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Paul Lorton, P.E.
IDOT, Office of Program Development
Bureau Chief, Bureau of Safety Programs and Engineering



Strategic Highway Safety Plan Implementation

Illinois Strategic Highway
Safety Plan 2017

EMS

ENFORCEMENT

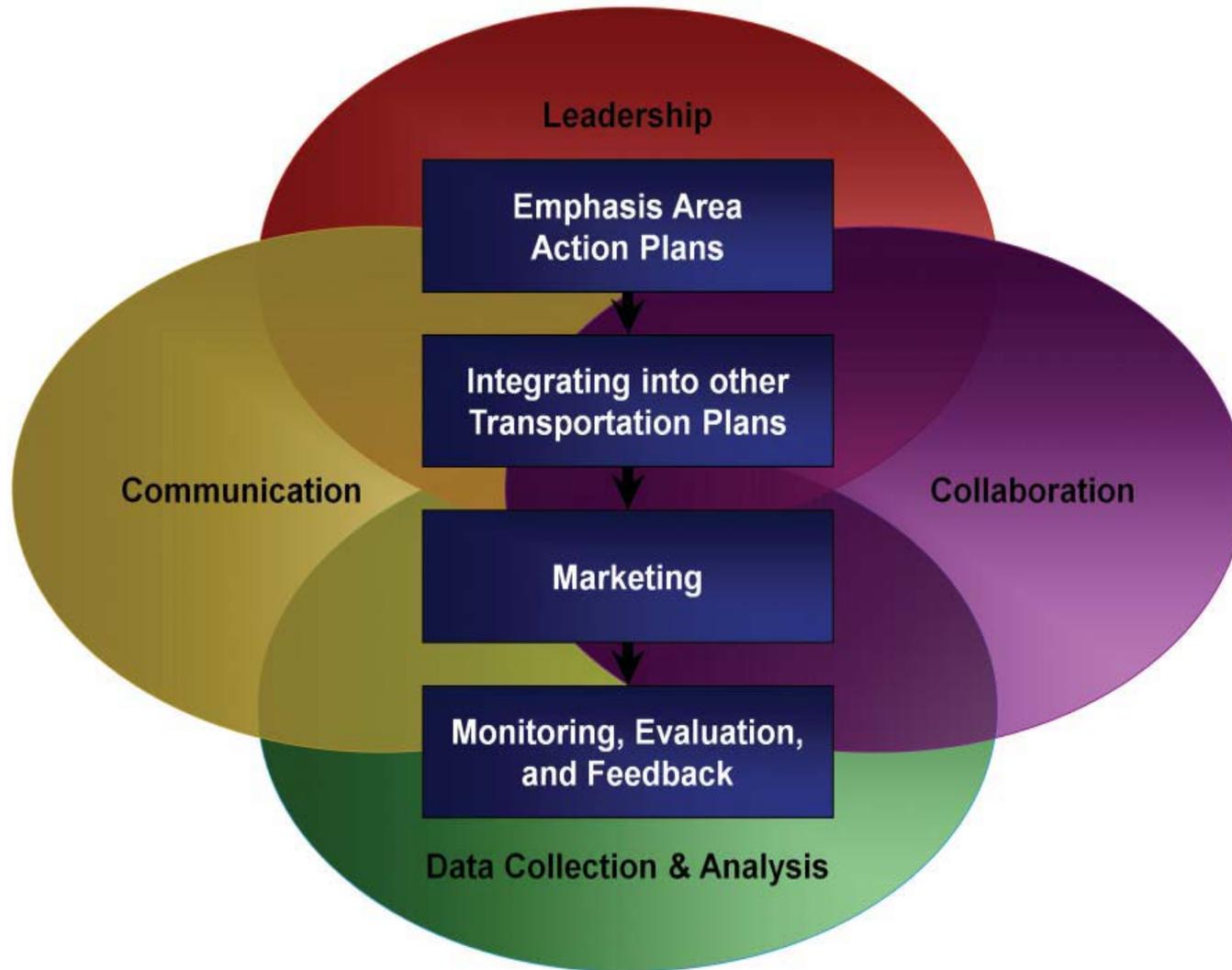
EDUCATION

ENGINEERING

Driving Zero Fatalities to a Reality
Partnering for Illinois

07.28.2017

FHWA Implementation Process Model



<https://safety.fhwa.dot.gov/shsp/fhwasa10024/fhwasa10024.pdf>

- Emphasis Area Action Plans
- Integrating into Other Transportation Plans
- Marketing
- Monitoring, Evaluation, and Feedback

- Informing the general public on transportation safety issues
- Educating key political leaders on their role in saving lives
- Encouraging active participation in SHSP implementation activities among safety partners



Monitoring, Evaluation, and Feedback

- Identify the parties responsible for implementing action steps and include performance measures and deadlines
- Ensure appropriate data are collected for evaluating both the overall program and individual projects



Collecting, Analyzing, and Sharing Data

- Data-driven process
- Appropriate interpretation and use of data
- Data analyzed to develop action plans, monitor, evaluate results, and provide feedback





SHSP Emphasis Areas

SHSP Emphasis Areas

Priority Level	Emphasis Areas	Fatalities	A-Injuries	Fatalities and A-Injuries
PRIORITY LEVEL 1	Roadway Departure	2,483	19,279	21,762
	Impaired Driver	2,088	8,331	10,419
	Unrestrained Occupants	1,377	5,041	6,418
	Intersection Related	1,178	26,397	27,575
PRIORITY LEVEL 2	Speeding/Aggressive Driver	1,108	12,884	13,992
	Older Driver	848	9,593	10,441
	Young Driver	694	12,240	12,934
	Motorcycle	694	5,271	5,965
	Heavy Vehicle	672	4,426	5,098
	Pedestrian	641	4,525	5,166
PRIORITY LEVEL 3	Pedalcyclist	137	2,047	2,184
	Work Zone	133	980	1,113
	Distracted/Fatigued/Drowsy Driver	123	3,264	3,387
	Highway-Railroad Grade Crossings	45	54	99
CROSS DISCIPLINARY AREAS	Traffic Incident Management			
	Information Systems			



Driving Zero Fatalities to a Reality
Partnering for Illinois

Roadway Departure

Objectives and Strategies

Illinois continues to strive to enhance safety regarding roadway departure crashes. Table RD-03 identifies some key objectives and potential strategies to address the contributing factors associated with roadway departure fatalities and serious injuries.

This data-driven, collaborative approach will help Illinois achieve roadway departure fatality and A-injury goals and ultimately drive Zero Fatalities to a reality.

Keep vehicles in their respective lanes

1.1 Install rumble strips

Objectives (What)	Strategies (How)	Implementation Area(s)
1. Keep vehicles in their respective lanes	1.1 Install rumble strips.	Engineering
	1.2 Provide enhanced shoulder or in-lane delineation and marking for sharp curves.	Engineering
	1.3 Improve highway geometry for horizontal curves.	Engineering
	1.4 Provide enhanced pavement markings and median barrier devices/installations.	Engineering
	1.5 Apply shoulder treatments, eliminating shoulder drop-offs and widen/pave shoulders.	Engineering
	1.6 Install only new guardrail and guardrail end sections that pass crashworthiness tests.	Engineering
	1.7 Develop a procedure for law enforcement officers to request engineering as assessments of crash sites.	Engineering/ Enforcement
	1.8 Evaluate pavement and skid resistance to reduce roadway departure crashes.	Engineering
	1.9 Implement strategic enforcement based on data-driven approaches and on-lance communication and coordination between agencies.	Enforcement

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Keep vehicles in their respective lanes

1.4 Provide enhanced pavement markings and median barrier devices/installations

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Impaired Driving

Objectives and Strategies

Illinois continues to strive to enhance impaired-driver safety. Table IM-O3 identifies some key objectives and potential strategies to address the contributing factors associated with impaired-driver-related fatalities and serious injuries.

This data-driven, collaborative approach will help Illinois achieve impaired-driver fatality and A-injury goals and ultimately drive Zero Fatalities to a reality.

Prevent excessive and underage drinking and driving

1.1 Enforce responsible beverage service policies and check compliance for alcohol servers and retailers

Objectives (What)	Strategies (How)	Implementation Area(s)
1. Prevent excessive and underage drinking and driving	1.1 Enforce responsible beverage service policies and check compliance for alcohol servers and retailers.	Enforcement
	1.2 Conduct public outreach on the mandatory use of ignition interlock for all DUI offenders to deter drinking and driving.	Education
	1.3 Employ screening and brief interventions in health care settings.	Education/EMS
	1.4 Control hours, locations, and promotion of alcohol sales.	Enforcement
	1.5 Provide a variety of initiatives to reduce excessive alcohol use and impaired driving within high school and collegiate settings.	Education/Enforcement
	1.6 Expand (or improve) education of the consequences of underage drinking to address these consequences.	Education
	1.7 Consider emerging technologies that will continue to reduce impaired driving.	Education/Enforcement

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Prevent excessive and underage drinking and driving

1.5 Provide a variety of initiatives to reduce excessive alcohol use and impaired driving within high school and collegiate settings

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1. Prevent excessive and underage drinking and driving	1.1 Enforce responsible beverage service policies and check compliance for alcohol servers and retailers.	Enforcement
	1.2 Conduct public outreach on the mandatory use of ignition interlock for all DUI offenders to deter drinking and driving.	Education
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Emphasis Area Working Groups

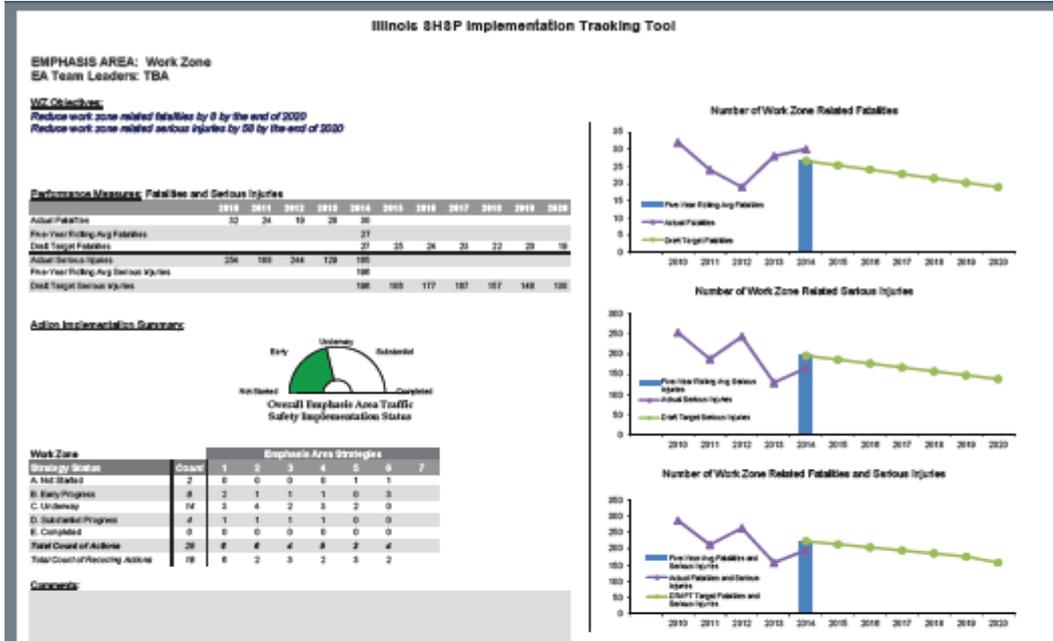
- Multidisciplinary action planning teams
 - Determine the action steps for accomplishing each strategy
 - Determine the process measure or performance indicator for measuring progress



Implementation Action Plans

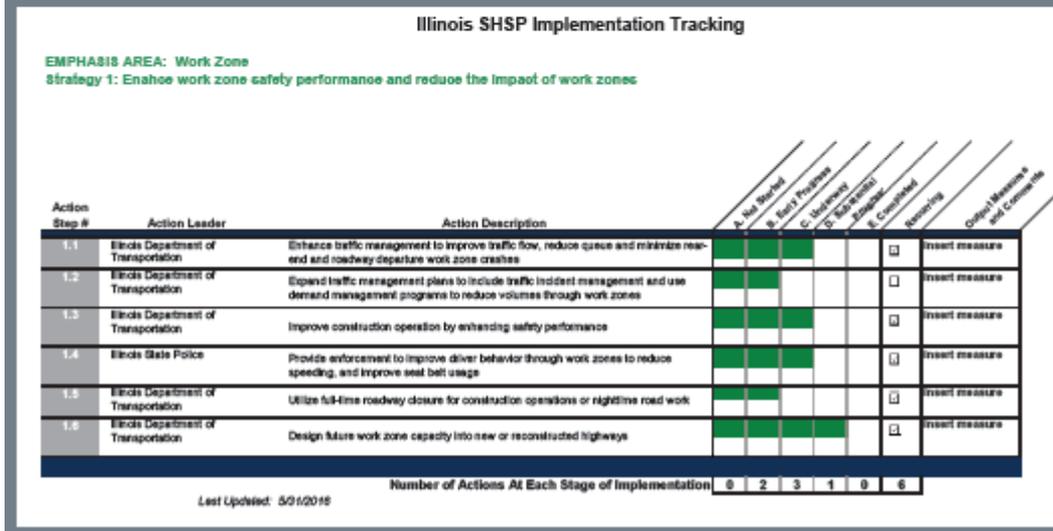
- Action plans describe how the identified strategies will be implemented, including but not limited to:
 - Data Needs
 - Resource Needs (staff, equipment, material, & training)
 - Timeline
 - Legislative Action Identification, if necessary
 - Responsible Entity
 - Budget
 - Performance Measures
 - Evaluation Plan

Example of Implementation Tracking Tool



Implementation

The ILSHSP emphasis area teams will continue with implementation plans to make sure stakeholders are coordinating and progressing to achieve goals established in the ILSHSP. Emphasis-area tracking tools and regular meetings are used to monitor progress. Data is collected and programs are tracked to measure performance outcomes, evaluate program and project investments to adapt, as needed, to improve safety and save lives on Illinois roadways. Stakeholder meetings, working group meetings, and executive committee meetings are conducted regularly to discuss issues, progress, and action items.



To achieve the requirements set forth by the FAST Act and the ILSHSP, opportunities to produce a measurable and significant reduction in fatalities and serious injuries resulting from crashes on the roadway system need to be incorporated into all aspects of the roadway transportation safety management process for all safety stakeholders. The ILSHSP should be used as a guide in developing the state and local agency safety programs and will support statewide safety organizations.

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Example of Implementation Tracking Tool

Illinois 3H&P Implementation Tracking Tool

WZ Objectives:

Reduce work zone related fatalities by 8 by the end of 2020

Reduce work zone related serious injuries by 58 by the end of 2020

Performance Measures: Fatalities and Serious Injuries

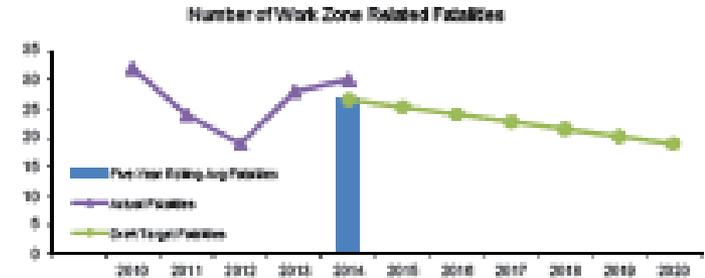
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Actual Fatalities	32	24	19	28	27						
Four-Year Rolling Avg Fatalities					27						
Goal Target Fatalities					27	25	26	25	22	20	18
Actual Serious Injuries	254	189	244	129	188						
Four-Year Rolling Avg Serious Injuries					188						
Goal Target Serious Injuries					188	180	177	181	167	148	128

Action Implementation Summary



Work Zone Strategy Status	Count	Express Lane Strategies						
		1	2	3	4	5	6	7
A. Not Started	2	0	0	0	0	1	1	
B. Early Progress	8	2	1	1	1	0	3	
C. Underway	14	3	4	2	3	2	0	
D. Substantial Progress	4	1	1	1	1	0	0	
E. Completed	0	0	0	0	0	0	0	
Total Count of All Sites	28	6	6	4	6	2	4	
Total Count of Receiving Access	19	8	2	3	2	3	2	

Comments:



Implementation Tracking

Illinois SHSP Implementation Tracking

EMPHASIS AREA: Work Zone

Strategy 1: Enhance work zone safety performance and reduce the impact of work zones

Action Step #	Action Leader	Action Description						Recurring	Output Measures and Comments
			A. Not Started	B. Early Progress	C. Underway	D. Substantial Progress	E. Completed		
1.1	Illinois Department of Transportation	Enhance traffic management to improve traffic flow, reduce queue and minimize rear-end and roadway departure work zone crashes	█	█				<input checked="" type="checkbox"/>	insert measure
1.2	Illinois Department of Transportation	Expand traffic management plans to include traffic incident management and use demand management programs to reduce volumes through work zones	█	█				<input type="checkbox"/>	insert measure
1.3	Illinois Department of Transportation	Improve construction operation by enhancing safety performance	█	█				<input checked="" type="checkbox"/>	insert measure
1.4	Illinois State Police	Provide enforcement to improve driver behavior through work zones to reduce speeding, and improve seat belt usage	█	█				<input checked="" type="checkbox"/>	insert measure
1.5	Illinois Department of Transportation	Utilize full-time roadway closure for construction operations or nighttime road work	█	█				<input checked="" type="checkbox"/>	insert measure
1.6	Illinois Department of Transportation	Design future work zone capacity into new or reconstructed highways	█	█	█			<input checked="" type="checkbox"/>	insert measure
Number of Actions At Each Stage of Implementation			0	2	3	1	0	6	

Last Updated: 5/31/2016



Evaluate SHSP Implementation Efforts

Evaluate SHSP Implementation Efforts

- Baseline data collection reflecting the situation prior to implementation
- Continued data collection during the implementation period and after project completion
- Project effectiveness determination in terms of fatality and serious injury reductions

- Executive Safety Committee
 - Consists of Representatives from FHWA, NHTSA, FMCSA, SOS, ISP, and IDOT
 - Helps to Communicate and Support Initiatives
 - Reports to the Governor's Office on Progress Toward Goals
 - Meets Approximately on a Quarterly Basis
- Emphasis Area Working Groups
 - Meet Approximately Quarterly, Some More Frequently
 - Report Progress Through the Executive Safety Committee

- Annual Progress Toward Implementation of SHSP
- Day-to-Day/Month-to-Month Evaluations on Progress Will Drive Implementation Action Plans and Potential Adjustments
- Five-Year Update of SHSP Required

Questions ?

If you ask me anything I don't know, I'm not going to answer." Lawrence Peter "Yogi" Berra (1925-2015)



Thank you !

For Additional Information contact:

Bureau of Safety Programs and Engineering

Paul Lorton

Bureau Chief

217.782.3568

Paul.Lorton@illinois.gov