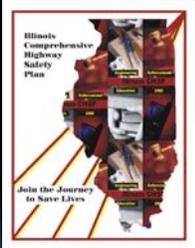


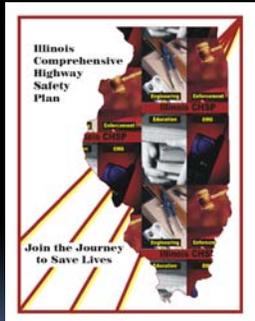
REDUCING FATALITIES IN ILLINOIS: A STRATEGIC AND INTEGRATED APPROACH



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CHSP

- Required by SAFETEA-LU
- All Public Roads
- Severe Crashes
- Substantive Safety
- 4E Partnership
- Continual Evaluation



Safety Summit Held December 11, 2008

- Part of Continual Evaluation
- Revising the CHSP into a SHSP
- Develop Data-Driven Multi-Discipline Action Plans for Established Emphasis Areas
- Established New Goal for SHSP
- Opportunities to Integrate Safety into ALL Efforts (i.e. American Recovery and Reinvestment Act of 2009)

ILLINOIS SHSP GOAL

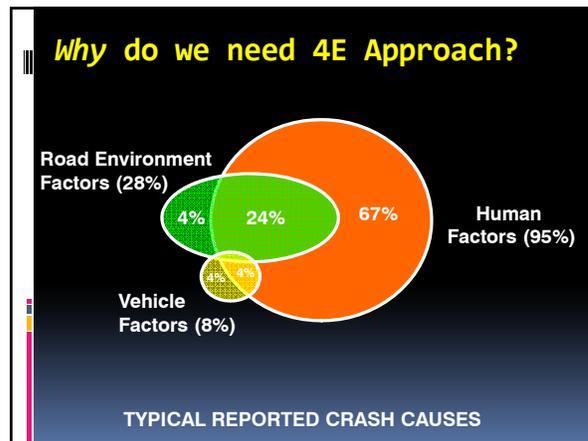
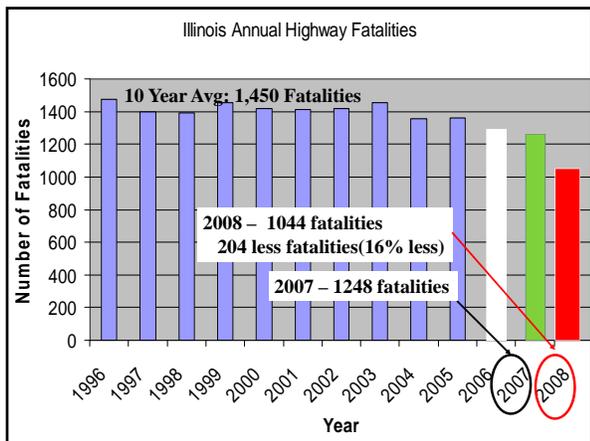
- ZERO FATALITIES
- ANNUAL TARGETED REDUCTIONS (5%-10%)

IL SHSP Areas of Emphasis

- Information Decision Making Systems
- Lane Departure (50+%)
- Alcohol and Other Impaired Driving (47%)
- Driver Behavior and Awareness (40+%)
- Safety Belts/Occupant Protection (30+%)
- Intersections (25+%)
- Vulnerable Users (25+%)
- Large Trucks (11%)
- Work Zones (3%)
- Highway-Railroad Grade Crossings (1.3%)

Original Illinois Safety Goal

Reduce Fatalities to
1,000 or less by 2008



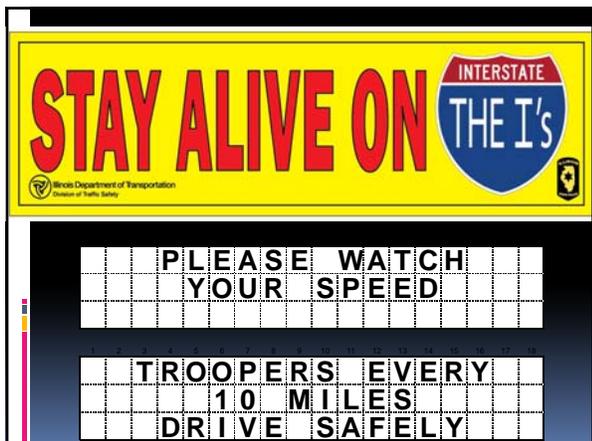
- ### Information Decision Making Systems
- Illinois Traffic Records Coordinating Committee
 - Varied Safety Partner Membership
 - SHSP for Data Improvement
 - Results in Receiving Federal Money to Improve Data Systems
 - Crash Data in the System less than 30 days
 - Partnerships with Secretary of State
 - Local Crash Data Including Location

- ### Information Decision Making Systems
- Safety Data Mart V2
 - System that Pulls from Various Databases to Query the Crash Data and Contributing Factors
 - Enhanced mapping capability
 - 5% Most Severe Safety Needs Location
 - Focus is on Severe Crashes
 - Currently includes State System, will add Local
 - 5% and K/A Maps with the MY Program
 - Multiple E Responses

- ### Information Decision Making Systems
- Safety Performance Functions
 - Level of Service of Safety Performance
 - Potential Safety Improvement Index
 - Safety Analyst
 - Completed the State Roadway System
 - Need to Develop Local Roadway System SPFs
 - Hosted a National Peer Exchange in Chicago
 - Local Crash Location Project

- ### Lane Departure (50+%)
- Active Implementation Team
 - Analyzed Data
 - Action Plan
 - Identified Crash Trends
 - Proposed Strategies
 - Used Knowledge to Apply & Receive Fed \$\$
 - Rural Safety Innovation Program





Safety Belts/Occupant Protection (30+%)

- Increase Safety Belt Usage to 90.5%
- Click It or Ticket Campaign
- Nascar/ Buckle Up America Campaign
- Safety Belt Checkpoints

Intersections (25+%)

- Active Implementation Team
- RLR Cameras
- Enhanced Visibility of Signals/Signs
- Intersection Peer Groups in 5% Report

Vulnerable Users (25+%)

- Pedestrian
 - Chicago Pedestrian Task Force
 - Safe Routes to School
- Pedal Cyclists
- Motorcyclists
 - Rider Training Program
 - ISP Motorcycle Bureau
 - Representation at National Level for Issue
 - Part of Research Project for In-depth crash analysis.

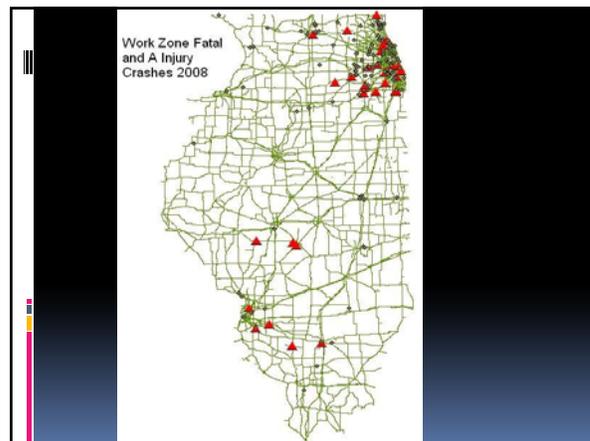
Large Trucks (11%)

- Increased Enforcement
 - Speed
 - Safety Belt Compliance
 - Safety Inspections
- Over-Represented in Work Zones



Work Zones (3%)

- WZ RSA
- WZ Safety & Mobility Policy
- Zero Fatality Goal
- Annual Reduction Targets

2008 Work Zone Crash Statistics

Of the 31 fatal crashes in work zones, the work zone was a contributing factor 42% (13/31) of the time. Of these 13 crashes:

- 79% Daylight
- 93% Dry Pavement
- 36% Driver drug or alcohol impaired
- Most Frequent Type – 57% Rear End

Nationally, 80% of those killed in highway work zones are drivers and their passengers.

National Work Zone Memorial



Highway-Railroad Grade Crossings (1.3%)

- Implementation Team
- First Emphasis Area to Complete an Action Plan
- Specific Goals
- Specific Strategies

- 4E – data driven - integrated approach

QUESTIONS???

