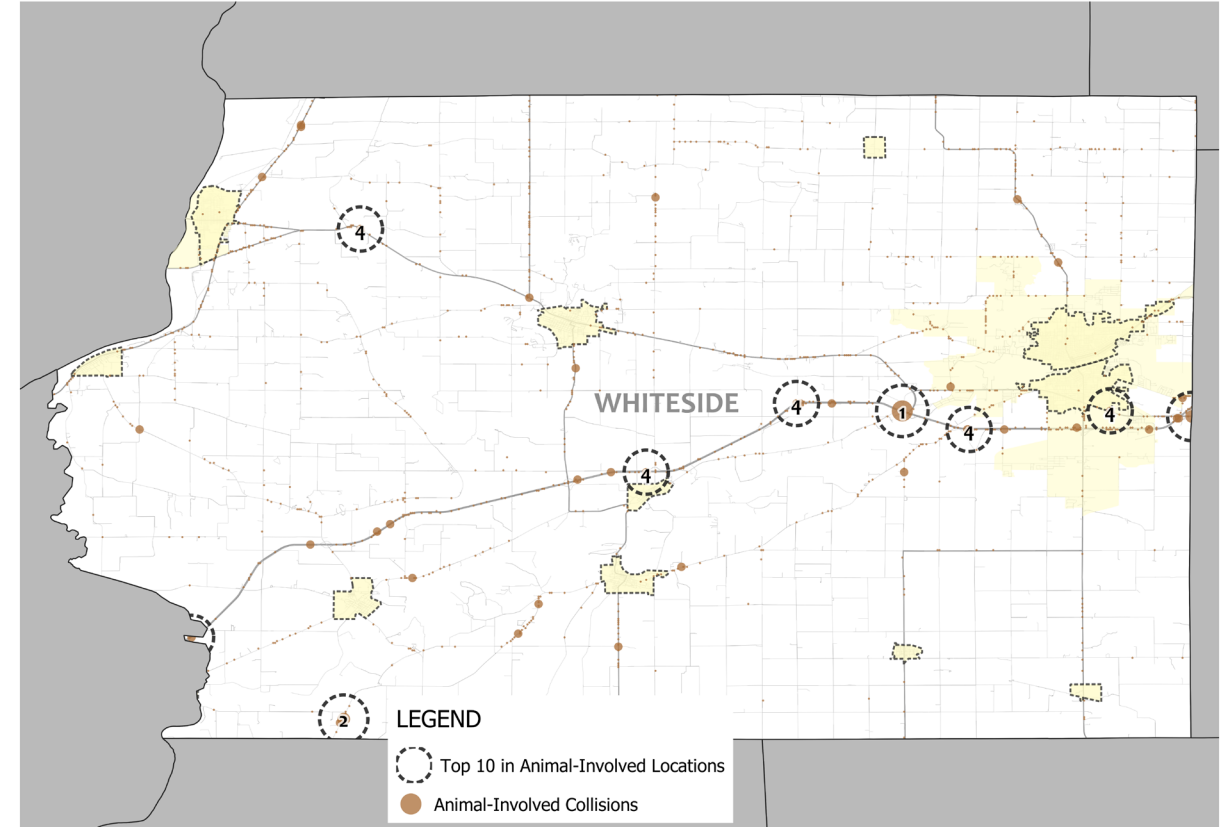
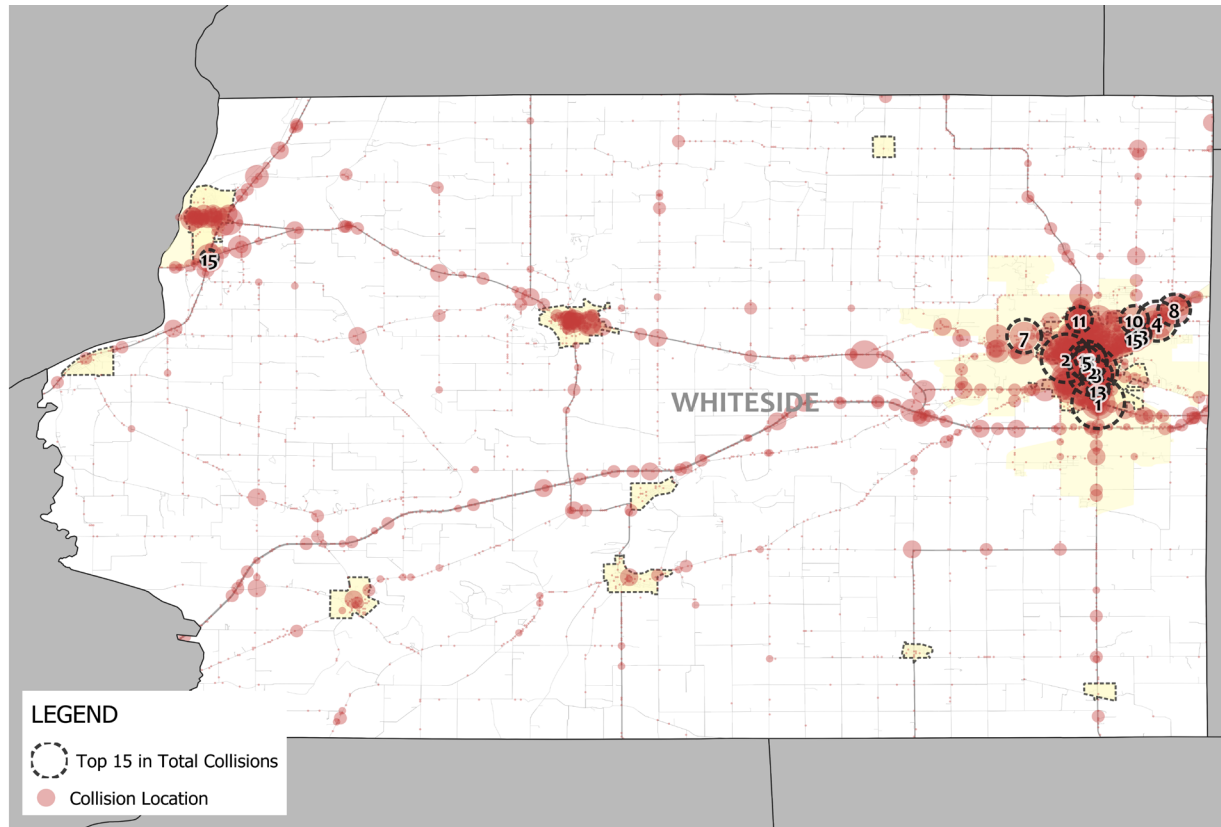
- Top crash locations: Sterling and Rock Falls



CRASH ANALYSIS RESULTS

WHITESIDE COUNTY

- Top crash locations: Sterling and Rock Falls



CRASH ANALYSIS RESULTS

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

GOAL SETTING

SAFETY PLAN EXAMPLES

- Goals established to help inform plan
- Examples

City of South Sioux City, Nebraska

- **Goal:** Zero fatality and zero transportation-related serious injury by 2030.
- **Plan:** Developing a transportation network dedicated to the welfare of all road users regardless of travel mode – drive, walk, roll, bike, and ride.

Tallahassee, Florida

- **Goal:** Long-term safety goal of zero roadway fatalities and serious injuries by the year 2040.
- **Plan:** Innovative design focused on vulnerable roadway users, strategic policies, and committed local leadership.

New Castle County, Delaware

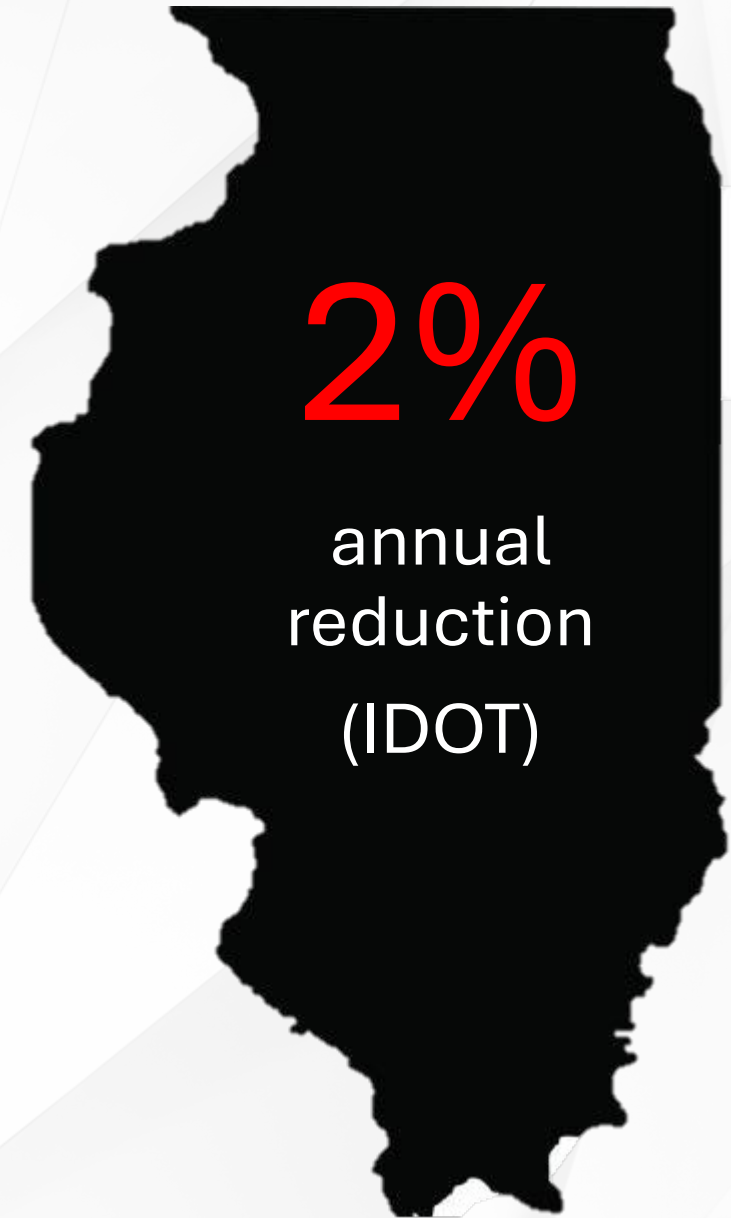
- **Goal:** Reduce serious injuries and deaths by 50% by 2030 and eliminated by 2040 compared with 2021 numbers.
- **Plan:** Revise spending priorities to focus on policies, acceleration of safety projects, and increased personal responsibility.

GOAL SETTING

ILLINOIS DOT GOAL

Making roads safer and protecting users.

- ✓ Vision: *We envision a future of zero fatalities so that no one loses their life while traveling on public roadways in Illinois.*
- ✓ Goal: 2% annual reduction of fatalities and serious injuries based on the 5-year rolling average.



GOAL SETTING

NWIL BHRC

- Establish general goals
- Identify region-specific priorities:
 - *Reminder: Common Fatal and Incapacitating Injury Crashes include:*
 1. Fixed Object (276, 29%)
 2. Overturned (167, 18%)
 3. Angle (107, 11%)
- Focus areas with considerations toward equity:
 - Prioritize key vulnerable groups in region (e.g. elderly, disabled, etc.)

It's ok for list to be extensive!

- Crash analysis will assess which priorities can offer highest quantitative value.

YOUR GOAL SETTING

TARGET CRASH TYPES

- Identify targeted Fatal and Incapacitating injury crash types
 - a. Focus on all
 - b. Most common
 1. Fixed Object (276, 29%)
 2. Overturned (167, 18%)
 3. Angle (107, 11%)
 - c. Involving vulnerable roadway users

Roadway Departures = 47%

YOUR GOAL SETTING

IDENTIFY REASONABLE PERCENT REDUCTION GOAL

Approach 1

- Reduce by percent per year until reaching zero.
 - a) 1%
 - b) 2%
 - c) 3%
 - d) 4%
 - e) 5%

Approach 2

- Reduce by targeted percent at target year
 - a) 10% reduction by target year
 - b) 20% reduction by target year
 - c) 30% reduction by target year
 - d) 40% reduction by target year
 - e) 50% reduction by target year

Approach 3

Achieve zero traffic related fatalities by target year.

Approach 4

List targeted crashes for reduction.
Set goals for reaching each goal.

YOUR GOAL SETTING

IDENTIFY TIMELINE

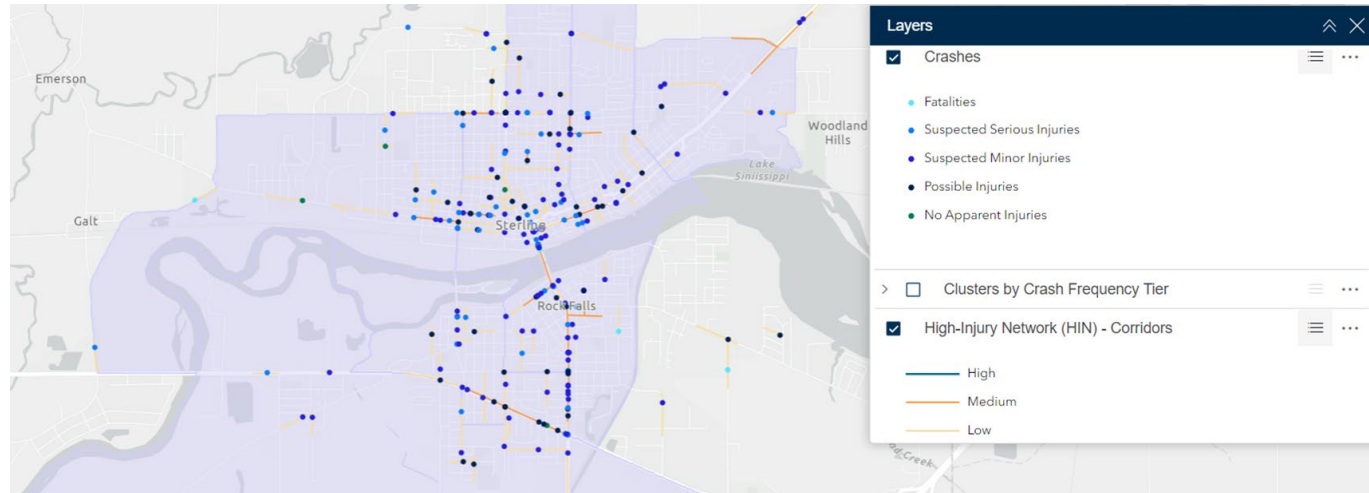
Select Target Year to Achieve Reduction Goal

- a) 2030
- b) 2035
- c) 2040
- d) 2045
- e) 2050

YOUR GOAL SETTING

IDENTIFY EQUITY FOCUSES

- SS4A funding requires 40% of federal funds be allocated to disadvantaged communities.
 - a. Utilize census data to identify focus areas.
 - b. Utilize Justice40 maps to prioritize focus areas.
 - c. Utilize stakeholder input to prioritize focus areas.
 - d. Utilize all methods above to prioritize focus areas.



YOUR GOAL SETTING

DRAFT RESOLUTION FOR SAFETY GOALS

As part of grant, each agency will adopt a safety resolution.

- Built from the goals

We will work with the counties to develop a resolution that meets the requirements

- Empower staff to do safe systems engineering and implementation

YOUR GOAL SETTING

POLICY AND PROCESS CHANGES

- Currently reviewing existing policies
 - a. Align Action Plan with existing policies
 - a. Safety focus
 - b. Vulnerable road user focus
 - b. Recommend modifications to existing policies
 - c. Project prioritization
 - a. High Injury Networks
 - b. Vulnerable Road Users
 - c. Countermeasures
 - a. Cost Effective
 - b. High Impact

LIST OF PLANS RELATED TO TRAFFIC SAFETY

SAFETY OR VULNERABLE ROAD USER FOCUS

- 2019-2024 Comprehensive Economic Development Strategy (CEDS) Northwest Illinois
- Blackhawk Regional council Trail Plans (2017-2022)
- Eight-County Freight Plan (2018)
- Jo Daviess County Comprehensive Plan (2012 Update)
- Lee County Comprehensive Plan (2010)
- Ogle County Amendatory Comprehensive Plan "2022 Update"
- Whiteside County Comprehensive Plan (2014-2035)
- City of Freeport Comprehensive Plan (2010)
- Livability in Northwest Illinois 2022
- 2021 Erie Walkability Assessment Report
- 2021 Galena Sidewalk Assessment Report
- 2021 Mount Morris Walkability Assessment Report
- 2021 Oregon Walkability Assessment Report
- 2021 Sterling Walkability Assessment Report
- 2021 Warren Walkability Assessment Report
- Others?

EXAMPLE: LIST OF PROJECTS RELATED TO TRAFFIC SAFETY

IDENTIFY EXISTING PROJECT PLANS

Example Project List	Timeframe	Intervention Type
Downtown Pedestrian Crossing Improvements	Short-term	Operational & Behavioral
LED Lighting at High Injury Locations	Mid-term	Operational
Pedestrian/Bicycle Lanes Downtown	Long-term	Infrastructure
Trail Expansion	Long-term	Infrastructure
Accessibility Improvements	Short-term	Operational
Public Outreach on using Roundabouts	Short-term	Behavioral
Signage Improvements	Short-term	Operational & Behavioral
Intersection Improvements	Long-term	Infrastructure & Operational
Signal Improvements	Mid-term	Operational
Pavement Friction Enhancements	Long-term	Infrastructure
Traffic Calming	Mid-term	Operational & Behavioral

EXAMPLE: LIST OF PROJECTS RELATED TO TRAFFIC SAFETY

SAFETY OR VULNERABLE ROAD USER FOCUS

Example: Jo Daviess County Comprehensive Plan (2012 Update)

- Current safety and improvement needs, future upgrade needs (lane widths, turning lanes, signalization, etc)
 1. U.S. Highway 20
 2. Stagecoach Trail
 3. Derinda Road
 4. State Route 84
 5. Blackjack Road
 6. State Route 78
 7. Elizabeth - Scales Mound Road
- Need to identify other safety related projects

NEXT STEPS

- Prep and Mail Toolkits for State Fairs
- Continue Crash Analysis
- Finalize Policy Plan Review & Summarize Key Findings
- First Responders Engagement Meeting (week after Labor Day)
- Next Steering Committee Meeting (September 17th)



STAKEHOLDER INFORMATION SESSION & WORKSHOP



Question & Answer

BI-MONTHLY STEERING COMMITTEE

SEPTEMBER 17, 2024

Northwest Illinois SS4A Safety Action Plan





TODAY'S AGENDA

I. Since We Last Met Summary

II. Stakeholder Engagement

- a. Report on Interactive Map Feedback

III .Public Outreach

- a. Mailer Update
- b. Unified Command Committee
- c. First Responders Engagement Debrief

IV. Crash Data

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

V. Goal Setting Discussion

- a. Identify Reduction Goal
- b. Identify Reduction Timeline
- c. Schedule Goal-Setting One-to-Ones with Counties

VI. Next Steps/Next Meeting (November 19th)

SINCE WE LAST MET - UPDATE

SUMMARY

- Crash Analysis
- Public Involvement:
 - Mailer in July
 - State Fairs and community events in July/August
 - 8/27/24 - Unified Command Committee (Stephenson County)
 - 9/10/24 - First Responder's Webinar



Los condados de Carroll, Jo Daviess, Stephenson y Whiteside.

Hoja de Comentarios

Complete la información de contacto a continuación para asegurarse de mantenerse actualizado con información, recursos y eventos públicos relacionados con el desarrollo de SAP. Incluya cualquier pregunta inicial o inquietud de seguridad en la sección de comentarios para que el equipo del proyecto la aborde. ¡Apreciamos su interés!

Información de contacto	
Nombre:	Organización/Grupo:
Dirección:	Ciudad, Estado, ZIP:
Correo Electrónico/Email:	Teléfono:

¿Cómo te gustaría quedarte informado? ☐ Email ☐ Correo ☐ No me mandes actualizaciones.

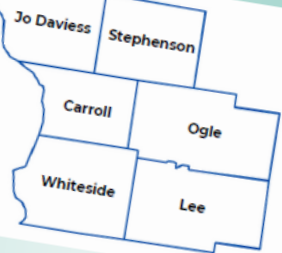
Sección de comentarios

Comparta sus comentarios, preguntas y ideas sobre el Plan de acción de seguridad. Puede enviar comentarios en nuestro sitio web en <https://kaskaskiaeng.com/northwest-illinois-safety-action-plan/> o manda por correo esta Hoja de Comentarios a 201 E Main Street #100 Belleville, IL 62220.

Considere responder las siguientes preguntas en sus comentarios:

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SAFE SYSTEM APPROACH

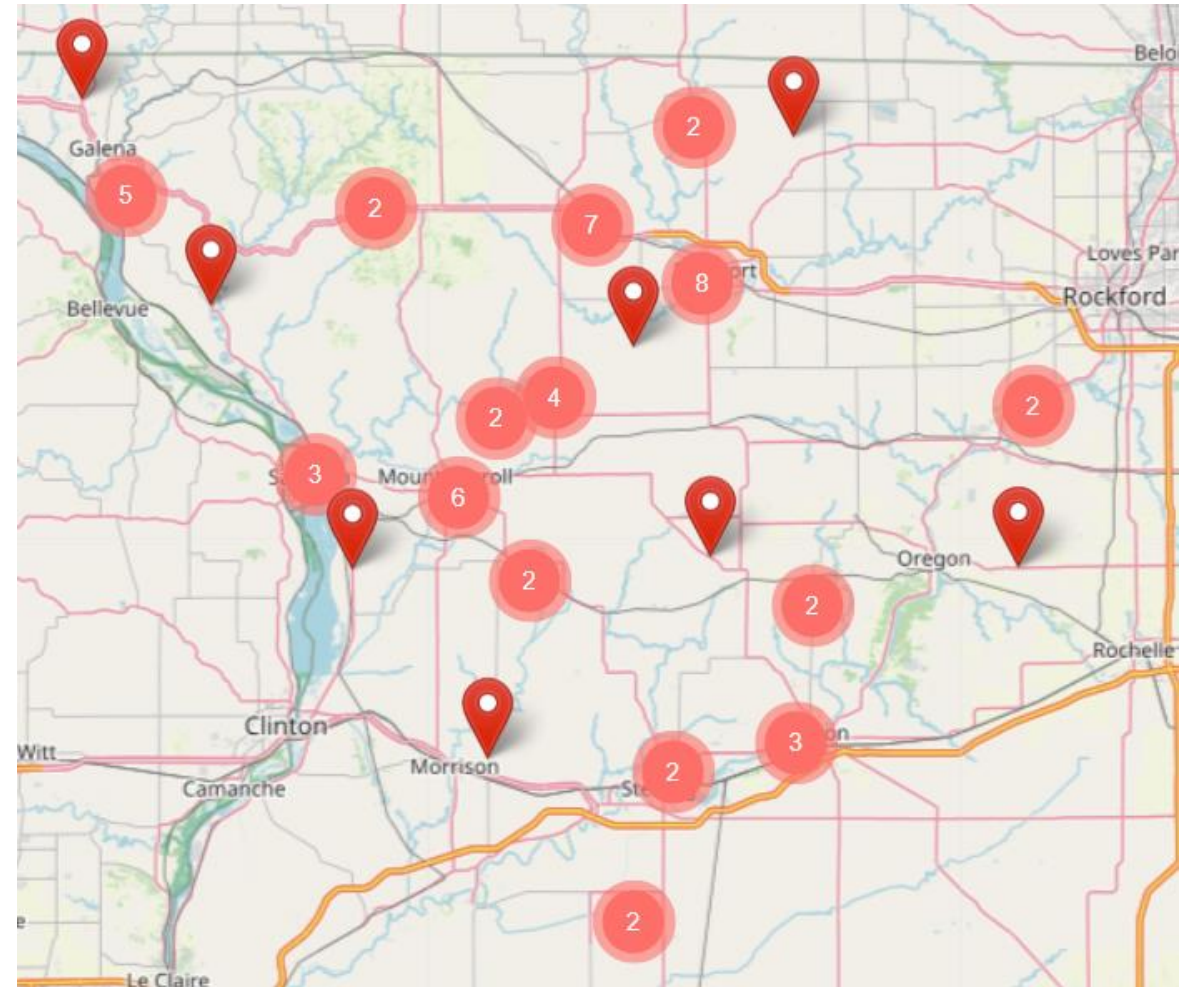
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STAKEHOLDER ENGAGEMENT

INTERACTIVE MAP – FEEDBACK TO DATE

- Currently **97** Unique Responses
 - Continue asking for feedback
 - Influx of comments with mailer
 - Comments also received via mail



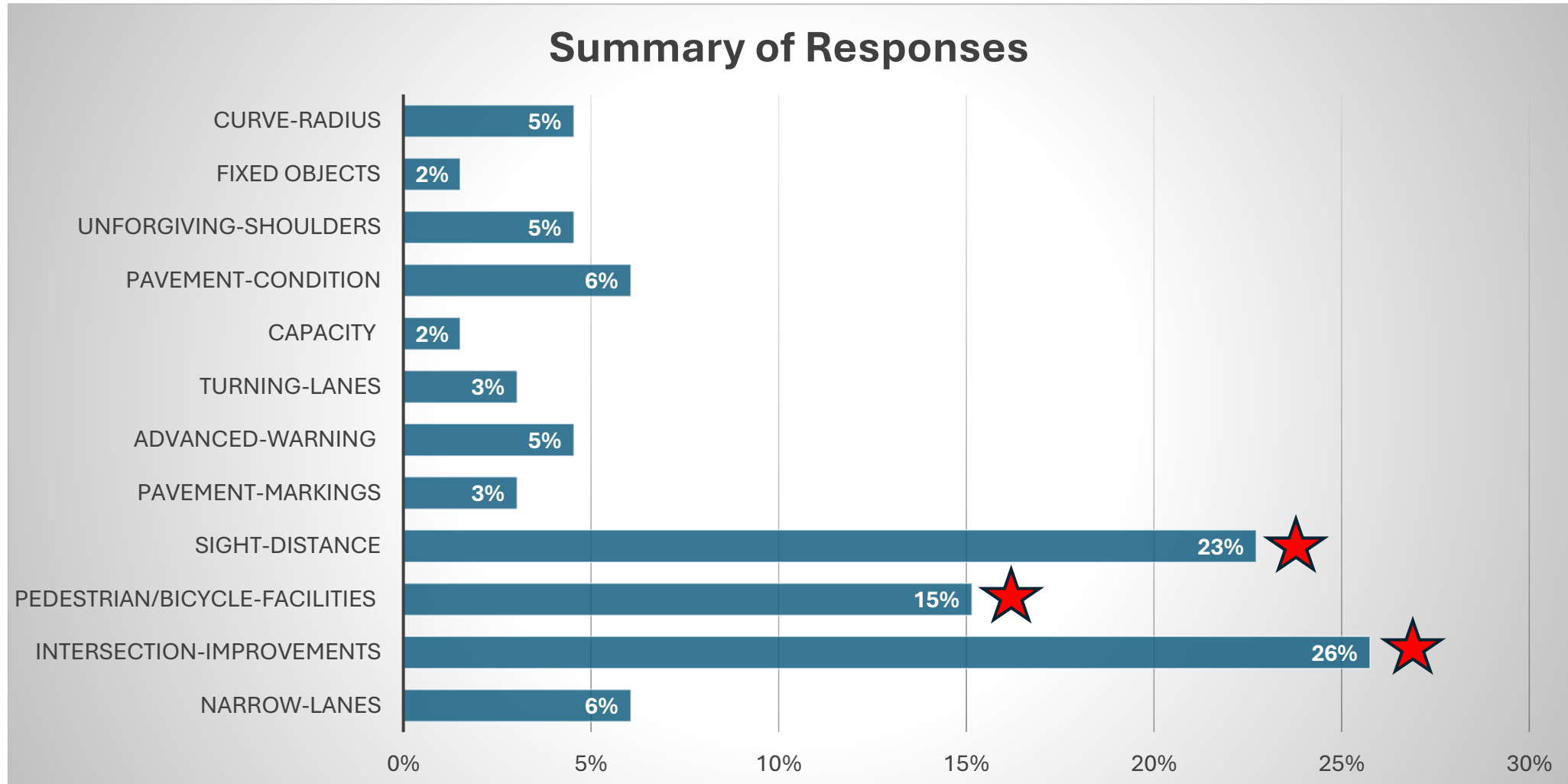
STAKEHOLDER ENGAGEMENT

INTERACTIVE MAP – COMMENT CATEGORIES



STAKEHOLDER ENGAGEMENT

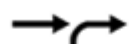
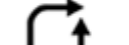
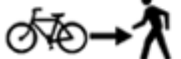
INTERACTIVE MAP – FEEDBACK TO DATE



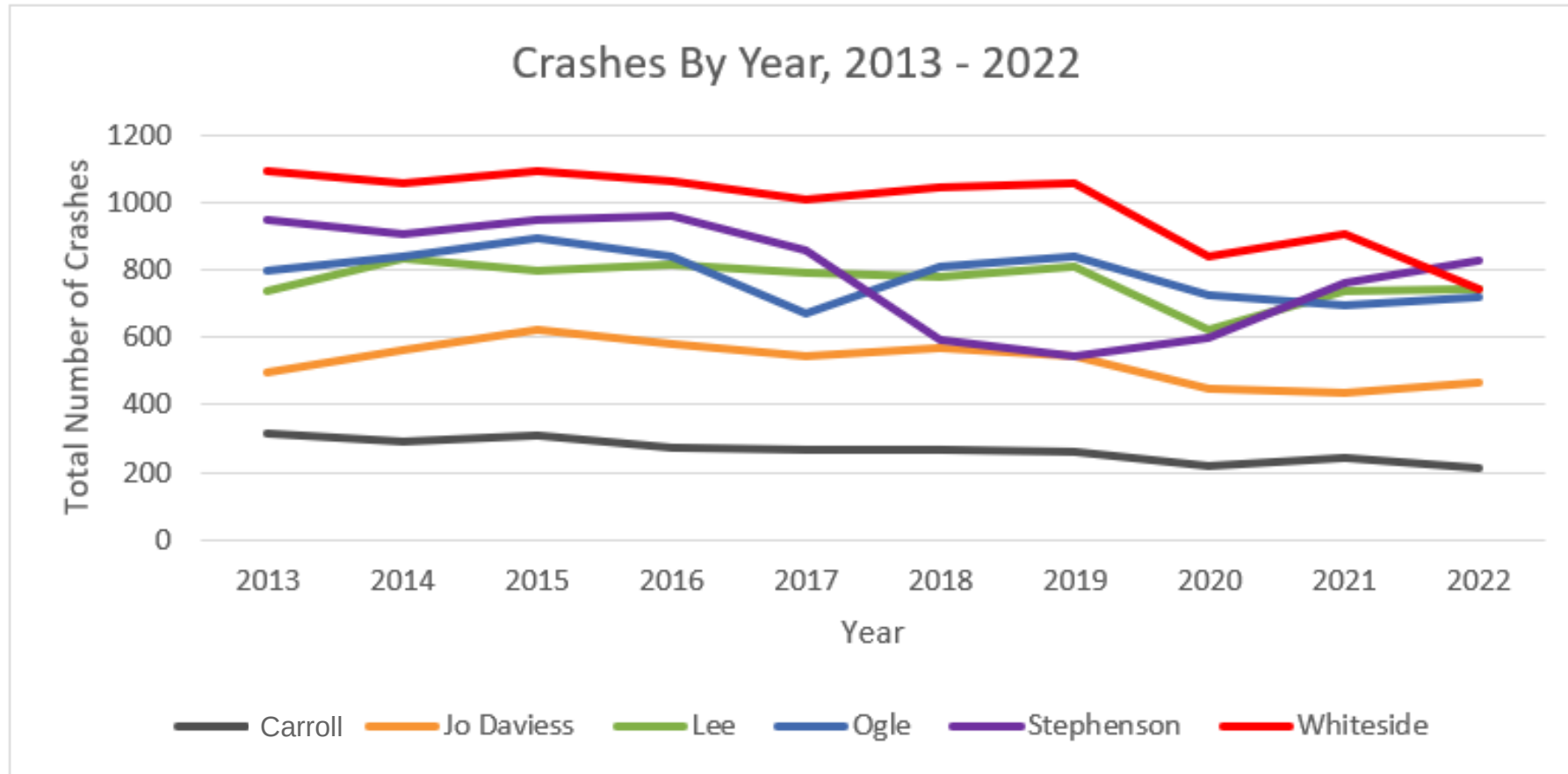
CRASH DATA

FOCUS CRASHES

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

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

CRASH TRENDS

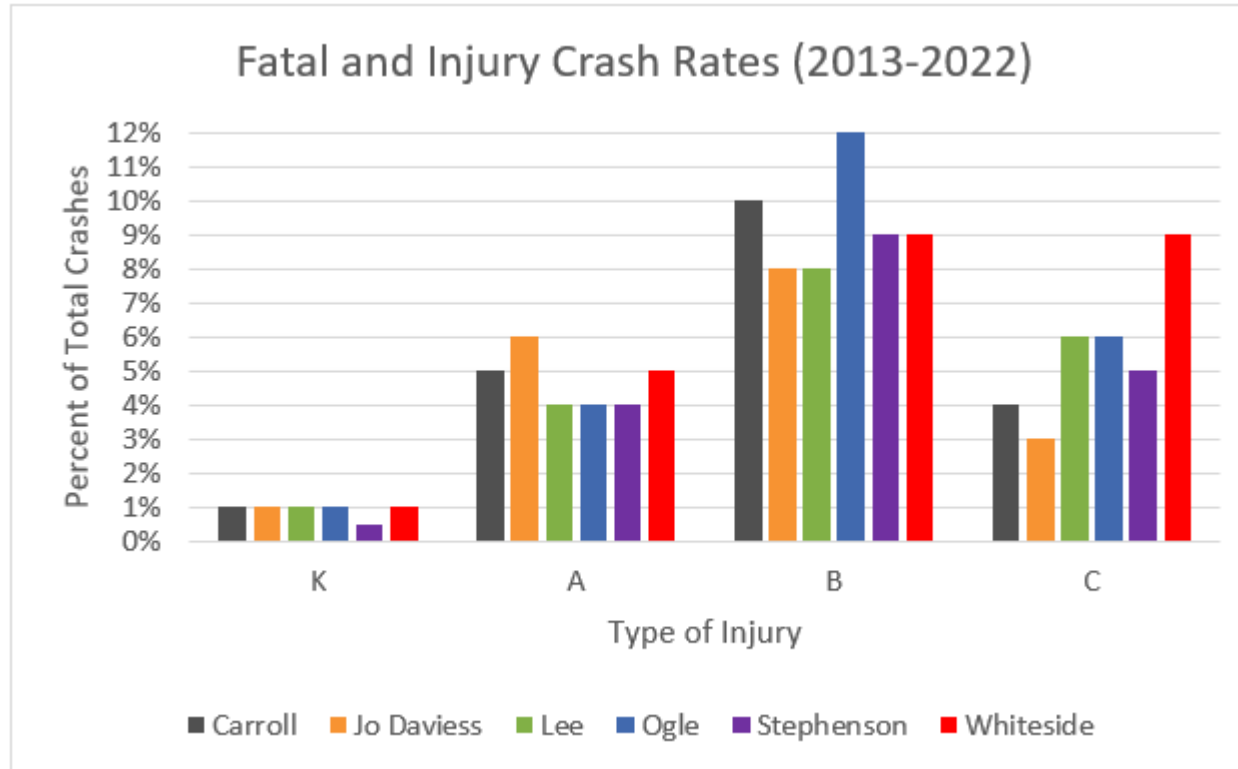


Collision Rate

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

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

FATAL AND SERIOUS CRASH RATES



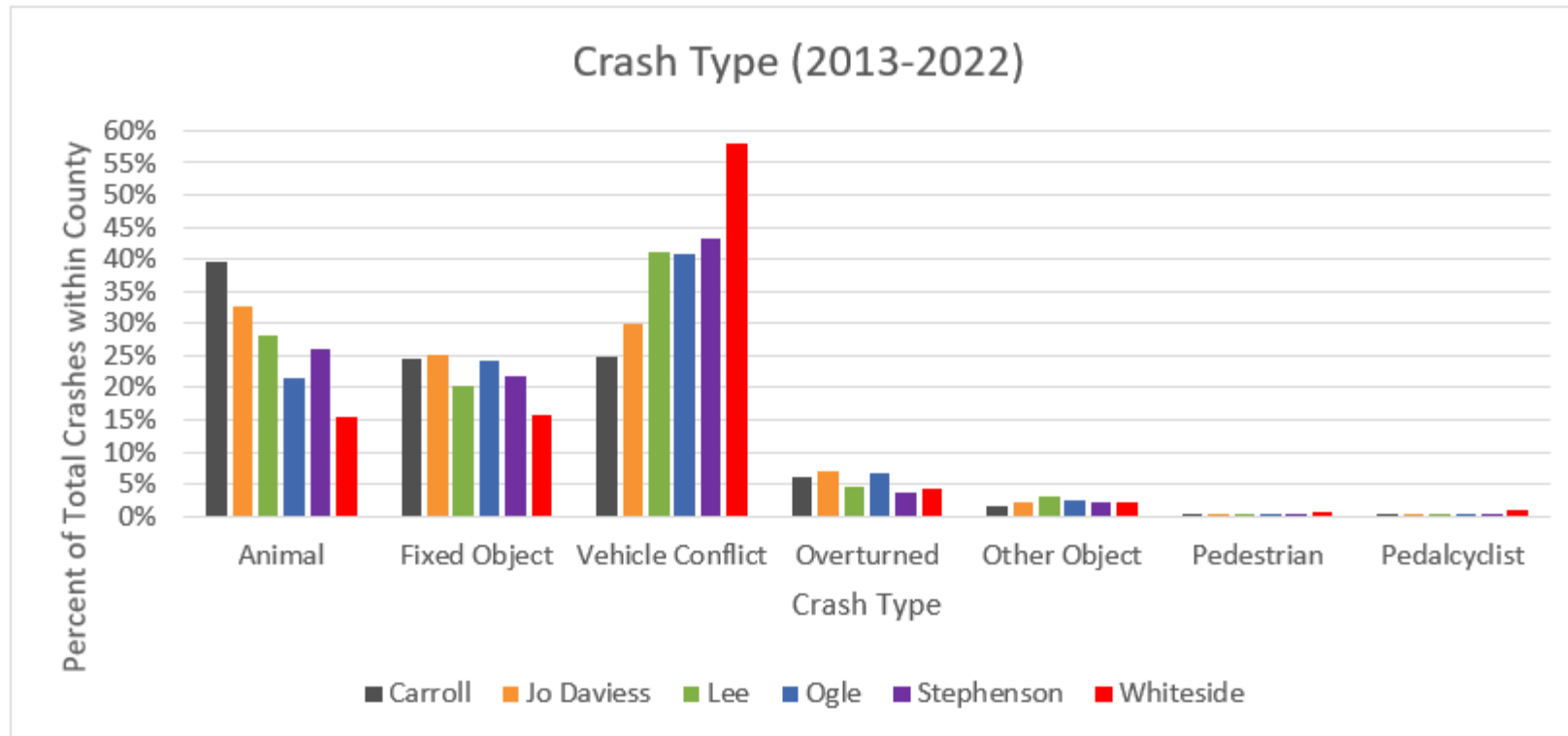
Fatality Rate

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

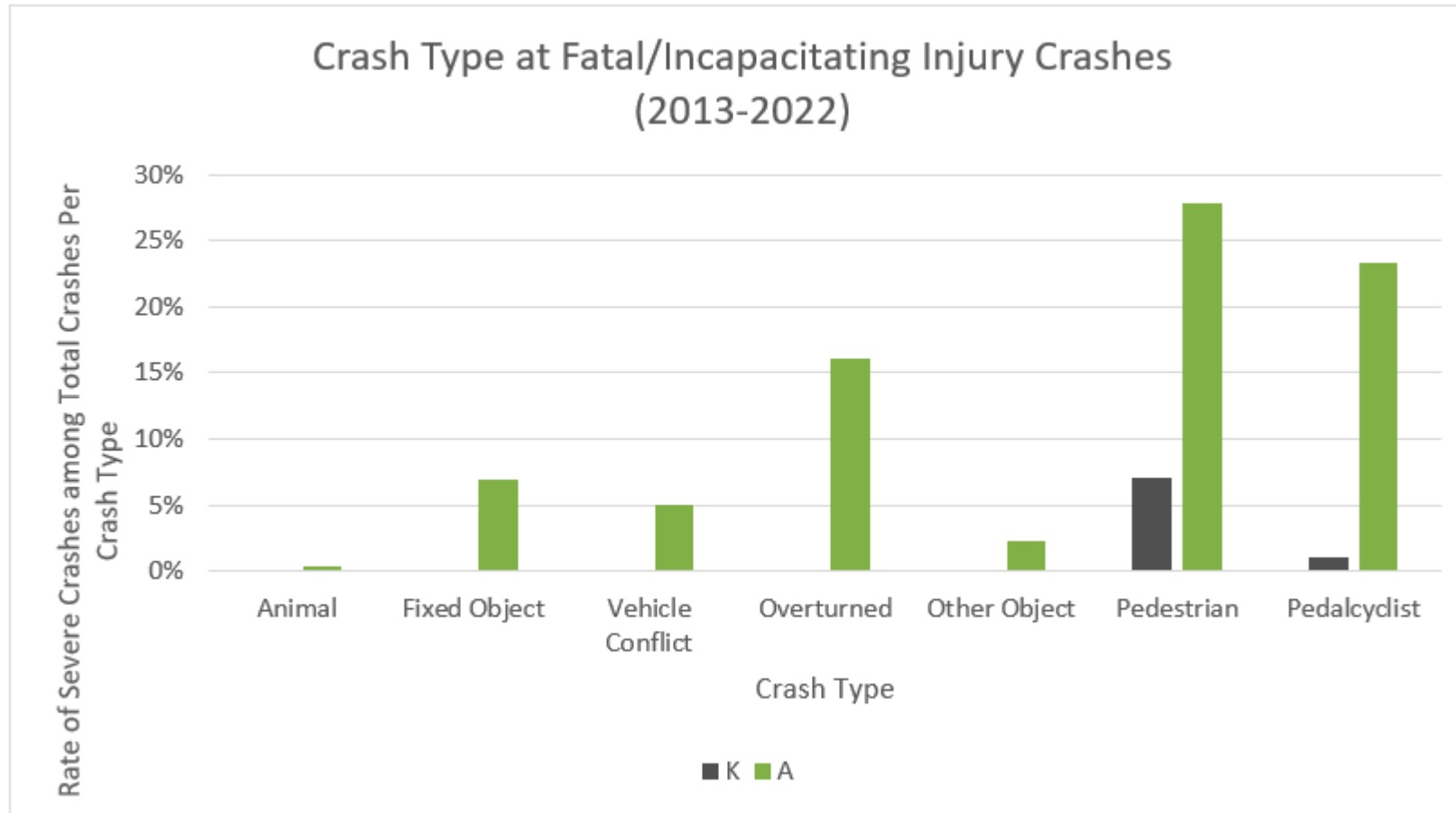
Injury Rate

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

CRASH TRENDS

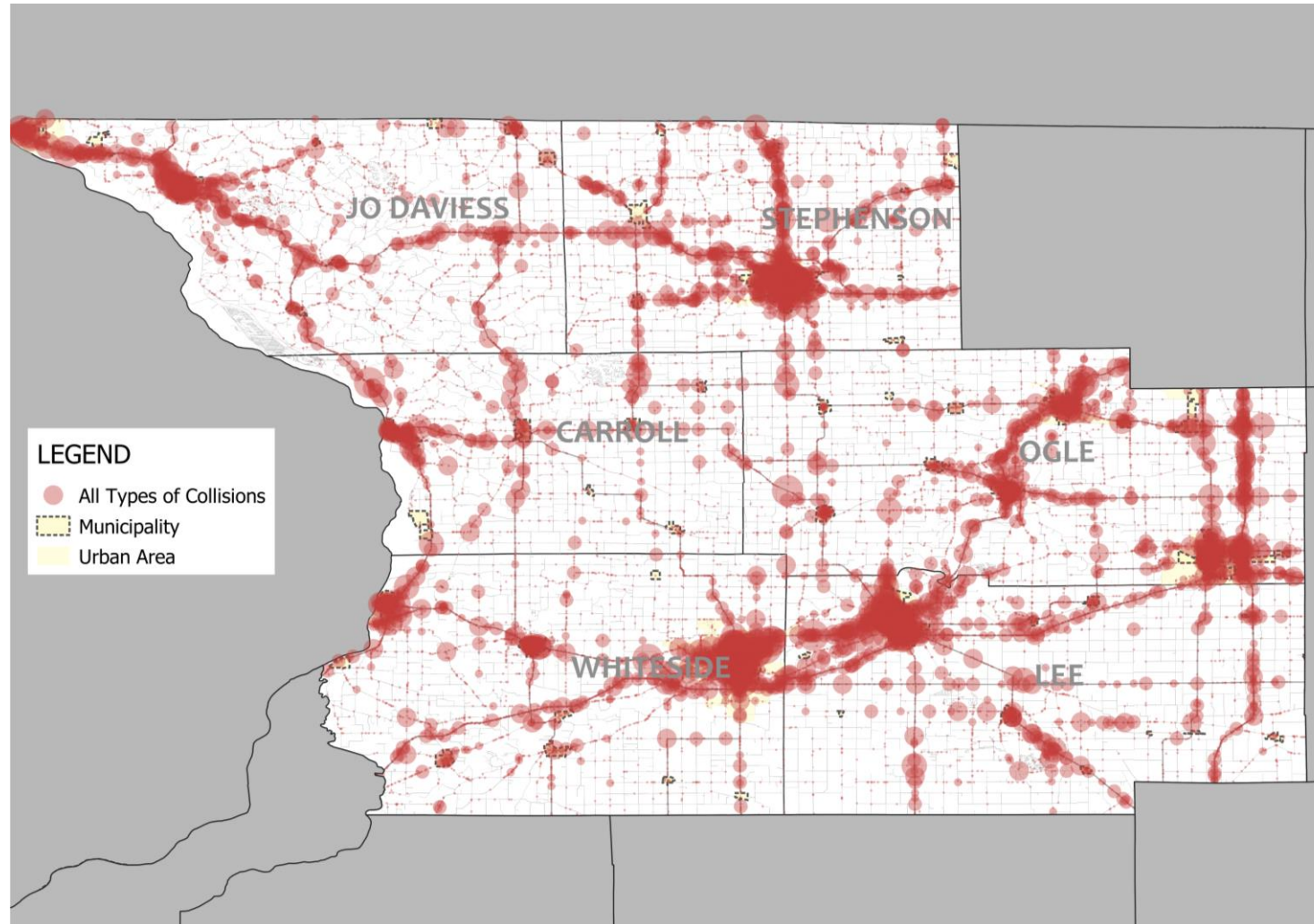


CRASH TRENDS



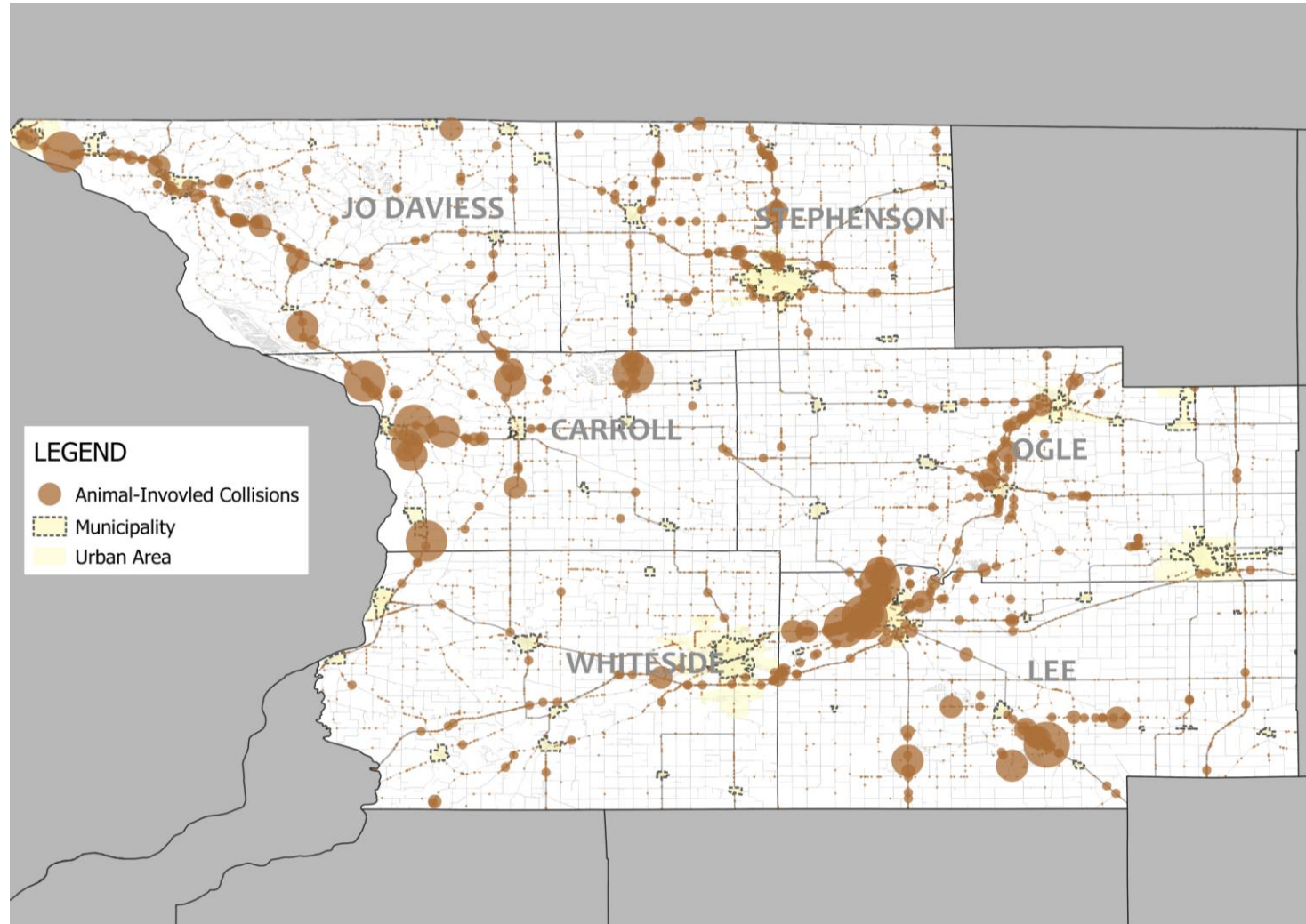
CRASH ANALYSIS RESULTS

SIX COUNTY ALL CRASH TYPES



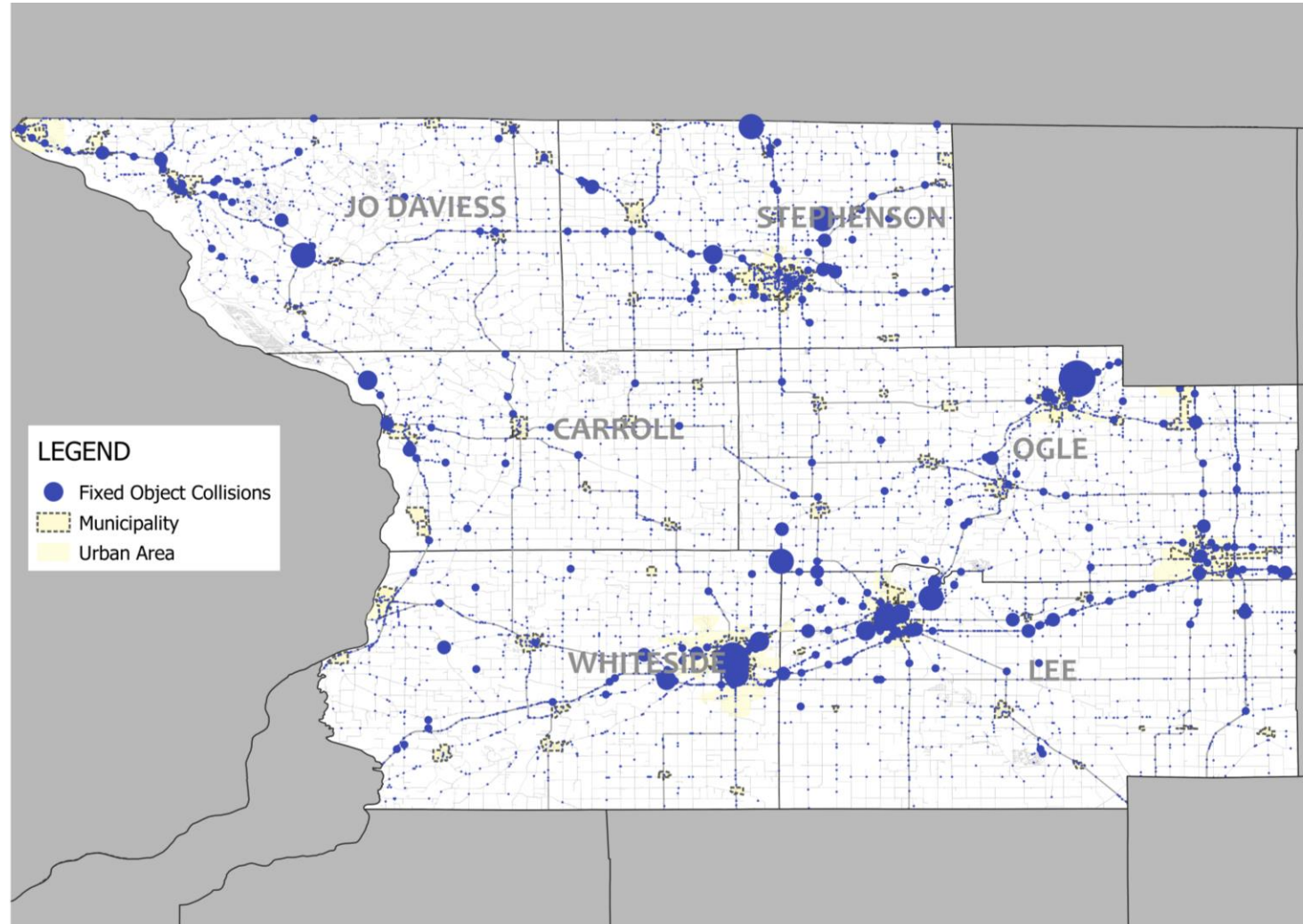
CRASH ANALYSIS RESULTS

SIX COUNTY ANIMAL CRASHES



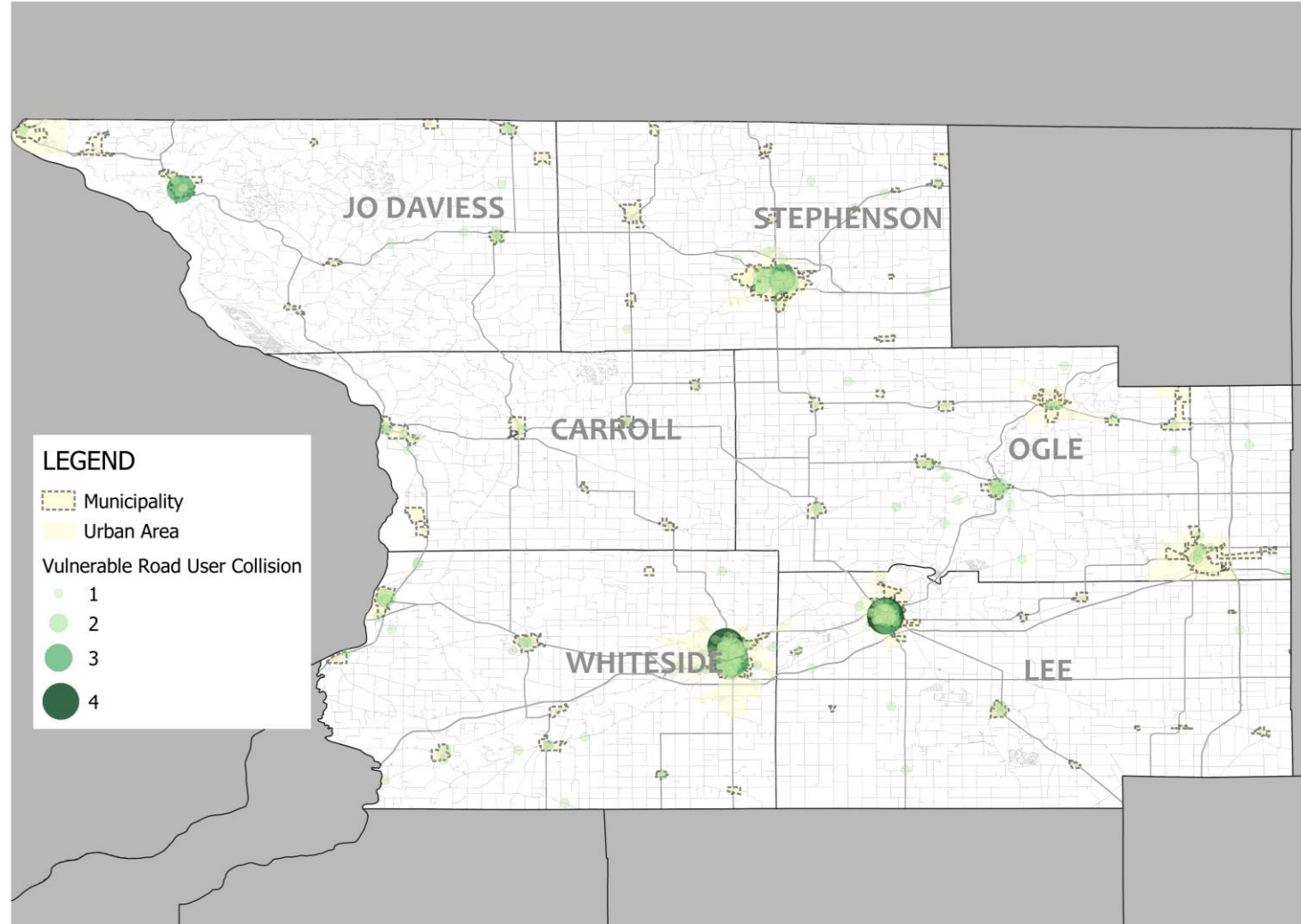
CRASH ANALYSIS RESULTS

SIX COUNTY FIXED OBJECT



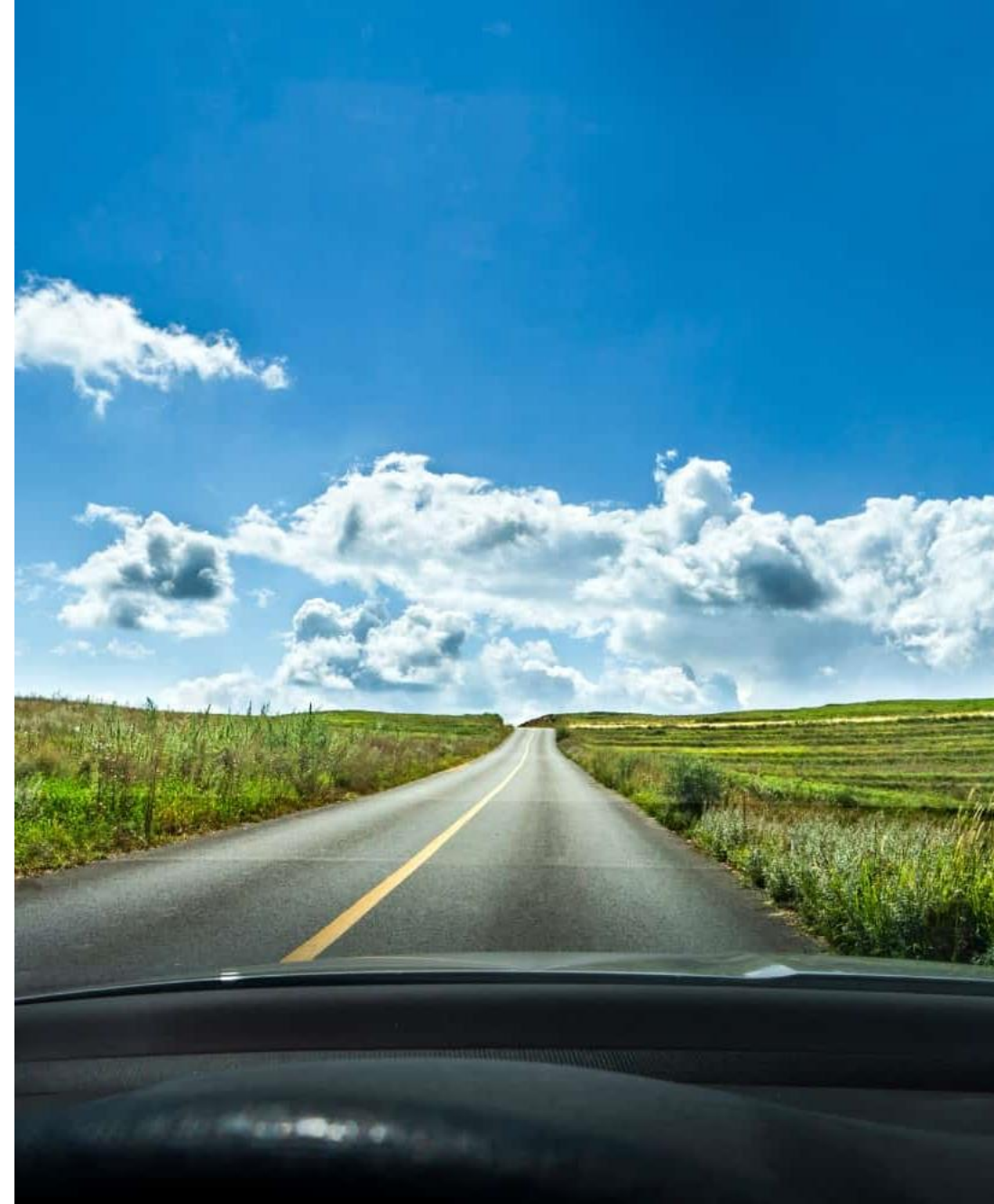
CRASH ANALYSIS RESULTS

SIX COUNTY VULNERABLE ROAD USER CRASHES



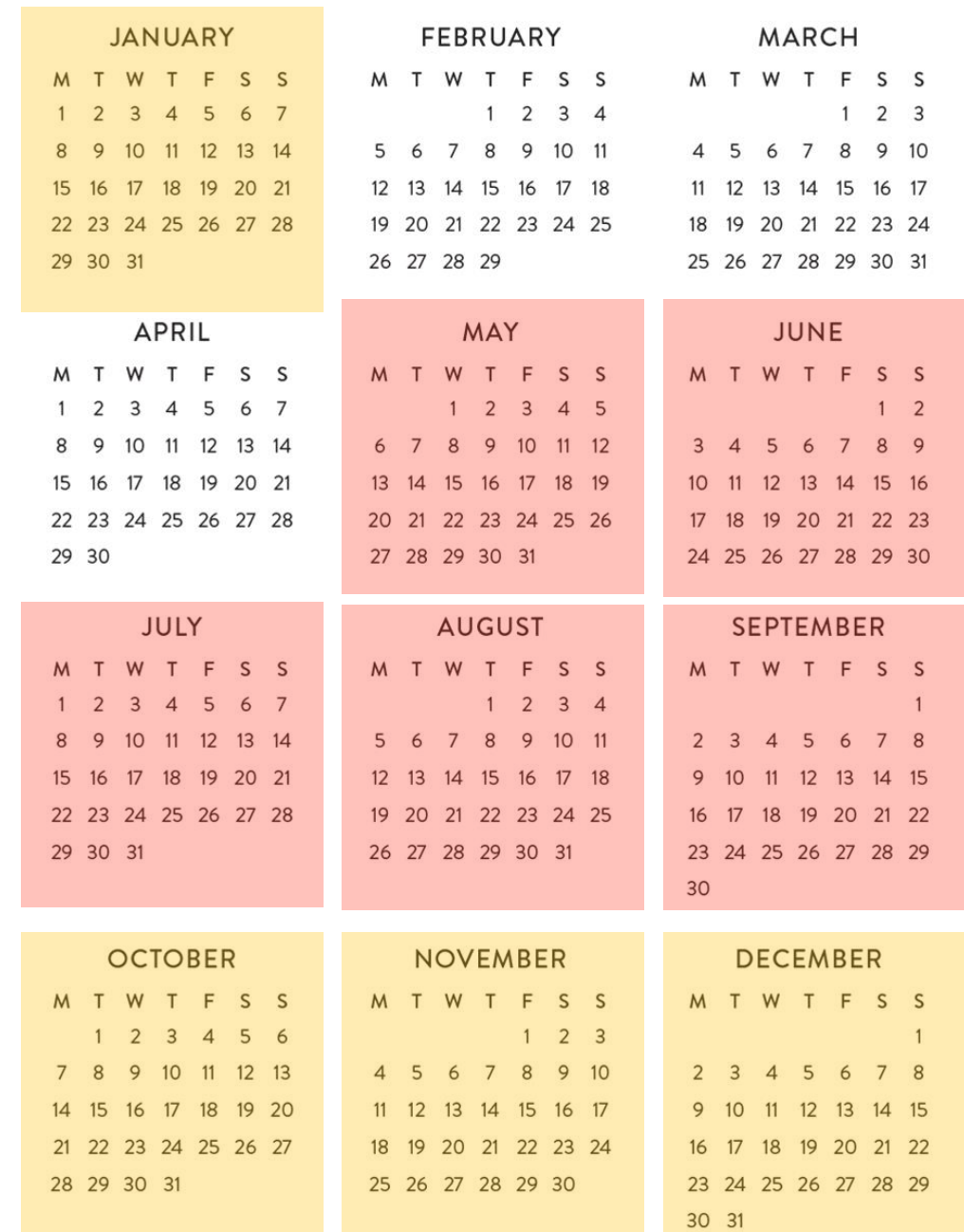
DATA INSIGHTS

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



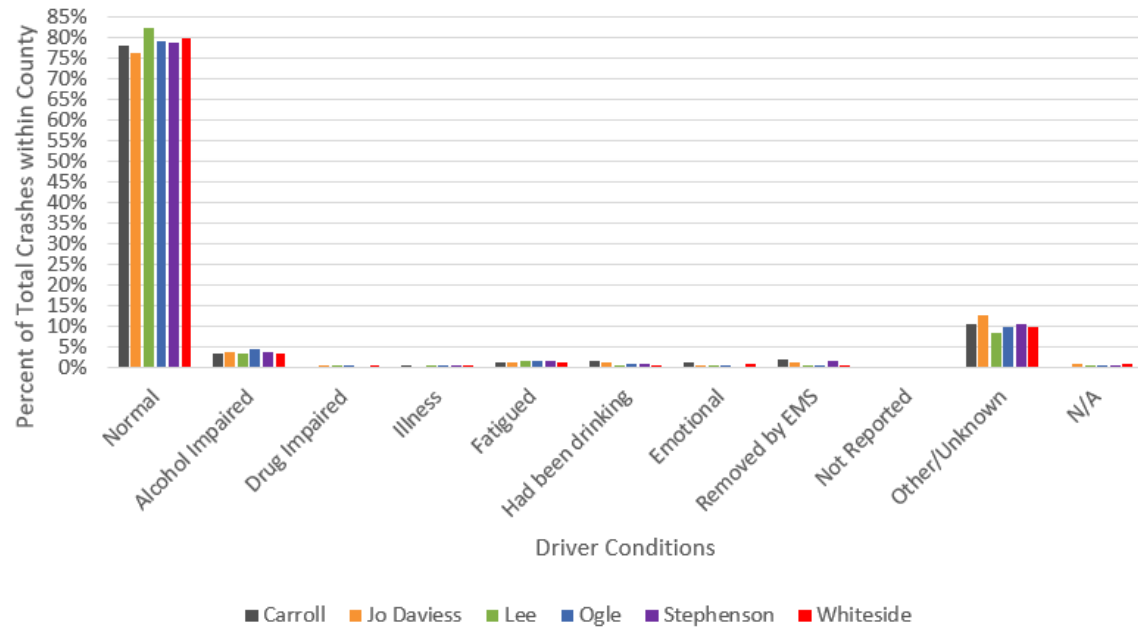
DATA INSIGHTS

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

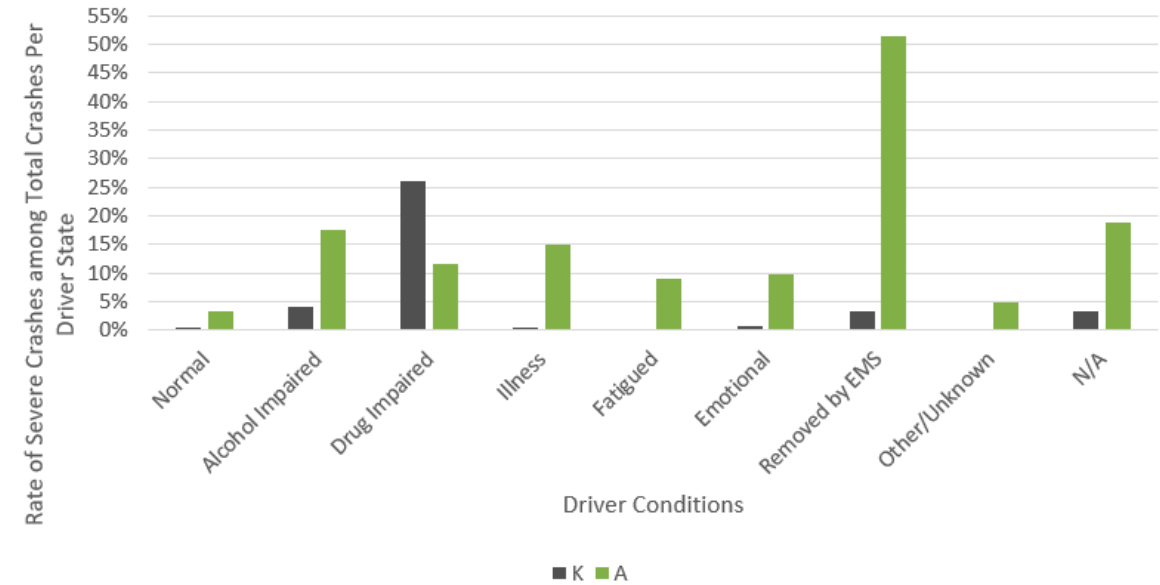


DRIVER STATE

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



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

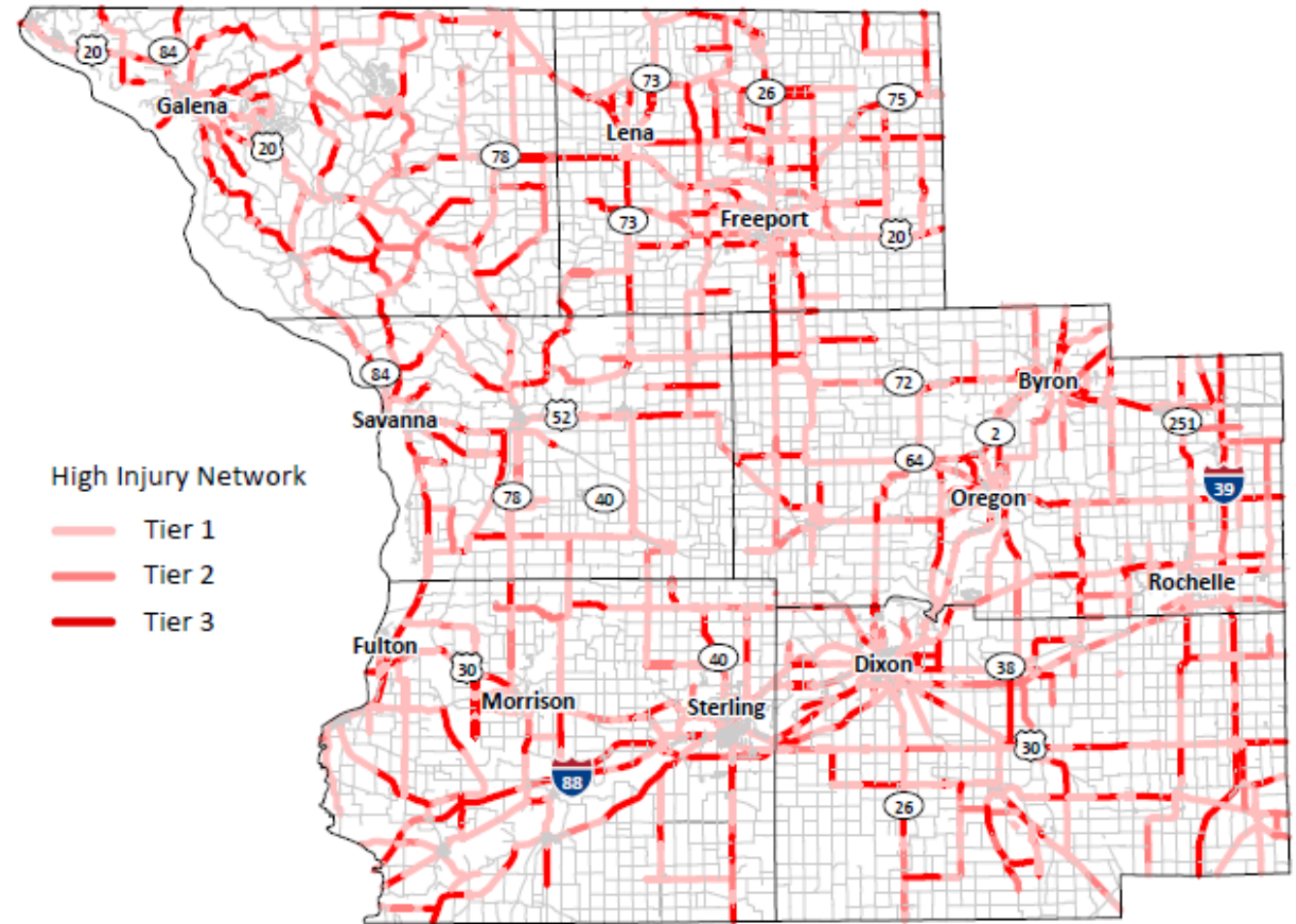


CRASH ANALYSIS RESULTS SUMMARY

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

HIGH INJURY NETWORK FOR SIX COUNTIES

High Injury Network for Six-County Region



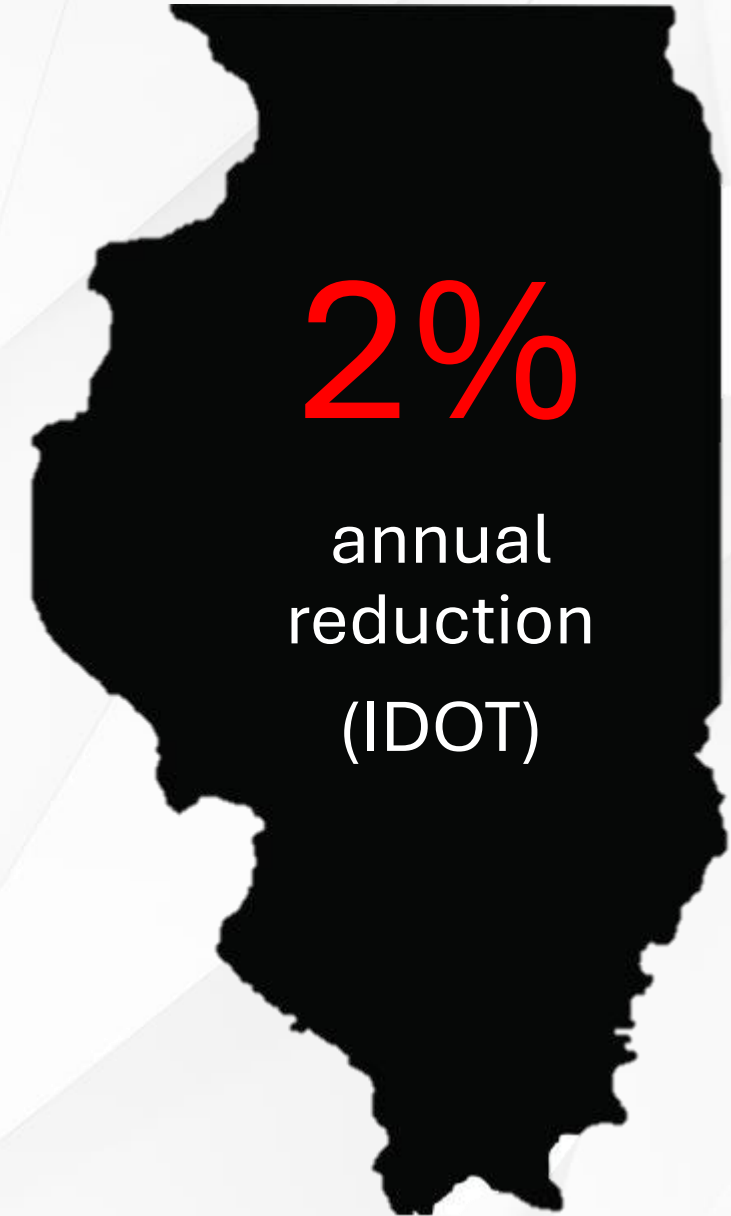
GOAL SETTING

ILLINOIS DOT GOAL

Making roads safer and protecting users.

Goal: 2% annual reduction of fatalities and serious injuries based on the 5-year rolling average.

*include what the numbers would be based on possible goals per county



GOAL SETTING

NWIL BHRC

- Focus areas with considerations toward equity:
 - Prioritize key vulnerable groups in region (e.g. elderly, disabled, etc.)
 - What types of collisions are the most prevalent?
 - What countermeasures may address those collisions?

YOUR GOAL SETTING

IDENTIFY REASONABLE PERCENT REDUCTION GOAL

Approach 1

- Reduce by percent per year until reaching zero.
 - a) 1%
 - b) 2%
 - c) 3%
 - d) 4%
 - e) 5%

Approach 2

- Reduce by targeted percent at target year
 - a) 10% reduction by target year
 - b) 20% reduction by target year
 - c) 30% reduction by target year
 - d) 40% reduction by target year
 - e) 50% reduction by target year

Approach 3

Achieve zero traffic related fatalities by target year.

Approach 4

List targeted crashes for reduction.
Set goals for reaching each goal.

YOUR GOAL SETTING

IDENTIFY TIMELINE

Select Target Year to Achieve Reduction Goal

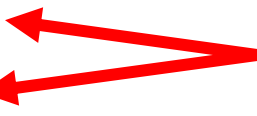
- a) 2030
- b) 2035
- c) 2040
- d) 2045
- e) 2050

YOUR GOAL SETTING

TARGET CRASH TYPES

- Identify targeted Fatal and Incapacitating injury crash types
 - a. Focus on all
 - b. Most common
 1. Fixed Object (276, 29%)
 2. Overturned (167, 18%)
 3. Angle (107, 11%)
 - c. Involving vulnerable roadway users

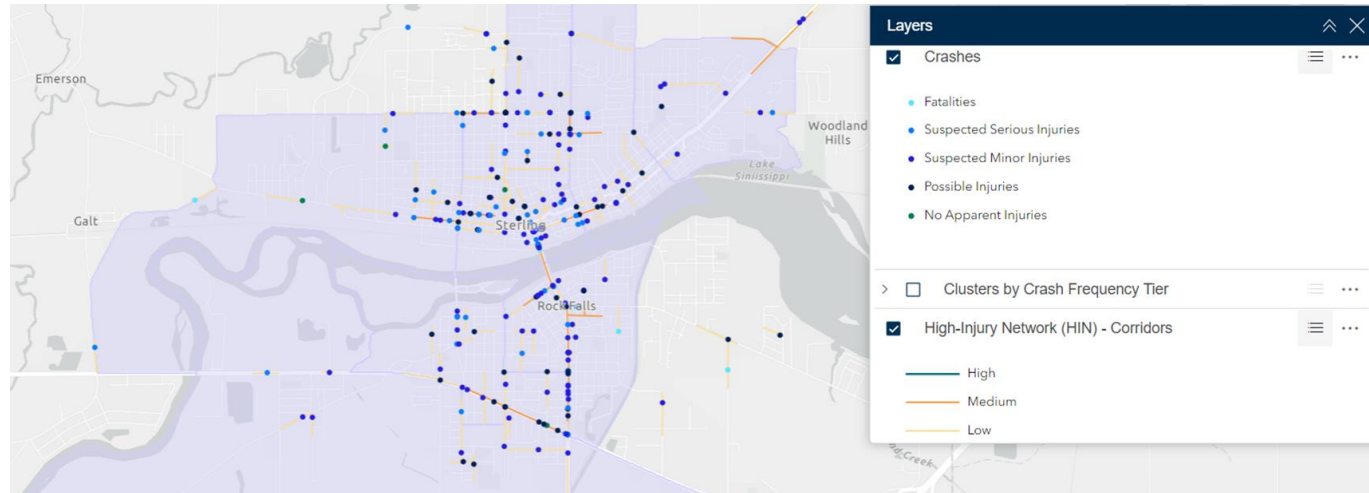
Roadway Departures = 47%



YOUR GOAL SETTING

IDENTIFY EQUITY FOCUSES

- SS4A funding requires 40% of federal funds be allocated to disadvantaged communities.
 - a. Utilize census data to identify focus areas.
 - b. Utilize Justice40 maps to prioritize focus areas.
 - c. Utilize stakeholder input to prioritize focus areas.
 - d. Utilize all methods above to prioritize focus areas.



YOUR GOAL SETTING

DRAFT RESOLUTION ADOPTING VISION ZERO

What should be included?

Safe System Approach Framework Example:

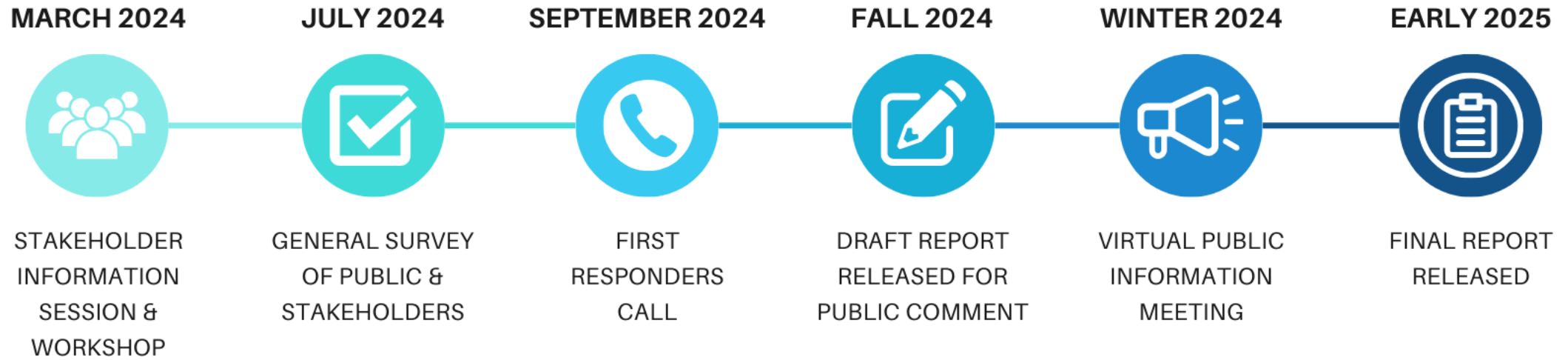
- a. No crash should result in death or serious injury.
- b. The transportation system should be designed to allow recovery from mistakes.
- c. The transportation system should be designed to limit crash forces within human tolerance levels.
- d. All stakeholders have a duty to ensure crashes do not result in fatal or serious injuries.
- e. A proactive approach to preventing crashes should be taken vs a reactionary approach.
- f. A systematic approach should be taken to reduce risks on all parts of the transportation system.
- g. All involved entities will address a safe system approach through shared implementation strategies.

YOUR GOAL SETTING

POLICY AND PROCESS CHANGES

- a. Currently reviewing existing policies
 - a. Align Action Plan with existing policies
 - a. Safety focus
 - b. Vulnerable road user focus
 - b. Recommend modifications to existing policies
- c. Project prioritization
 - a. High Injury Networks
 - b. Vulnerable Road Users
 - c. Countermeasures
 - a. Cost Effective
 - b. High Impact

NEXT STEPS



STAKEHOLDER INFORMATION SESSION & WORKSHOP



Question & Answer



Northwest Illinois SS4A Safety Action Plan

BI-MONTHLY STEERING COMMITTEE

November 19, 2024



TODAY'S AGENDA

I. Since We Last Met Summary

II. Stakeholder Engagement

- a. Report on Interactive Map Feedback
- b. One-on-One Crash Data Reviews – Summary

III. Goal Setting Discussion

- a. Goal Options

IV. Countermeasure Prioritization Process

- a. Appropriate Countermeasures for Area
- b. Prioritization Framework

V. Next Steps



SINCE WE LAST MET

SUMMARY

- Detailed Crash Type and Location Findings Completed
- Assessment of Top Crash Locations and Types with Goal % Reductions Applied (assuming certain countermeasures)
- Assessing and Logging Public Comments
- One-on-One Agency Reviews of Crash Data/Goal Setting Discussions
- Finalized Policy and Current Safety Plan Reviews

STAKEHOLDER ENGAGEMENT

INTERACTIVE MAP – FEEDBACK TO DATE

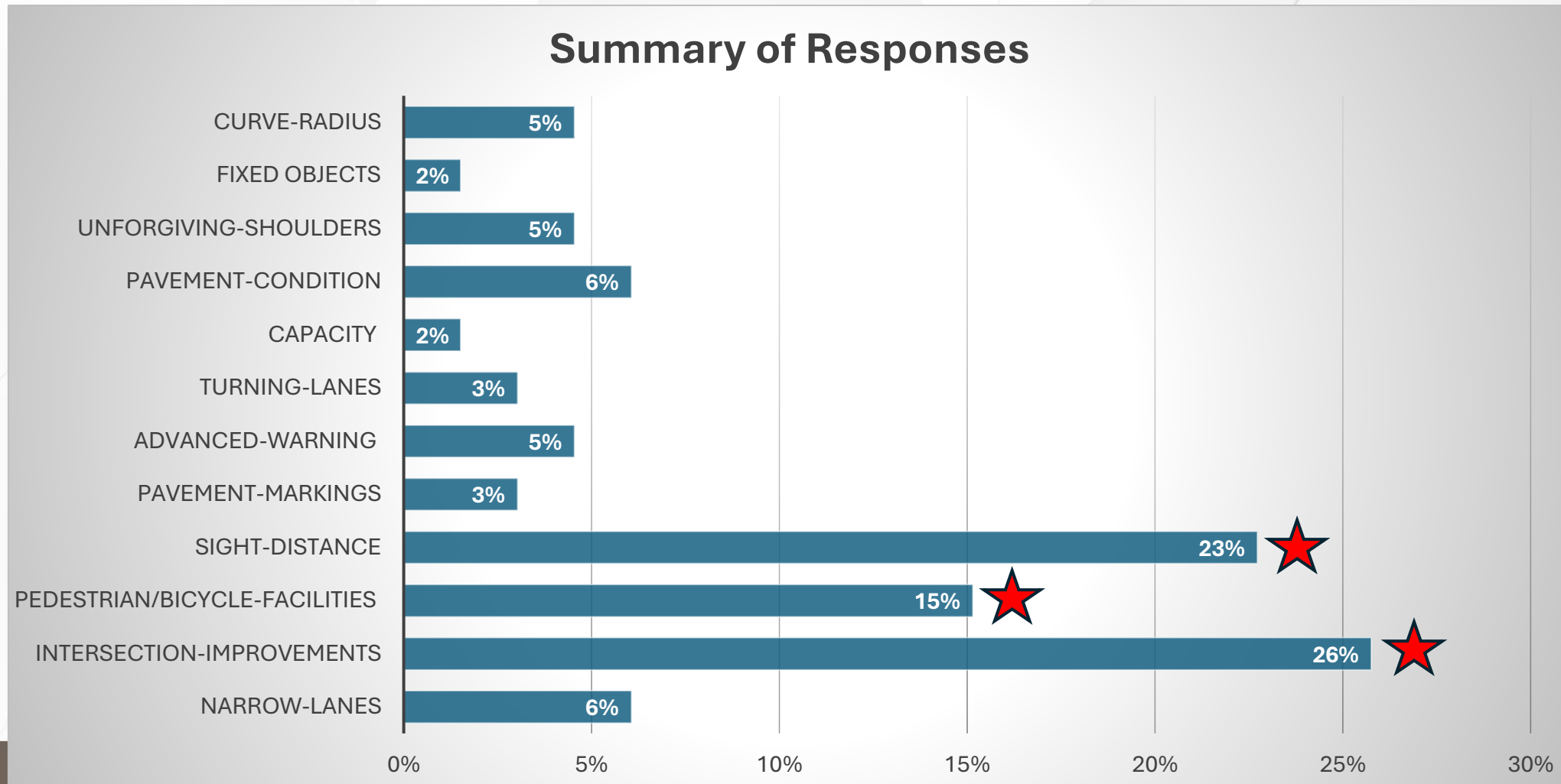


A word cloud of transportation-related terms. The words are arranged in a non-uniform, overlapping manner. The colors of the words include shades of blue, purple, green, and orange. The background is white with a light gray geometric pattern.

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

STAKEHOLDER ENGAGEMENT

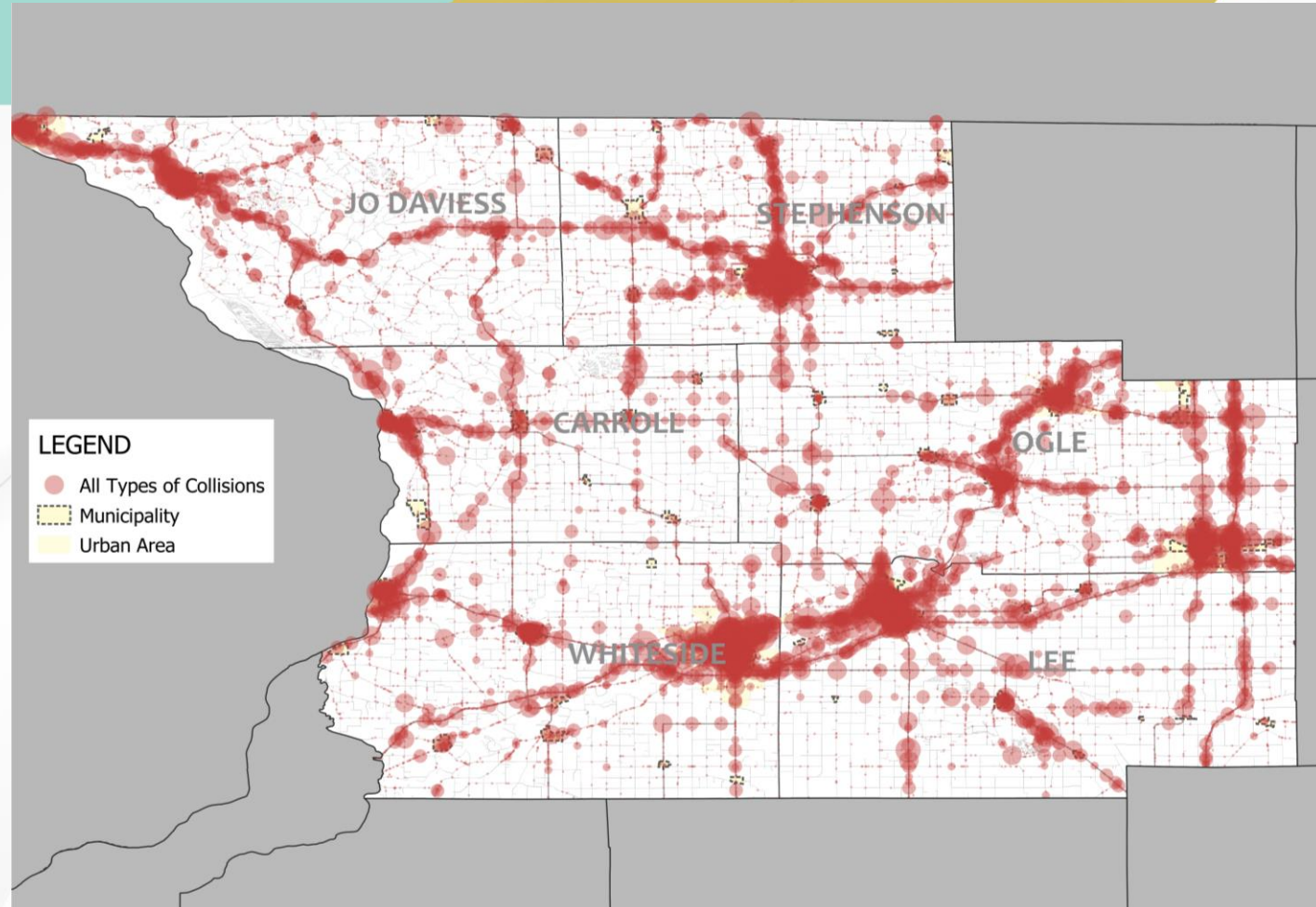
INTERACTIVE MAP – FEEDBACK TO DATE



1-ON-1 INTERVIEWS

CONVERSATIONS WITH EACH ORGANIZATION

- 10/16 - Carroll County
- 10/16 - Whiteside County
- 10/16 - Ogle County
- 10/28 - Stephenson County
- 10/30 - Lee County
- 11/8 - Jo Daviess County
- 11/18 - Blackhawk Hills Regional Council
- TBD - City of Freeport



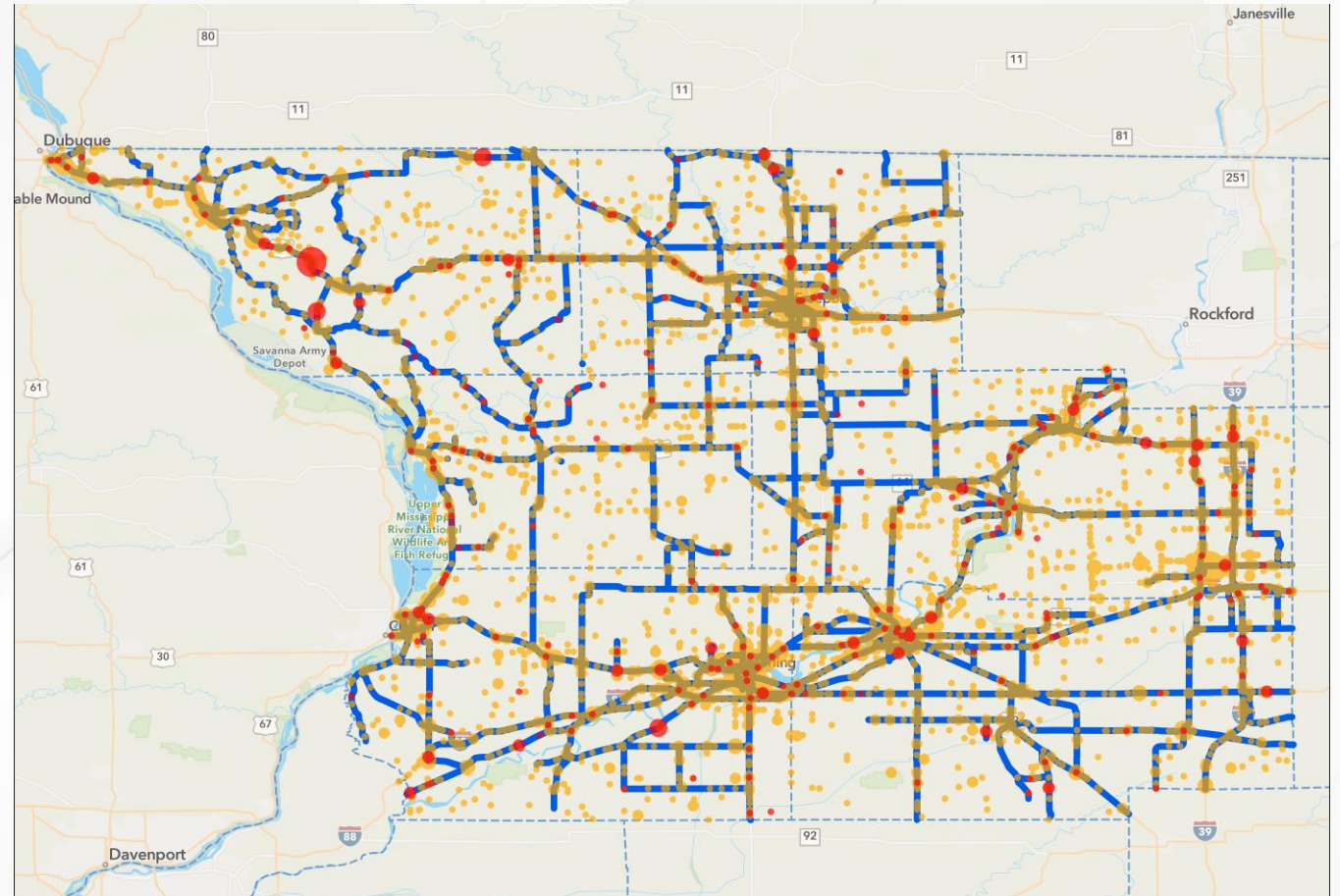
WHAT WE HEARD

- ***Top locations in each county tended to be on state-owned routes***
 - Safety Team will identify Top Locations for county-owned facilities
- ***Some safety challenges at a junction of county facilities and another organization's facilities***
 - Safety Team will craft a recommendation for interagency coordination
- ***Many counties had direct experience with safety improvements, with various degrees of success (roundabouts, paved shoulder, clear zone enhancements)***
 - Safety Team will leverage best practices and experience with countermeasure identification steps
- ***Many counties identified capacity to take on projects every few months if funding is provided, but emphasized focus on policy to encourage safe behaviors***
 - Safety Team will utilize this workload capacity to identify potential goal targets quantitatively and qualitatively

HIGH INJURY NETWORK FOR SIX COUNTIES

- 67% of fatal and severe injury collisions occur on 19% of the roadways
- On the HIN, 70% of fatal and severe collisions are IDOT roadways
- HIN by County:

County	Fatal and Severe Injuries	HIN Mileage
Carroll	60%	17%
Jo Daviess	70%	19%
Lee	67%	21%
Ogle	63%	19%
Stephenson	70%	19%
Whiteside	67%	21%



Legend

- Fatal Collisions
- Injury Collisions
- High Injury Network

GOAL SETTING CONSIDERATIONS

ILLINOIS DOT GOAL

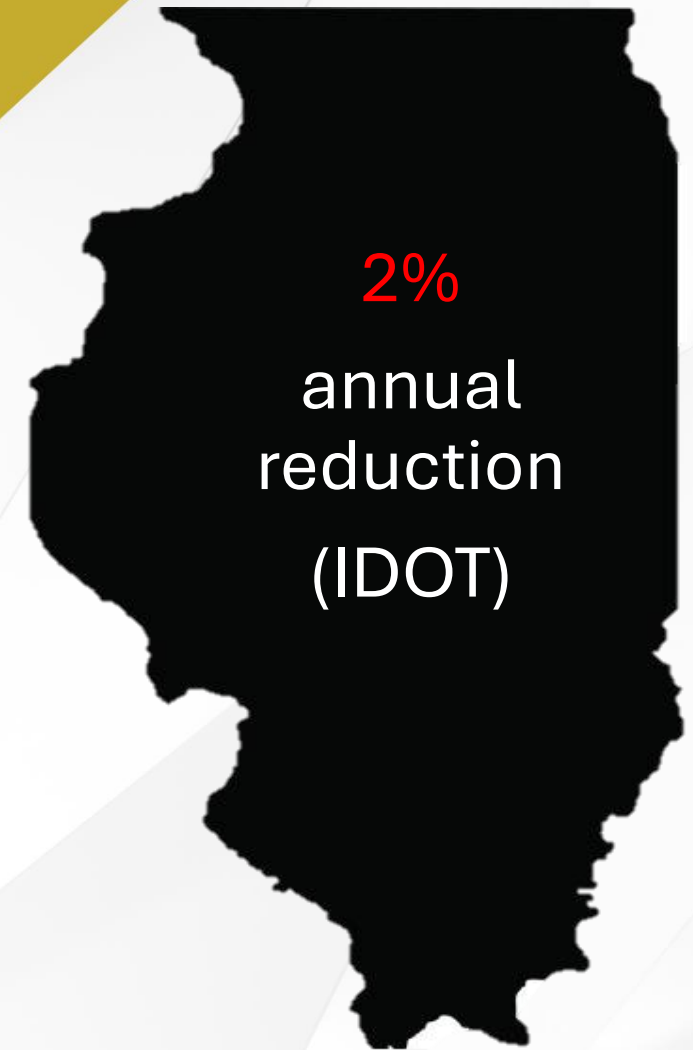
Making roads safer and protecting users

IDOT Goal:

- 2% annual reduction of fatalities and serious injuries based on the 5-year rolling average.

Your Goal Setting (SS4A Requirements):

- Identify a reasonable % reduction goal
- Select Target Year to Achieve Reduction Goal
- SS4A funding requires 40% of federal funds be allocated to disadvantaged communities.



GOAL OPTIONS

NWIL – 6-COUNTY STUDY AREA

Goal: Vision Zero

- Zero roadway fatalities and serious injuries for all users through a two percent annual reduction of fatalities and serious injuries across the six-County area based on a five-year rolling average.

Additional Goal Options:

Option 1: Regional Safety Forum

- Create a forum where the Illinois Department of Transportation, Counties, Municipal representatives and Township representatives meet to discuss priority safety projects, regional safety education campaign messaging, funding options and partnerships needed to address top crash locations.

Option 2: Prioritize Countermeasures

- Consider countermeasure effectiveness, cost effectiveness and equity--particularly in underserved or disadvantaged communities--when prioritizing projects and project funding

GOAL OPTIONS

NWIL – 6-COUNTY STUDY AREA

Option 3: Monitor Countermeasure Effectiveness

- Monitor the effectiveness of implemented safety countermeasure collision reduction to determine if expected collision reduction was accomplished and review potential additional interventions if expected collision reduction was not met.

Option 4: Safety Education

- Adopt a regionwide safety education campaign to increase driver awareness of regional safety priorities and encourage safe practices.

Option 5: Emergency Response Coordination

- Create a forum to assess and address emergency response times and partnerships, personnel and equipment needed to improve areas of concern.



PROVEN SAFETY COUNTERMEASURES



PROVEN SAFETY COUNTERMEASURE – SPEED MANAGEMENT

Countermeasure	Applicable for
 Appropriate Speed Limits for All Road Users	Speed Limits
 Speed Safety Cameras	Speed enforcement
 Variable Speed Limits	Variable conditions of congestion, incidents, work zones, and inclement weather

PROVEN SAFETY COUNTERMEASURE – PEDESTRIAN/BICYCLIST

Countermeasure

Applicable for



Bicycle Lanes

Outside Lanes



**Medians and
Pedestrian Refuge
Islands in Urban and
Suburban Areas**

Medians



**Road Diets
(Roadway
Reconfiguration)**

Four-Lane Roadways



**Crosswalk Visibility
Enhancements**

Crossings

Countermeasure

Applicable for



**Pedestrian Hybrid
Beacons**

Pedestrian
Crossings



Walkways

Roadway Shoulders



**Leading Pedestrian
Interval**

Signalized
Intersections



**Rectangular Rapid
Flashing Beacons
(RRFB)**

Unsignalized
Pedestrian
Crossings

PROVEN SAFETY COUNTERMEASURE – ROADWAY DEPARTMENT

Countermeasure

Applicable for

Countermeasure

Applicable for



**Enhanced
Delineation for
Horizontal Curves**

Curves



Median Barriers

Medians



**Roadside Design
Improvements at
Curves**

Left-Turns at
Intersections



Wider Edge Lines

Edge Lines



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

Roadway Shoulders
and Centerlines



SafetyEdgeSM

Roadway Shoulders

PROVEN SAFETY COUNTERMEASURE – INTERSECTION

Countermeasure

Applicable for



**Backplates with
Retroreflective
Borders**

Signalized
Intersections



**Reduced Left-Turn
Conflict
Intersections**

Left-Turns at
Intersections



**Yellow Change
Intervals**

Signalized
Intersections



**Corridor Access
Management**

Driveways



Countermeasure

Applicable for

Roundabouts

Intersections



**Dedicated Left- and
Right-Turn Lanes at
Intersections**

Turns at
Intersections



**Multiple Low-Cost
Countermeasures at
Stop-Controlled
Intersections**

Stop-Controlled
Intersections

PROVEN SAFETY COUNTERMEASURE – CROSSCUTTING

	Countermeasure	Applicable for
	Lighting	Roadway Segments, Intersection and Pedestrian Crossings.
	Local Road Safety Plans	Local Agencies
	Pavement Friction Management	Horizontal Curves, Ramps, Intersections
	Road Safety Audit	Local Agencies



NEXT STEPS

December:

- Share Draft Countermeasure Options by Top Locations (by jurisdiction)
- Apply Draft Prioritization of Countermeasures

January:

- January Steering Committee:
 - Review Draft SAP Report
 - Develop Action Strategy and Project Selections

January/February:

- Virtual Public Meeting after Draft SAP release

NEXT STEPS



**Stakeholder
Info Session &
Workshop**



2024

**Public &
Stakeholder
Survey**



**First
Responders
Call**



**Draft Report
Released for
Public Comment**



2025

**Virtual
Public
Meeting**



**Final
SAP
Released**





Question & Answer



Northwest Illinois SS4A Safety Action Plan

BI-MONTHLY STEERING COMMITTEE

January 21, 2025



TODAY'S AGENDA

I. Since We Last Met Summary

II. Interactive Map Updates

III. Project Ranking

I. Project Prioritization

IV. Draft Safety Action Plan Overview

V. Virtual Public Meeting

I. Answer questions

VI. Final Report Release

VII. Final Steps

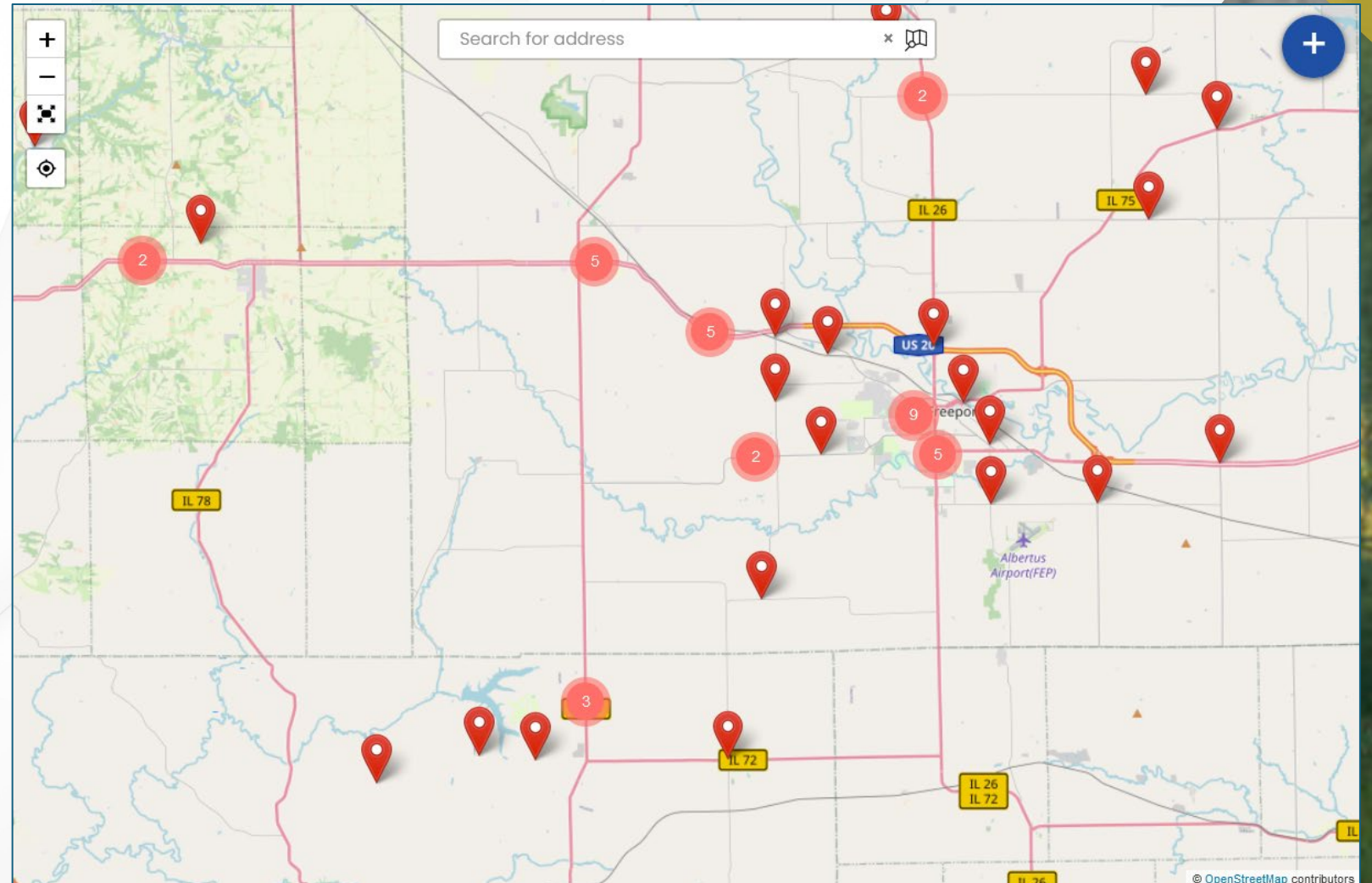
SINCE WE LAST MET

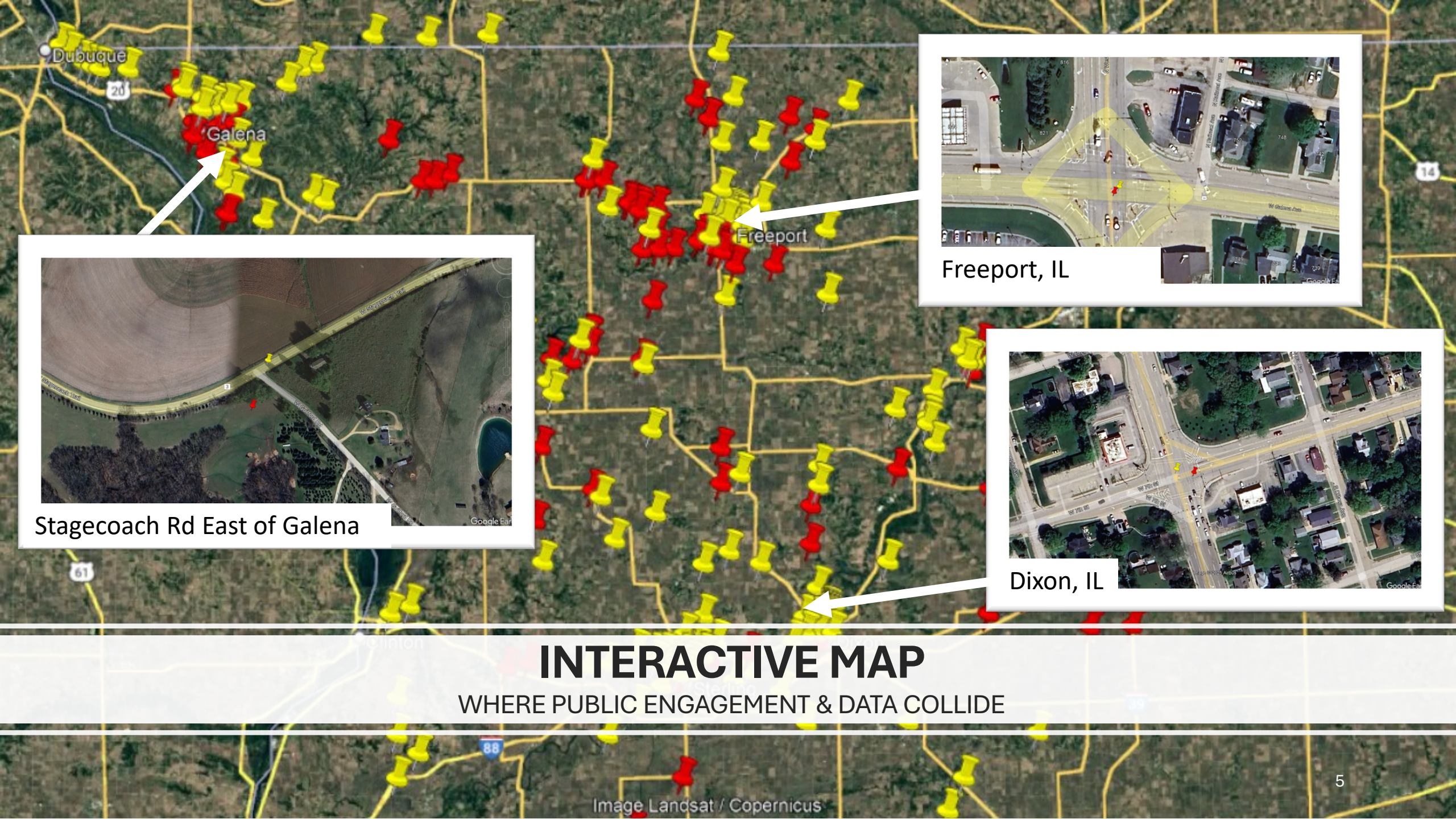
- Finalized the Assessment of Top Crash Locations
- Sent Jurisdictional Break Out of Top Crash Locations and Recommended Countermeasures for Review (Email from December 20th)
- Arrived at Pre-Final Study Area Goals (Email from December 20th)
- Completed Equity Analysis
- Developed 1st Draft Priority Project Rankings - for Review
- Completed Draft of Final Report - for Review

INTERACTIVE MAP

UPDATE & NEW COMMENTS

- **115** total entries
- Entries are given to technical staff for additional analysis





Stagecoach Rd East of Galena

Freeport, IL

Dixon, IL

INTERACTIVE MAP

WHERE PUBLIC ENGAGEMENT & DATA COLLIDE

PROJECT RANKING

DISCUSSION

- Ranking of projects more than just crash frequency
- Includes key considerations
 - Vulnerable roadway users (VRU)
 - Equity considerations
 - Previously identified as a roadway with safety issues (HIN)
 - Received public comment through interactive map

PROJECT RANKING

MATRIX POINT DISCUSSION

Criterion	Rationale	Measure	Scoring Scale (Points Possible)				
			0	5	10	15	20
Fatal and Serious Vehicle Crashes	Prioritize target crashes	Total crashes over 10 year period	No fatal or serious crashes	1 fatal or serious crashes	2 fatal or serious crashes	3 fatal or serious crashes	4 or more fatal or serious crashes
Vulnerable Roadway User Fatal and Serious Crashes	Prioritize Pedestrian and Bicyclist crashes	Total crashes over 10 year period	No fatal or serious crashes	1 fatal or serious crashes	2 fatal or serious crashes	3 fatal or serious crashes	4 or more fatal or serious crashes
High Injury Network	Focus on crashes in high frequency locations	Project on high injury network (HIN)	Projected not located on HIN	One point if located on a state defined High Injury Network (HIN)			
Equity	Prioritize projects that benefit disadvantaged communities	Projects located in any EJ Screening, CEJSCT, DHC, QOZ or Any Equity areas.	Not located in disadvantaged community	One point for projects in any EJ Screening, CEJSCT, DHC, QOZ or Any Equity areas. Up to 5 points.			
Public Concerns	Prioritize projects that align with public safety concerns	Public input	No public safety concern	Public safety concern			

PROJECT RANKING

STEPHENSON COUNTY EXAMPLE

			Total Collisions		Pedestrian		Pedalcyclist		Equity Analysis							Public Comment	Score
	Rank	Top Locations	Total	K+A	Total	K+A	Total	K+A	EJScreen	CEJSCT	DHC	QOZ	Any Equity Definition	HIN			
STATE	1	US-20 & IL-73	30	4	0	0	0	0						Yes	Yes	26	
	2	US-20 & Rock City Rd	11	4	0	0	0	0						Yes		21	
	3	IL-26 (West Ave) & US-20 (Galena Ave)	109	3	0	0	0	0	Yes	Yes	Yes	Yes	Yes	Yes	Yes	26	
	4	IL-26 (West Ave) & Stephenson St	47	3	0	0	1	0	Yes	Yes	Yes	Yes	Yes	Yes		21	
	5	IL-26 & US-20 EB Off-Ramp	21	3	0	0	0	0						Yes	Yes	21	
	6	Co Hwy 8 (East River Rd) onto IL-75	8	3	0	0	0	0	Yes	Yes	Yes		Yes	Yes		20	
	7	IL-75 & Church Rd	9	3	0	0	0	0						Yes		16	
	8	IL-26 (West Ave) & Lincoln Blvd	39	2	1	1	0	0	Yes	Yes	Yes	Yes	Yes	Yes		21	
	9	IL-26 (Stephenson St) & Washington St / Cedarville Rd	22	2	0	0	0	0						Yes		11	
	10	US-20 & IL-75	20	2	0	0	0	0	Yes	Yes	Yes	Yes	Yes	Yes		16	
COUNTY	1	Co Hwy 19 (McConnell Rd) & Henderson Rd	4	3	0	0	0	0						Yes	Yes	16	
	2	Fairgrounds Rd & Park Rd	11	2	0	0	0	0						Yes		11	
	3	Co Hwy 13 (Pearl City Rd) & Rink Rd	9	2	0	0	0	0						Yes		16	
	4	Co Hwy 4 (Rock Grove Rd) onto Bolender Rd	5	2	0	0	0	0						Yes		11	
	5	Co Hwy 13 (Rock City Rd) & Montague Rd	3	2	0	0	0	0						Yes		11	
	6	Co Hwy 11 (Baileyville Rd)	3	2	0	0	0	0						Yes		11	
	7	Co Hwy 5 (Cedarville Rd)	3	2	0	0	0	0						Yes		11	
	8	Co Hwy 13 (Empire St) & Burchland Ave	21	1	0	0	0	0			Yes		Yes	Yes		8	
	9	Co Hwy 11 (Armstrong Ave) & South St	20	1	0	0	0	0	Yes	Yes	Yes	Yes	Yes	Yes		11	
	10	Co Hwy 5 (Cedarville Rd) & Afolkey Rd	15	1	0	0	0	0						Yes		6	
LOCAL	1	Garden St & Columbia Ave	2	2	0	0	0	0	Yes	Yes	Yes	Yes	Yes	No	Yes	15	
	2	Dublin Rd & Rees Rd	3	2	0	0	0	0						Yes		11	
	3	Stephenson St & Greenfield Dr	20	1	0	0	0	0						No		5	
	4	Empire St & Locust Ave	15	1	0	0	0	0	Yes	Yes	Yes		Yes	Yes		15	
	5	Walnut Ave & Washington Pl	12	1	0	0	0	0	Yes	Yes	Yes	Yes	Yes	Yes		11	
	6	Float Ave & Prospect Terrace	10	1	0	0	0	0	Yes	Yes	Yes	Yes	Yes	No		10	
	7	Homer St & Walnut Ave	12	1	0	0	0	0	Yes	Yes	Yes		Yes	No		9	
	8	Adams Ave & Main St	10	1	0	0	0	0	Yes	Yes	Yes	Yes	Yes	No		10	
	9	Winneshiek St & Adams Ave & Carroll Ave	13	1	0	0	0	0	Yes	Yes	Yes	Yes	Yes	No		10	
	10	Spring St & Walnut Ave	10	1	0	0	0	0	Yes	Yes	Yes	Yes	Yes	Yes		11	

DRAFT REPORT

PRIMARY REPORT SECTIONS



Introduction



Leadership Commitment and Goal Setting



Community Profile



The Planning Process

SS4A Safe System Approach



Community Connection



Analysis of Data



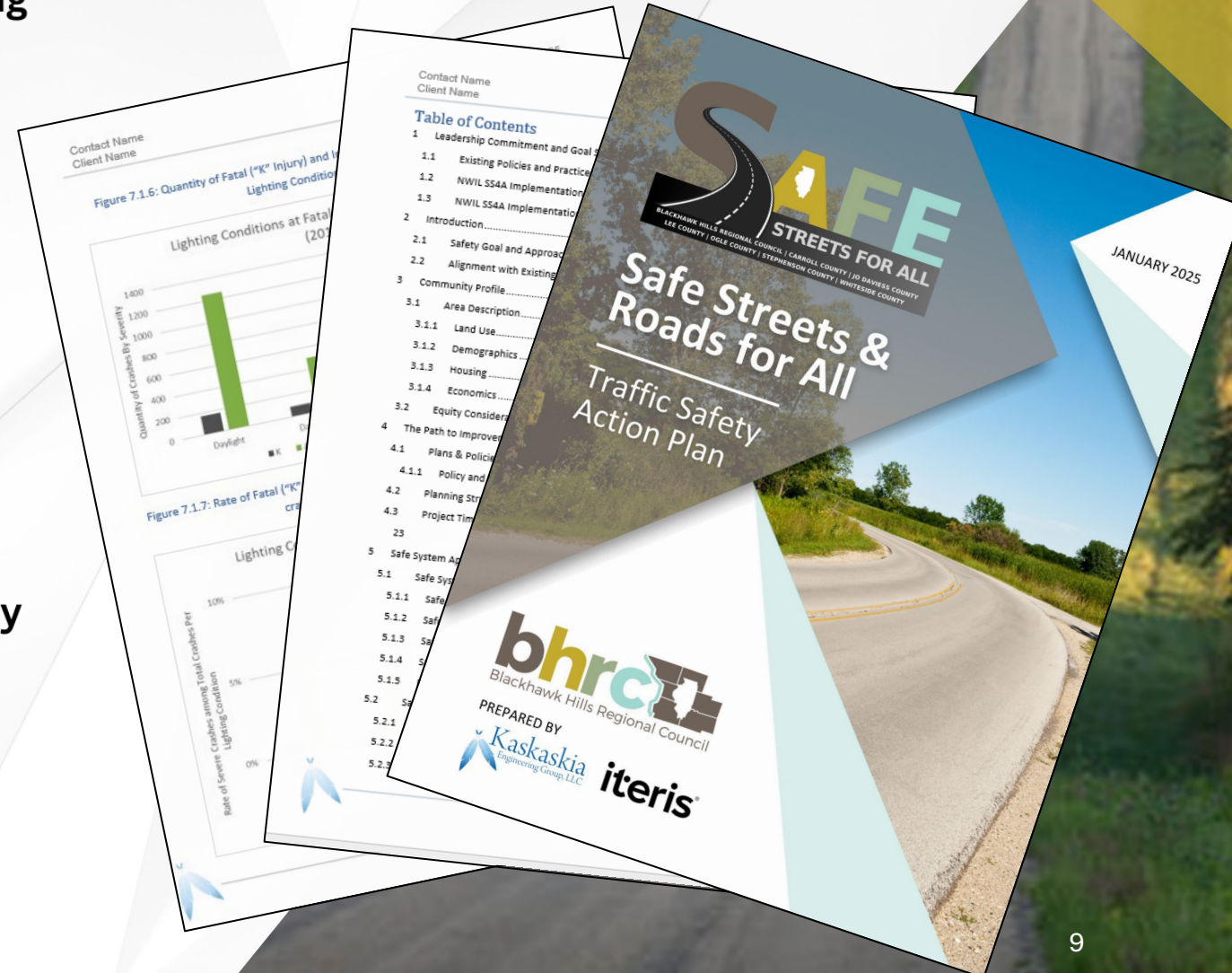
Taking Action with Comprehensive Safety



The Development Process



Next Steps/Implementation



DRAFT REPORT RELEASE

CONSIDERATIONS FOR STEERING COMMITTEE REVIEW



Date



Location



Review Time

DRAFT REPORT RELEASE

AVAILABLE FOR STEERING COMMITTEE VIEWING – DATES FOR CONSIDERATION

JANUARY 2025

SUN	MON	TUE	WED	THU	FRI	SAT
29	30	31	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	1

Steering Committee
Comments on 1st
Draft to Study Team

1.22.2025

2.5.2025

3 Weeks

Draft SAP Released to
Project Steering
Committee for
comments

Final SAP Drafted for
Public Release

DRAFT REPORT RELEASE

CONSIDERATIONS FOR PUBLIC VIEWING



Date



Location



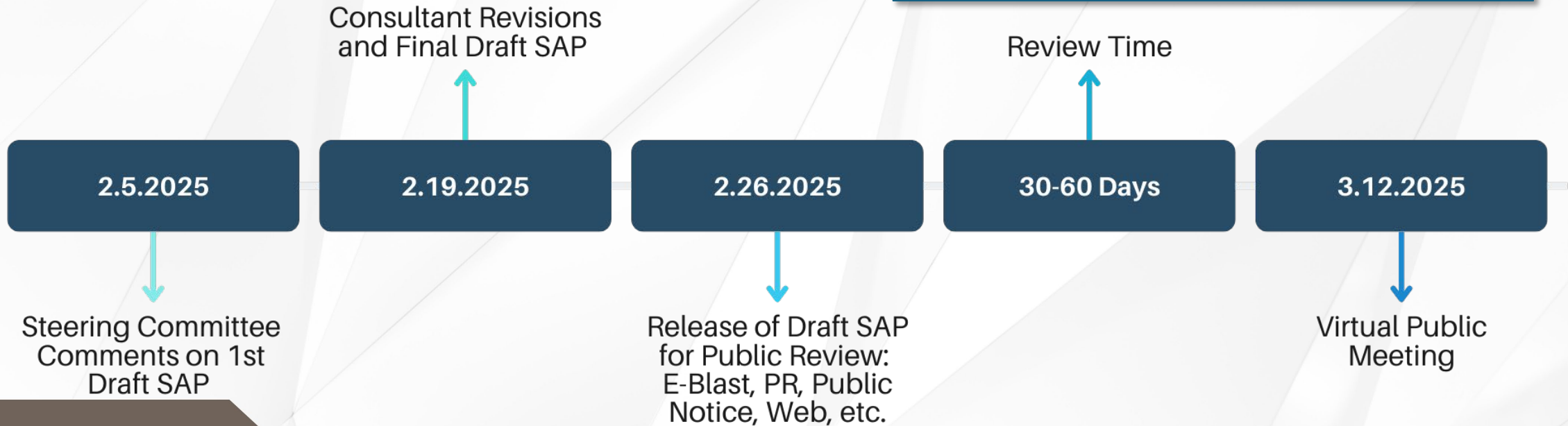
Review Time

DRAFT REPORT RELEASE

AVAILABLE FOR PUBLIC VIEWING –
DATES FOR CONSIDERATION

FEBRUARY 2025

SUN	MON	TUE	WED	THU	FRI	SAT
26	27	28	29	30	31	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	1
2	3	4	5	6	7	8



PUBLIC FEEDBACK

VIRTUAL PUBLIC MEETING



Date



Length



Format

VISION ZERO RESOLUTIONS DISCUSSION

- Need “Vision Zero Resolutions” from each county
 - Carroll
 - Jo Daviess
 - Lee
 - Ogle
 - Stephenson
 - Whiteside

**Vision Zero Resolution for
Durham, NC dated June 2024**

Resolution 10341

RESOLUTION COMMITTING TO VISION ZERO

WHEREAS, motor vehicle-related crashes in the City of Durham resulted in 145 fatal crashes reported in the last six years since the original Vision Zero resolution was passed in 2017; and

WHEREAS, death and injury on our streets is unacceptable and preventable; and

WHEREAS, traffic deaths and serious injuries in the United States have disproportionately impacted people of color, low-income households, older adults and youth, people with disabilities, and households with limited motor vehicle access; and

WHEREAS, streets and transportation systems have traditionally been designed primarily for maximum motor vehicle capacity and mobility, rather than the safe accommodation of all modes and users; and

WHEREAS, measures to make Durham's streets safer will encourage Durham residents and visitors to take more trips by walking, bicycling, and multiple modes such as walking to transit; and

WHEREAS, residents embracing multiple transportation modes will contribute to the City of Durham's ability to foster thriving, livable neighborhoods; and

WHEREAS, Vision Zero is the commitment to reduce traffic deaths to zero and increase roadway safety using a Safe Systems approach; and

WHEREAS, according to the United States Department of Transportation Federal Highway Administration, the Safe Systems approach was founded on the public health principles that humans make mistakes, that human bodies have limited ability to tolerate crash impacts, and that when mistakes lead to a traffic crash, the impact on the human body does not result in a fatality or serious injury; and

WHEREAS, the human body can only sustain so much force before injury occurs, and a Safe Systems approach that focuses on measures which decrease the amount of force in traffic crashes, such as physical separation between modes of travel and vehicle speed reduction, must be applied; and

WHEREAS, the Safe Systems framework requires safety is placed first and foremost in road system investment decisions, and injury prevention and risk management are prioritized at the population level; and

WHEREAS, while road users are responsible for following the rules for using the road, transportation system designers are responsible for the design, operation and use of the transportation system and are thereby responsible for the level of safety within that system; and

WHEREAS, a commitment to Vision Zero means prioritizing safety over other transportation objectives like decreasing traffic congestion; and

WHEREAS, successful Vision Zero programs are a result of a complete government approach and community support of Vision Zero objectives; and

WHEREAS, creating safer communities together and a thriving and vibrant environment are key tenets of the City of Durham's Strategic Plan; and

vide a safe, accessible, multimodal transportation
accident Reduction Program to identify and treat

all accepted the Mayor's Challenge for Safer
Transportation Secretary Anthony Foxx; and
for Me NC, a bicycle and pedestrian safety

olution, signed in 2017, reflects the formal
juries; and
ditional framework for reducing traffic deaths
e, healthy, and equitable mobility for all.

CITY COUNCIL OF THE CITY OF DURHAM

ro Durham and the Safe Systems approach to
y 50% by 2035 and achieve the goal of zero
adways by 2045.

o form an interdepartmental working group to
ased on a comprehensive analysis of
health practices that prioritize injury

ensure that the Vision Zero Durham Action
and serious injuries through a Safe Systems
shall prioritize policies and infrastructure
level and outline strategies for achieving

engage community stakeholders in the
ero Durham Action Plan.

ual report on the implementation of the
ess toward eliminating traffic deaths and

olution #10049, adopted September
SION ZERO DURHAM.

its adoption.

Handwritten Signature
APPROVED BY
CITY COUNCIL

JUN 3 2024

CITY CLERK

VISION ZERO RESOLUTIONS

DISCUSSION

- Need “Vision Zero Resolutions” from each county
 - Carroll
 - Jo Daviess
 - Lee
 - Ogle
 - Stephenson
 - Whiteside

**Vision Zero Resolution for
Minneapolis, MN dated 2024**

RESOLUTION

By Reich, Palmisano, Bender, Gordon, Yang, and Glidden

Providing for a Vision Zero policy to eliminate fatalities and serious injuries that are a result of crashes on City streets within the City of Minneapolis by 2027.

Whereas, one death on our streets is one too many; and

Whereas, crashes that result in death or serious injury are not inevitable but largely preventable and stem in part from human inattention and designs that are ineffective in accommodating multimodal uses in urban environments; and

Whereas, a commitment to Vision Zero is a commitment to life and equitable opportunity for people in the City of Minneapolis; and

Whereas, it is the role of government to do its part to serve and protect the populace; and

Whereas, the State of Minnesota ranks 4th in the nation for lowest pedestrian fatality rates behind Rhode Island, New Hampshire, and Idaho; and

Whereas, the City of Minneapolis is recognized and strives to be continually acknowledged nationally and internationally as a healthy, attractive, desirable, and safe City; and

Whereas, Minneapolis has a strong history of commitment to prioritizing safety and recently completed, or will soon complete, crash studies for both bicyclists and pedestrians and has made demonstrable progress to improve safety for walking and biking by making systemic changes in the way the transportation network is planned, programmed, designed, constructed, and operated, as evidenced by the new Minneapolis Zebra crosswalks as the standard for signalized intersections; and

Whereas, 35 people walking and in wheelchairs, 14 people riding a bicycle, and 57 people driving or riding in a vehicle have died on streets in Minneapolis between 2006 and 2015; and

Whereas, hundreds of crashes occur in the City each year, resulting in serious injuries and other injuries; and

Whereas, 76% of fatal and serious injuries occurred at 908 intersections, or 13% of the City's total intersections; and

Whereas, the number of people dying and suffering serious injuries on our streets is a serious public health problem which necessitates public action; and

Whereas, crashes on City streets necessitate a comprehensive and specific approach to street planning, design, policy, enforcement, legal processes, education and communication in order to provide the most powerful solution to solve the problem; and

Whereas, an example of how design and policy impact safety is shown through multiple studies that demonstrate the chances of a pedestrian being killed by a car traveling 20 mph is 10% while the chances

y by prioritizing our
City's transportation

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implementing

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goal requires

Plan following the passage of this

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City of Minneapolis, and the Plan
to end death and serious injuries
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from those who use our streets,
e who advocate for safer streets
outreach activities designed to
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the Vision Zero Action Plan.

and best practices to outline
cation to reach interim steps

rs in the region who own and
tenance, operations, and law
neapolis Park and Recreation
efforts and leverage individual

establish a Vision Zero Task
Health Department, Police
t, Civil Rights Department,
elations, City Coordinator's
as appropriate to advance
Plan which will specifically
Zero Advisory Committee.

cepts that the Vision Zero
sign of streets, education
nd legal and legislative

the progress, challenges,
portable metrics that will

FINAL STEPS



**Draft Report
Released for
Public Comment**



**Virtual
Public
Meeting**



**Final
SAP
Released**





Question & Answer



Appendix I

Virtual Public Meeting Presentation

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Save the Date for Northwest Illinois' Virtual Public Meeting

save
the
date



In support of the development of a
Traffic Safety Action Plan for your
region, your presence is requested at a
virtual public meeting.

**Wednesday, March 12, 2025 12:00-1:00pm
or Thursday, March 13, 2025 6:00-7:00pm**

The counties of Stephenson, Lee, Ogle, Jo Daviess, Whiteside, and Carroll have partnered with the Blackhawk Hills Regional Council (BHRC) to develop a Safe Streets for All Traffic Safety Action Plan (TSAP) for your region. This plan will serve as a framework to guide future safety priorities. And we need your help!

**scan the QR code above your
preferred date to access the link
and join a virtual public meeting.**



March 12



March 13

Stakeholders will be notified when the draft TSAP is available for review before the virtual public meetings.

You can be a part of the solution to reduce roadway fatalities in Northwest Illinois.

Stephenson, Lee, Ogle, Jo Daviess, Whiteside, and Carroll counties, in partnership with the Blackhawk Hills Regional Council (BHRC), are developing a **Traffic Safety Action Plan** to guide future safety priorities in the region. **But we can't do it without you!**

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Two Opportunities to Attend a Virtual Public Meeting:

Wednesday, March 12, 2025 12:00-1:00pm

Thursday, March 13, 2025 6:00-7:00pm

As someone who uses these roads every day, you have firsthand knowledge of safety concerns and valuable insights for potential improvements.

Click below to access the meeting link and join a virtual public meeting straight from this email. You can also scan the QR Codes in the image above.

**Click Here to Join the
March 12 Virtual Public
Meeting**

**Click Here to Join the
March 13 Virtual Public
Meeting**



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SENT 3.07.2025

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**We have posted the Northwest Illinois
Draft Traffic Safety Action Plan (TSAP) to
our website for your review and
comments.**

**The Draft TSAP will be available for
review and public comment for 30 days,
through midnight April 7, 2025.**

The Draft TSAP includes important information regarding priority traffic safety locations and improvement recommendations in the Stephenson, Lee, Ogle, Jo Daviess, Whiteside, and Carroll counties.

As a stakeholder, we need your input! Go to our website, review the TSAP, and fill out the contact form to leave a comment.

[Click here to review the Draft TSAP on the Project Website](#)

**Also, please attend one of next week's
Virtual Public Meetings.**

[Subscribe](#)[Past Issues](#)[Translate ▼](#)

save the date



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Traffic Safety Action Plan for your
region, your presence is requested at a
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preferred date to access the link
and join a virtual public meeting.**



March 12



March 13

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Join us at one of our **Virtual Public Meetings** to help shape the future of traffic safety!

Two Opportunities to Attend a Virtual Public Meeting:

Wednesday, March 12, 2025 12:00-1:00pm

Thursday, March 13, 2025 6:00-7:00pm

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Reminder: the 30-day Public Comment Period for the Northwest Illinois Draft Traffic Safety Action Plan is open!

The Comment Period runs from March 8, 2025, through midnight on April 7, 2025.

Also, we hope to see you Wednesday or Thursday at Northwest Illinois' Virtual Public Meeting!

**save
the
date**



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Northwest Illinois SS4A Traffic Safety Action Plan

VIRTUAL PUBLIC MEETING TO REVIEW DRAFT TRAFFIC SAFETY ACTION PLAN (TSAP)

March 12, 2025 – 12:00 PM

March 13, 2025 – 6:00 PM

DRAFT TRAFFIC SAFETY ACTION PLAN

PRIMARY REPORT SECTIONS



Leadership Commitment & Introduction



Study Area Profile



The Planning Process



Safe System Approach



Community Connection



Analysis of Data



Taking Action with Comprehensive Safety



The Development Process



Next Steps



CONSULTING TEAM



Jamy Lyne
Project Manager



Sarah Wells
Public Involvement



Michael Williamson,
PhD, PE, RSP
Traffic Engineer



Sean Daly
AICP, PTP
Deputy Project Manager



Adam Danczyk
PE, PTOE
Senior Engineer

AGENCY INTRODUCTIONS

Stephenson County
Dale Rasmussen

Carroll County
Sara Renkes

Jo Daviess County
Stephen Keefer

Lee County
David Anderson

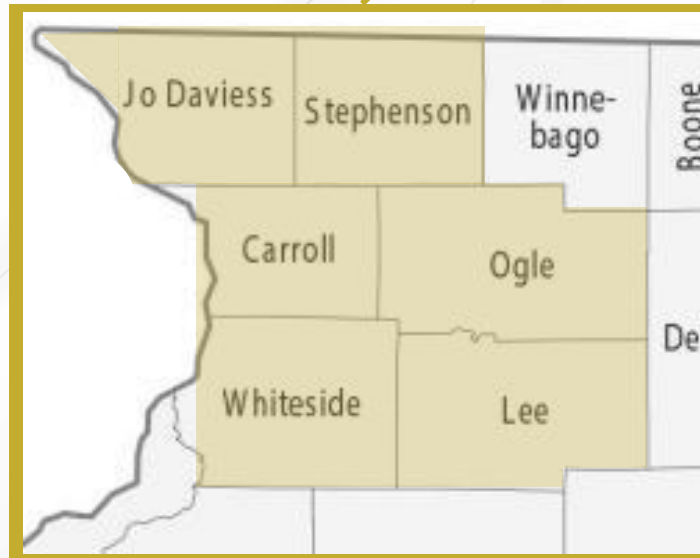
Ogle County
Jeremy Ciesiel

Whiteside County
Russ Renner

City of Freeport
Rob Boyer



BHRC
Daniel Payette
Abigail Ebelherr



WHAT LEAD TO THIS STUDY?

National, State and Local Trends on the Rise

- From 2019 to 2021, roadway fatalities increased **17.4%** nationally and **32.1%** in Illinois.
- The Northwest Illinois region followed this upward trend, with fatalities increasing by **7.1%** in your six counties.



WHAT LEAD TO THIS STUDY?

What is the economic impact of vehicle crashes?

From 2018 – 2022 vehicle crashes in the 6-county area had an estimated economic impact* of **\$500 million**.

*Estimated cost based on estimates made by the National Safety Council for 2021.

WHAT LEAD TO THIS STUDY?

Incapacitating Injuries and Fatalities are on the Rise in Northwest Illinois

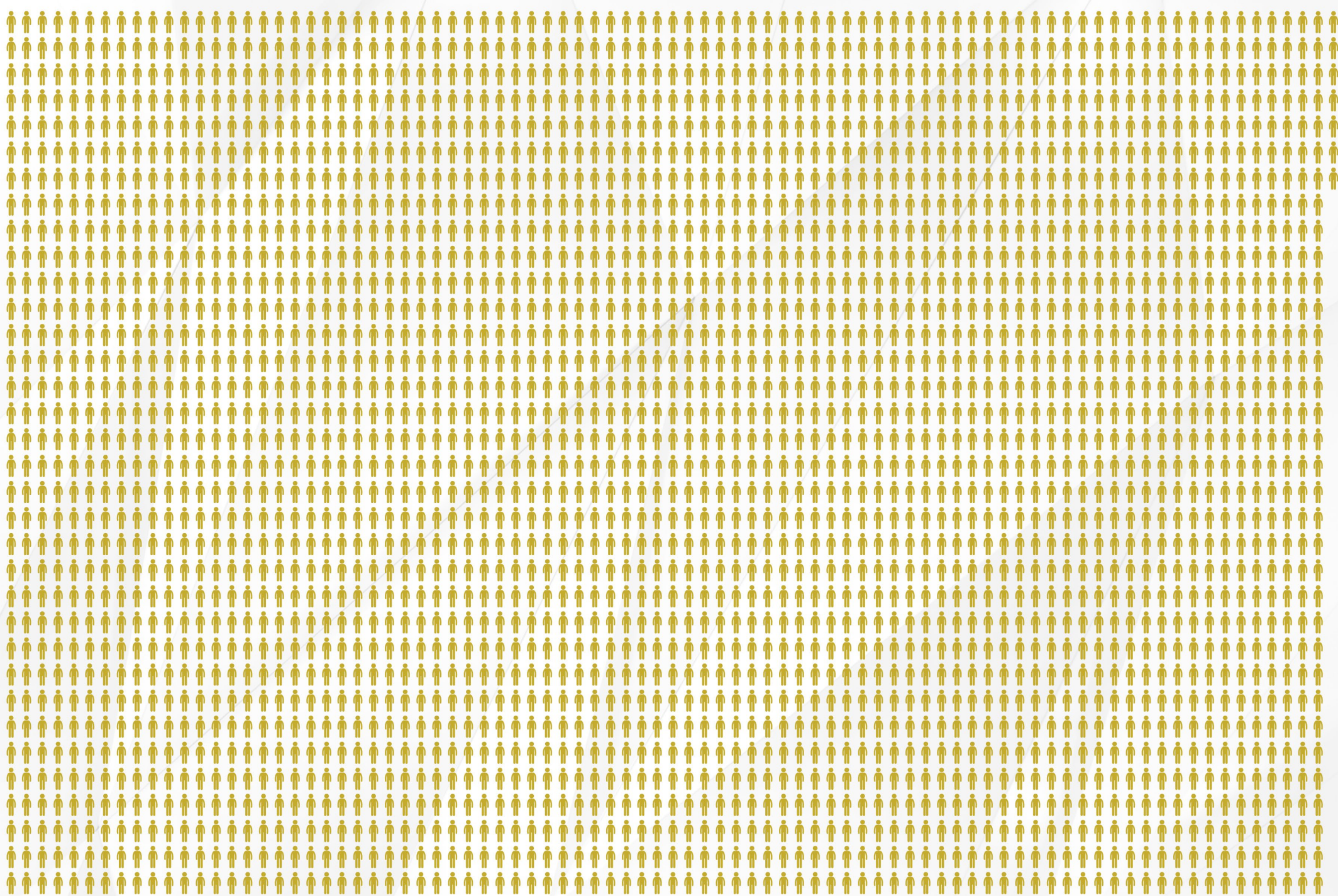
- From 2013 to 2022, there were 1,923 Incapacitating Injury and 290 Fatality Collisions
- This resulted in **2,863** Incapacitating Injuries and **327** Fatalities
- **What might this look like?**



327 fatalities
in 10 years



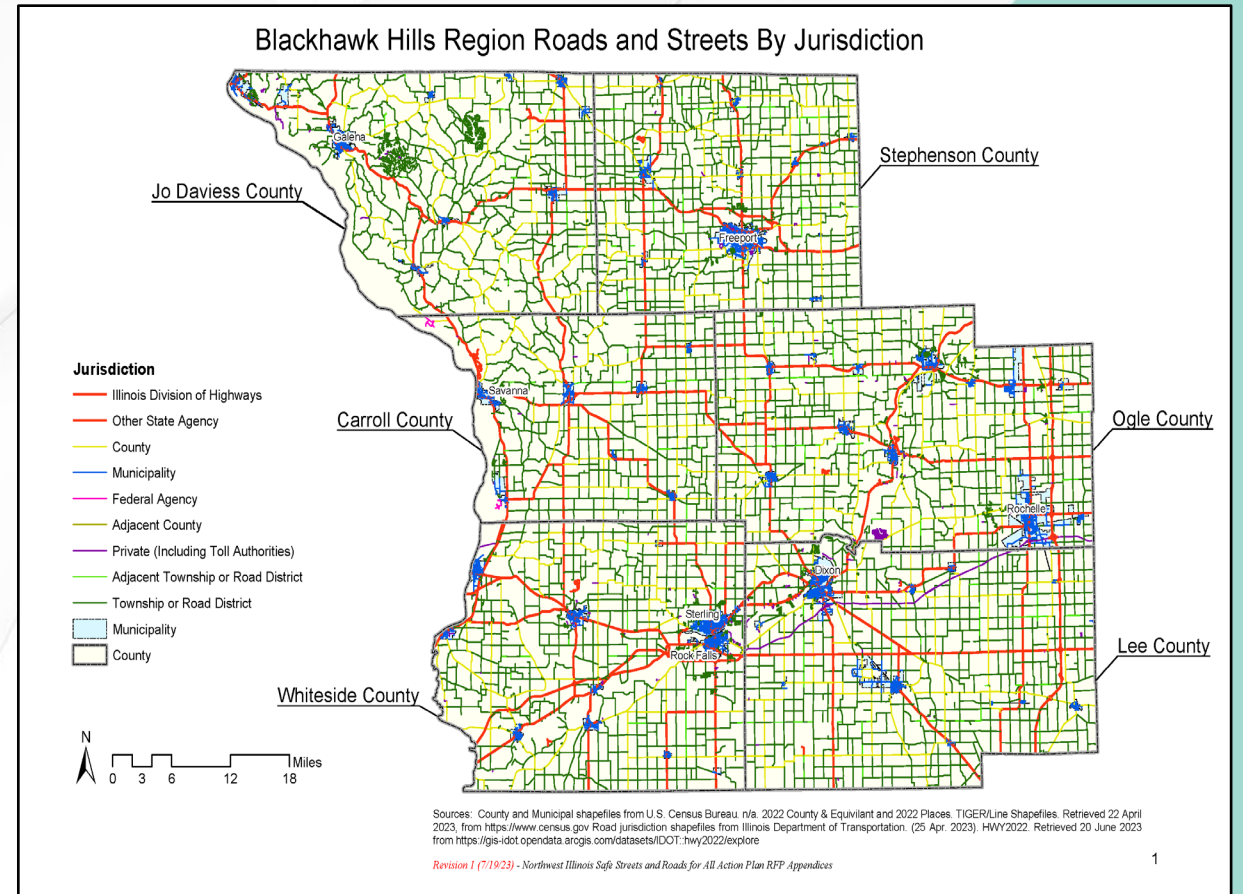
2,863
incap-
acitating
injuries
in 10
years



TSAP OVERVIEW & BACKGROUND

SS4A Funding Safety Measures

- These trends in Northwest Illinois prompted the BHRC and the six counties to apply for a Safe Streets for All (SS4A) grant in 2023.
- SS4A was established through the Bipartisan Infrastructure Law in 2022 and allocates \$5 billion to support initiatives through grants to prevent roadway deaths and serious injuries.



TSAP OVERVIEW & BACKGROUND

What is SS4A?

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

Safe System Principles:

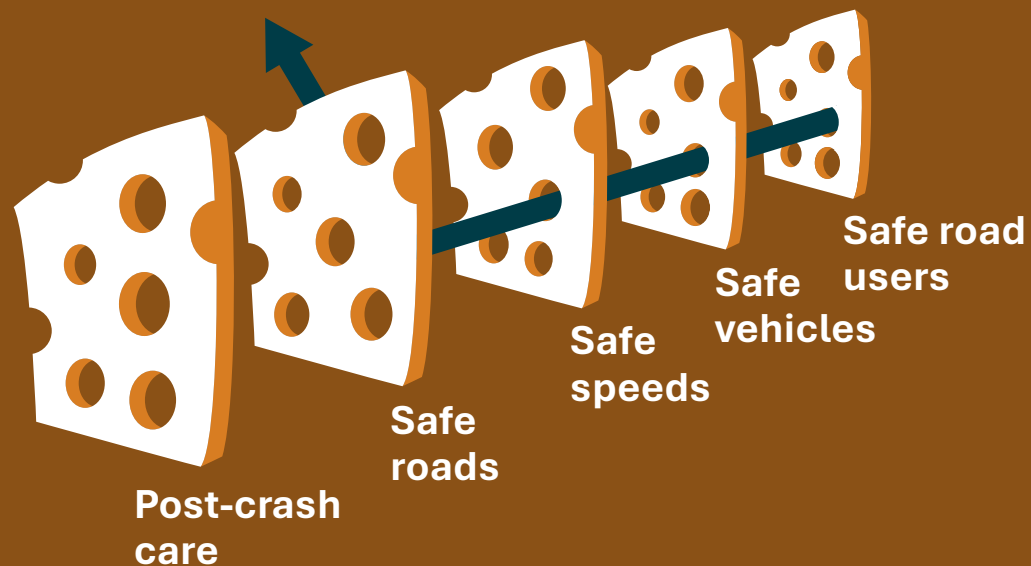
- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes
- Humans Are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial



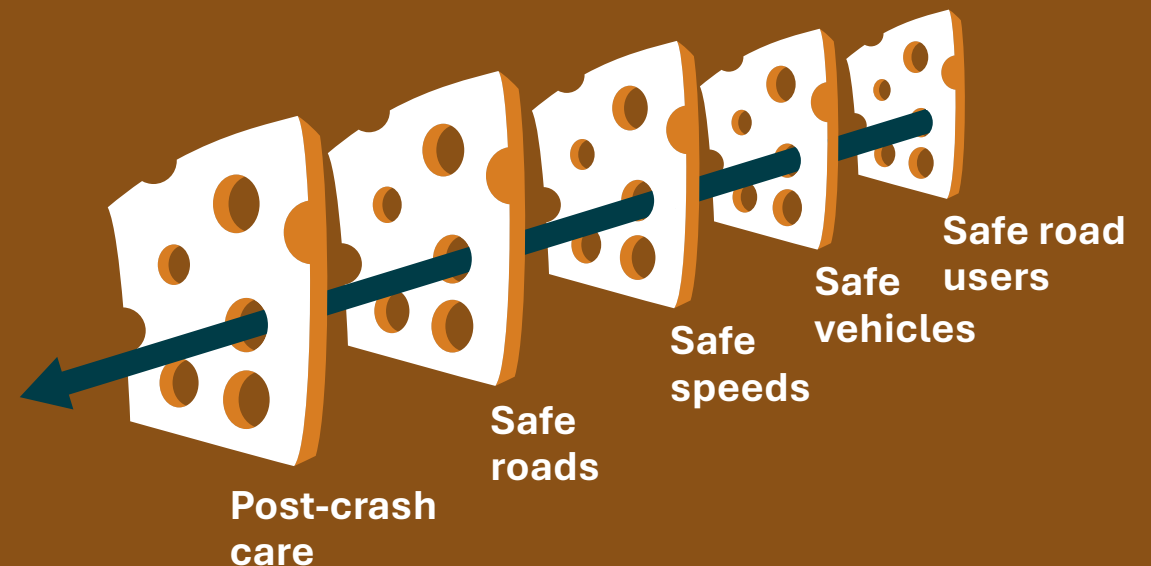
TSAP OVERVIEW & BACKGROUND

The Safe System Elements Create Redundancy

The “Swiss Cheese Model” of redundancy creates layers of protection



Death and serious injuries only happen when all layers fail



Source: FHWA

PURPOSE OF A SS4A TRAFFIC SAFETY ACTION PLAN

Why is it
valuable?

Traditional approach

Prevent crashes →

Improve human behavior →

Control speeding →

Individuals are responsible →

React based on crash history →

Safe System Approach

Prevent death and serious injuries

Design for human mistakes/limitations

Reduce system kinetic energy

Share responsibility

Proactively identify and address risks

GOAL: VISION ZERO

Zero roadway fatalities and serious injuries for all users by a **two percent annual reduction** of fatalities and serious injuries across the six-County area based on a **five-year rolling average by 2040** through the following actions:

ACTIONS

1

Regional Safety Forum

Create a twice-yearly forum hosted by the Blackhawk Hills Regional Council where the Illinois Department of Transportation, Counties, Municipal representatives and Township representatives meet to discuss priority safety projects, regional safety education campaign messaging, funding options and partnerships needed to address top crash locations.

2

Program for Safety

1. Cooperatively pursue and devote funding for the implementation of projects to eliminate incapacitating or fatal injuries.
2. Implement safety countermeasures based on local and systemic conditions and cost-effectiveness
3. Prioritize project funding and countermeasure applications equitably--particularly in underserved or disadvantaged communities
4. Monitor the effectiveness of applied countermeasures for crash reduction to determine if the expected crash reduction was accomplished and review potential additional interventions if expected crash reduction was not met.

3

Safety Education

Work with educators and emergency response to adopt a regionwide safety education campaign to increase driver awareness of regional safety priorities and encourage safe practices.

4

Emergency Response

Identify a forum to assess and address emergency response times and partnerships, personnel and equipment needed to improve areas of concern.

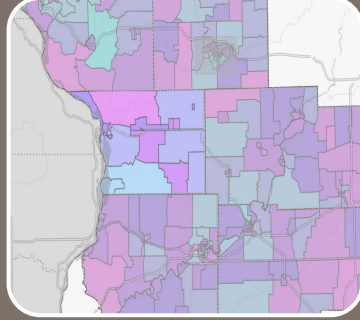
DATA COLLECTION



Crash Records

Source: Illinois
Department of
Transportation
(IDOT)
(2018-2022)

|
Data-Driven
Safety
Analysis



Demographics

Source: U.S. Census
Bureau, 5-Year
American
Community Survey
(2022)

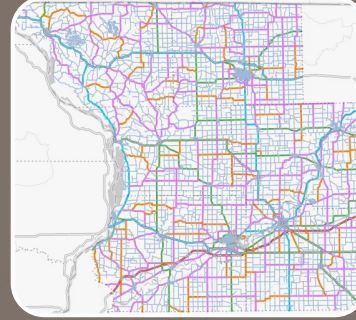
|
Equity
Analysis



Existing Plans and Policies

Source:
Participating
Agencies;
(Para)Transit,
Freight, Ped/Bike,
Complete Streets

|
Planning
Synergy



Roadway Network

Source: IDOT Illinois
Highway System File
(2022)

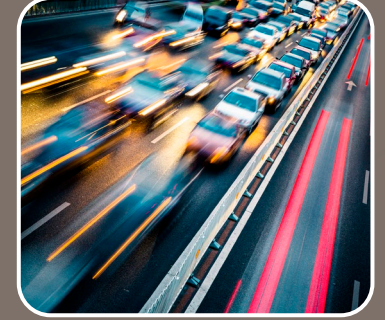
|
High Risk
Locations
Geospatial
Identification



Stakeholder Input

Source: You

|
Local
Expertise

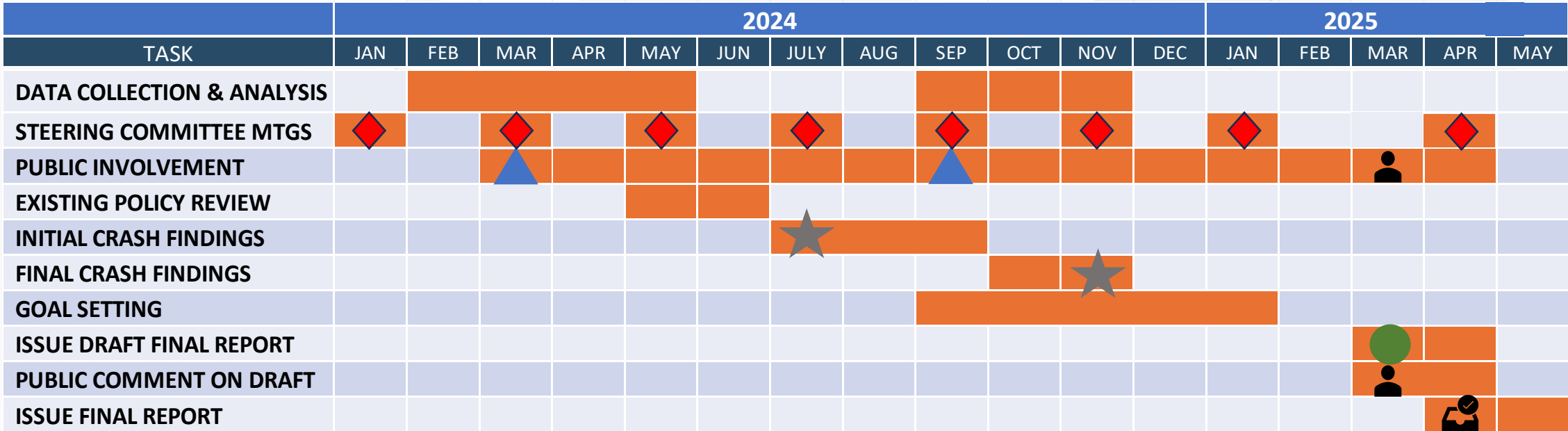


Average Speed Trends

Source: GPS Data
(Iteris)

|
Risk
Identification

STUDY PROCESS, SCHEDULE & TIMELINE



DELIVERABLES & MILESTONES

 DRAFT REPORT

 DRAFT FINAL REPORT

 WORKSHOP or INFO SESSION

 VIRTUAL PUBLIC MEETING

 FINAL REPORT

 STEERING COMMITTEE MEETING

STAKEHOLDER INVOLVEMENT

Summary

- Bi-Monthly Steering Committee Meetings
- Large Hard Copy Mailer to Residents
 - Various agencies
 - Community support groups
- 2 Stakeholder Workshops
 - March 2024 – Stakeholder Information Session & Workshop
 - September 2024 - First Responders Workshop



STAKEHOLDER INVOLVEMENT

Summary

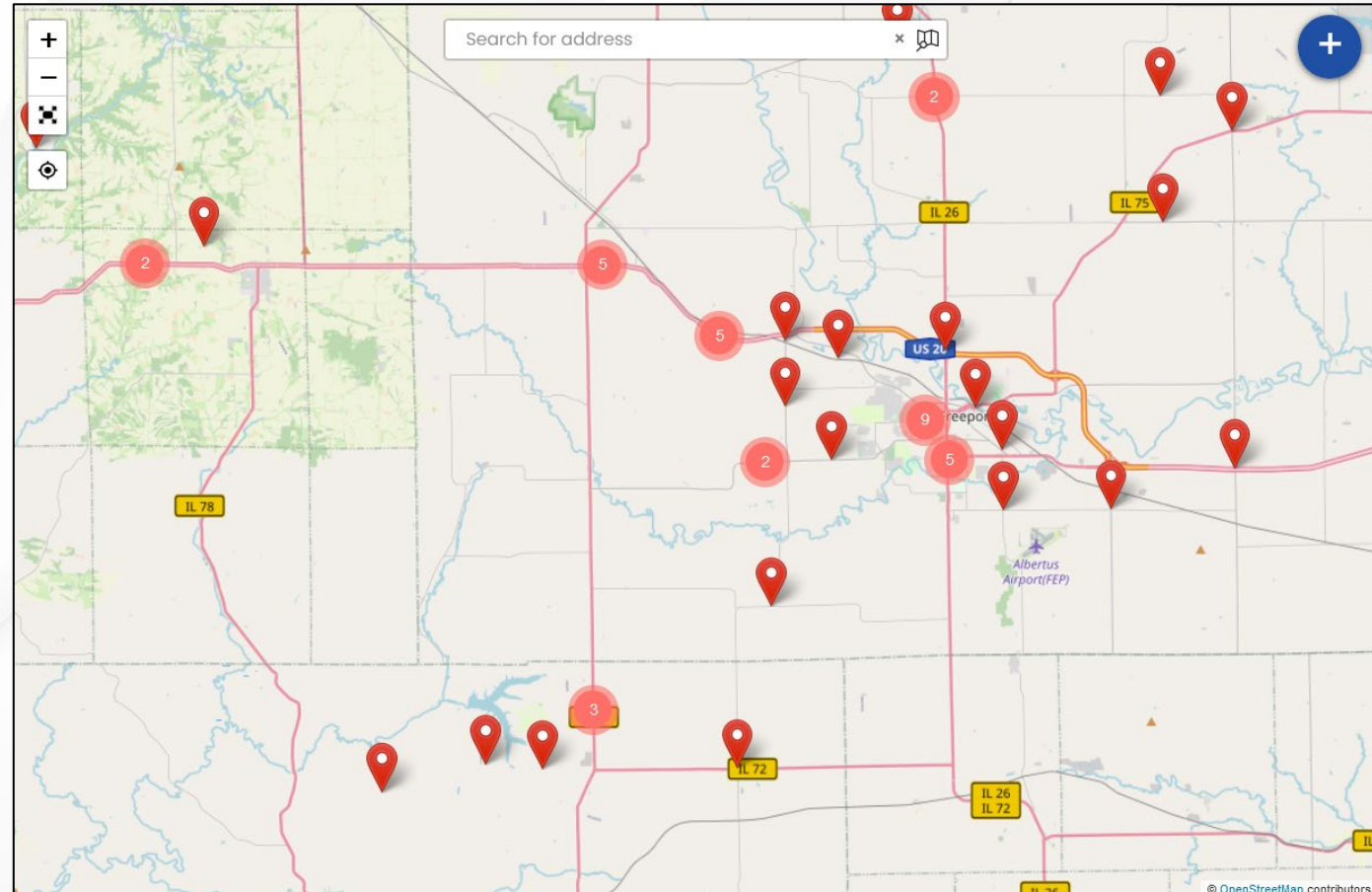
- Multiple Electronic (E-Mail) Information Blasts
- Study Website
- Public Events
 - Stephenson County Home Show, April 20th, 2024.
 - Stephenson County Fair, July 23rd to 27th, 2024
 - Ogle County Fair, August 2nd to 3rd, 2024
 - Whiteside County Fair, August 13th to 17th, 2024
- Interactive Mapping Tool
 - Web-Based



STAKEHOLDER INVOLVEMENT

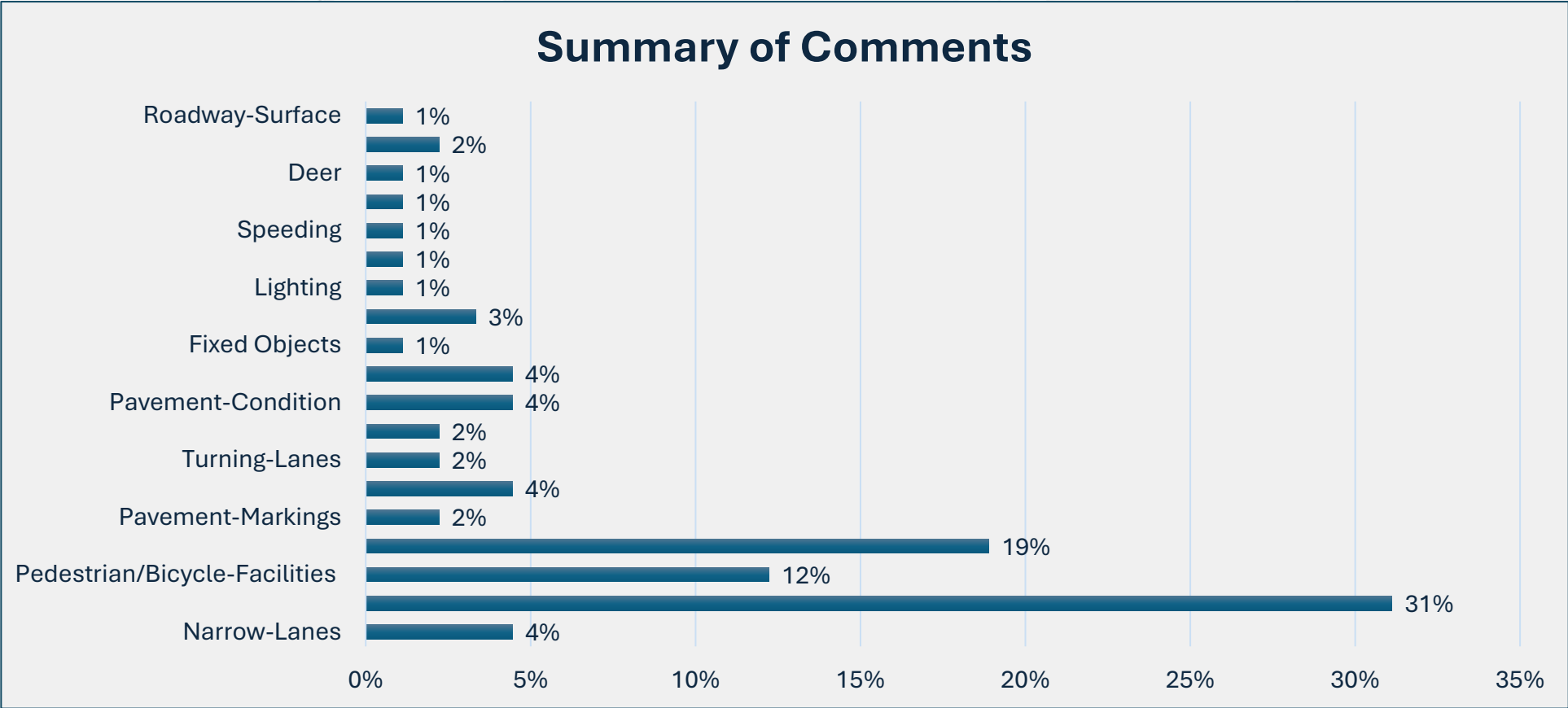
Interactive Map

- **125** Total Entries
- Identified areas with public safety concerns



STAKEHOLDER INVOLVEMENT

Public Comments



What is an SAP?

[LEARN MORE](#)



Project History

[LEARN MORE](#)

What is Safe Streets for All?

[LEARN MORE](#)



How Do I Get Involved?

[LEARN MORE](#)

PROJECT WEBSITE

- Educational Resources
- Submit comments directly to Study Team

RESOURCES & LINKS

BHRC Website

[Click Here](#)

Safe System Approach

[Click Here](#)

SS4A Grant Overview

[Click Here](#)

Stay in touch with us!

Fill out the contact form below to ensure you stay up-to-date with information, resources, and public events surround the SAP development. Please include any initial questions or safety concerns in the form below for the Project Team to address. We appreciate your interest!

Safety Action Plan Contact Form

Name *(Required)*

First

Last

Email *(Required)*

Enter Email

Confirm Email

Phone *(Required)*

(123) 456-7891

Address *(Required)*

Street Address

Address Line 2

City

State / Province / Region

COLLISION HISTORY

USING HISTORIC PATTERNS

- 10 years of collision data
 - 41,294 total collisions in 10 years
 - At 18,987 crash cluster sites
 - 2,210 fatal and severe injury collisions
 - At 1,945 crash cluster sites
 - Fatal and severe injuries occurred at a subset of locations: 10 percent of total
- Analysis:
 - Types of collision factors resulting in severe injuries
 - Location patterns
 - High Injury Network
 - Safety countermeasure development

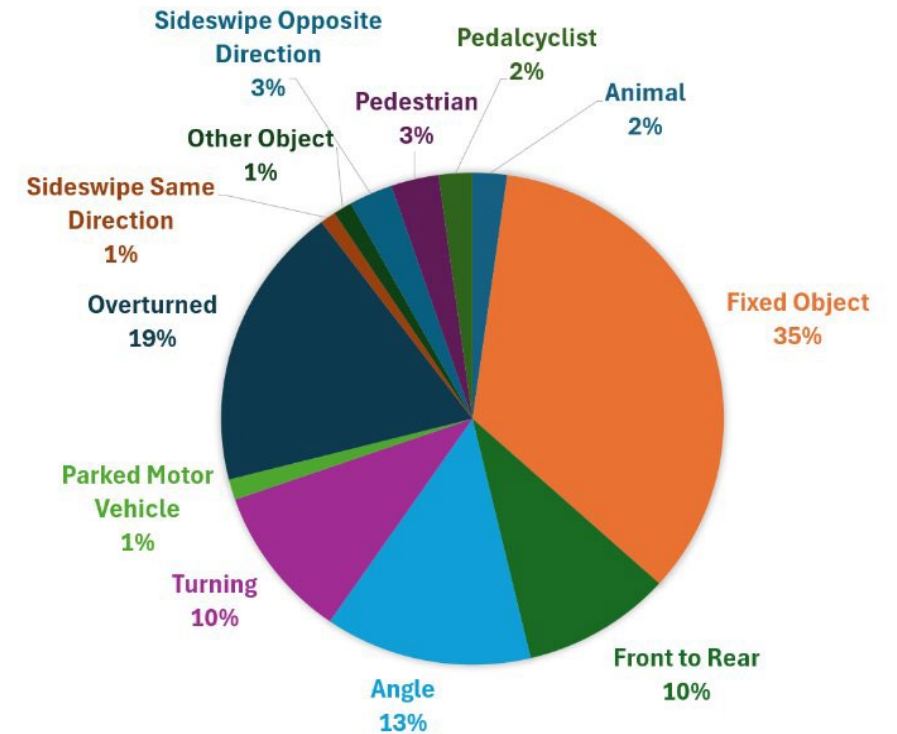
COLLISION ANALYSIS

FACTORS

- All collision records for the six-county area were geocoded and assessed for collision factors to inform approach to safety countermeasures

Type	All Collisions	Fatal or Incapacitating Outcomes
Single Vehicle	54%	57%
Animal Involved	27%	2%
Vehicle Conflict	46%	36%
Ran Off Road	18%	42%
Overtaken	5%	17%
Bike/Ped	3%	5%

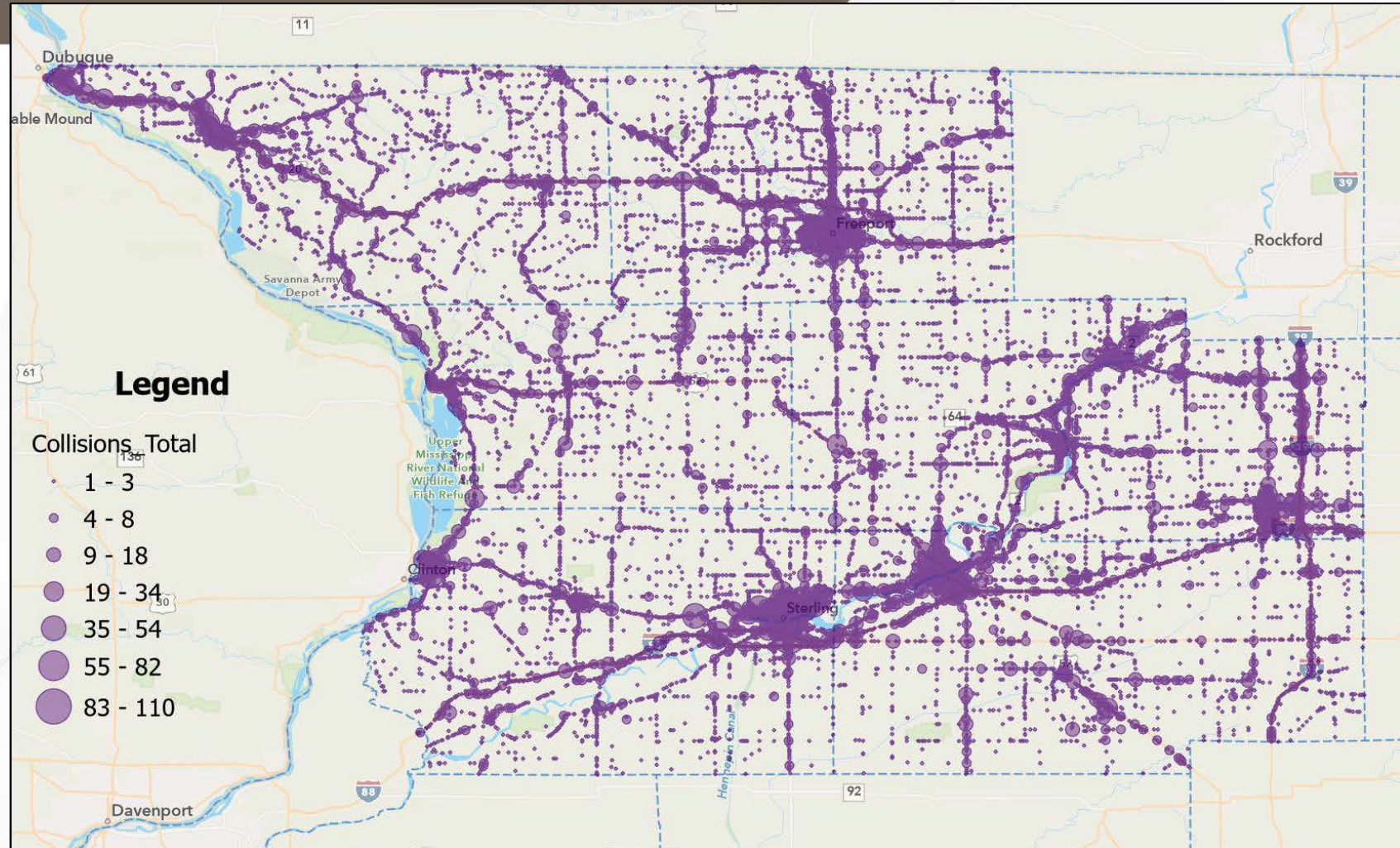
TYPES CRASHES RESULTING IN FATAL AND SEVERE INJURIES



COLLISION ANALYSIS

ALL COLLISIONS

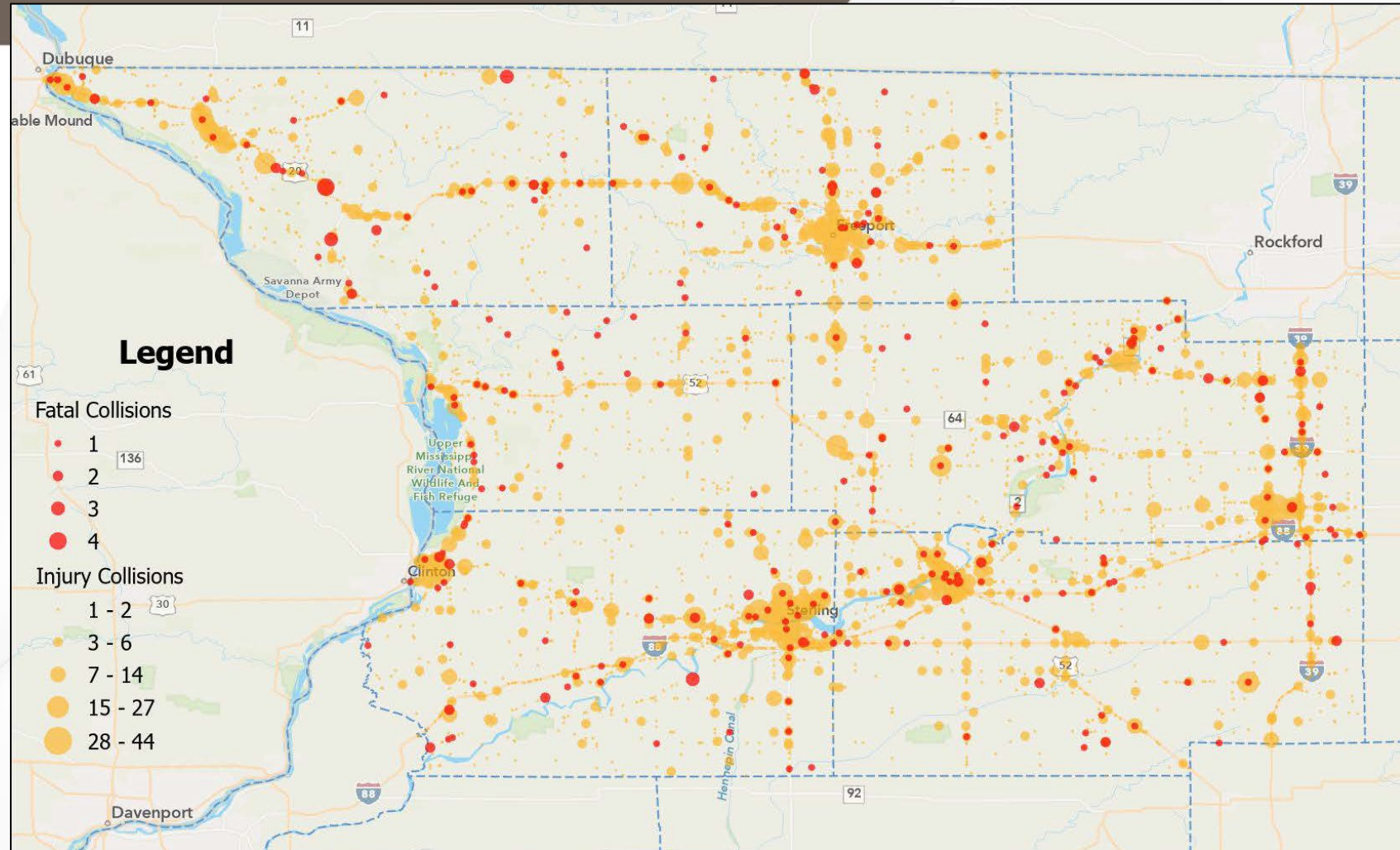
- All collision records for the six-county area were geocoded



COLLISION ANALYSIS PROCESS

INJURIES

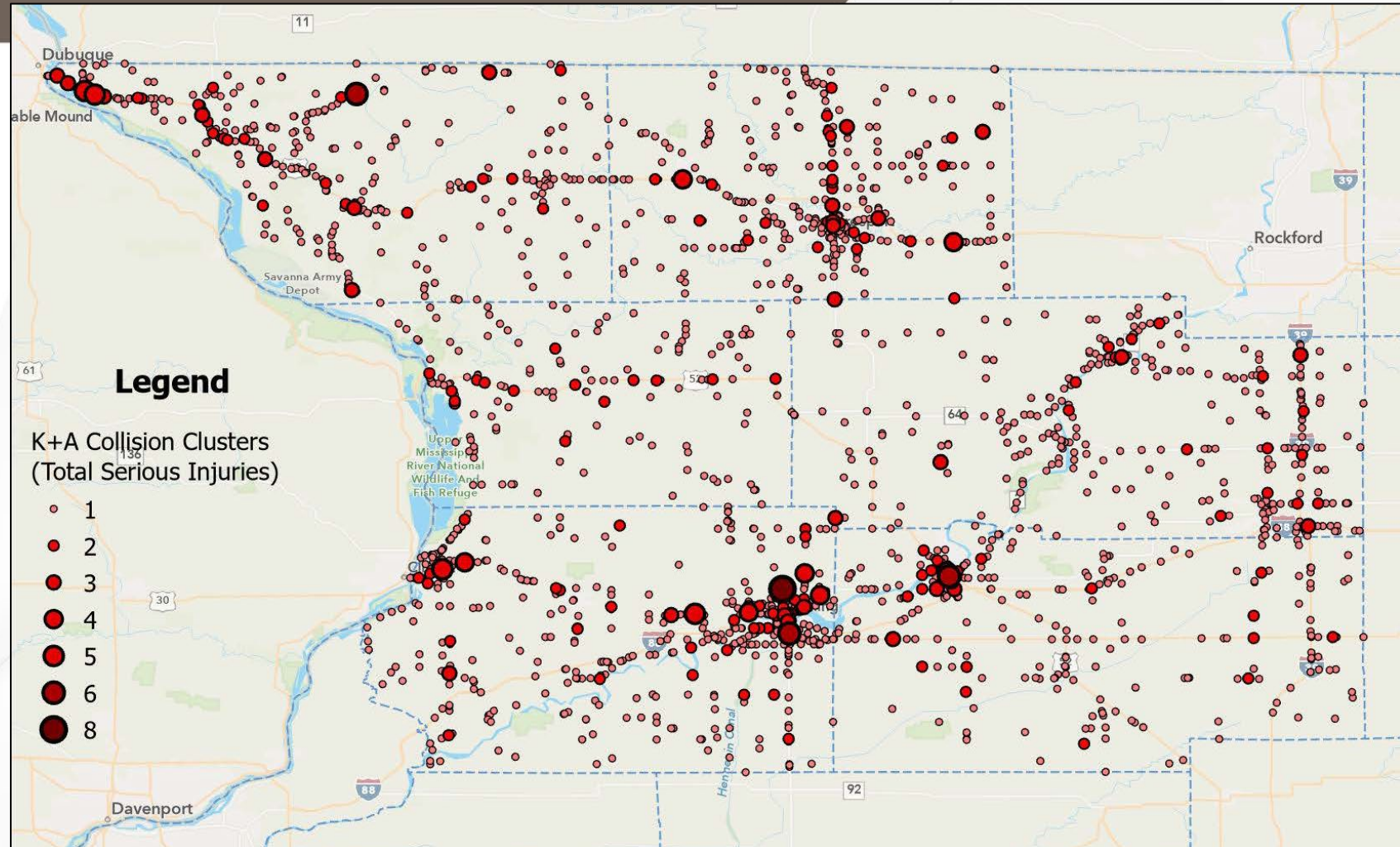
- The locations where injury and fatal collisions were mapped
- The types of collisions which lead to the most injuries were also analyzed



COLLISION ANALYSIS

SEVERE AND FATAL INJURIES

- Focus on fatal and severe (K+A) injuries

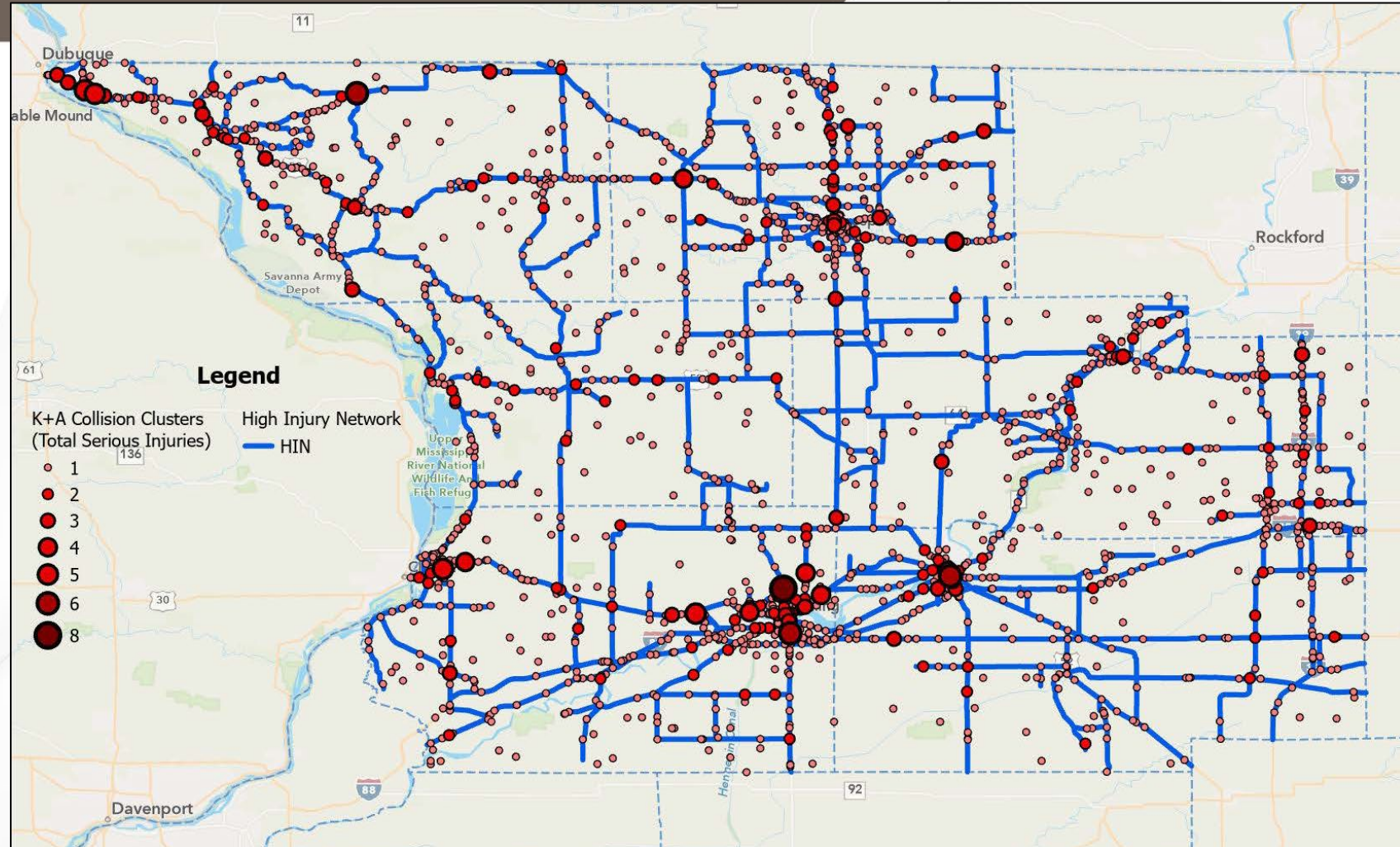


COLLISION ANALYSIS

HIGH INJURY NETWORK

- A High Injury Network of roadway corridors was developed

Metrics	HIN percent of all roadways
Road Mileage	24%
Collisions	68%
Fatalities	72%
Injuries	77%
Vulnerable Road User Crashes	61%



HIGH INJURY NETWORK & TOP LOCATIONS

-
- The map displays the Quad Cities region, including Dubuque, Rockford, and Davenport. A network of blue lines represents the 'High Injury Network', which follows major roads and highways. Numerous white circles with black numbers are placed along these roads, indicating 'Top Safety Locations'. The numbers range from 1 to 14, with some locations having multiple numbers. The map also shows geographical features like the Mississippi River and the Upper Mississippi River National Wildlife and Fish Refuge. A legend in the bottom left corner defines the symbols used.
- Legend**
- Top Safety Locations
 - High Injury Network

COLLISION ANALYSIS

TOP SAFETY LOCATIONS

- Top locations under State, County and Local jurisdictions summarized with recommended safety countermeasures based on collision history
- Reviewed with agencies
- Adjusted with feedback

Example: Whiteside County

	Rank	Top Locations	Proposed Countermeasure
STATE	1	IL-40 & Co Hwy 38 (37th St/Science Ridge Road) (Sterling Township)	Improved: Roundabout
	2	US-30 & Emerson Rd	Improved: Recent State Improvements for better angle for Westbound traffic from Emerson to US-30.
	3	US-30 & Chase Rd	Signage
	4	IL-2 & Polo Rd	Right Turn Slip Lane Improvement, Signage
	5	Emerson Road / Co Hwy 38 (McCue Rd) & 4th St & Lincoln Hwy	Planned Roundabout
	6	US-30 & IL-136	Right Turn Slip Lane Improvement, Roundabout
	7	Freeport Rd & Fulfs Rd	Signage
	8	IL-40 & 2nd St	Signage
	9	IL-2 & IL-40	Striping
	10	IL-2 & 13th St	Right Turn Slip Lane Improvement, Signage
	11	IL-40 & 3rd St	Signage
	12	US-30 & Blue Goose Rd	Signage
COUNTY	1	Co Hwy 21 (Sand Rd) & Co Hwy 13 (Albany Rd)	Signage
	2	Freeport Rd & Pilgrim Rd	Signage
	3	Co Hwy 34 (Pilgrim Rd) & Co Hwy 7 (Lyndon Rd)	Signage
	4	Prophet Rd	Roadway Departure Solution
	5	Co Hwy 21 (Sand Rd)	Roadway Departure Solution
	6	Prophet Rd	Roadway Departure Solution
	7	Co Hwy 25 (Cordova Rd) & Co Hwy 21 (Sand Rd)	Signage
	8	Emerson Rd & Hazel Rd	Signage
	9	Albany Rd & Stropes Rd	Signage
	10	Prophet Rd & Riverdale Rd	Signage
LOCAL	1	Lincoln Hwy / 3rd St & Ave G	Right Turn Slip Lane Improvement
	2	Lynn Blvd & Le Fevre Rd	Roundabout - Already Improved
	3	Wood Ave & 3rd St	Signage
	4	Lynn Blvd & 12th Ave	Crossing Divided Highway
	5	McCue Rd & Le Fevre Rd	Improvement: Truck Access Route Funding for improving turn radius turning eastbound from northbound, widening completed
	6	14th St & 1st Ave	Signage
	7	5th St & 5th Ave	Signage
	8	5th St & 7th Ave	Signage
	9	6th St & Ave J	Signage
	10	12th Ave & 2nd St	Signage
	11	Lynn Blvd & 16th Ave	Right Turn Slip Lane Improvement, Signage

FHWA PROVEN SAFETY COUNTERMEASURES

SAFER ROADS

Producing Effective FHWA Countermeasures Are Identified



Pavement Friction Management



Enhanced Delineation for Horizontal Curves



Longitudinal Rumble Strips and Stripes on Two-Lane Roads



Median Barriers



Wider Edge Lines



Roadside Design Improvements at Curves



SafetyEdgeSM



Backplates with Retroreflective Borders



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



Corridor Access Management



Road Diets (Roadway Configuration)



Lighting

Source: FHWA. Adapted from graphic created by Australian Roads and Traffic Authority of New South Wales.

PROJECT RANKING

MATRIX

Criterion	Rationale	Measure	Scoring Scale (Points Possible)				
			0	5	10	15	20
Fatal and Severe Vehicle Crashes	Prioritize target crashes	Total crashes over 10-year period	No fatal or severe crashes	1 fatal or severe crashes	2 fatal or severe crashes	3 fatal or severe crashes	4 or more fatal or severe crashes
Vulnerable Roadway User Fatal and Severe Crashes	Prioritize Pedestrian and Bicyclist crashes	Total crashes over 10-year period	No fatal or severe crashes	1 fatal or severe crashes	2 fatal or severe crashes	3 fatal or severe crashes	4 or more fatal or severe crashes
High Injury Network	Focus on crashes in high frequency locations	Project on high injury network (HIN)	Projected not located on HIN	One point if located on High Injury Network (HIN)			
Equity	Prioritize projects that benefit disadvantaged communities	Projects located in any EJ Screening, CEJST, HDC, QOZ or Any Equity areas.	Not located in disadvantaged community	One point for projects in any EJ Screening, CEJST, HDC, QOZ or Any Equity areas.			
Public Concerns	Prioritize projects that align with public safety concerns	Public input	No public safety concern	Public safety concern			

PROJECT RANKING

CARROLL COUNTY

			Total Collisions		Pedestrian		Pedalcyclist		Equity Analysis								
	Rank	Location	Total	K+A	Total	K+A	Total	K+A	EJScreen	CEJSCT	DHC	QOZ	Any Equity Definition	HIN	HDC	Public Comment	Score
STATE	1	IL-84 - Upper Mississippi River National Wildlife and Fish Refuge Spring Lake Parking Lot Driveway	12	2	0	0	1	0						Yes	0		11
	2	US-52 & Dame Rd	12	2	0	0	0	0						Yes	0		11
	3	IL-78 & Vinegar Hill Rd	10	2	0	0	0	0						0	0		10
	4	IL-78 & Old Galena Trail	10	2	0	0	0	0						Yes	0		11
	5	US-52	7	2	0	0	0	0						Yes	0		11
	6	US-52 & IL-84	6	2	0	0	0	0		Yes	Yes	Yes	Yes	Yes	0		11
	7	IL-64	5	2	0	0	0	0						Yes	0		11
	8	IL-84	5	2	0	0	0	0						Yes	0		11
	9	IL-84	4	2	0	0	0	0	Yes		Yes	Yes	Yes	Yes	0		11
	10	IL-64	4	2	0	0	0	0						Yes	0		11
COUNTY	1	Co Hwy 12 (Coleta Rd) & Clark Rd	4	1	0	0	0	0						Yes	0		6
	2	Co Hwy 3 (Brookville Rd) & Shannon Rt	4	1	0	0	0	0	Yes				Yes	0	0		5
	3	Co Hwy 8 (Ideal Rd) & Hartman Rd	2	1	0	0	0	0						0	0		5
	4	Co Hwy 8 (Ideal Rd)	1	1	0	0	0	0	Yes				Yes	0	0		5
	5	Co Hwy 25 (Milledgeville Rd)	1	1	0	0	0	0						0	0		5
LOCAL	1	Thomson Rd & Argo Fay Rt	13	1	0	0	0	0						Yes	0		6
	2	3rd St	7	1	1	1	0	0		Yes	Yes	Yes	Yes	0	0		10
	3	Scenic Ridge Rd & Haas Rd	7	1	0	0	0	0						Yes	0		6
	4	Airport Rd & Scenic Bluff Rd	7	1	0	0	0	0						Yes	0		6
	5	Adams St & Broderick Dr	6	1	1	1	0	0		Yes	Yes	Yes	Yes	0	0		10
	6	Loran Rd	5	1	0	0	0	0						Yes	0		6
	7	Saddle Creek Rd	3	1	0	0	0	0						0	0		5
	8	Townline Rd	3	1	0	0	0	0						0	0		5
	9	Zier Rd	2	1	0	0	0	0						0	0	Yes	10
	10	Bowen St	2	1	0	0	0	0	Yes	Yes	Yes	Yes	Yes	0	0		5

PROJECT RANKING

JO DAVIESS COUNTY

	Rank	Top Locations	Total Collisions		Pedestrian		Pedalcyclist		Equity Analysis					HIN	HDC	Public Comment	Score
			Total	K+A	Total	K+A	Total	K+A	EJScreen	CEJSCT	DHC	QOZ	Any Equity Definition				
STATE	1	US-20 & Frentress Lake Rd	19	5	0	0	0	0						Yes	0		26
	2	US-20 & Barge Terminal Rd	9	5	0	0	0	0						Yes	0		26
	3	US-20 On Ramp	26	3	1	1	0	0						Yes	0		21
	4	US-20 & Dunn Rd	24	3	0	0	0	0						Yes	0		16
	5	US-20 & Hilltop Rd	20	3	0	0	0	0						Yes	0		16
	6	US-20 & Glen Hollow Rd	18	3	0	0	0	0						0	0	Yes	20
	7	US-20	9	3	0	0	0	0						Yes	0		16
	8	US-20 & Lone St / Longhollow Rd	9	3	0	0	0	0						0	0		15
	9	IL-84	3	3	0	0	0	0	Yes	Yes			Yes	Yes	0		16
	10	IL-84 & Norris Ln	40	2	0	0	0	0						0	0		10
COUNTY	1	Co Hwy 3 (Stagecoach Trail) & Co Hwy 4 (Elizabeth Scales Mound Rd)	12	6	0	0	0	0						0	0		30
	2	Co Hwy 3 (Stagecoach Trail) & Hayes Rd	8	3	0	0	0	0	Yes				Yes	Yes	0		16
	3	Co Hwy 1 (Council Hill Rd) & Co Hwy 3 (Stagecoach Trail)	6	2	0	0	0	0						Yes	0		11
	4	Co Hwy 3 (Stagecoach Trail)	9	1	0	0	0	0						Yes	0		6
	5	Co Hwy 3 (Stagecoach Trail) & Guilford Rd	8	1	0	0	0	0						Yes	0	Yes	11
	6	Co Hwy 4 (Elizabeth Hanover Rd) & Betsy Dr	6	1	0	0	0	0	Yes	Yes			Yes	0	0		5
	7	Co Hwy 3 (Stagecoach Trail)	6	1	0	0	0	0						Yes	0		6
	8	Co Hwy 3 (Stagecoach Trail) & Roberts Rd	5	1	0	0	0	0	Yes				Yes	Yes	0		6
	9	Co Hwy 2 (Council Hill Rd) & Buckhill Rd	5	1	0	0	0	0						Yes	0		6
	10	Co Hwy 3 (Stagecoach Trails)	5	1	0	0	0	0						Yes	0		6
LOCAL	1	Cole St & North Ave	5	2	0	0	0	0						Yes	0		11
	2	Blackjack Rd	2	2	0	0	0	0						Yes	0	Yes	16
	3	Broadway St & Meeker St	32	1	0	0	0	0						Yes	0		6
	4	Main St	8	1	2	1	0	0	Yes				Yes	Yes	0		11
	5	Blackjack Rd	5	1	0	0	0	0						Yes	0		6
	6	Imbus Rd	5	1	0	0	0	0						0	0		5
	7	Blackjack Rd	5	1	0	0	0	0	Yes	Yes			Yes	Yes	0		6
	8	Blackjack Rd	4	1	0	0	0	0						Yes	0		6
	9	Devils Ladder Rd & Hoof It Goat Treks Driveway	4	1	0	0	0	0						0	0		5
	10	Field St	3	1	0	0	0	0	Yes				Yes	Yes	0		6

PROJECT RANKING

LEE COUNTY

			Total Collisions		Pedestrian		Pedalcyclist		Equity Analysis								
	Rank	Top Locations	Total	K+A	Total	K+A	Total	K+A	EJScreen	CEJSCT	DHC	QOZ	Any Equity Definition	HIN	HDC	Public Comment	Score
STATE	1	US-52 (Galena Ave) & 5th St	45	6	1	1	0	0			Yes		Yes	0	0		35
	2	US-52 (Galena Ave)	45	4	1	1	1	0		Yes	Yes		Yes	Yes	0		26
	3	US-52 (Galena Ave) & IL-2 (Everett St)	82	3	1	0	2	1		Yes	Yes		Yes	Yes	0		21
	4	US-52 (Galena Ave) & 3rd St	53	3	0	0	0	0			Yes		Yes	Yes	0		16
	5	IL-26 (Galena Ave) & Bloody Gulch Rd	48	3	0	0	0	0			Yes		Yes	Yes	0		16
	6	IL-26 (Galena Ave) & Division St	24	3	0	0	0	0			Yes		Yes	Yes	0	Yes	21
	7	US-30 & Harmon Rd	10	3	0	0	0	0	Yes		Yes		Yes	Yes	HDC		17
	8	US-52 (7th St) & IL-26 (Galena Ave)	101	2	0	0	0	0			Yes		Yes	Yes	0	Yes	16
	9	US-52 (Galena Ave) & East River Rd	74	2	0	0	0	0			Yes		Yes	Yes	0		11
	10	IL-2 & River Ln	35	2	0	0	0	0						Yes	0		11
COUNTY	1	Co Hwy 11 (Pump Factory Rd) & Bloody Gulch Rd	17	3	0	0	0	0	Yes	Yes	Yes	Yes	Yes	Yes	0		16
	2	Co Hwy 16 (Rock Island Rd) & Bloody Gulch Rd	17	2	0	0	0	0	Yes		Yes		Yes	Yes	HDC		12
	3	Co Hwy 16 (Rock Island Rd) & Atkinson Rd	10	2	0	0	0	0			Yes		Yes	Yes	HDC		12
	4	Co Hwy 14 (Sterling Rd) & Hoyle Rd	4	2	0	0	0	0	Yes		Yes		Yes	0	HDC		11
	5	Co Hwy 33 (Rockyford Rd)	2	2	0	0	0	0						Yes	0		11
	6	Co Hwy 1 (Flagg Rd) & Lost Nation Rd	13	1	0	0	0	0			Yes		Yes	0	0		5
	7	Co Hwy 16 (Rock Island Rd) & Co Hwy 35 (Nelson Rd)	13	1	0	0	0	0			Yes		Yes	0	HDC		6
	8	Co Hwy 16 (Rock Island Rd) & Browns Beach Rd	9	1	0	0	0	0	Yes		Yes		Yes	Yes	HDC		7
	9	Co Hwy 11 (Pump Factory Rd)	7	1	0	0	0	0	Yes	Yes	Yes	Yes	Yes	Yes	0		6
	10	Co Hwy 10 (Shaw Rd) & Meridian Rd	6	1	0	0	0	0			Yes		Yes	Yes	0		6
	11	Co Hwy 36 (Cavanaugh Rd) & Pilgrim Rd	5	1	0	0	0	0	Yes				Yes	Yes	0		6
LOCAL	1	Peoria Ave & 7th St	26	3	1	1	2	2			Yes		Yes	0	0		30
	2	1st St	10	2	1	1	0	0	Yes	Yes	Yes	Yes	Yes	Yes	0		16
	3	1st St & Highland Ave	7	2	1	1	0	0	Yes	Yes	Yes	Yes	Yes	Yes	0		16
	4	Peoria Ave & 1st St	31	1	4	1	0	0	Yes	Yes	Yes	Yes	Yes	Yes	0		11
	5	Peoria Ave & Boyd St	22	1	0	0	0	0		Yes			Yes	0	0		5
	6	Timber Creek Rd & Lowell Park Rd	19	1	0	0	0	0	Yes				Yes	0	0		5
	7	Lincoln Ave & 2nd St	13	1	0	0	0	0	Yes	Yes	Yes	Yes	Yes	0	0		5
	8	Woodhaven Dr / Tower Rd & La Moille Rd	10	1	0	0	0	0						0	0		5
	9	Chamberlin St & Brinton Ave	10	1	1	0	0	0						0	0		5
	10	Monroe Ave & 7th St	10	1	0	0	0	0			Yes		Yes	0	0		5
	11	Sterling Rd & Robbins Rd	10	1	0	0	0	0						Yes	0		6
	12	College Ave & 3rd St	9	1	0	0	1	1	Yes	Yes	Yes	Yes	Yes	0	0		10

PROJECT RANKING

OGLE COUNTY

	Rank	Top Locations	Total Collisions		Pedestrian		Pedalcyclist		Equity Analysis					HIN	HDC	Public Comment	Score
			Total	K+A	Total	K+A	Total	K+A	EJScreen	CEJSCT	DHC	QOZ	Any Equity Definition				
STATE	1	IL-72 & IL-2	50	3	2	1	0	0						Yes	0		21
	2	IL-26 & Montague Rd	14	3	0	0	0	0						0	0		15
	3	US-51	9	3	0	0	0	0						Yes	0		16
	4	I-88 / IL-110	8	3	0	0	0	0	Yes			Yes	Yes	Yes	HDC		17
	5	IL-251 & Twombly Rd	27	2	0	0	0	0	Yes			Yes	Yes	0	0		10
	6	IL-2 & Colfax St	23	2	0	0	1	0						Yes	0		11
	7	IL-64 & IL-251	21	2	0	0	0	0	Yes				Yes	Yes	0		11
	8	IL-38 & US-51/US-39 WB Ramps	16	2	0	0	0	0	Yes			Yes	Yes	Yes	HDC		12
	9	IL-38 & Mulford Rd	12	2	0	0	0	0	Yes			Yes	Yes	0	HDC		11
	10	US-51 / I-39	9	2	0	0	0	0	Yes				Yes	Yes	0		11
COUNTY	1	Co Hwy 6 & Co Hwy 35	14	3	0	0	0	0						0	0	Yes	20
	2	Sterling Rd & County Line Rd	12	3	0	0	0	0	Yes				Yes	Yes	0		16
	3	Co Hwy 29 & Mill Rd	11	2	0	0	0	0						Yes	0		11
	4	Co Hwy 33	3	2	0	0	0	0						Yes	0		11
	5	Co Hwy 33 & Spring Creek Rd	11	1	0	0	0	0						Yes	0		6
	6	Co Hwy 22 & Flagg Rd	11	1	0	0	0	0						0	0		5
	7	Co Hwy 35 (Lowell Park Rd) & Oregon Trail Rd	6	1	0	0	0	0	Yes				Yes	Yes	0		6
	8	Co Hwy 22 (Flagg Rd)	6	1	0	0	0	0	Yes				Yes	0	0		5
	9	Co Hwy 22 (Flagg Rd) & 20th St	6	1	0	0	0	0						0	0		5
	10	Co Hwy 33 (Kishwaukee Rd)	4	1	0	0	0	0						Yes	0		6
LOCAL	1	Devils Ln & South Park Dr	3	2	0	0	0	0						0	0		10
	2	Twombly Rd / Mulford Rd	6	1	0	0	0	0	Yes			Yes	Yes	0	HDC		6
	3	7th Ave & Lincoln Hwy	5	1	0	0	0	0	Yes			Yes	Yes	Yes	HDC		7
	4	Ivy Rd	5	1	1	1	0	0	Yes				Yes	0	0		10
	5	Daysville Rd	4	1	0	0	0	0						0	0		5
	6	9th St & 5th St	3	1	0	0	0	0	Yes				Yes	Yes	0		6
	7	Galena Trail Rd & Robin Rd	3	1	0	0	0	0	Yes				Yes	0	0		5
	8	Midtown Rd & Silver Creek Rd	3	1	0	0	0	0	Yes				Yes	0	0		5
	9	Mowers Rd	3	1	0	0	0	0	Yes				Yes	0	0		5
	10	Hales Corner Rd	3	1	0	0	0	0						0	0		5

PROJECT RANKING

WHITESIDE COUNTY

	Rank	Top Locations	Total Collisions		Pedestrian		Pedalcyclist		Equity Analysis					HIN	HDC	Public Comment	Score
			Total	K+A	Total	K+A	Total	K+A	EJScreen	CEJSCT	DHC	QOZ	Any Equity Definition				
STATE	1	IL-40 & Co Hwy 38 (37th St)	22	8	0	0	0	0						0	0		40
	2	US-30 & Emerson Rd	37	5	0	0	0	0						Yes	0		26
	3	US-30 & Chase Rd	17	5	0	0	0	0						Yes	0		26
	4	IL-2 & Polo Rd	51	4	0	0	0	0						0	0	Yes	25
	5	Co Hwy 38 (McCue Rd) & 4th St & Lincoln Hwy	22	4	0	0	0	0	Yes	Yes	Yes		Yes	Yes	HDC		22
	6	US-30 & IL-136	14	4	0	0	0	0						Yes	0		21
	7	Freeport Rd & Fulfs Rd	9	4	0	0	0	0						0	0		20
	8	IL-40 & 2nd St	59	3	0	0	4	1	Yes	Yes	Yes		Yes	Yes	0		21
	9	IL-2 & IL-40	52	3	0	0	0	0	Yes	Yes	Yes		Yes	Yes	0		16
	10	IL-2 & 13th St	43	3	0	0	0	0	Yes	Yes	Yes		Yes	Yes	0		16
	11	IL-40 & 3rd St	34	3	0	0	0	0	Yes	Yes	Yes	Yes	Yes	0	APP		16
	12	US-30 & Blue Goose Rd	4	3	0	0	0	0						Yes	0		16
COUNTY	1	Co Hwy 21 (Sand Rd) & Co Hwy 13 (Albany Rd)	8	3	0	0	0	0						Yes	0		16
	2	Freeport Rd & Pilgrim Rd	6	2	0	0	0	0						Yes	0		11
	3	Co Hwy 34 (Pilgrim Rd) & Co Hwy 7 (Lyndon Rd)	6	2	0	0	0	0						Yes	0		11
	4	Prophet Rd	2	2	0	0	0	0						Yes	0		11
	5	Co Hwy 21 (Sand Rd)	2	2	0	0	0	0						Yes	0		11
	6	Prophet Rd	2	2	0	0	0	0						Yes	0		11
	7	Co Hwy 25 (Cordova Rd) & Co Hwy 21 (Sand Rd)	11	1	0	0	0	0						Yes	0		6
	8	Emerson Rd & Hazel Rd	9	1	0	0	0	0						Yes	0		6
	9	Albany Rd & Stropes Rd	5	1	0	0	0	0						0	0		5
	10	Prophet Rd & Riverdale Rd	5	1	0	0	0	0	Yes	Yes	Yes		Yes	0	0		5
LOCAL	1	Lincoln Hwy / 3rd St & Ave G	91	2	0	0	2	1	Yes	Yes	Yes		Yes	0	0		15
	2	Lynn Blvd & Le Fevre Rd	54	2	0	0	0	0						0	0		10
	3	Wood Ave & 3rd St	31	2	1	0	2	0	Yes	Yes	Yes	Yes	Yes	Yes	APP		12
	4	Lynn Blvd & 12th Ave	17	2	0	0	0	0	Yes	Yes	Yes		Yes	0	0		10
	5	McCue Rd & Le Fevre Rd	14	2	0	0	0	0						Yes	0		11
	6	14th St & 1st Ave	12	2	0	0	0	0	Yes	Yes	Yes		Yes	Yes	0		11
	7	5th St & 5th Ave	9	2	0	0	0	0	Yes	Yes	Yes		Yes	0	0		10
	8	5th St & 7th Ave	11	2	0	0	0	0	Yes	Yes	Yes		Yes	0	0		10
	9	6th St & Ave J	7	2	0	0	0	0	Yes	Yes	Yes		Yes	0	0		10
	10	12th Ave & 2nd St	41	1	1	0	0	0	Yes	Yes	Yes		Yes	Yes	0		6
	11	Lynn Blvd & 16th Ave	16	1	0	0	0	0	Yes	Yes	Yes		Yes	Yes	0		6

NEXT STEPS

How You Can Help

- Review the Draft Traffic Safety Action Plan
- Tell us your Thoughts about the TSAP:
 - The Goals
 - Top Safety Locations to Prioritize for action
 - Physical countermeasures
 - Policy based countermeasures

Project Website



TSAP Document



The Public Comment Period will be open until midnight April 7, 2025.

