Appendix A Existing Plans and Policies and Planned Projects

This appendix provides lists of the plans, policies and planned projects that were identified in the study area through a review of documents provided by the participating agencies. The first table shows the existing plans and policies that were identified in the study area. The second table shows the list of planned projects in the study area that were identified to have a safety component. The locational information, general timeframe and intervention type are also included in the planned project table. This information was used to examine a baseline set of conditions prior to the recommendations of the TSAP being identified.

Existing Plans and Policies
City of Kewanee Comprehensive Plan
City of Muscatine Comprehensive Plan
City of Muscatine Port Plan
City of Muscatine Capital Improvement Plan
City of Bettendorf Transportation Plan
City of Bettendorf City Wide Trail/Corridor Study
City of Davenport Transportation Plan
City of Davenport Multimodal Transportation Plan
City of Rock Island Comprehensive Plan
City of Rock Island Bikeway Plan
City of Moline Comprehensive Plan
City of Moline Bikeway Plan
Bi-State Regional Development Plan
Rail Study Quad Cities
Bi-State Freight Plan
Quad Cities Traffic Safety Plan
Quad Cities Intersection Crash Study
Transportation Improvement Plan Quad Cities

Planned Projects			
Location	**Project**	**Timeframe**	**Intervention Type**
City of Bettendorf	I-74- In Bettendorf and Davenport (Central Section)	Under Construction	Roadway
City of Bettendorf	East Side of Middle Rd from Hopewell Ave to Forest Grove	Long-term	Roadway
City of Bettendorf	Middle Road Reconstruction	Long-term	Sidewalks and Streets
City of Bettendorf	53rd Street Reconstruction	Long-term	Sidewalks and Streets
City of Bettendorf	State Street Reconstruction	Long-term	Sidewalks and Streets
City of Bettendorf	Grant Street Reconstruction	Long-term	Sidewalks and Streets
City of Bettendorf	Criswell Street Re/New Construction	Long-term	Sidewalks and Streets
City of Bettendorf	Hopewell Avenue New Construction	Long-term	Sidewalks and Streets
City of Bettendorf	Tanglefoot Lane New Construction	Long-term	Sidewalks and Streets
City of Bettendorf	Moencks Road New Construction	Long-term	Sidewalks and Streets
City of Bettendorf	53rd Avenue New Construction	Long-term	Sidewalks and Streets
City of Bettendorf	New N/S Road between Crow Creek Rd and Hopewell Ave	Long-term	Sidewalks and Streets
City of Bettendorf	Devils Glen Road Re/New Construction	Long-term	Sidewalks and Streets
City of Bettendorf	Middle Road New Construction	Long-term	Sidewalks and Streets
City of Bettendorf	Indiana Avenue Re/New Construction	Long-term	Sidewalks and Streets
City of Bettendorf	Forest Grove Drive Reconstruction	Long-term	Sidewalks and Streets
City of Bettendorf	Wells Ferry Road Reconstruction	Long-term	Sidewalks and Streets
City of Bettendorf	220th Street Reconstruction	Long-term	Sidewalks and Streets
City of Bettendorf	18th Street Reconstruction	Long-term	Sidewalks and Streets
City of Bettendorf	Utica Ridge Road Reconstruction	Long-term	Sidewalks and Streets
City of Bettendorf	6th Street	Long-term	Shared the Road
City of Bettendorf	14th Street	Long-term	Shared the Road
City of Bettendorf	23rd Street	Long-term	Shared the Road
City of Bettendorf	29th Street	Long-term	Bike Lanes
City of Bettendorf	53rd Street Trail	Long-term	Trails
City of Bettendorf	Belemont Road Trail	Long-term	Trails
City of Bettendorf	Central Avenue	Long-term	Shared the Road
City of Bettendorf	Criswell Street Trail	Long-term	Trails
City of Bettendorf	Crow Creek Road	Long-term	Bike Lanes and Trail

City of Bettendorf	Devils Glen Road Trail	Long-term	Trails
City of Bettendorf	Forest Grove Drive Trail	Long-term	Trails
City of Bettendorf	Greenbrier Drive	Long-term	Shared the Road
City of Bettendorf	Hawthorne Hills	Long-term	Shared the Road
City of Bettendorf	Hopewell Avenue Trail	Long-term	Trails
City of Bettendorf	Indiana Avenue Trail	Long-term	Trails
City of Bettendorf	Kimberly Road Trail	Long-term	Trails
City of Bettendorf	Lincoln Road Trail	Long-term	Trails
City of Bettendorf	Maplecrest Road	Long-term	Shared the Road
City of Bettendorf	Middle Road Trail	Long-term	Trails
City of Bettendorf	Moencks Road New Construction	Long-term	Shared the Road
City of Bettendorf	Spruce Hills Drive Trail	Long-term	Trails
City of Bettendorf	Tanglefood Lane	Long-term	Shared the Road and Trail
City of Bettendorf	Unnamed East to West Trail	Long-term	Trails
City of Bettendorf	Unnamed North to South Trail	Long-term	Trails
City of Bettendorf	Utica Ridge Road Trail	Long-term	Trails
City of Bettendorf	Valley Drive	Long-term	Share the Road
City of Bettendorf	Wells Ferry Trail	Long-term	Trails
City of Colona	US 6: 0.3 mi W to 0.5 mi E of Osco Rd	Short-term	Roadway
City of Davenport	West 53rd Street and Brady Street	Short-term	Roadway
City of Davenport	North Pine Street Reconstruction	Medium-term	Streets and Sidewalks
City of Davenport	East 67th Street	Medium-term	Streets and Bikelanes
City of Davenport	East River Drive	Short-term	Roadway
City of Davenport	Harrison/Brady Complete Streets Reconstruction	Short/Medium-term	Streets and Sidewalks
City of Davenport	Kimberly Road Reconstruction	Medium-term	Streets and Sidewalks
City of Davenport	Wisconsin	Long-term	Streets and Bikelanes
City of Davenport	East and West 46th Street	Short/Medium-term	Streets and Bikelanes
City of Davenport	West 49th Street	Short-term	Streets and Bikelanes
City of Davenport	West 53rd Street	Long-term	Streets and Sidewalks
City of Davenport	Telegraph Road	Medium/Long-Term	Streets and Bikelanes
City of Davenport	Rockingham Road	Medium-term	Streets and Bikelanes
City of Davenport	West 61st Street	Medium/Long-Term	Streets and Bikelanes
City of Davenport	West and East 65th/67th Streets	Medium/Long-Term	Streets and Bikelanes
City of Davenport	Northwest Boulevard	Medium-term	Streets and Bikelanes

City of Davenport	West 76st Street	Long-term	Streets and Sidewalks
City of Davenport	Eastern Avenue	Medium-term	Streets and Bikelanes
City of Davenport	Elmore Avenue	Medium-term	Streets and Sidewalks
City of Davenport	Jersey Ridge Road	Short-term	Streets and Bikelanes
City of Davenport	Tremont Avenue	Short-term	Streets and Bikelanes
City of Davenport	Wisconsin Avenue	Long-term	Streets and Bikelanes
City of Davenport	Fairmount Street	Medium/Long-Term	Streets and Bikelanes
City of Davenport	Division Street	Medium-term	Streets and Sidewalks
City of Davenport	Elmore/Pheasant Creek	Long-term	Streets and Trails
City of Davenport	Forest Bicycle Boulevard	Long-term	Streets and Trails
City of Davenport	Jersey Ridge Road	Long-term	Streets and Trails
City of Davenport	Eastern	Long-term	Streets and Trails
City of Davenport	Tenmont	Long-term	Streets and Trails
City of Davenport	Grand	Long-term	Streets and Trails
City of Davenport	Main Street Bikeway	Long-term	Streets and Trails
City of Davenport	Marquette/Washington Bikeway	Long-term	Streets and Trails
City of Davenport	Westside Bikeway	Long-term	Streets and Trails
City of Davenport	Silver Creek	Long-term	Streets and Trails
City of Davenport	Fairmount	Long-term	Streets and Trails
City of Davenport	76th/Veterans Bikeway	Long-term	Streets and Trails
City of Davenport	Northwest Boulevard	Long-term	Streets and Trails
City of Davenport	46st Street Bikeway	Long-term	Streets and Trails
City of Davenport	35th Street Bicycle Boulevard	Long-term	Streets and Trails
City of Davenport	Lombard Bicycle Boulevard	Long-term	Streets and Trails
City of Davenport	Kirkwood Bikeway	Long-term	Streets and Trails
City of Davenport	6th Street Bicycle Boulevards	Long-term	Streets and Trails
City of Davenport	3rd/4th Street Bikeway	Long-term	Streets and Trails
City of Davenport	West Lake	Long-term	Streets and Trails
City of Davenport	I-280 / Mississippi River in Davenport	Under Construction	Roadway
City of Davenport	I-80 and IA 130 Interchange - Westbound Entrence Ramp	Under Construction	Roadway
City of Davenport	Brady St. and Veteran's Memorial Pkwy. / From 59th St to Existing Path on VMP	Long-term	Roadway
City of Davenport	Locust St: Duck Creek Trail at Emeis Park to Wisconsin Ave - 10' Multi-Use Trail	Long-term	Trail
City of Davenport	Wisconsin Ave from Locust St to W. 11th St	Long-term	Trail

City of Davenport	3rd and 4th Streets & River Drive, Reconfiguration	Long-term	Streets and Sidewalks
City of East Moline	15th Avenue	Short-term	Streets and Sidewalks
City of East Moline	Bend Streetscaping	Short-term	Streets and Sidewalks
City of East Moline	12th Ave / 7th St	Short-term	Streets and Sidewalks
City of East Moline	Bend Blvd. Extension	Short-term	Streets and Sidewalks
City of East Moline	IL 5/IL 92 (intersection of Barstow Road)	Short-term	Streets and Sidewalks
City of East Moline	(12th Ave. - Dead End) and 3rd St. (12th Ave. - Bend Blvd.)	Long-term	Roadway
City of Kewanee	South Street at Midland Road	Long-term	Roadway
City of Kewanee	9th and Kent Street	Long-term	Railway
City of Kewanee	1st Street and Commercial Street	Long-term	Roadway
City of Kewanee	2nd Street and Commercial Street	Long-term	Roadway
City of Kewanee	Route 78	Mid-term	Roadway
City of Kewanee	Route 81	Short-term	Roadway
City of Kewanee	Kentville Road and US 34	Long-term	Roadway/Railway
City of Le Claire	I-80 / Mississippi River in Le Claire	Under Construction	Roadway
City of Le Claire	Eagle Ridge Road to May Street	Long-term	Trail
City of Milan	I-280 / IL 92 Interchange in Milan (64N68)	Under Construction	Roadway
City of Moline	Rock River Bridge between Milan Beltway and John Deere Road	Long-term	Streets and Sidewalks
City of Moline	Airport Road Improvements	Long-term	Streets and Sidewalks
City of Moline	US Highway 6 Improvements	Long-term	Streets and Sidewalks
City of Moline	78th Avenue (Indian Bluff Road) Improvements	Long-term	Streets and Sidewalks
City of Moline	87th Avenue Improvements	Long-term	Streets and Sidewalks
City of Moline	106th Avenue Improvements	Long-term	Streets and Sidewalks
City of Moline	Milan Beltway Improvements	Long-term	Streets and Sidewalks
City of Moline	Knoxville Road Improvements	Long-term	Streets and Sidewalks
City of Moline	50th Street Improvements	Long-term	Streets and Sidewalks
City of Moline	72nd Street Improvements	Long-term	Streets and Sidewalks
City of Moline	US Highway 150 Improvements	Long-term	Streets and Sidewalks
City of Moline	104th Street Improvements	Long-term	Streets and Sidewalks
City of Moline	1st Street in Coal Valley Improvements	Long-term	Streets and Sidewalks

City of Moline	19th Street (River Drive to 7th Avenue)	Short-term	Streets and Trails
City of Moline	19th Street (South of 7th Avenue)	Mid-term	Streets and Trails
City of Moline	Miss River Trail, under proposed I-74 Bridge	Long-term	Trail
City of Moline	19th St Bike Trail, Ave of Cities - River Drive ITEP	Under Construction	Trail
City of Moline	36th Ave Bike Trail, 7th - 13th Streets TASA	Long-term	Trail
City of Moline	25th St from 10th St Place to 12th St Place, Shared-Use Trail Construction TASA	Under Construction	Trail
City of Moline	Lincoln-Irving School Various sidewalks on 10th St and 16th Ave - Sidewalk Replacement ITEP	Long-term	Streets and Sidewalks
City of Moline	19th/27th St, Shared-Use Path	Long-term	Trail
City of Moline	City wide intersection improvements	Long-term	Streets and Sidewalks
City of Muscatine	Cedar Street from Parham to Houser	Long-term	Sidewalks and Streets
City of Muscatine	Colorado Street reconstruction project	Completed	Sidewalks and Streets
City of Muscatine	West Hill Sewer Separation Project	Under Construction	Sidewalks and Streets
City of Muscatine	Mulberry Avenue from Houser Street to the U.S. 61 Bypass	Completed	Sidewalks and Streets
City of Muscatine	Reconstruct Lucas Street from Houser Street to the U.S. 61 Bypass	Long-term	Sidewalks and Streets
City of Muscatine	Houser Street from Lucas Street Grandview Avenue and redesign of the Grandview/Mittman/Sampson intersection	Long-term	Sidewalks and Streets
City of Muscatine	Mississippi Drive Corridor Project	Under Construction	Sidewalks and Streets
City of Muscatine	38/61 Connector Road	Long-term	Sidewalks and Streets
City of Muscatine	Extension of Palms Drive	Long-term	Sidewalks and Streets
City of Muscatine	New trail running from Kent-Stein Park/Muscatine	Mid-term	Sidewalks and Streets
City of Muscatine	Soccer Complex to 41st Street	Completed	Trails
City of Muscatine	Extension of trail along Mad Creek from the Mouth of Mad Creek to Washington Street	Mid-term	Trails

City of Muscatine	Trail connecting the Mulberry Avenue/U.S. 61 Bypass to the existing Mad Creek Greenbelt Trail at the U.S. 61 Bypass	Mid-term	Trails
City of Muscatine	Sidewalk Program	Under Construction	Sidewalks
City of Muscatine	Isett Avenue Corridor Reconstruction	Mid-term	Sidewalks and Streets
City of Muscatine	Sampson Street Corridor Reconstruction	Long-term	Sidewalks and Streets
City of Rock Island	IL 92 Improvements	Long-term	Streets and Sidewalks
City of Rock Island	9th Street Bikeway	Long-term	Streets and Trails
City of Rock Island	17th Street Bikeway	Long-term	Streets and Trails
City of Rock Island	20th Street Bikeway	Long-term	Streets and Trails
City of Rock Island	38th Street Bikeway	Long-term	Streets and Trails
City of Rock Island	9th Avenue Bikeway	Long-term	Streets and Trails
City of Rock Island	44th Street Bikeway	Long-term	Streets and Trails
City of Rock Island	Great River Trail	Long-term	Streets and Trails
City of Rock Island	7th Avenue	Long-term	Streets and Trails
City of Rock Island	20th Avenue	Long-term	Streets and Trails
City of Rock Island	20th 1/2 Avenue	Long-term	Streets and Trails
City of Rock Island	38th Avenue	Long-term	Streets and Trails
City of Rock Island	31st Avenue	Long-term	Streets and Trails
City of Rock Island	Blackhawk Road	Long-term	Streets and Trails
City of Rock Island	Rock Island Parkway	Long-term	Streets and Trails
City of Rock Island	Ridgewood Road	Long-term	Streets and Trails
City of Rock Island	US 67: 2nd Ave to 5th Ave in Rock Island (64P59)	Under Construction	Streets and Sidewalks
City of Rock Island	24th St to 0.1 mi E of 34th St in Rock Island	Short-term	Roadway
City of Rock Island	RI Parkway at 85th Avenue West, Approximately 600 feet North and South of Intersection	Under Construction	Streets and Sidewalks
City of Rock Island	35th St W & RI Parkway	Long-term	Roadway
City of Rock Island	20th and 22nd Avenues Between 38th and 44th Streets, and on 41st Street	Long-term	Streets and Sidewalks
City of Silvis	ILL 5 / ILL 84 / ILL 92: IL 84/IL 92 Interchange in Silvis & Carbon Cliff (64N69)	Under Construction	Roadway
City of Silvis	Eagle Ridge School, Walking/Bike Path	Long-term	Streets and Sidewalks
City of Wapello	Townsend Ave: S 5th St to S 1st St S. 5th St to S./ 1st St Multi-use Path	Under Construction	Streets and Sidewalks

Rock Island County	Rock Island County / Various Locations Rock Island County	Under Construction	Roadway
Rock Island County	Rock Island County / Various Locations Rock Island County	Under Construction	Roadway
Various Locations	Highway Safety Improvement Program Projects	Under Construction	Streets and Sidewalks

Appendix B Stakeholder Engagement Plan

Bi-State Regional Commission

SAFE STREETS FOR ALL

STAKEHOLDER ENGAGEMENT PLAN

LAST UPDATED:

March 2025

Contents

Project Overview

The Bi-State Regional Commission (BSRC) was awarded a Safe Streets for All (SS4A) Grant from the US Department of Transportation in early 2023. The grant funds were directed toward the completion of a Traffic Safety Action Plan (TSAP) based on the Safe Systems Approach and in accordance with SS4A funding requirements.

Public involvement and engagement were a key aspect in the development of the TSAP. Through inclusive, continuous and multi-faceted engagement with the public, stakeholders, and key groups, the BSRC and Project Team aimed to accomplish three main goals, which are listed in the table below. The BSRC and Project Team performed a number of activities that assisted in completing those goals. Those are identified below.

GOAL	OUTREACH EFFORTS
Survey the general public and stakeholders to generate feedback	• PAC Meeting • Virtual Interactive Safety Map • Virtual Comment Form • Focus Groups • Summit • Public Comment Period for Draft TSAP and Virtual Public Meeting
Educate and inform the public and stakeholders regarding the plan, its purpose, and what they can expect from its implementation	• PAC Meeting • Focus Groups • Summit • Project Website
Generate support regarding this effort	• PAC Meeting • Focus Groups • Summit • Public Comment Period for Draft TSAP and Virtual Public Meeting

The public involvement activities, tools, and efforts are further described within this SEP. The data and feedback collected supplemented the technical information developed by the Project Team to create a more comprehensive TSAP.

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%. The Bi-State region followed this upward trend with a 20.9% increase in fatalities over the last three (3) years (2020-2023). 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 will allocate $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 reported directly to the Client, for the duration of this project. Key, active members of the Client include the following:

Bi-State Regional Commission

Gena McCullough
Deputy Director - Planning

Nithin Kalakuntla
Transportation Engineer - Planning

Project Team

As Prime consultant, KEG led 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

Project Engineer
Michael Williamson, PE
KEG

Deputy Project Manager
Sean Daly, AICP, PTP
Iteris

Senior Engineer
Adam Danczyk, PE, PTOE
Iteris

Public Involvement Lead
Sarah Wells
KEG

Stakeholder Engagement Plan

At the conception of the Project, this document, which will further be known as the Stakeholder Engagement Plan (SEP), provided the framework for achieving the aforementioned goals. The tools and techniques outlined in the SEP built on established relationships and created new partnerships to enable informed stakeholder involvement and meaningful participation.

The SEP was revised and updated as the project progressed. The level of engagement and interest varied for each stakeholder, and the Project Team continued to adapt to the changing needs and flow of the project and be flexible with our engagement approach as the project progressed. This document was updated as the Project was nearing finalization in March of 2025.

The SEP accomplished the following:

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

Stakeholder Identification

This section will identify the Project's various groups and stakeholders, while defining their level of responsibility and intended engagement with the project. By categorizing the intended participants which we hoped to engage as we saw the project through to completion, it allowed us to better understand what tools worked best with which intended audience.

Project Steering Committee (PSC)

The PSC met with the Project Team virtually bimonthly and generally included representatives of BSRC.The first PSC meeting was held on March 26, 2024. The second was held September 18, 2024. Those meetings included a comprehensive update to the BSRC staff on the project's progression and next steps. It was also an opportunity to present to the PSC the current findings, specifically crash analysis and data collection updates.

Project Advisory Committee (PAC)

The PAC met on June 27, 2024 and October 29, 2024 (slides contained within Appendix B). They are scheduled to meet again as part of the Virtual Public Meeting (pending scheduling) to review the draft report and policies once they are ready for comment. The PAC includes representations of the following:

- state and local transportation planning agencies (14 municpalities and 2 counties)
- law enforcement and first responders,
- public safety and traffic safety interests, and
- community organizations that will guide the study throughout the planning process

Outreach Groups

Generated by the Client, this group represented those who may have with an interest, concern, and/or unique insight in the project, and who is not already participating in either the PSC or PAC. This contact list included the following:

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 associations

Outreach groups were used to develop a master contact list for the project. The BSRC spearheaded the development of the contact list, and the Project Team assisted in its development. Those included on the list were sent all emailed communications on events and general project updates. Those email communications are included as Exhibit A.

Tools for Engagement

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

Online Tools

Figure 1

Project Webpage:
https://bistateonline.org/transportation-and-mobility/quad-cities-metro-planning/other-plans/traffic-safety-planning
The project webpage was created by the Client, with information provided by the Project Team. Information contained within the website included an overview of the project, background information, and various resources for stakeholders and the community. Figure 1 represents a QR code that guided users to the project webpage.

Comment Form:
https://kaskaskiaeng.com/traffic-safety-action-plan-comments/
A virtual comment form was active for the public to send comments, questions, or concerns directly to the Project Team.

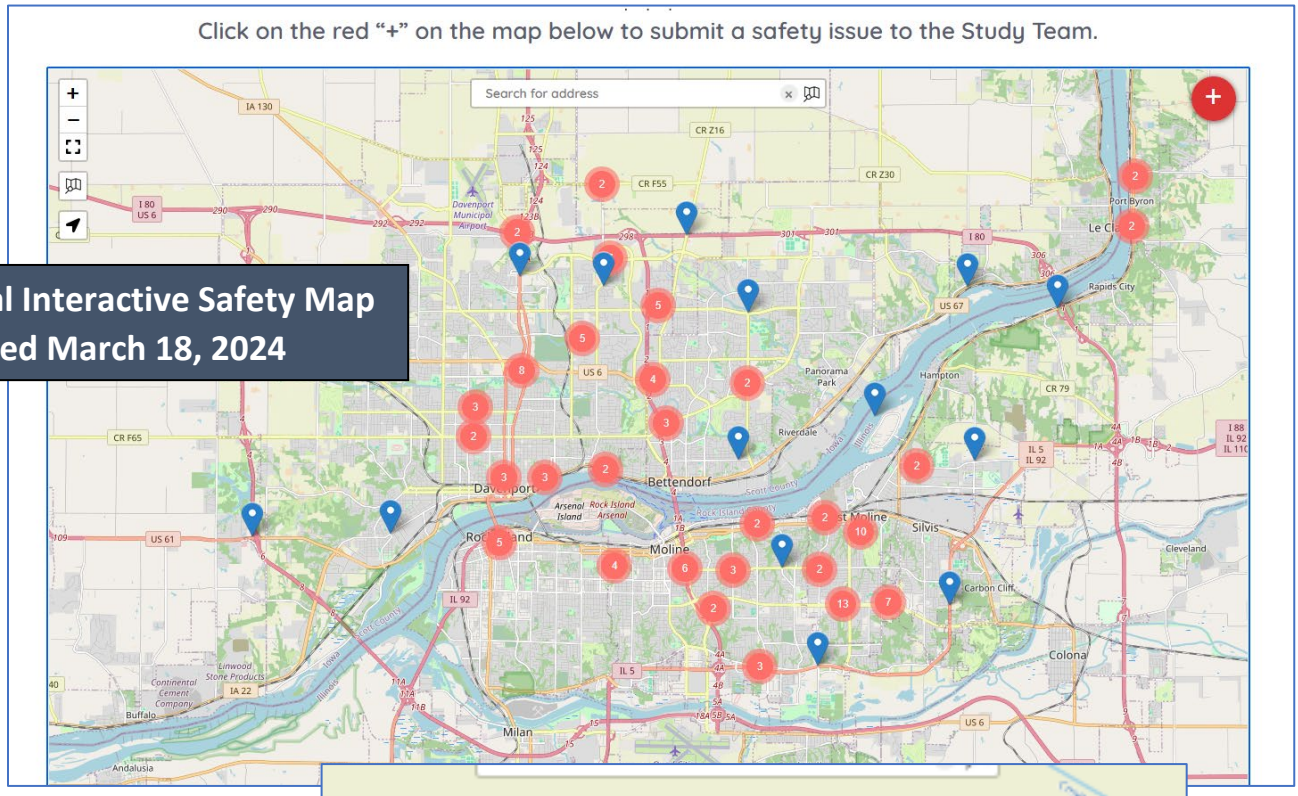
Figure 2

Virtual, Interactive Safety Map

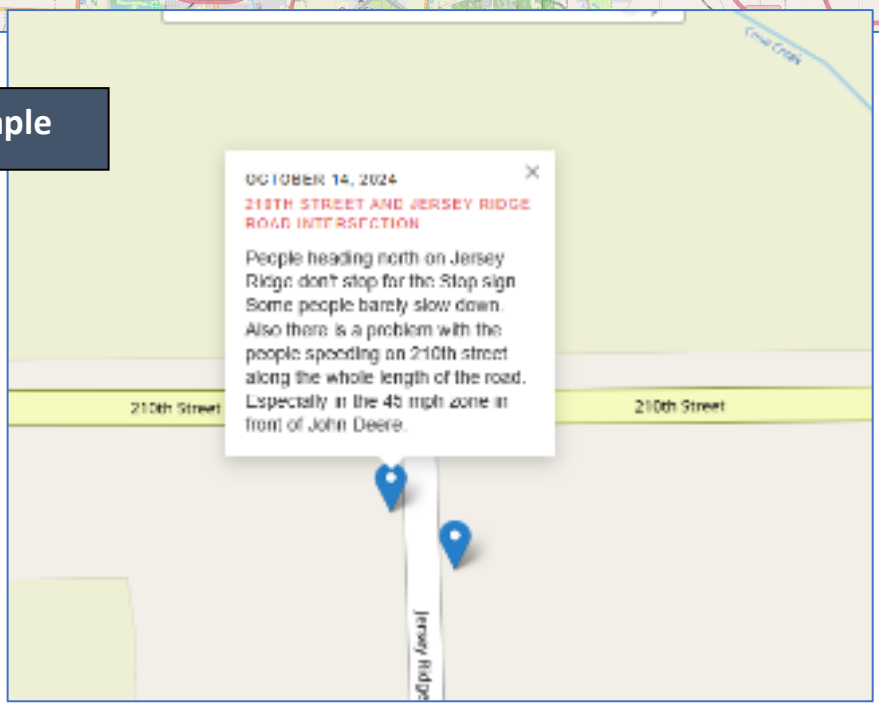
This online tool allowed the public at large to help the Project Team identify safety issues and trends in the local communities and region as a whole. With a click of a mouse, users could add specific areas throughout their communities that they feel pose safety issues. Figure 2 depicts a QR code that links to the Map that will be used in advertising and promotion.

SCAN ME

Virtual Interactive Safety Map Pictured March 18, 2024



Map Entry Example



Mailchimp Communications

To maintain and track electronic communication with those included on the study, the Project Team utilized the online email and outreach software Mailchimp. Emails were sent out to alert relevant parties on events, new resources to the project, and general news and updates on the project. As previously stated, all emailed communications as of March 19, 2025 are included in Appendix A.

Focus Groups

At Project Kickoff, the Project Team originally planned to host three (3) focus group meetings, two in-person and one virtually. The meetings were promoted by the BSRC, as well as through email communications to all project stakeholders and contacts. Due to low RSVPs for the events, the BSRC and the Project Team pivoted to hosting two virtual focus groups and eliminating the in-person event. The meetings were organized with both public and relevant safety stakeholders to discuss existing safety concerns, projects, or programs in the area, as well as current safety-related data, analysis output, and elicit community engagement and feedback. The same presentation was given at both virtual focus groups and is included as Appendix C.

Throughout the data collection process, the consultant worked with stakeholders to identify inadequacies or systemic barriers in existing data sources or data collection programs and proposed strategies for addressing any inequity identified to provide equal access to opportunities and benefits and ensure a 40% allocation of federal resources to low income and underserved communities.

Traffic Safety Summit

The Project Team assisted the Client in hosting an in-person Safety Summit on January 29, 2025 at the Moline Public Library. The goal of this Summit was to hold an interactive and engaging event that reviewed the federal Safe Systems Approach to crash reduction, set goals with attendees, and created implementation strategies/priorities as actionable outcomes toward Vision Zero. In support of the Traffic Safety Summit, the Project Team prepared a presentation, was in attendance, and brought printed materials for the attendees to reference. Project Team representatives were also key in faciltating discussion amongst the attendee groups. The presentation included crash data, background of the Safe System Approach, and opportunities for guided dicussions about countermeasures and goal setting. Printed materials included maps of the Quad Cities, Kewanee, and Muscatine with crash data. The full Summit presentation is included as Appendix D.

Virtual Public Meeting

This meeting is currently pending and will be held virtually to present the plan to the public, explain the origin of the study, and receive feedback regarding the plan and its contents. A 2-week comment period will follow this meeting.

Proposed Timeline

APPENDIX A

MAILCHIMP COMMUNICATIONS

PAC Meeting Save the Date
Sent 6.20.2024

Having trouble seeing images in this email?
Right-click on the image to download it or view this email in your browser.

Bi-State Regional Commission (BSRC) was awarded a Safe Streets and Roads for All (SS4A) Grant from the US Department of Transportation to complete a traffic safety action plan for Quad Cities-Iowa/Illinois, Muscatine, Iowa and Kewanee, Illinois. The goal is to develop a comprehensive traffic safety action plan to reduce roadway fatalities and serious injuries, and to identify beneficial projects or solutions toward safer streets in Quad Cities, Kewanee, and Muscatine.

And now we need your help!

Because of the role you play in the study area community, you have been identified as an important person to be part of the Project Advisory Committee (PAC.) This virtual meeting will inform you about the study process, goals and intended outcomes, and will begin the process of soliciting input from the PAC.

A link with an invite to join the virtual meeting will be sent on Wednesday.

We hope you can join us in this effort to make our region a safer place.

Bi-State Regional Commission

Click Here to Learn More About this Project

Kaskaskia Engineering Group, LLC is partnering with the BSRC to develop the TSAP.

Our mailing address is:

208 East Main Street, Suite 100

Belleville, Illinois 62220

PAC Meeting Save the Date
Sent 6.24.2024

Having trouble seeing images in this email?
Right-click on the image to download it or view this email in your browser.

Bi-State Regional Commission (BSRC) was awarded a Safe Streets and Roads for All (SS4A) Grant from the US Department of Transportation to complete a traffic safety action plan for Quad Cities-Iowa/Illinois, Muscatine, Iowa and Kewanee, Illinois. The goal is to develop a comprehensive traffic safety action plan to reduce roadway fatalities and serious injuries, and to identify beneficial projects or solutions toward safer streets in Quad Cities, Kewanee, and Muscatine.

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Bi-State Regional Commission

Click Here to Learn More About this Project

Kaskaskia Engineering Group, LLC is partnering with the BSRC to develop the TSAP.

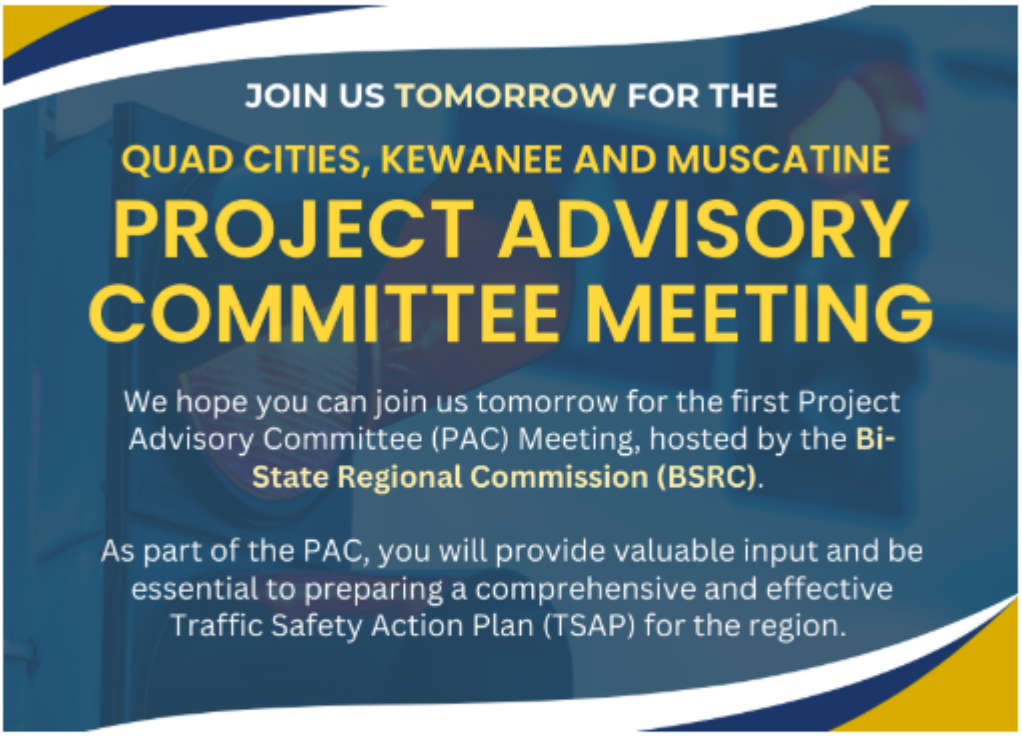
Our mailing address is:

208 East Main Street, Suite 100

Belleville, Illinois 62220

PAC Meeting Join Invite
Sent 6.26.2024

Having trouble seeing images in this email?
Right-click on the image to download it or view this email in your browser.



Bi-State Regional Commission (BSRC) was awarded a Safe Streets and Roads for All (SS4A) Grant from the US Department of Transportation to complete a traffic safety action plan for Quad Cities-Iowa/Illinois, Muscatine, Iowa and Kewanee, Illinois. The goal is to develop a comprehensive traffic safety action plan to reduce roadway fatalities and serious injuries, and to identify beneficial projects or solutions toward safer streets in Quad Cities, Kewanee, and Muscatine.

The link below to join the meeting will be active at 2pm tomorrow, June 27th.

Bi-State Regional Commission

Click Here to Learn More About this Project

Kaskaskia Engineering Group, LLC is partnering with the BSRC to develop the TSAP.

Our mailing address is:

208 East Main Street, Suite 100

Belleville, Illinois 62220

PAC Meeting Join
Sent 6.27.2024

Having trouble seeing images in this email?
Right-click on the image to download it or view this email in your browser.

Join us Today!

We hope you can join us today for the first **Project Advisory Committee (PAC)** Meeting to support the development of the **Traffic Safety Action Plan (TSAP)** for Quad Cities-Iowa/Illinois, Muscatine, Iowa and Kewanee, Illinois. The goal is to develop a comprehensive traffic safety action plan to reduce roadway fatalities and serious injuries, and to identify beneficial projects or solutions toward safer streets in Quad Cities, Kewanee, and Muscatine. Your input will be valuable as we develop the TSAP.

The link below to join the meeting will be active at 2pm TODAY!

Click Here to Join the Meeting!

If you are unable to join via the link above, please use the following call-in information for the meeting.
Dial in by phone: (323) 489-4171
Phone Conference ID: 166 360 098#

Bi-State Regional Commission

Click Here to Learn More About this Project

Kaskaskia Engineering Group, LLC is partnering with the BSRC to develop the TSAP.

Our mailing address is:

208 East Main Street, Suite 100

Belleville, Illinois 62220

PAC Meeting Thank you for Attending
Sent 6.27.2024

Having trouble seeing images in this email?
Right-click on the image to download it or view this email in your browser.

Thank you for attending!

We appreciate your time and attention today for the first **Project Advisory Committee (PAC)** Meeting to support the development of the **Traffic Safety Action Plan (TSAP)** for Quad Cities-Iowa/Illinois, Muscatine, Iowa and Kewanee, Illinois.

Your involvement brings us one step closer toward developing a comprehensive traffic safety action plan for the region. As promised, we included a few links below of resources for public engagement during the study. Please use and share these links with others in your organization and anyone you feel may offer valuable insights into our study.

Thank you for participating in this effort to make our region a safer place!

Click here to use the Interactive Safety Issue Map

Click here to leave a comment for the Study Team

Did you miss today's meeting?

Don't worry! We have it available for download below. Be sure to watch for future PAC Meeting invites as the Study progresses!

Download today's PAC Meeting Presentation

Bi-State Regional Commission

Click Here to Learn More About this Project

Kaskaskia Engineering Group, LLC is partnering with the BSRC to develop the TSAP.

Our mailing address is:

208 East Main Street, Suite 100

Belleville, Illinois 62220

Virtual Map Reminder
Sent 7.23.2024

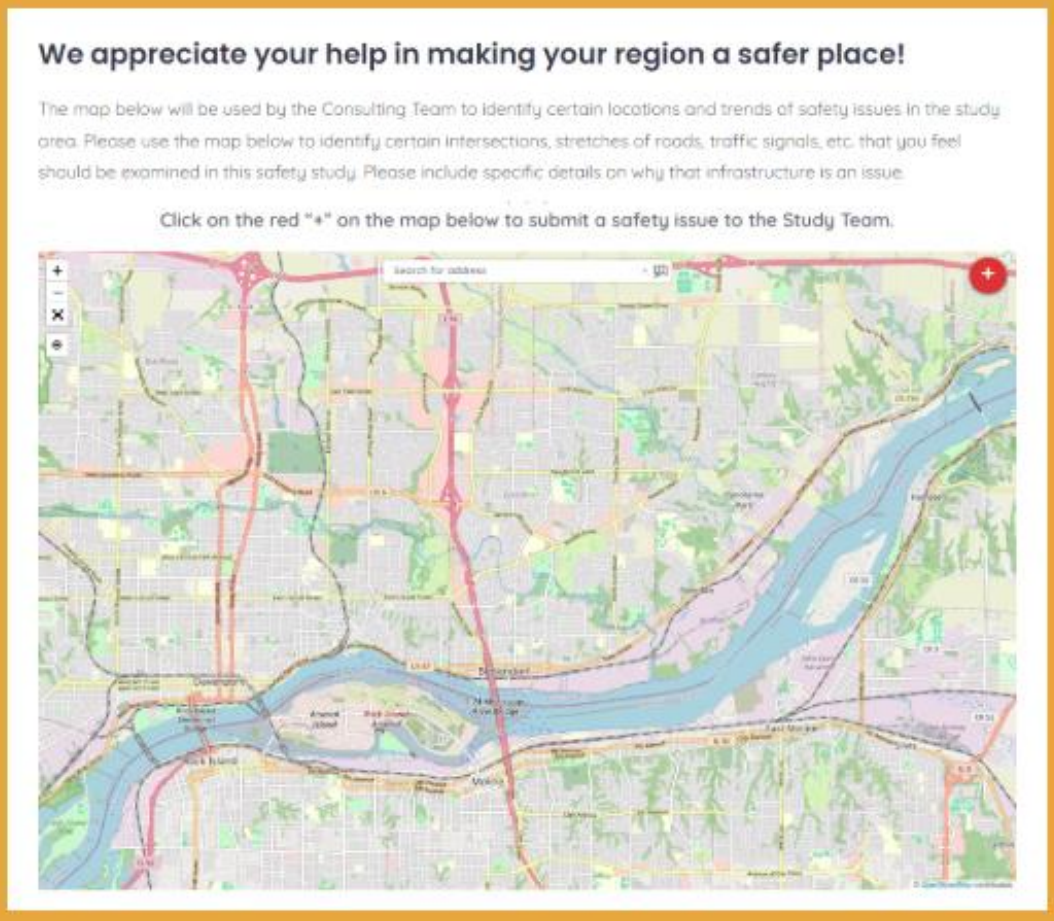
Let your voice be heard!

Log a safety issue today.

Don't forget you have a chance to help make your region a safer place! By utilizing this online, interactive tool, you can bring us one step closer toward developing a comprehensive **Traffic Safety Action Plan (TSAP)** for Quad Cities-Iowa/Illinois, Muscatine, Iowa and Kewanee, Illinois.

This Virtual Interactive Safety Issue Map allows you to submit safety concerns directly to our Study Team. From troublesome intersections to high-accident zones in your community – we need your feedback! Combined with comprehensive crash and traffic data, our team will evaluate your safety concern as we develop the TSAP. **Your feedback is invaluable in helping make our region a safer place!**

Click here to use the Interactive Safety Issue Map



Click here to leave a comment for the Study Team

Bi-State Regional Commission

Click Here to Learn More About this Project

Kaskaskia Engineering Group, LLC is partnering with the BSRC to develop the TSAP.

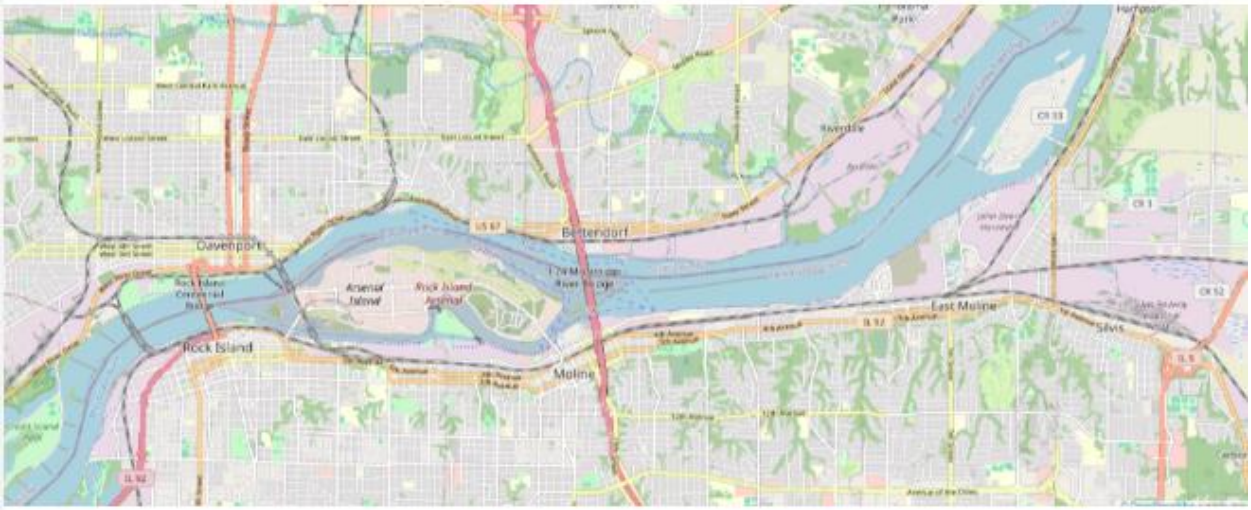
Our mailing address is:

208 East Main Street, Suite 100

Belleville, Illinois 62220

SEP Intro Email
Sent 9.30.2024

Having trouble seeing images in this email?
Right-click on the image to download it or view this email in your browser.



Behind every achievable goal is a plan.

The Bi-State Regional Commission has been awarded a grant from the U.S. Department of Transportation to develop a Traffic Safety Action Plan (TSAP) for the Quad Cities; Muscatine, Iowa; and Kewanee, Illinois region. The TSAP is based on the goal of zero roadway deaths and the belief that everyone has the right to safe mobility.

The Project Team is committed to making this goal a reality, and **it all starts with you.**

Will you take five minutes right now to report a safety concern on our Interactive Safety Map? As we develop the TSAP, it is crucial to be aware of existing safety issues in your region. **By taking just a few minutes to report a concern, you'll be making a significant contribution to our goal of eliminating roadway fatalities. Five minutes of your time could save lives.**

Click here to use the Interactive Safety Map

Public engagement is a key aspect for developing the TSAP. The Project Team has compiled a **Stakeholder Engagement Plan (SEP)** to provide transparency as to how we're reaching stakeholders and what important information needs to be shared with the public. You can review this SEP at your convenience by clicking on the button below.

Click here to view the SEP

Bi-State Regional Commission

Kaskaskia Engineering Group, LLC is partnering with the BSRC to develop the TSAP.

Our mailing address is:

208 East Main Street, Suite 100

Belleville, Illinois 62220

Focus Group Save the Date
Sent 10.7.2024

Thus far, we have heard your safety concerns through the virtual Interactive Safety Map.

Now, we want to hear from you in-person. Three chances to attend!

The Bi-State Regional Commission and the Project Team are developing a Traffic Safety Action Plan (TSAP) for the Quad Cities; Muscatine, Iowa; and Kewanee, Illinois region—but we can't do it without your help!

Join us next month for one of our in-person Traffic Safety Focus Groups:

- **November 19, 4:30-6:30pm, Moline Public Library, Gold/Silver/Bronze Room**
- **November 20, 9:00-11:00am, Davenport Public Library Eastern Avenue Branch, Meeting Room A**

If you aren't able to attend in-person, we also have a virtual Focus Group option:

- **November 14, 11:00am-1:00pm, Virtual Meeting**

As someone who uses these roads every day, you have firsthand knowledge of safety concerns and valuable insights for potential improvements. Will you partner with us in shaping the future of safer infrastructure for you, your family, and your community?

Click here to RSVP and create safer streets for all!

Helpful Links

Interactive Safety Map
Don't forget to take a few minutes to report a safety concern on our Interactive Safety Map here: https://trafficsafetyactionplan.com/

Stakeholder Engagement Plan
The Project Team has compiled a Stakeholder Engagement Plan (SEP) to provide transparency as to how we're reaching stakeholders and what important information needs to be shared with the public. You can always review this SEP at your convenience: https://acrobat.adobe.com/id/urn:aaid:sc:VA6C2:8d793c2b-cd41-47ce-a035-9773516fbb8a

Leave a Comment
If you'd like to leave a comment for the Project Team, click on: https://kaskaskiaeng.com/traffic-safety-action-plan-comments/

Learn More About the Project
If you'd like to learn more about the Traffic Safety Action Plan and this project, visit: https://bistateonline.org/transportation-and-mobility/quad-cities-metro-planning/other-plans/traffic-safety-planning

Kaskaskia Engineering Group, LLC is partnering with the BSRC to develop the TSAP.

Our mailing address is:

208 East Main Street, Suite 100

Belleville, Illinois 62220

Want to change how you receive these emails?

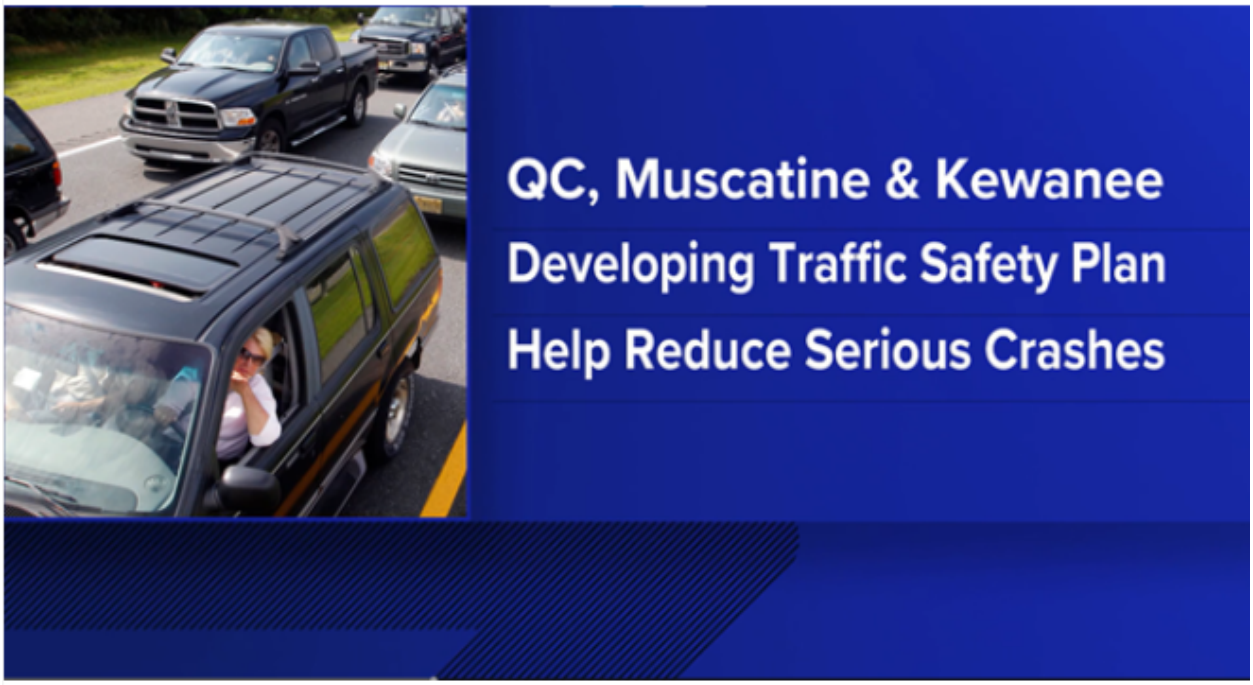
You can update your preferences or unsubscribe

Article Reminder
Sent 10.14.2024

Having trouble seeing images in this email?
Right-click on the image to download it or view this email in your browser.

Did you hear about us in the WQAD News 8?

Click here to read the article



As you know, the Bi-State Regional Commission and the Project Team are developing a **Traffic Safety Action Plan (TSAP)** based on the goal of zero roadway deaths for the Quad Cities; Muscatine, Iowa; and Kewanee, Illinois region.

As we develop the TSAP, it is necessary to be aware of existing safety concerns in your region. **You have firsthand knowledge of these concerns.**

Will you take five minutes to report a safety concern on our Interactive Safety Map? By taking just a few minutes, you'll be making a significant contribution to the goal of eliminating roadway fatalities.

Five minutes of your time could save lives.

Click here to report a safety concern on our Interactive Safety Map

---

Got November Plans? We Do!

Don't forget to join us next month for one of our **in-person Traffic Safety Focus Groups**:

- November 19, 4:30-6:30pm, Moline Public Library, Gold/Silver/Bronze Room
- November 20, 9:00-11:00am, Davenport Public Library Eastern Avenue Branch, Meeting Room A

If you aren't able to attend in-person, we also have a **virtual Focus Group option**:

- November 14, 11:00am-1:00pm, Virtual Meeting

Click here to RSVP and create safer streets for all!

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Leave a Comment
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Learn More About the Project
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Kaskaskia Engineering Group, LLC is partnering with the BSRC to develop the TSAP.

Our mailing address is:

208 East Main Street, Suite 100

Belleville, Illinois 62220

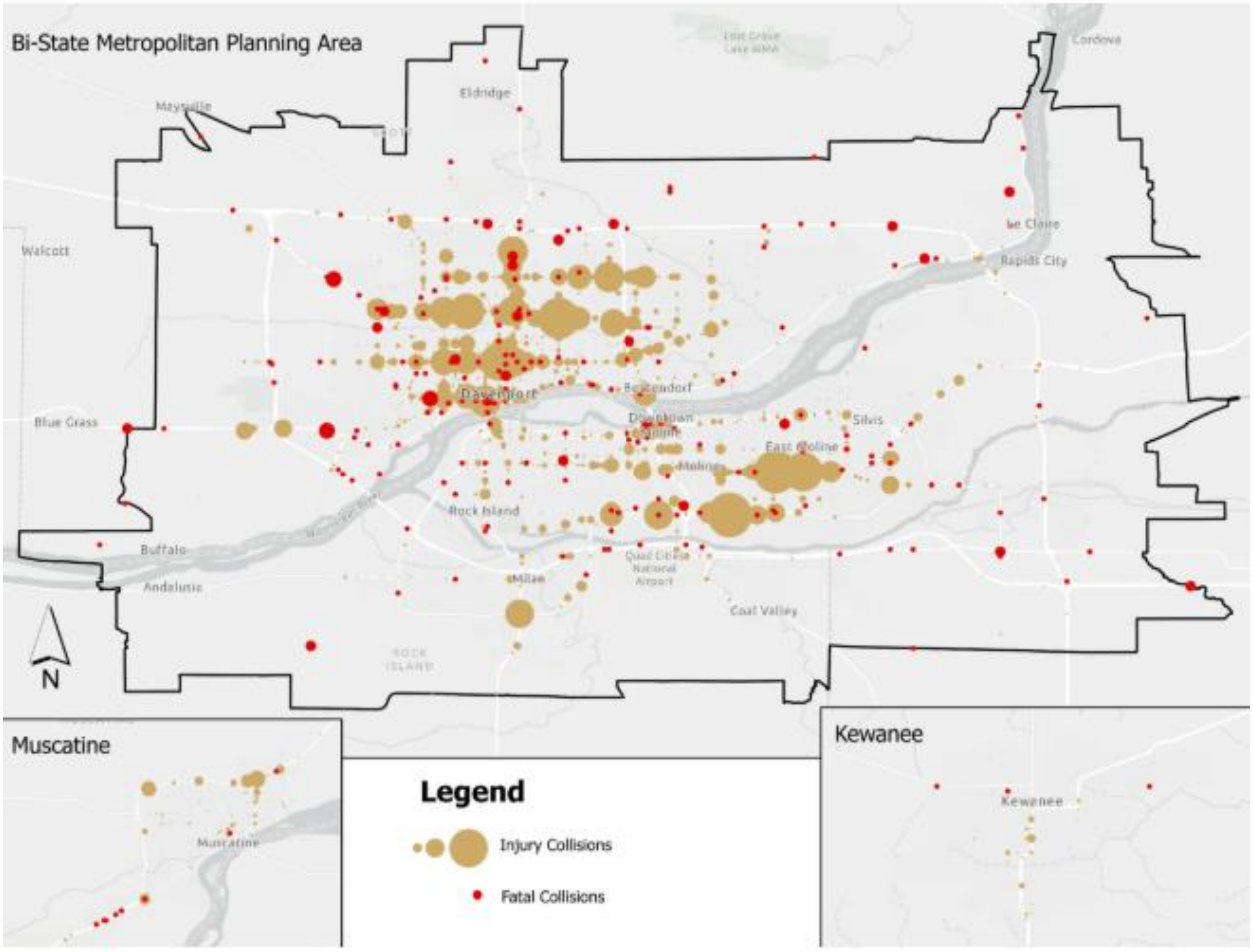
Want to change how you receive these emails?

You can update your preferences or unsubscribe

Focus Group Reminder
Sent 10.25.2024

Having trouble seeing images in this email?
Right-click on the image to download it or view this email in your browser.

On average, there are 2,500 traffic injuries per year in the Bi-State Metropolitan Area, Kewanee, and Muscatine combined.
150 of those injuries are major/incapacitating injuries.
24 of those injuries are fatal, resulting in death.
You can help us pursue the traffic safety goal of 0 fatalities.



SAVE THE DATE

QUAD CITIES-KEWANEE-MUSCATINE AREA TRAFFIC SAFETY FOCUS GROUPS

WHAT TO EXPECT

- Collaborative, hands-on forum
- Data-driven feedback and presentations
- Traffic safety issues to address in your community
- Discussions on how infrastructure can improve safety

SCAN ME

11.14.2024
11:00 am - 1:00 pm
Held Virtually - Register by scanning the QR Code pictured here or via email provided below

11.19.2024
4:30 - 6:30 pm
Davenport Public Library
Eastern Avenue Branch
Meeting Room A
6000 Eastern Ave
Davenport, IA 52807

11.20.2024
9:00 - 11:00 am
Moline Public Library
Gold/Silver/Bronze Room
3210 41st Street
Moline, IL 61265

REGISTRATION REQUIRED
To RSVP, scan the QR code pictured above or email swells@kaskaskiaeng.com.

Bi-State Regional Commission

As the Bi-State Regional Commission and the Project Team develop a **Traffic Safety Action Plan** (TSAP) for the Quad Cities; Muscatine, Iowa; and Kewanee, Illinois region, **we need your participation**.

Please join us next month for an in-person or a virtual Focus Group. The content of each Focus Group presentation and input session will be the same. You have three chances to attend:

- **November 14, 11:00am-1:00pm, Virtual Meeting, Linked Here**
- **November 19, 4:30-6:30pm, Davenport Public Library Eastern Avenue Branch, Meeting Room A**
- **November 20, 9:00-11:00am, Moline Public Library, Gold/Silver/Bronze Room**

Click here to RSVP and create safer streets for all!

Helpful Links

Interactive Safety Map
Don't forget to take a few minutes to report a safety concern on our Interactive Safety Map. Click here to report your concern.

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Learn More About the Project
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Kaskaskia Engineering Group, LLC is partnering with the BSRC to develop the TSAP.

Our mailing address is:

208 East Main Street, Suite 100

Belleville, Illinois 62220

Focus Group Reminder
Sent 11.5.2024

Having trouble seeing images in this email?
Right-click on the image to download it or view this email in your browser.

You've saved the date (hopefully).

Consider this your 'formal' invitation to our Traffic Safety Focus Groups!

As the Bi-State Regional Commission and the Project Team develop a **Traffic Safety Action Plan** (TSAP) for the Quad Cities; Muscatine, Iowa; and Kewanee, Illinois region, **we need your participation**.

Please join us next month for an **in-person or a virtual Focus Group**. The content of each Focus Group presentation and input session will be the same. You have three chances to attend:

- **November 14, 11:00am-1:00pm, Virtual Meeting (Linked Here)**
- **November 19, 4:30-6:30pm, Davenport Public Library Eastern Avenue Branch, Meeting Room A**
- **November 20, 9:00-11:00am, Moline Public Library, Gold/Silver/Bronze Room**

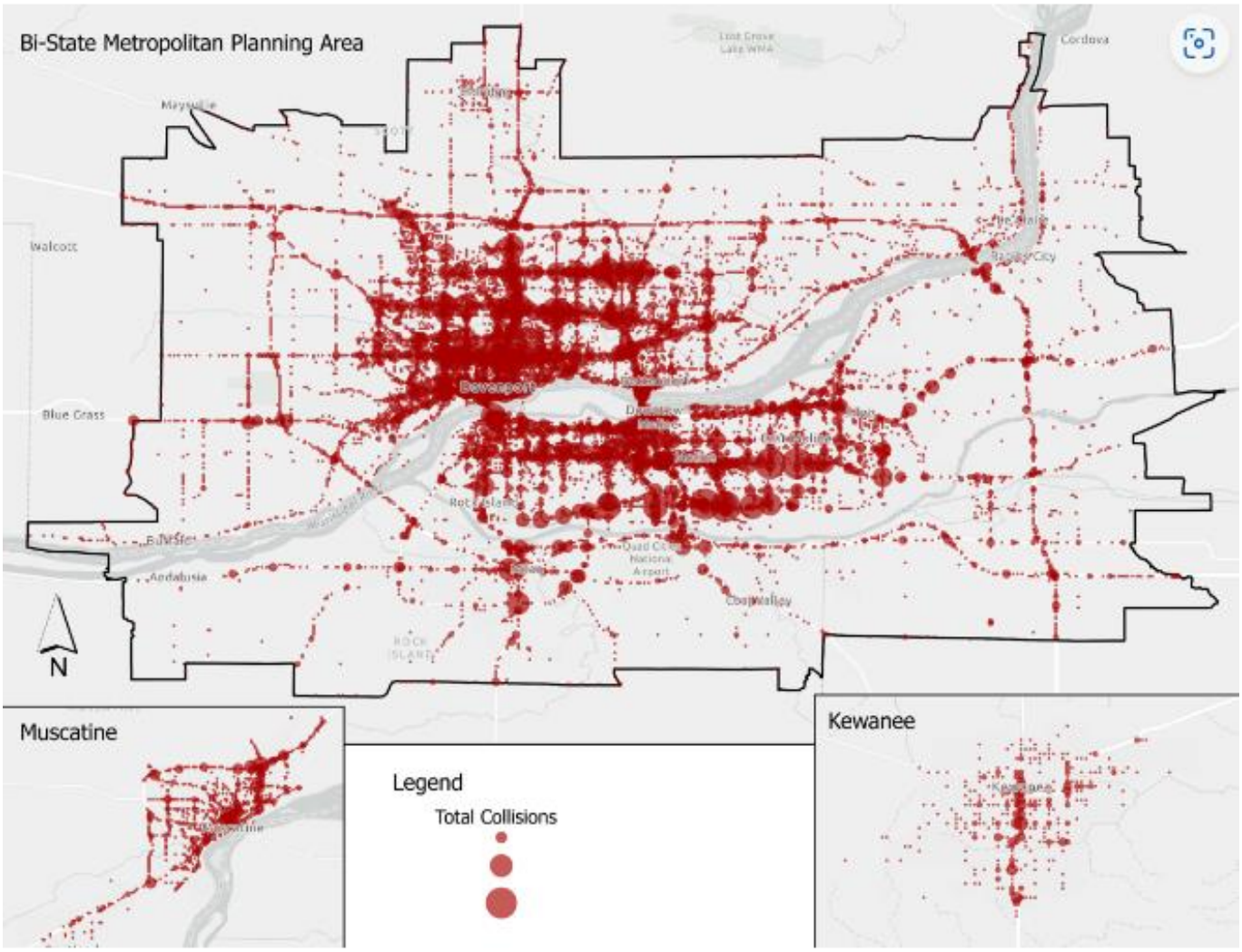
Click here to RSVP and create safer streets for all!

If you're on the fence about attending, let the numbers speak for themselves.

The Project Team analyzed 10 years of collision data in the Quad Cities, Kewanee, and Muscatine regions.

On average, there are 7,200 traffic collisions per year.

22% of those collisions result in injuries.



<u>You</u> can help us reduce this number. Register for one of our Focus Groups today.

Helpful Links

Interactive Safety Map
Don't forget to take a few minutes to report a safety concern on our Interactive Safety Map. Click here to report your concern.

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Learn More About the Project
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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

Focus Group Click to Join
Sent 11.11.2024

Having trouble seeing images in this email?
Right-click on the image to download it or view this email in your browser.

This Thursday, click the yellow button below to join our virtual Focus Group!

The Bi-State Regional Commission and the Project Team are thankful for your willingness to help develop a **Traffic Safety Action Plan** (TSAP) for the Quad Cities; Muscatine, Iowa; and Kewanee, Illinois region.

If you plan on attending the **virtual Focus Group** on **Thursday, November 14 from 11am-1pm**, please click on the button below to join the meeting.

Click here to join the virtual Focus Group

To dial in by phone, call +1 323-489-4171.
If you have trouble with that number, click here to find a local number.
The Phone conference ID is 278 931 879#.

The content of each Focus Group presentation and input session will be the same. If you registered for the following **in-person Focus Groups**, we can't wait to meet you next week!

- **November 19, 4:30-6:30pm, Davenport Public Library Eastern Avenue Branch, Meeting Room A**
- **November 20, 9:00-11:00am, Moline Public Library, Gold/Silver/Bronze Room**

If you haven't RSVP'd, there's still time! Click here.

Helpful Links

Interactive Safety Map
Don't forget to take a few minutes to report a safety concern on our Interactive Safety Map. **Click here to report your concern**.

Stakeholder Engagement Plan
The Project Team has compiled a Stakeholder Engagement Plan (SEP) to provide transparency as to how we're reaching stakeholders and what important information needs to be shared with the public. **Click here to review this SEP at your convenience**.

Leave a Comment
If you'd like to leave a comment for the Project Team, **click here to go to our Comment Form**.

Learn More About the Project
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Kaskaskia Engineering Group, LLC is partnering with the BSRC to develop the TSAP.

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

Focus Group Going Virtual
Sent 11.13.2024

Having trouble seeing images in this email?
Right-click on the image to download it or view this email in your browser.

Attention all Focus Group attendees:

Next week's in-person Focus Groups on November 19th and 20th will now be consolidated into one virtual Focus Group on November 20th to better accommodate stakeholders.

Tomorrow's Focus Group (November 14th) will proceed as planned.

Helpful Links

Interactive Safety Map
Don't forget to take a few minutes to report a safety concern on our Interactive Safety Map. Click here to report your concern.

Stakeholder Engagement Plan
The Project Team has compiled a Stakeholder Engagement Plan (SEP) to provide transparency as to how we're reaching stakeholders and what important information needs to be shared with the public. Click here to review this SEP at your convenience.

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Kaskaskia Engineering Group, LLC is partnering with the BSRC to develop the TSAP.

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

We are reaching out to inform you that next week's in-person Focus Groups, originally scheduled at the Davenport Public Library and Moline Public Library, have shifted to be held **virtually only on November 20th** in hopes to accommodate more attendees. A link to join this Focus Group will be sent out on Monday.

- **November 20, 9:00-11:00am, Virtual Focus Group**

We do hope you will consider attending this Focus Groups or tomorrow's Focus Group with this added virtual flexibility. Remember, the content of each Focus Group presentation and input session will be the same.

Click here to RSVP for November 20th Focus Group

If you plan on attending the virtual Focus Group tomorrow November 14 from 11am-1pm, **everything will proceed as planned**. Changes only apply to next week's events. Click on the button below to join the meeting!

Click here to join tomorrow's Focus Group

To dial in by phone, call +1 323-489-4171.
If you have trouble with that number, click here to find a local number.
The Phone conference ID is 278 931 879#.

Focus Group Going Invite
Sent 11.19.2024

YOU ARE CORDIALLY INVITED TO

QUAD CITIES-KEWANEE-MUSCATINE AREA

TRAFFIC SAFETY FOCUS GROUPS

WHAT TO EXPECT

- Collaborative, hands-on forum
- Data-driven feedback and presentations
- Traffic safety issues to address in your community
- Discussions on how infrastructure can improve safety

SCAN ME

11.14.2024
11:00 am - 1:00 pm
Held Virtually - Register by scanning the QR Code pictured here or via email provided below

11.19.2024
4:30 - 6:30 pm
Davenport Public Library
Eastern Avenue Branch
Meeting Room A
6000 Eastern Ave
Davenport, IA 52807

11.20.2024
9:00 - 11:00 am
Held Virtually - Register by scanning the QR Code pictured here or via email provided below

REGISTRATION REQUIRED

To RSVP, scan the QR code pictured above or email swells@kaskaskiaeng.com.

Bi-State Regional Commission

APPENDIX B

6.27.2024 PAC MEETING PRESENTATION

PROJECT ADVISORY COMMITTEE

JUNE 27, 2024

Quad Cities, Kewanee, and Muscatine

SS4A Traffic Safety Action Plan

1

VIRTUAL 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.

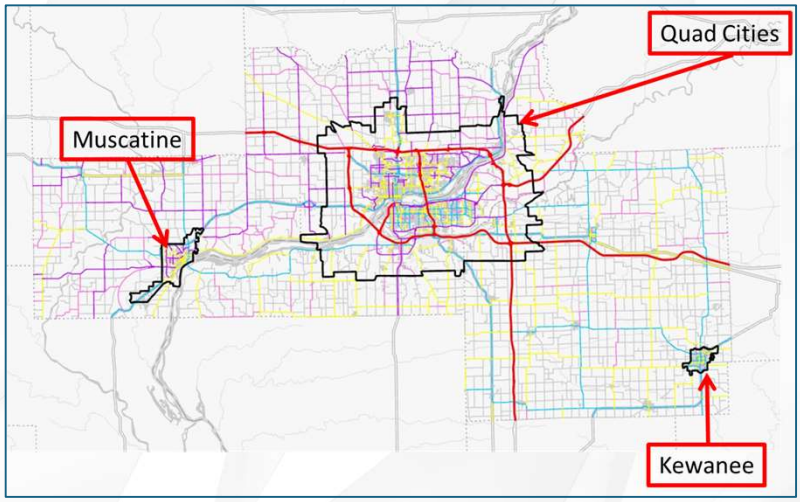
Polling will take place throughout the presentation.

2

STEERING COMMITTEE MEMBERS

First Name	Last Name	Title	Jurisdiction	State
Gena	McCullough	Deputy Director	BSRC	IA-IL
Nithin	Kalakuntla	Trans. Engineer	BSRC	IA-IL
Brent	Morlok	City Engineer	Bettendorf	IA
Brian	Schadt	City Engineer	Davenport	IA
Gary	Statz	Traffic Engineer	Davenport	IA
Tim	Kammler	City Engineer	East Moline	IL
Gary	Bradley	City Manager	Kewanee	IL
David	Dryer	City Engineer	Moline	IL
Brian	Stinneman	City Engineer	Muscatine	IA
Lucie	VanHecke	Transit Planner	MetroLINK	IL
Rob	Bates	Engineer	IDOT	IL
Doug	DeLille	Planner	IDOT	IL
Sam	Shea	Planner	IADOT	IA
Alan	Ho	Engineer	FHWA-IL	IL
Betsy	Tracy	Transportation Planning Specialist	FHWA-IL	IL
Sean	Litteral	Planning and Development Team Leader	FHWA-IA	IA

PROJECT STUDY AREA



3

PROJECT ADVISORY COMMITTEE?

Who's on the PAC?

77 Members invited, representing:

- Steering Committee Members
- Emergency Response Personnel
- Counties
- Municipalities
- Transit Agencies

What is the Role of the PAC?

- Provide Input
- Review/Input Draft Policy and Process Recommendations
- Review/Input Vision, Goals and Objectives
- Review/Input Draft Safety Focus Area
- Attend/Input Safety Summit
- Review/Input Draft TSAP
- Review/Input Final TSAP
- Champion the Plan

4

CONSULTING TEAM

Kaskaskia Engineering Group, LLC

iteris

Geri E. Boyer PE
Principal In Charge

Jamy Lyne
Project Manager

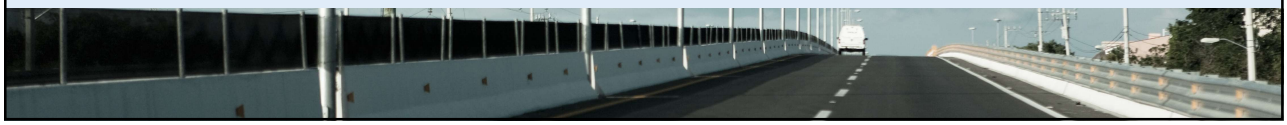
Bryan Donze PE, RSP
Senior Engineer

Michael Williamson PE, RSP
Project Engineer

Sean Daly, AICP, PTP
Deputy Project Manager

Adam Danczyk PE, PTOE
Senior Engineer

Sarah Wells
Public Involvement



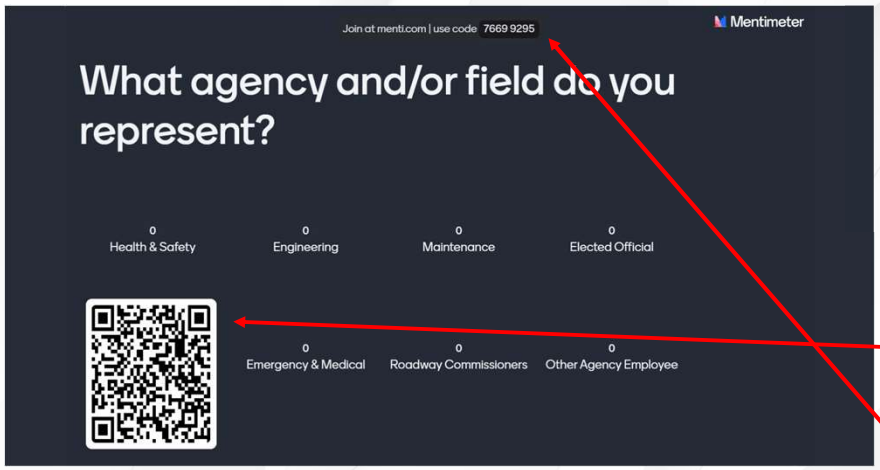
5

TODAY'S AGENDA

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

6

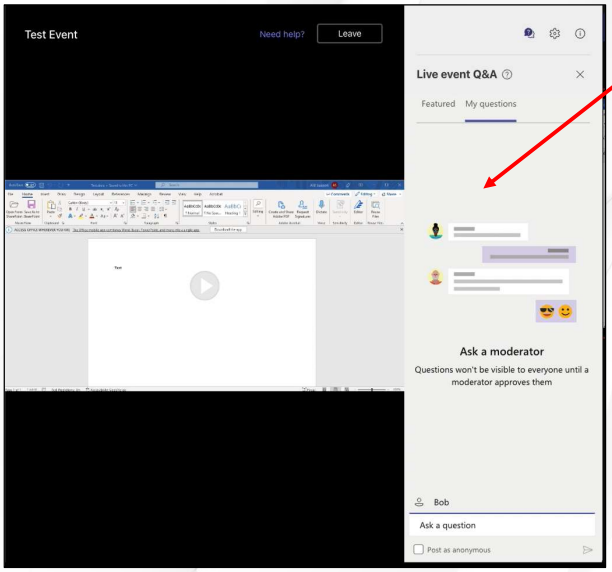
HOW TO USE POLLS



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.

7

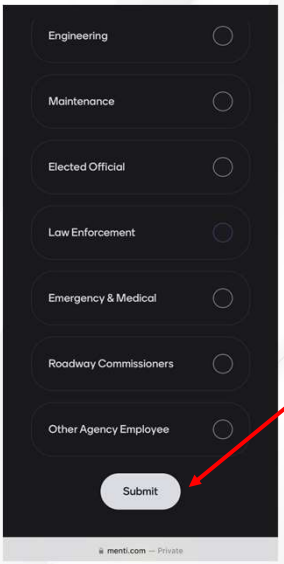
HOW TO USE POLLS



Or, the moderator will also put the link to the poll in the Q&A Panel.

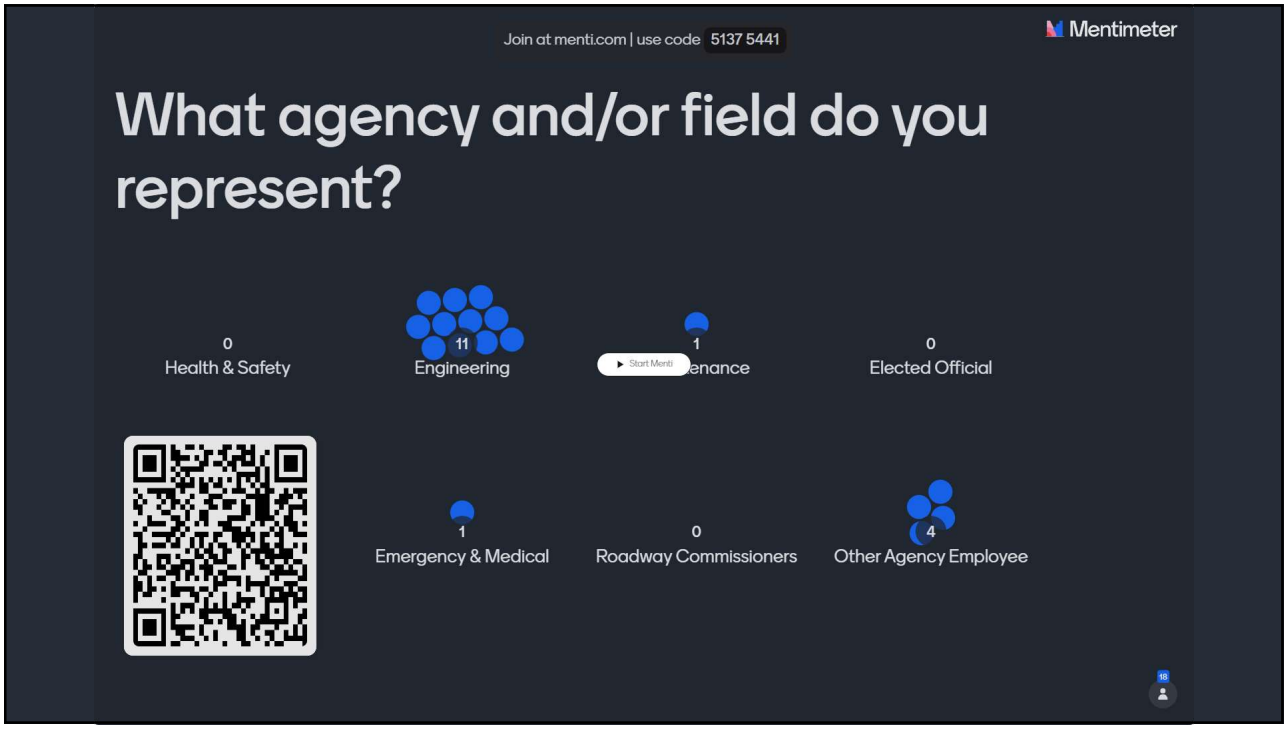
8

HOW TO USE POLLS



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

9



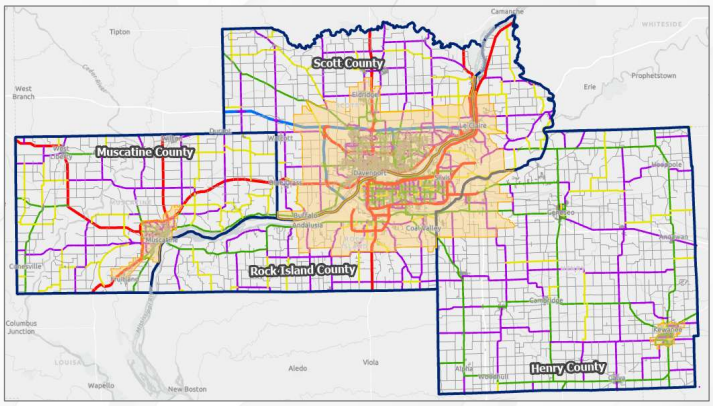
10

11

SS4A OVERVIEW & BACKGROUND

Safe Streets and Roads for All (SS4A)

- 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
- Trends prompted the **BSRC** which includes the **Quad Cities, the City of Muscatine, and the City of Kewanee** to apply for a Safe Streets for All (SS4A) grant in 2023.
- This study and the ensuing Traffic Safety Action Plan will cover:
  - Quad Cities – IL/IA
  - Kewanee – IL
  - Muscatine - IA



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SS4A OVERVIEW & BACKGROUND

What is a Traffic Safety Action Plan (TSAP)

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

TSAP Goals: Region-Specific & Targeted

Current Conditions

- ✓ Fatalities and injuries on a nationwide rise, including within this region
- ✓ Vast majority of fatalities and injuries are due to fixed-object crashes
- ✓ 19% of population is 65+

Regional Needs

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

TSAP OVERVIEW & BACKGROUND

Roadway Fatalities are on the Rise

- From 2019 to 2021, roadway fatalities increased 17.4% nationally.
- The Bi-State region followed this upward trend in fatalities
  - 16.5 % between (2013-2022)
  - 20.9% over last three years (2020-2022)

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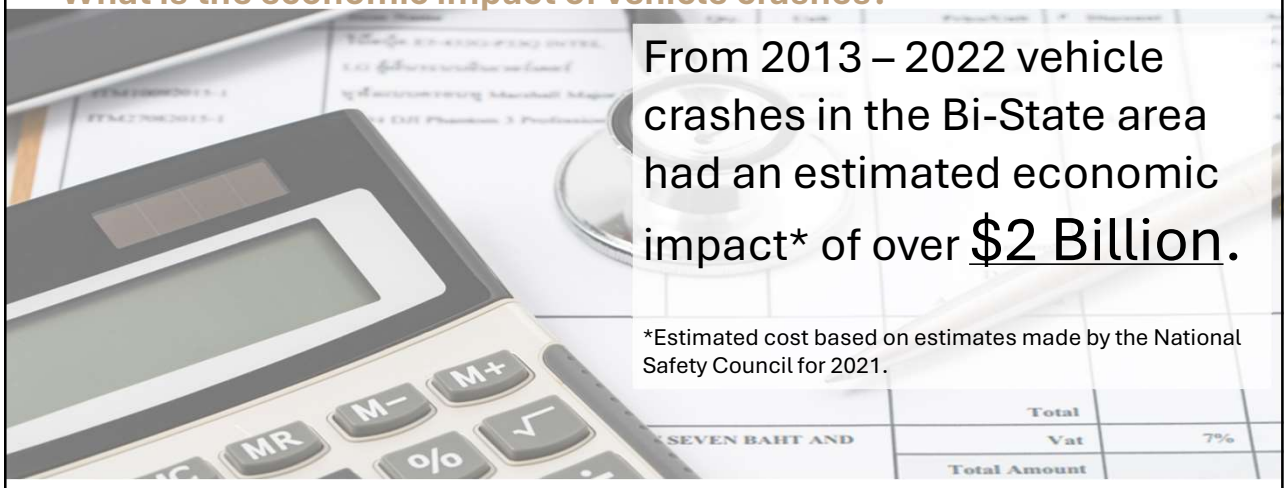
TSAP OVERVIEW & BACKGROUND

10 YEARS IN BI STATE AREA

What is the economic impact of vehicle crashes?



From 2013 – 2022 vehicle crashes in the Bi-State area had an estimated economic impact* of over $2 Billion.

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

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TSAP OVERVIEW & BACKGROUND

10 YEARS IN BI STATE AREA = 218 FATALITIES

21.8 Traffic Related Deaths per Year

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……

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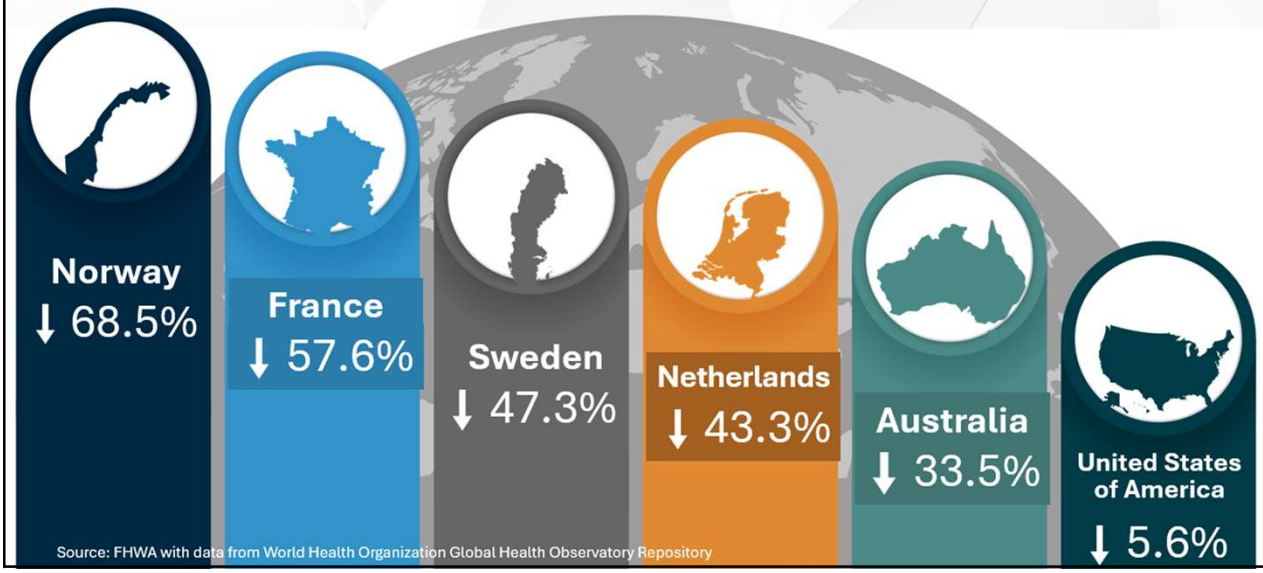
TSAP OVERVIEW & BACKGROUND

What is the Purpose of an SS4A TSAP? Why is it valuable?



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TSAP OVERVIEW & BACKGROUND

Safe System Approach Elements

SAFER PEOPLE

SAFER VEHICLES

SAFER SPEEDS

SAFER ROADS

POST-CRASH CARE

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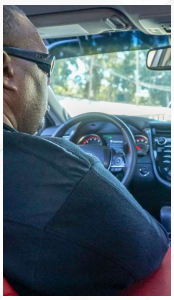
TSAP OVERVIEW & BACKGROUND

Safer People

Walk

Bike



Drive

Transit

Other

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

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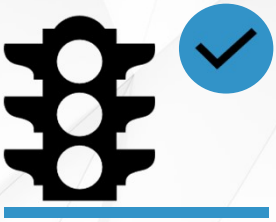
TSAP OVERVIEW & BACKGROUND

Safer People

Not distracted or impaired



Follow rules

Act within the limits of the road design

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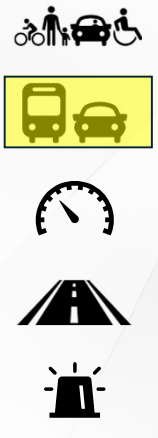
TSAP OVERVIEW & BACKGROUND

Safer Vehicles



Active safety

Measures to reduce the chance of a crash occurring

- Lane departure warning
- Automated 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

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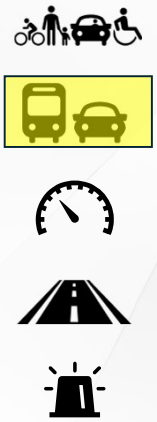
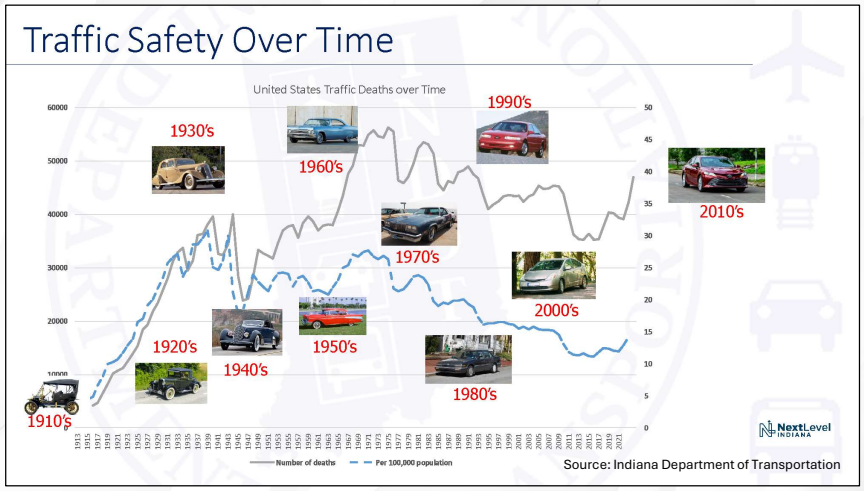
TSAP OVERVIEW & BACKGROUND

Safer Vehicles

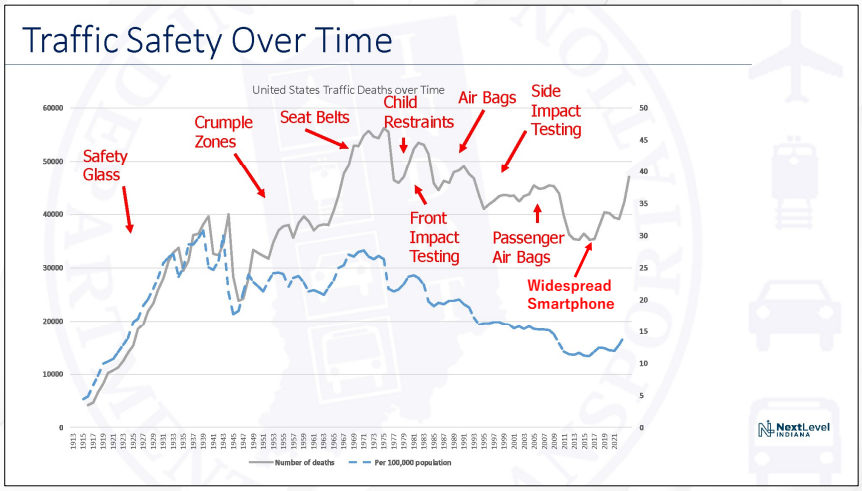




Source: Indiana Department of Transportation

TSAP OVERVIEW & BACKGROUND

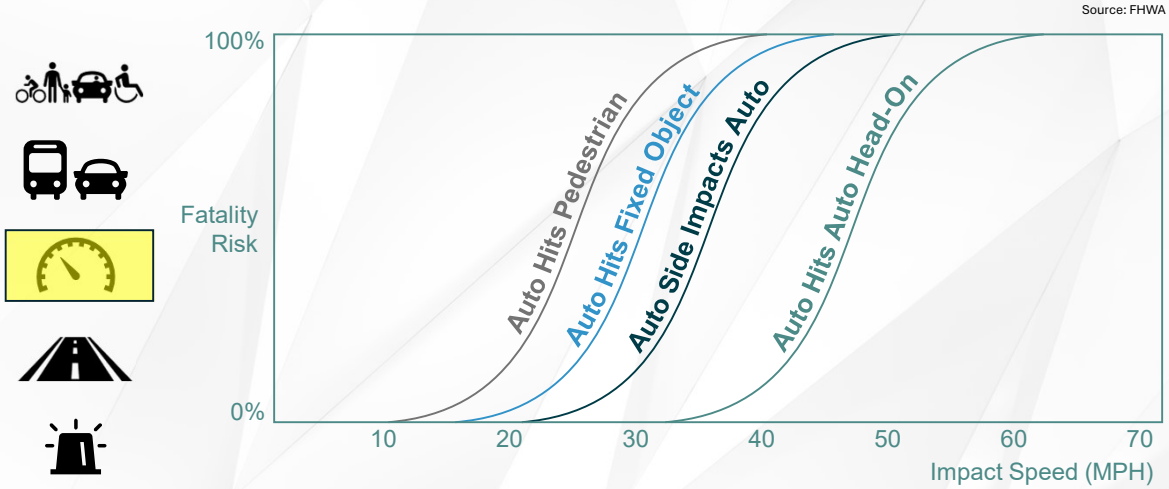
Safer Vehicles



Source: Indiana Department of Transportation

TSAP OVERVIEW & BACKGROUND

Safer Speeds



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TSAP OVERVIEW & BACKGROUND

Safer Speeds

Speed through typical intersection

Source: Fehr & Peers

Speed through Safe System intersection

Source: City of Carmel, IN

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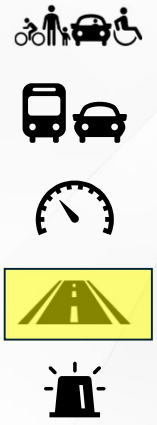
TSAP OVERVIEW & BACKGROUND

Safer Roads

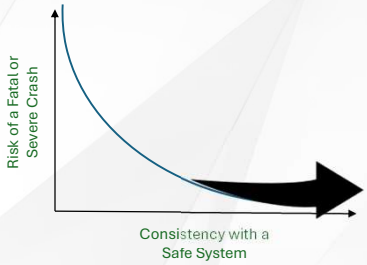


Safe roads are designed and operated to:

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



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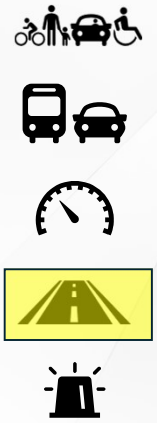
TSAP OVERVIEW & BACKGROUND

Safer Roads



Source: Indiana Department of Transportation

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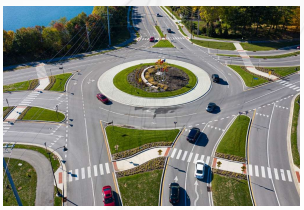
TSAP OVERVIEW & BACKGROUND

Safer Roads

Managing Kinetic Energy Involves

Managing speed



Managing crash angles

Managing crash energy distribution

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TSAP 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
- SafetyEdge^{SM}
- Backplates with Retroreflective Borders
- Systematic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections
- Corridor Access Management
- Road Diets (Roadway Configuration)
- Lighting

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TSAP OVERVIEW & BACKGROUND

Post Crash Care

Crash investigation

First responders

Medical care

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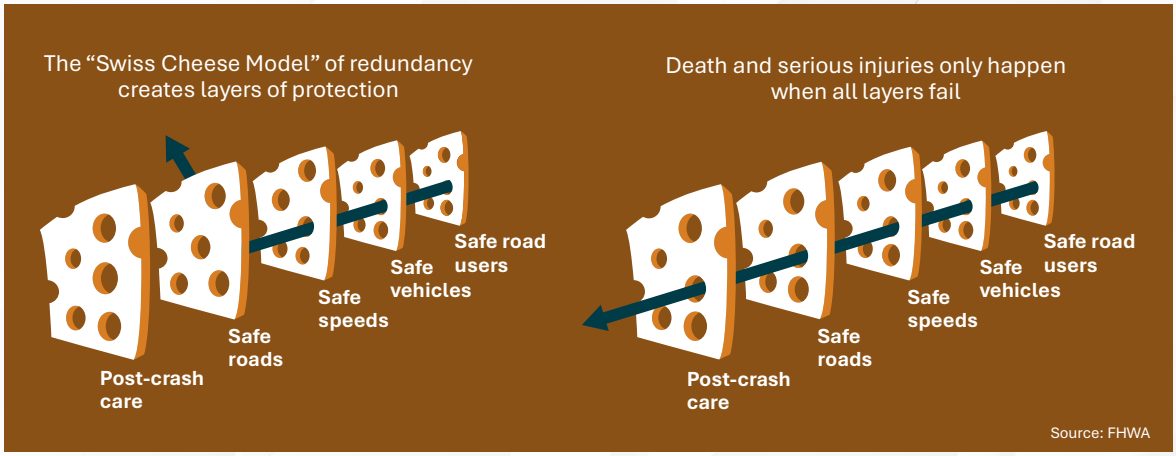
TSAP OVERVIEW & BACKGROUND

The Safe System Elements Create Redundancy



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PURPOSE OF A SS4A TRAFFIC SAFETY ACTION PLAN

Why is it valuable?

Traditional approach		Safe System approach
Prevent crashes	→	Prevent death and serious injuries
Improve human behavior	→	Design for human mistakes/limitations
Control speeding	→	Reduce system kinetic energy
Individuals are responsible	→	Share responsibility
React based on crash history	→	Proactively identify and address risks

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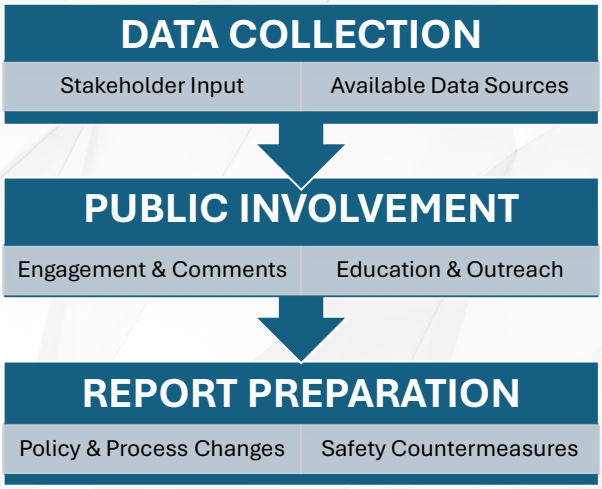
TSAP OVERVIEW & BACKGROUND

What goes into the TSAP?

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

The TSAP 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.



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DATA COLLECTION

Data – what are we reviewing?





Crash Records
Source: Illinois Department of Transportation (IDOT and IowaDOT)
|
Data-Driven Safety Analysis

Demographics
Source: U.S. Census Bureau, 5-Year American Community Survey
|
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 IowaDOT Open Data Source
|
High Risk Locations Geospatial Identification

Stakeholder Input
Source: You
|
Local Expertise

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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

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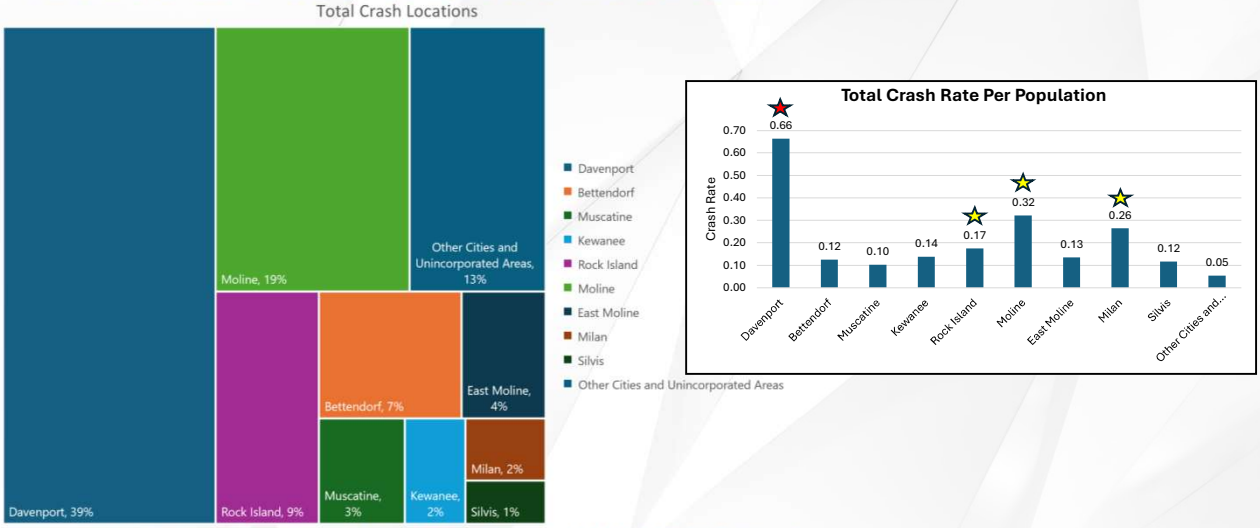
IDENTIFYING SAFETY ISSUES

Where are the crashes located?



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IDENTIFYING SAFETY ISSUES

What are the crash types?

All Severities – 72,638 Crashes

- Rear End (20,054 - 28%)
- Angle (12,172 - 17%)
- Turning (8,792 - 12%)
- Fixed Object (8,048, 11%)
- Pedestrian & Bicyclist (1,034 - 2%)

Fatal and Incapacitating Injury – 1,704 Crashes

- Fixed Object (341 - 20%)
- Angle (287 - 17%)
- Pedestrian & Bicyclist (231 - 14%)
- Turning (220 - 13%)
- Rearend (199 - 12%)

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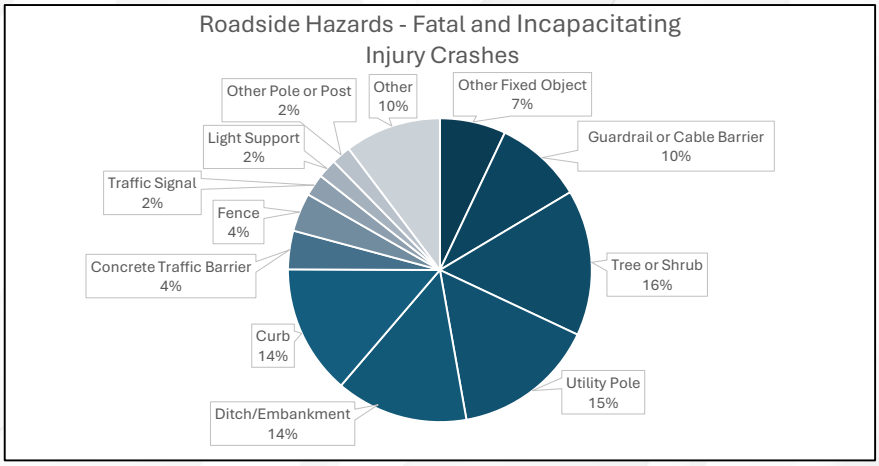
IDENTIFYING SAFETY ISSUES

What are the fixed object types?



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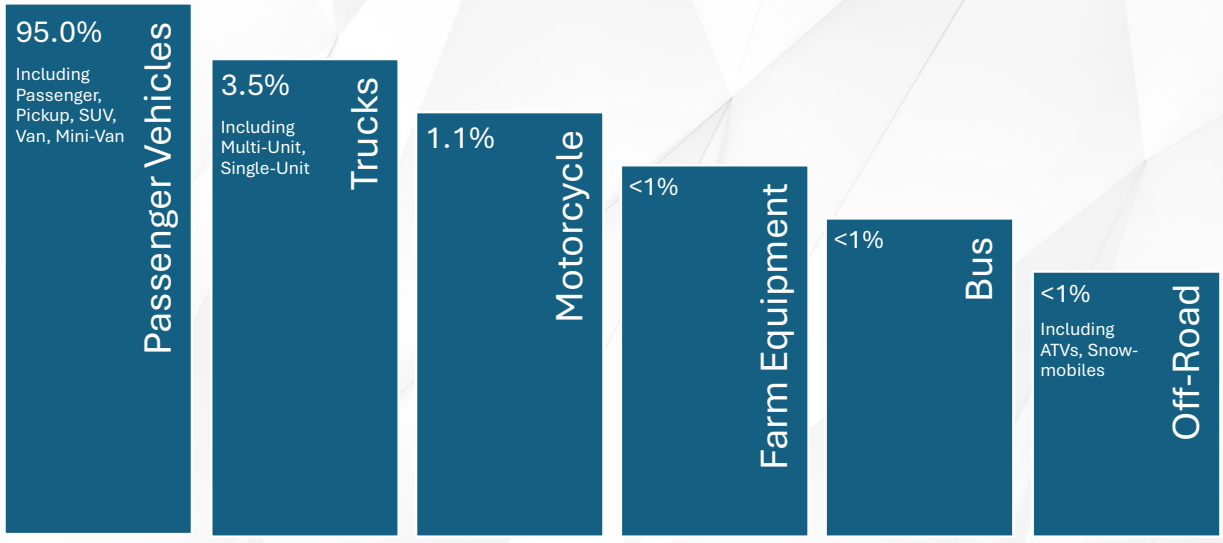
IDENTIFYING SAFETY ISSUES

What vehicle types are involved in crashes?



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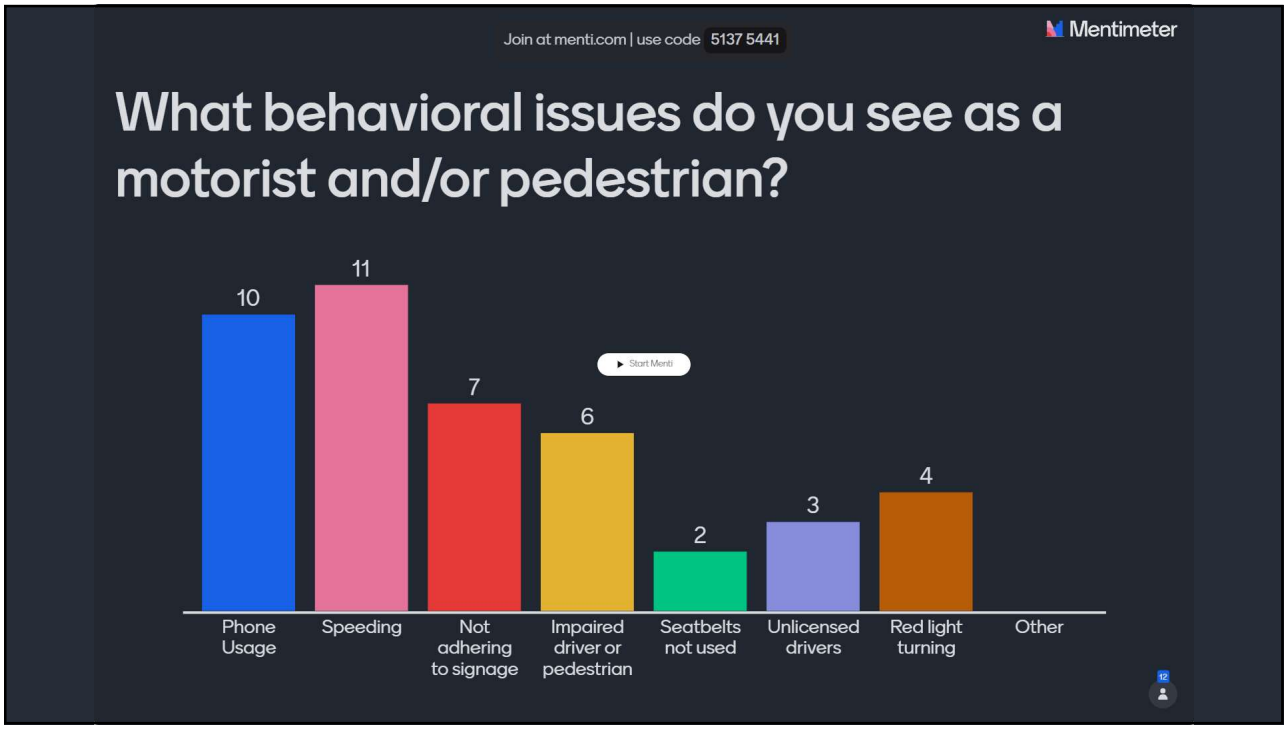

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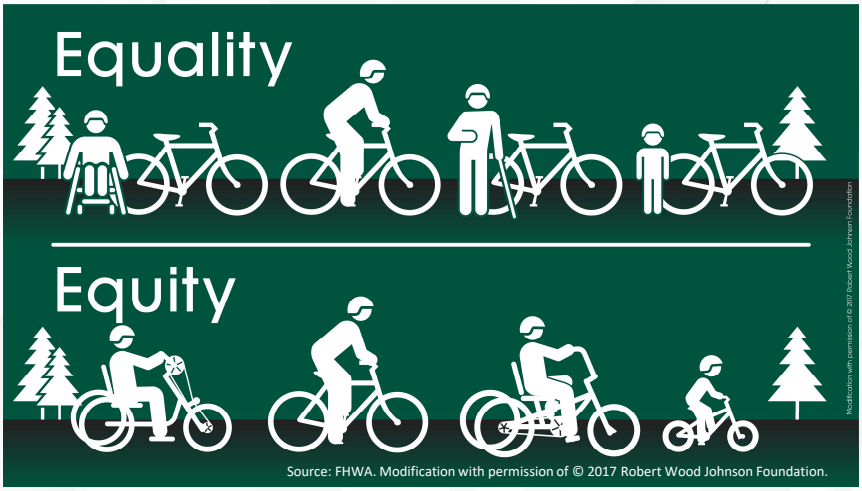
EQUITY CONSIDERATIONS

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



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EQUITY CONSIDERATIONS

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

Inclusive and representative processes:
- Meaningful and empowering public involvement
- Fairness in mobility and accessibility

Vulnerable roadway users and underserved communities:
- Age
- Ethnicity
- Disability
- Income
- Mode of Transportation

In collaboration with:
- You
- Proposed projects
- Proposed strategies

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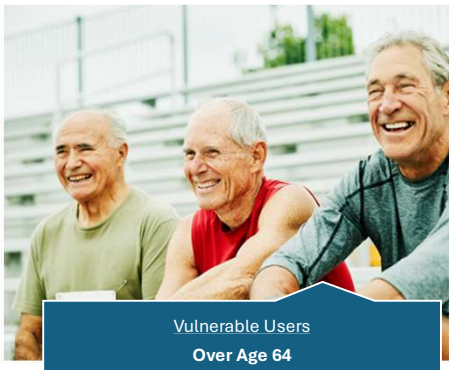
EQUITY CONSIDERATIONS

OVER AGE 64

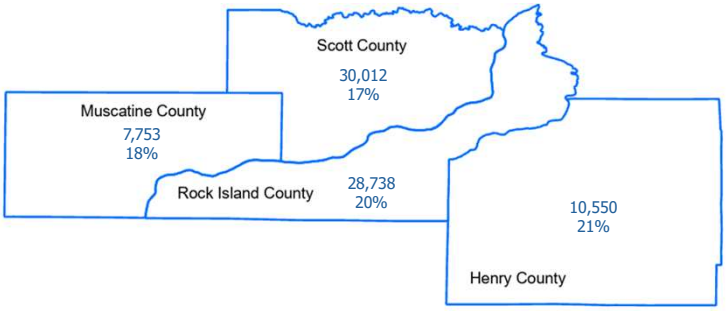


Vulnerable Users

Over Age 64

77,053 people

out of a total surveyed population of 411,860 (19%) are over the age of 64.



Sample Cities:

Muscatine, IA	Davenport, IA	Kewanee, IL	Moline, IL
6,178 (18%)	19,054 (17%)	2,599 (19%)	39,807 (18%)

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

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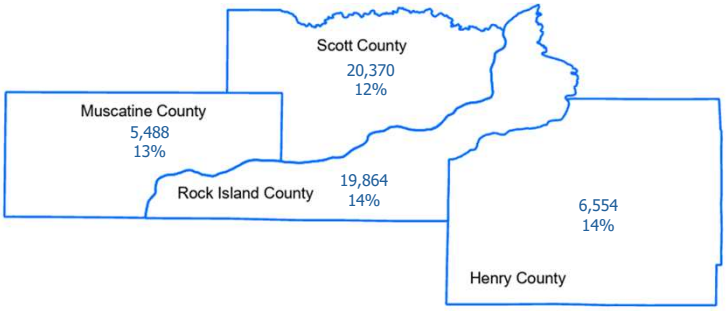
EQUITY CONSIDERATIONS

AMBULATORY OR VISUAL DISABILITY



Vulnerable Users

Ambulatory or Visual Disability

52,276 people

out of a surveyed 404,530 total people (13%) have an ambulatory, visual, or other disability

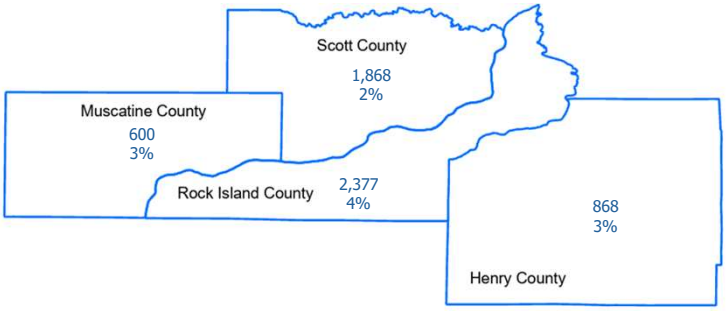
Sample Cities:

Muscatine, IA	Davenport, IA	Kewanee, IL	Moline, IL
4,461 (13%)	14,541 (13%)	2,435 (19%)	29,545 (14%)

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

EQUITY CONSIDERATIONS

COMMUTING PEDESTRIANS AND BICYCLISTS



Vulnerable Users

Commuting Pedestrians and Bicyclists

5,713 people

out of a total surveyed population 193,012 (3%) reported biking, walking, or taking some other means to work

Sample Cities:

Muscatine, IA	Davenport, IA	Kewanee, IL	Moline, IL
484 (3%)	1,427 (3%)	350 (7%)	3,023 (3%)

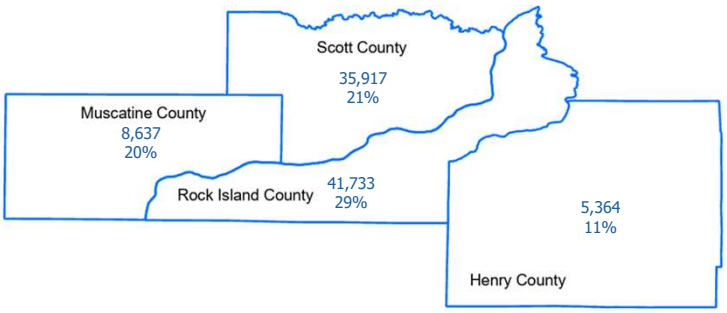
Source: U.S. Census Bureau
2018-2022 ACS 5-Year Estimates

EQUITY CONSIDERATIONS

MINORITY ETHNICITIES

Historically Underserved Communities
Minority Ethnicities

91,651 people
out of a total surveyed population of 411,860 (22%) are of minority ethnicity



Sample Cities:

Muscatine, IA	Davenport, IA	Kewanee, IL	Moline, IL
6,247 (18%)	27,336 (24%)	2,891 (22%)	52,427 (24%)

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

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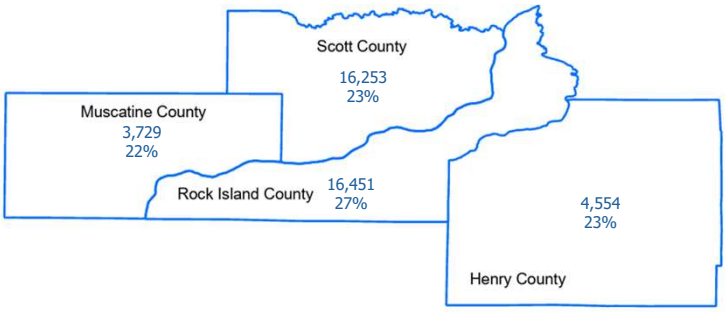
EQUITY CONSIDERATIONS

LOW INCOME

Historically Underserved Communities
Low Income

40,986 households
out of a total 169,712 surveyed households (24%) reported a median household income below $35,000*



Sample Cities:

Muscatine, IA	Davenport, IA	Kewanee, IL	Moline, IL
3,124 (23%)	12,747 (27%)	1,955 (35%)	26,358 (29%)

*2023 Illinois Poverty Line for a family of four is $30,900

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

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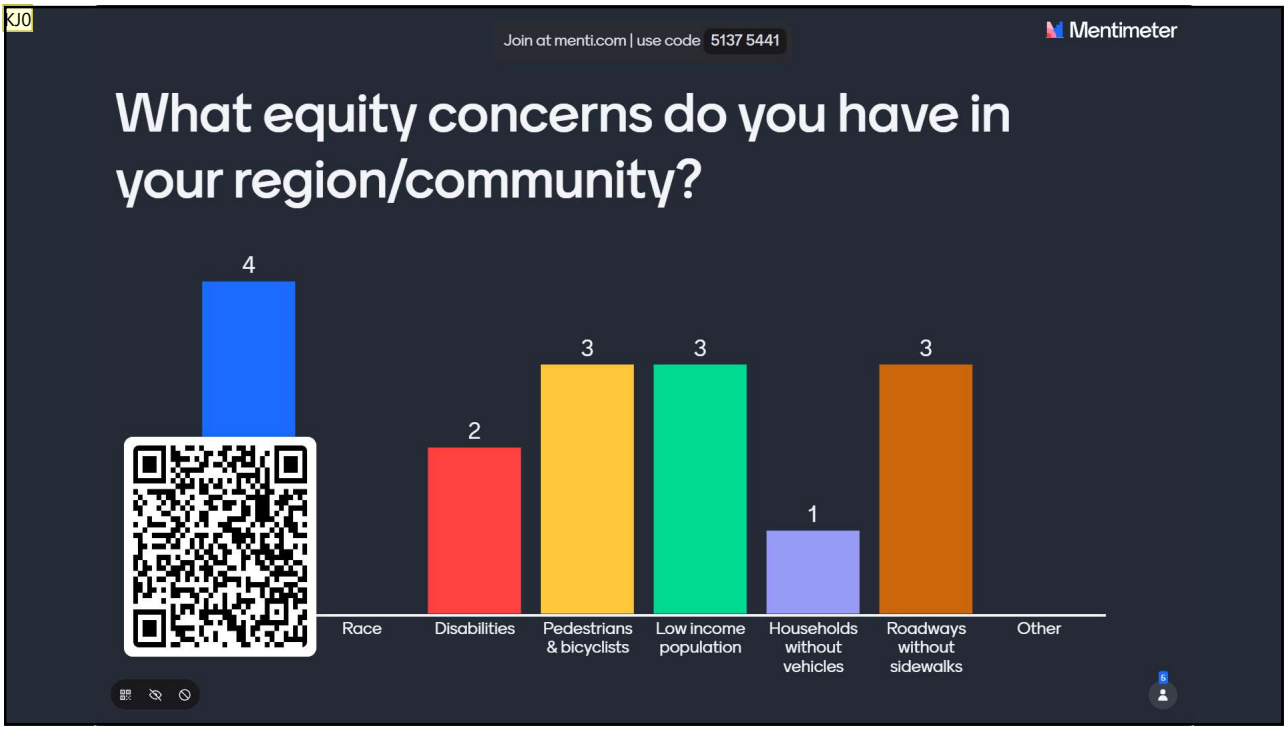

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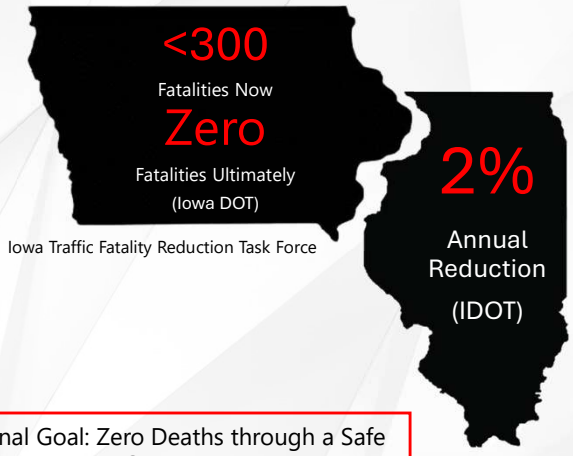
GOAL SETTING

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?
- ✓ Is it a long-term goal?
- ✓ Match IDOT/IowaDOT?



National Goal: Zero Deaths through a Safe System

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Slide 49

KJ0 Add Menti options: household w/o cars, walking on roadways w/o sidewalks. Make it concise and follow up Jamy

Keena Johnson, 2024-06-18T15:05:17.973

GOAL SETTING

SAFETY PLAN EXAMPLES

- **Goals established to help inform plan**
- **Examples**

City of South Sioux City, Nebraska

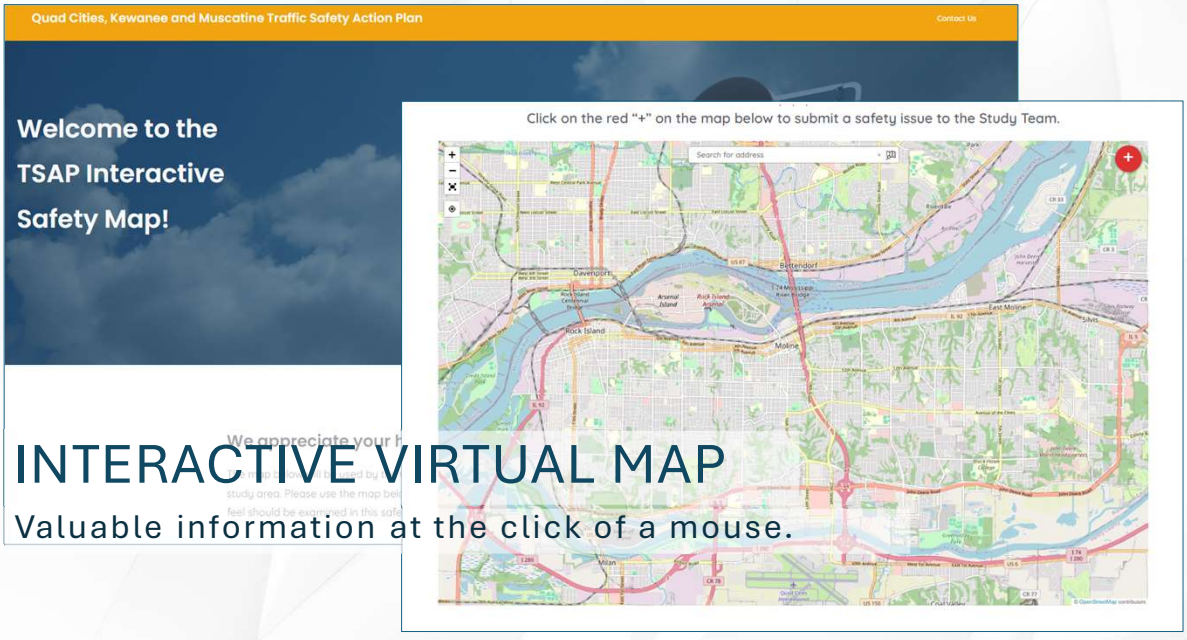
- **Goal:** *Zero fatality and zero transportation-related serious injury by 2030.*
- **Plan**: *Developing a transportation network dedicated to the welfare of all road users regardless of travel mode – drive, walk, roll, bike, and ride.*

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.*

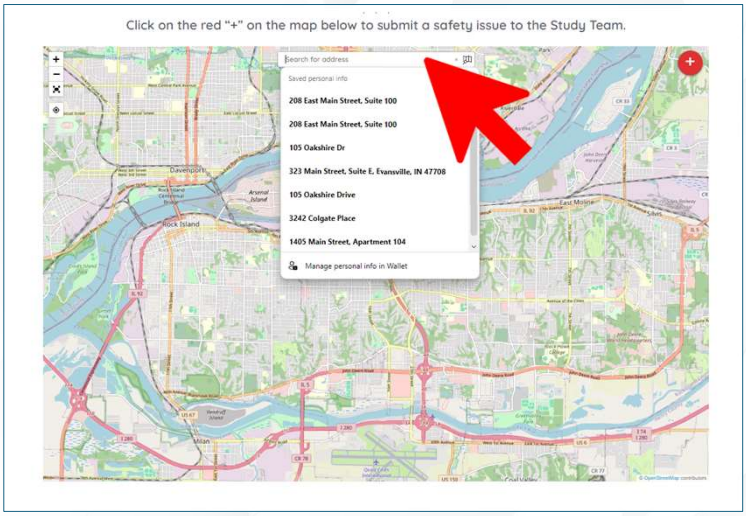


INTERACTIVE VIRTUAL MAP

Valuable information at the click of a mouse.

INTERACTIVE VIRTUAL MAP

Valuable information at the click of a mouse.



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

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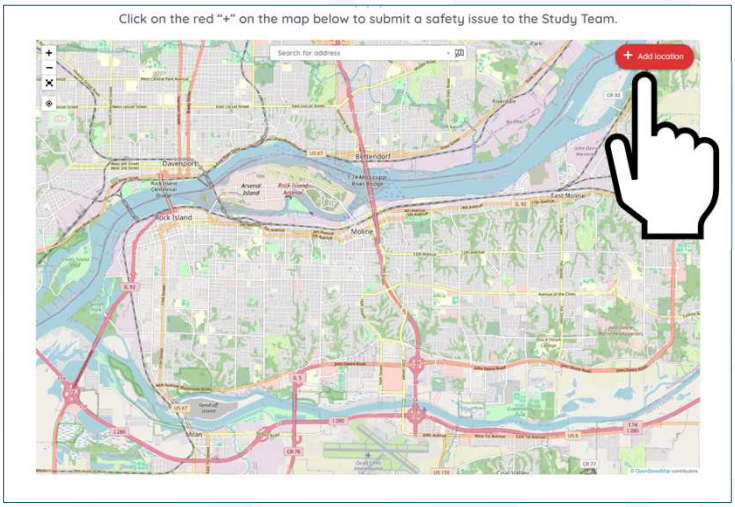
INTERACTIVE VIRTUAL MAP

Valuable information at the click of a mouse.



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

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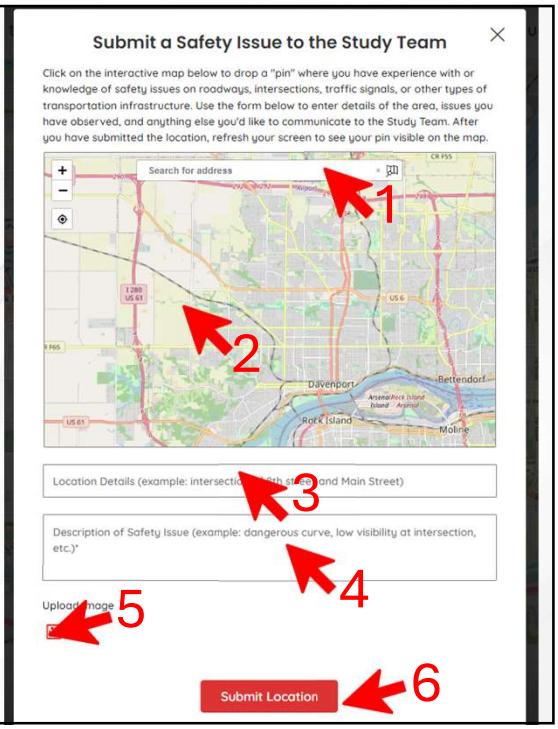
INTERACTIVE VIRTUAL MAP

Valuable information at the click of a mouse.

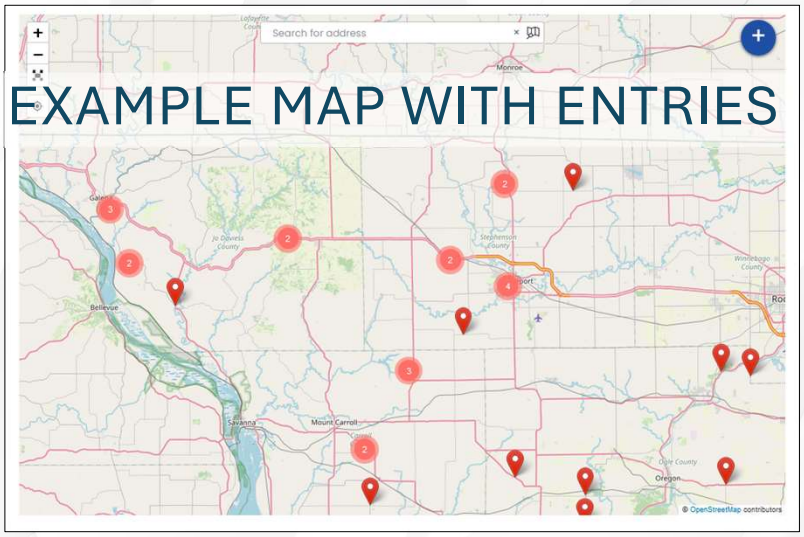
1. Search for a specific address to zoom in on the location
2. Click the map to “drop your pin” on the location you wish to submit to the Study Team
3. Give a brief “Title” to the location
4. Describe the issues you see for the Study Team to consider
5. Upload pictures of the infrastructure issue or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



55

INTERACTIVE VIRTUAL MAP

Valuable information at the click of a mouse.

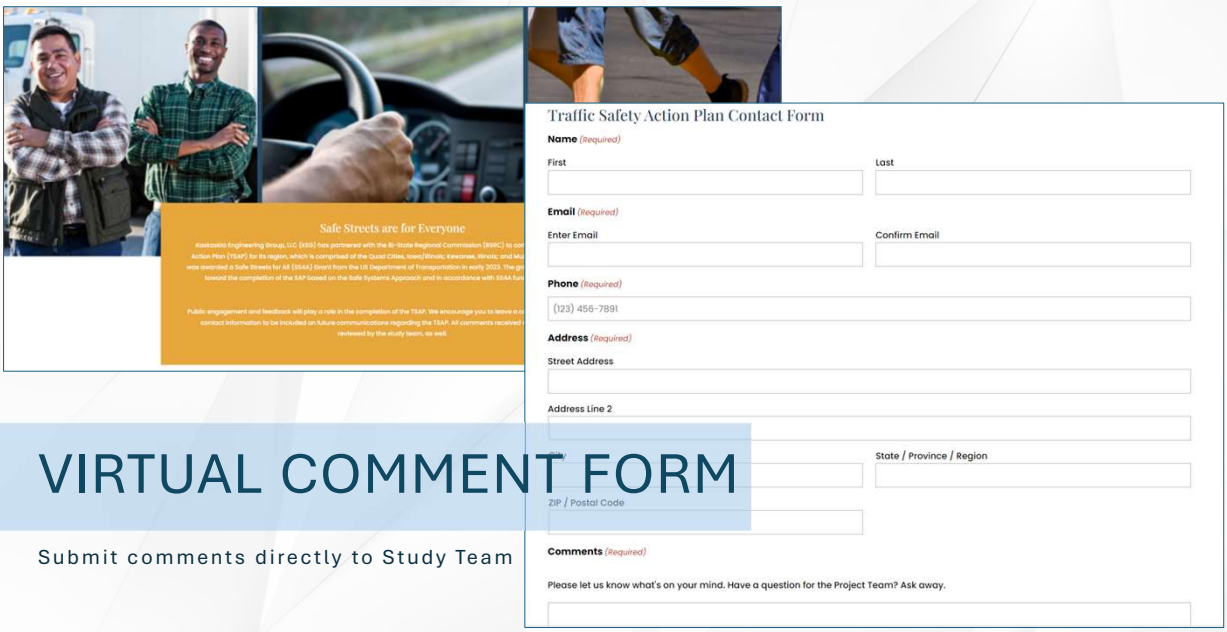


56

STUDY WEBSITE

Educational Resources

57

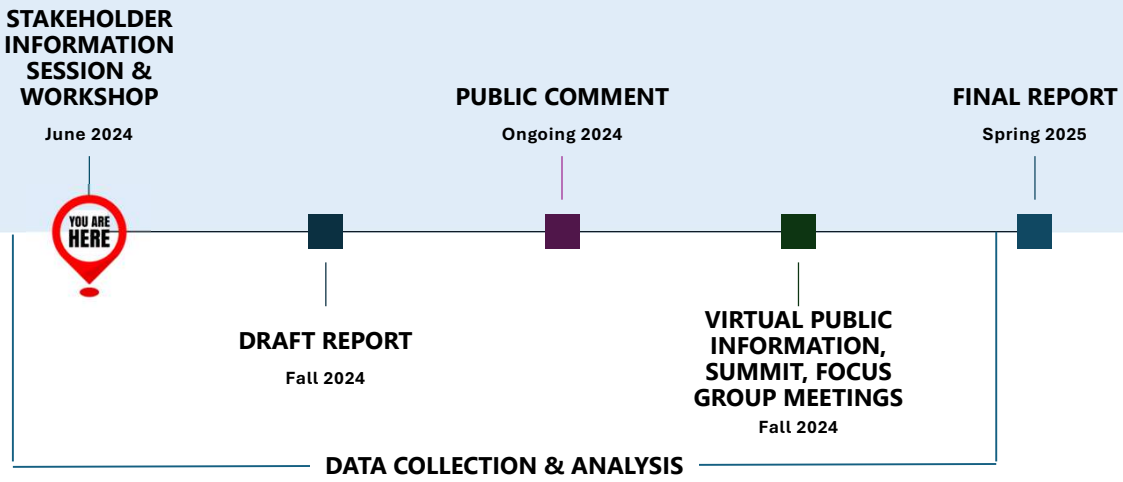


VIRTUAL COMMENT FORM

Submit comments directly to Study Team

58

WHAT TO EXPECT



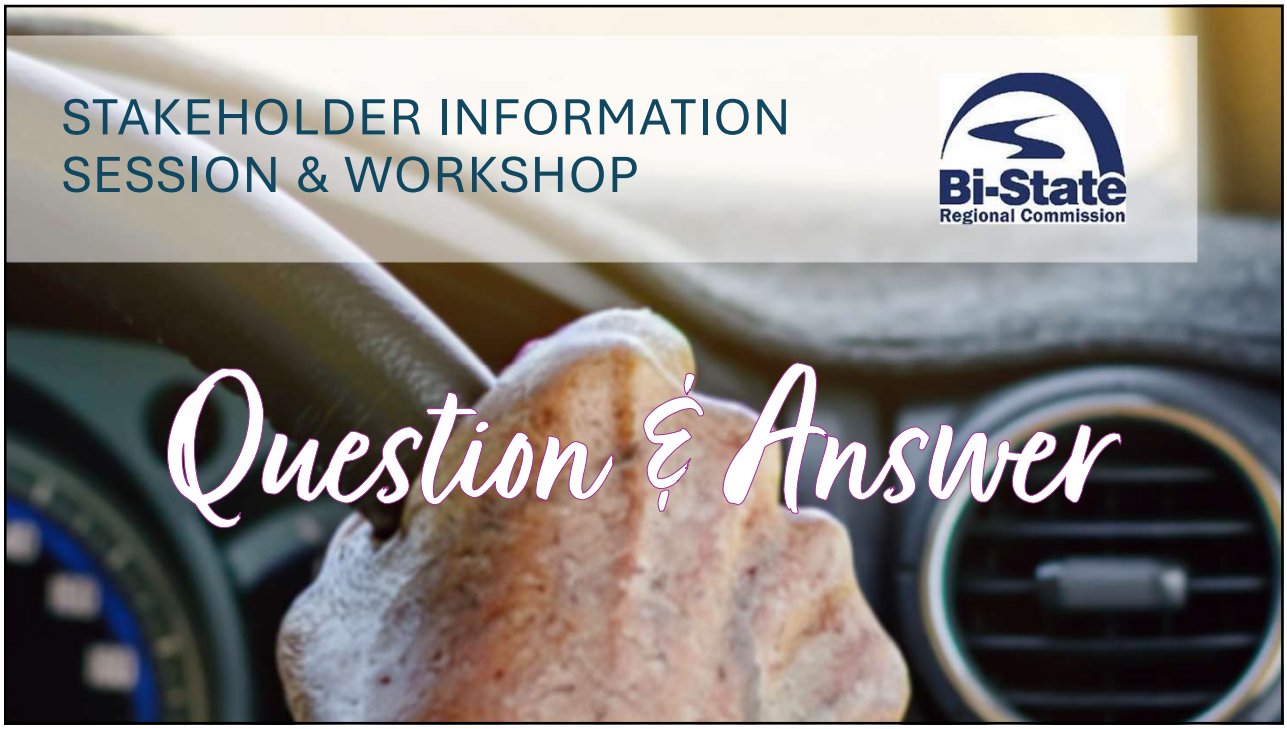
59

PROJECT ADVISORY COMMITTEE

What's Next for the PAC?

- Spread the word!
  - Share Links/QR Codes to Website and Interactive Map
- Be on the Lookout for our Information Emails
- Be Ready for Policy and Technical Safety Reviews- Fall
- Be Ready to Review & Provide Feedback Early 2025

60


STAKEHOLDER INFORMATION
SESSION & WORKSHOP
Bi-State
Regional Commission
Question & Answer

61


HOW TO
REACH US
TSAP/BSRC Website
SCAN ME
Virtual Safety Issue
Interactive Map
SCAN ME

62

Bi-State Regional Commission

Traffic Safety Action Plan

Quad Cities-Iowa/Illinois, Muscatine, Iowa, and Kewanee, Illinois

PROJECT Advisory Committee

Kaskaskia Engineering Group, LLC

iteris

OCTOBER 29, 2024

VIRTUAL 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.

AGENDA

I. Since We Last Met Summary

II. Stakeholder Engagement
   a. Report on Interactive Map Feedback
   b. Next Activities (Focus Groups + Virtual Public Meeting + Traffic Safety Summit)

III. Collision Data Analysis
   a. A Focus on Fatal and Severe Injuries

IV. Safety Project and Policy Plan Review
   a. Plans Received
   b. Purpose of Review

V. Goal Setting Discussion
   a. Vision Zero Goal
   b. Emphasis Areas / Strategies

VI. Next Steps/Next Meeting

Bi-State Regional Commission

WHAT IS THE PAC?

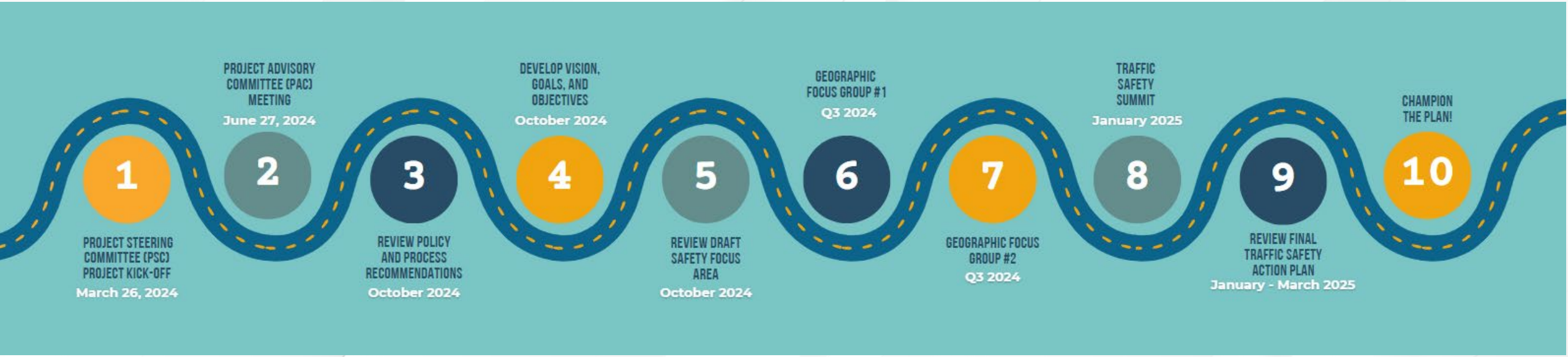
Who's on the PAC?

77 Members invited, representing:

- Steering Committee Members
- Emergency Response Personnel
- Counties
- Municipalities
- Transit Agencies

What is the Role of the PAC?

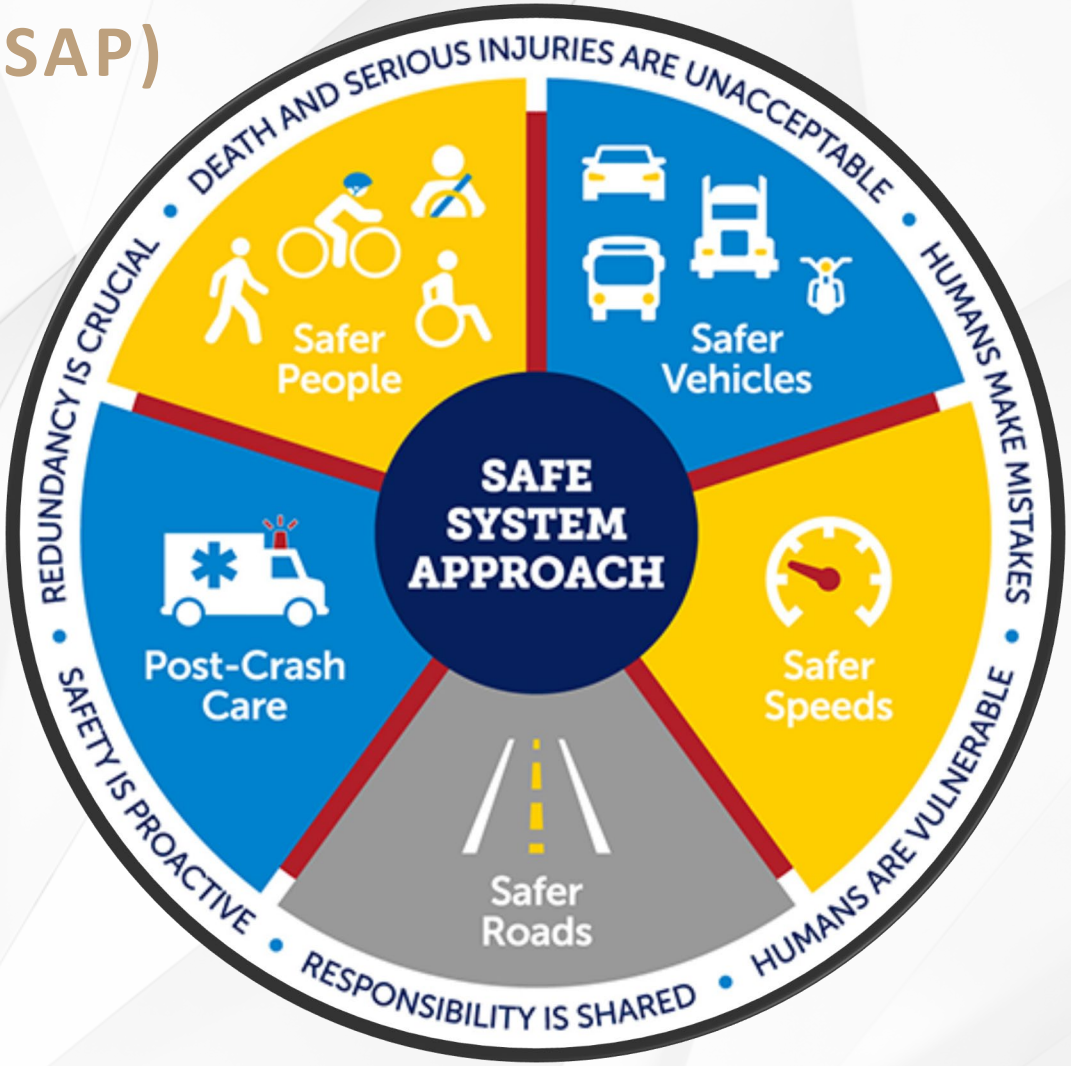
- Provide Input
- Review/Input Draft Policy and Process Recommendations
- Review/Input Vision, Goals and Objectives
- Review/Input Draft Safety Focus Area
- Attend/Input Safety Summit
- Review/Input Draft TSAP
- Review/Input Final TSAP
- Champion the Plan



SS4A OVERVIEW & BACKGROUND

What is a Traffic Safety Action Plan (TSAP)

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.

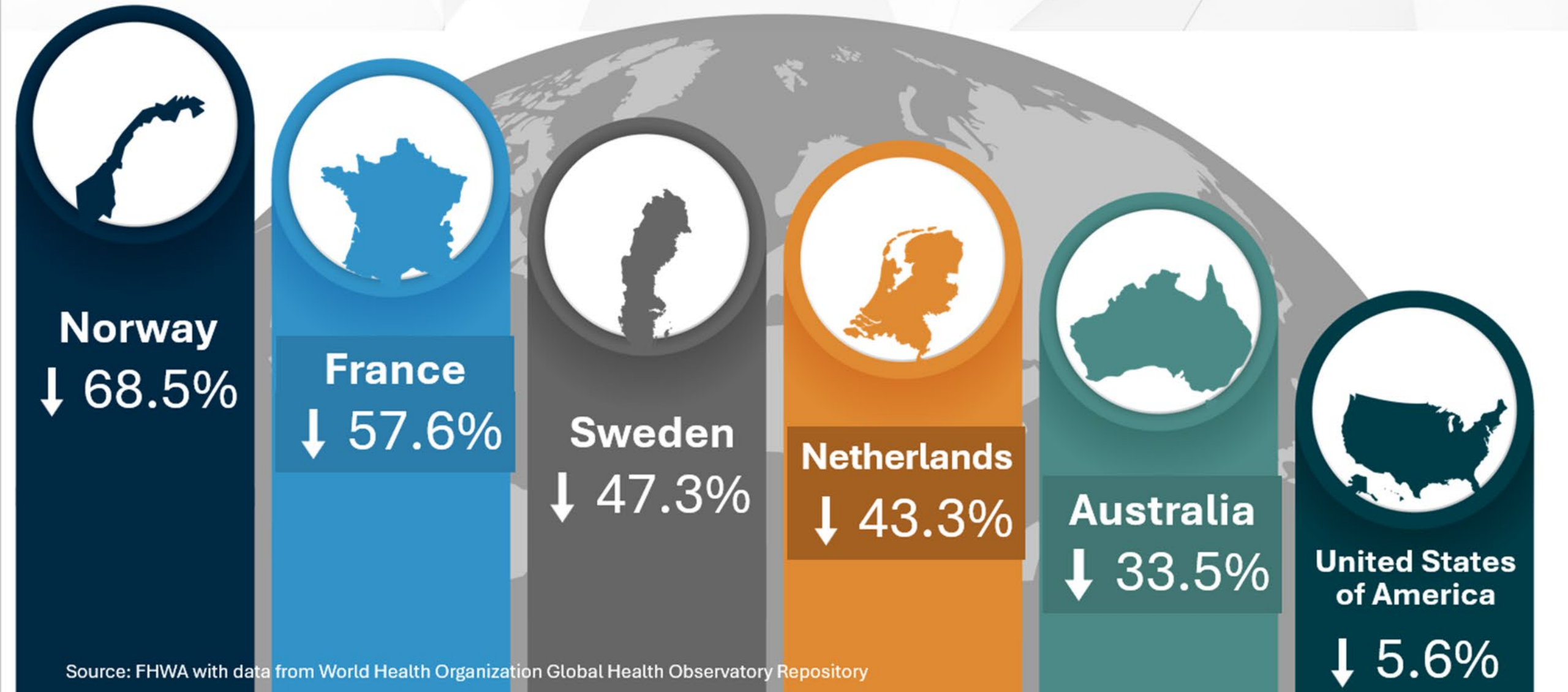


Safe System Principles:

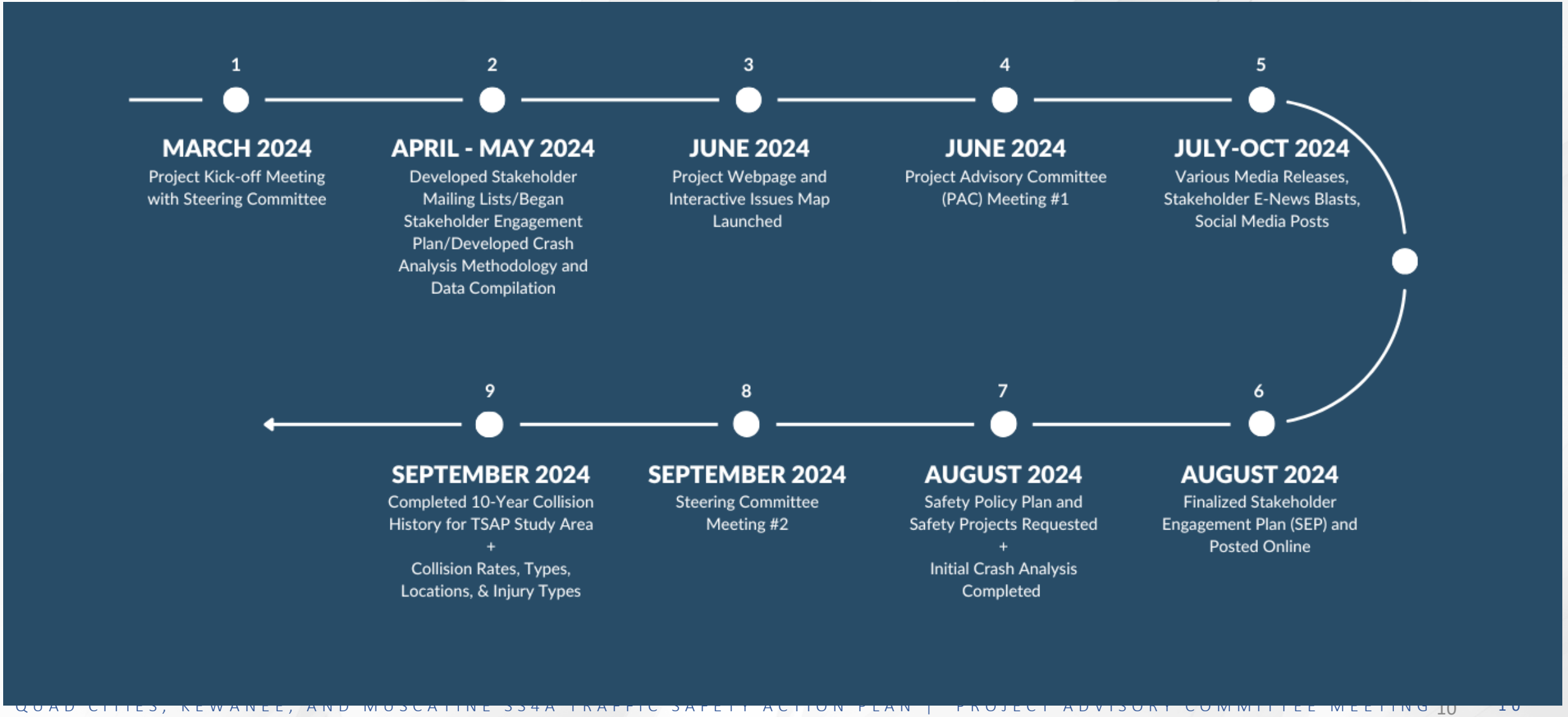
- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes
- Humans Are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial

TSAP OVERVIEW & BACKGROUND

What is the Purpose of an SS4A TSAP? Why is it valuable?



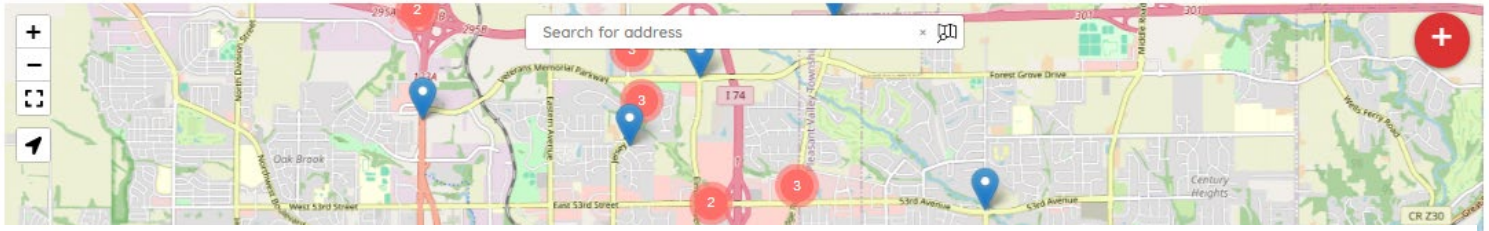
ACTIVITES TO DATE

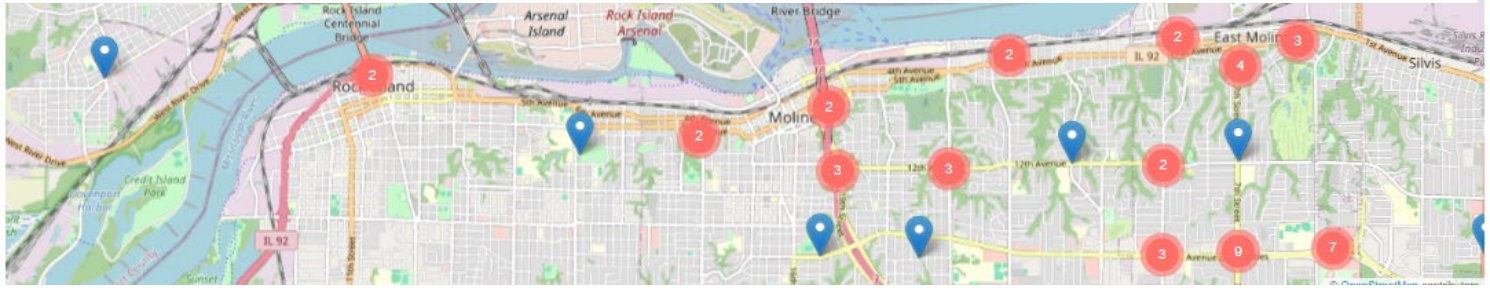


DETAILED TIMELINE

STAKEHOLDER ENGAGEMENT

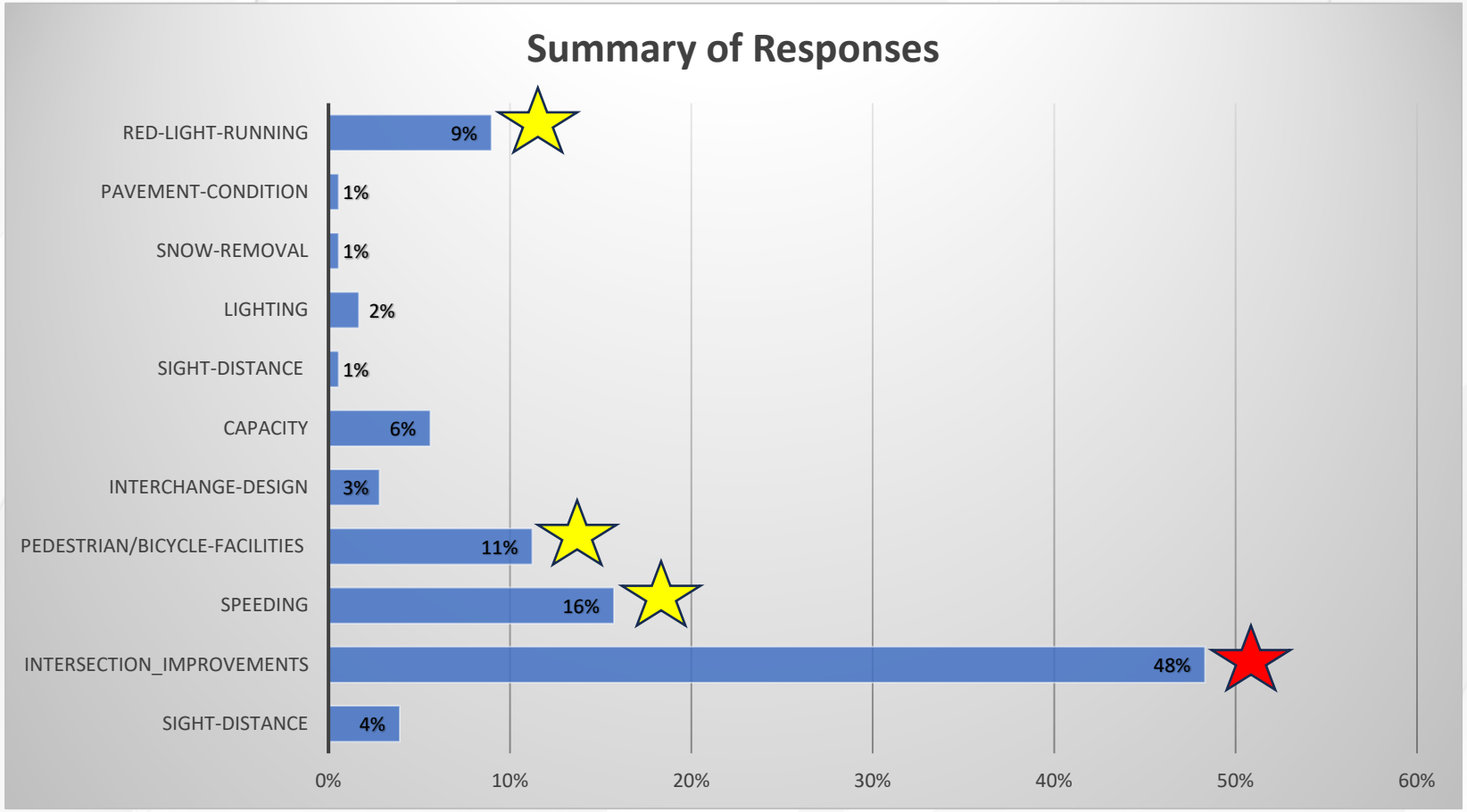
INTERACTIVE MAP – FEEDBACK TO DATE





STAKEHOLDER ENGAGEMENT

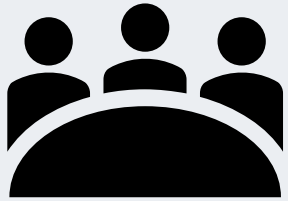
INTERACTIVE MAP – COMMENT CATEGORIES



STAKEHOLDER ENGAGEMENT: NEXT STEPS

Virtual Focus Group

11.14.2024
11 AM – 1 PM
Via Microsoft Teams

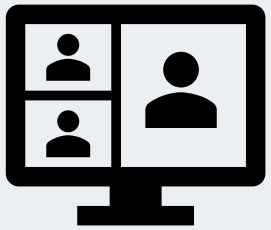


In-Person Focus Group #1

11.19.2024
4:30 – 6:30 PM
@Davenport Library

In-Person Focus Group #1

11.14.2024
9 AM – 11 AM
@Moline Library



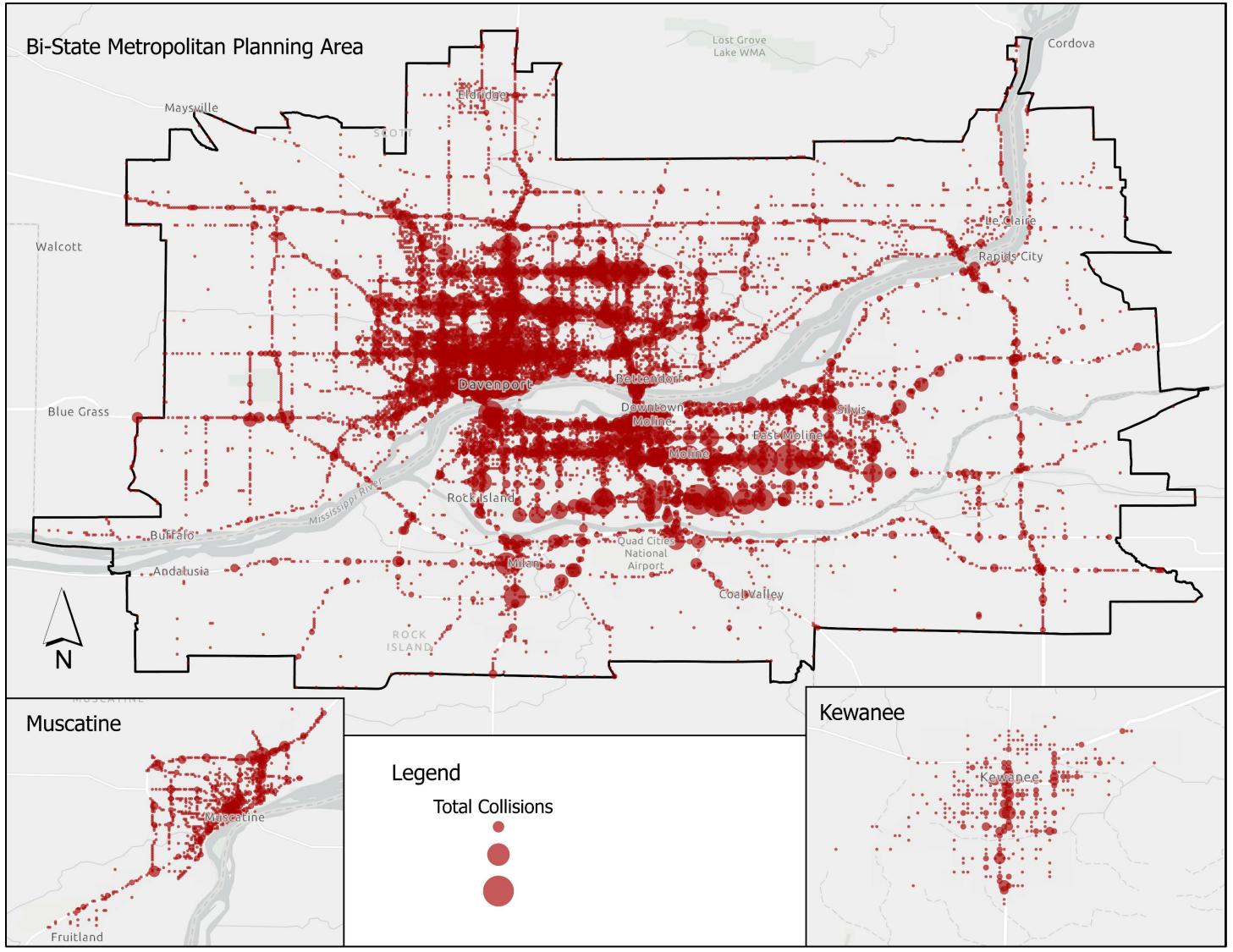
Virtual Public Meeting

1st Quarter 2025
Via Microsoft Teams

AREA CRASH ANALYSIS

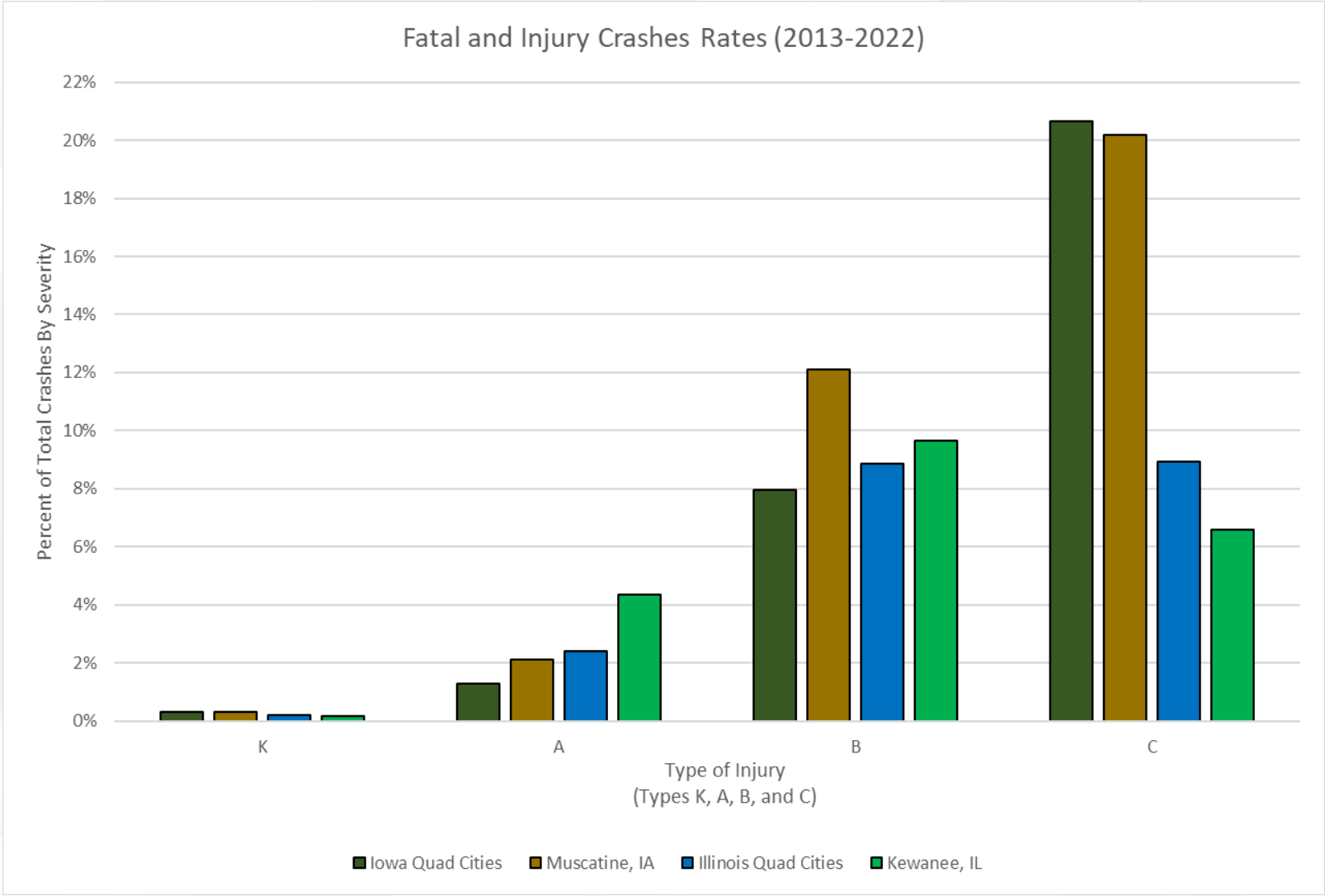
OVERVIEW

- Ten years of collision data analyzed
  - 7,200 traffic collisions per year
- Crash Type
  - 74% vehicle/vehicle collisions
  - 10% fixed object
  - 5.5% animal involved
  - 9% parked car
  - 1.5% vulnerable user
- Fatal/Injury Rate
  - 22% result in injuries
  - 0.3% result in fatalities



AREA CRASH ANALYSIS

OVERVIEW

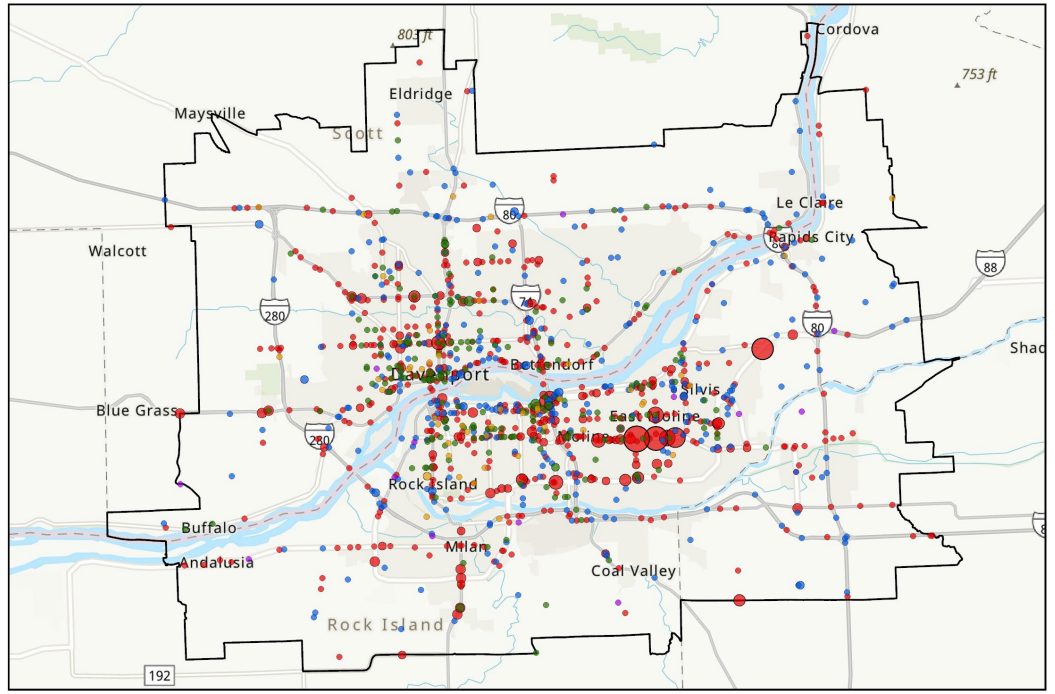


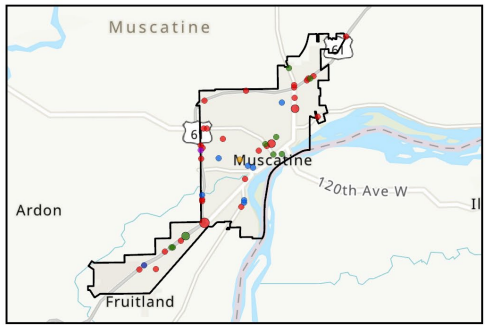
AREA CRASH ANALYSIS

OVERVIEW

- 2,500 traffic injuries per year
  - 24 fatalities per year
  - 150 major/incapacitating injuries per year
- Less than 1% of locations where collisions occurred (100 of 12,000) account for 16% of collisions and 19% of injuries

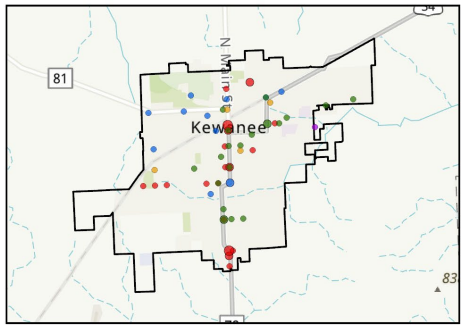
Fatal and Incapacitating Injury Crashes by Type





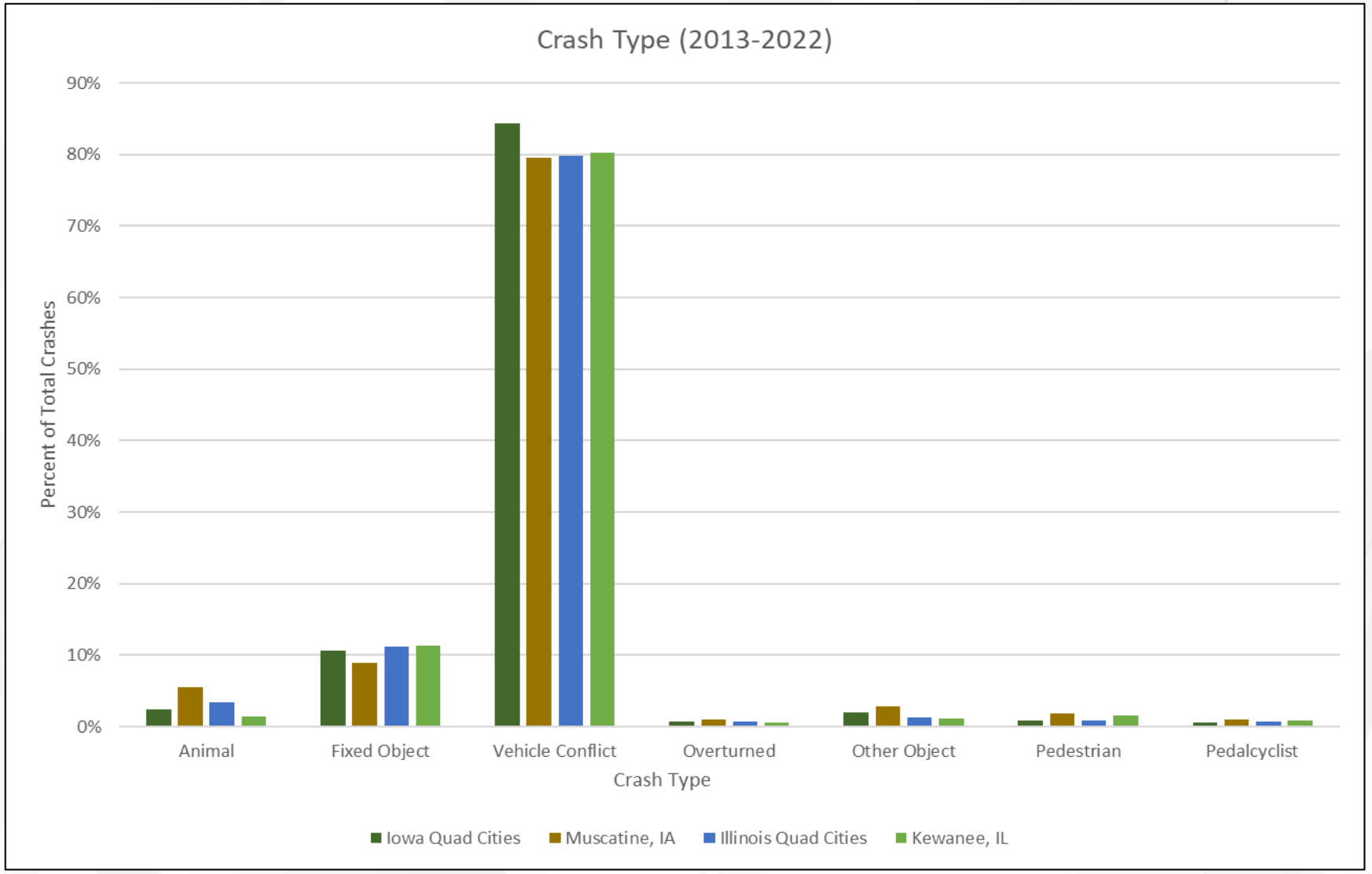
Legend

- Vehicle to Vehicle
- Fixed Object
- Animal
- Parked
- Vulnerable User



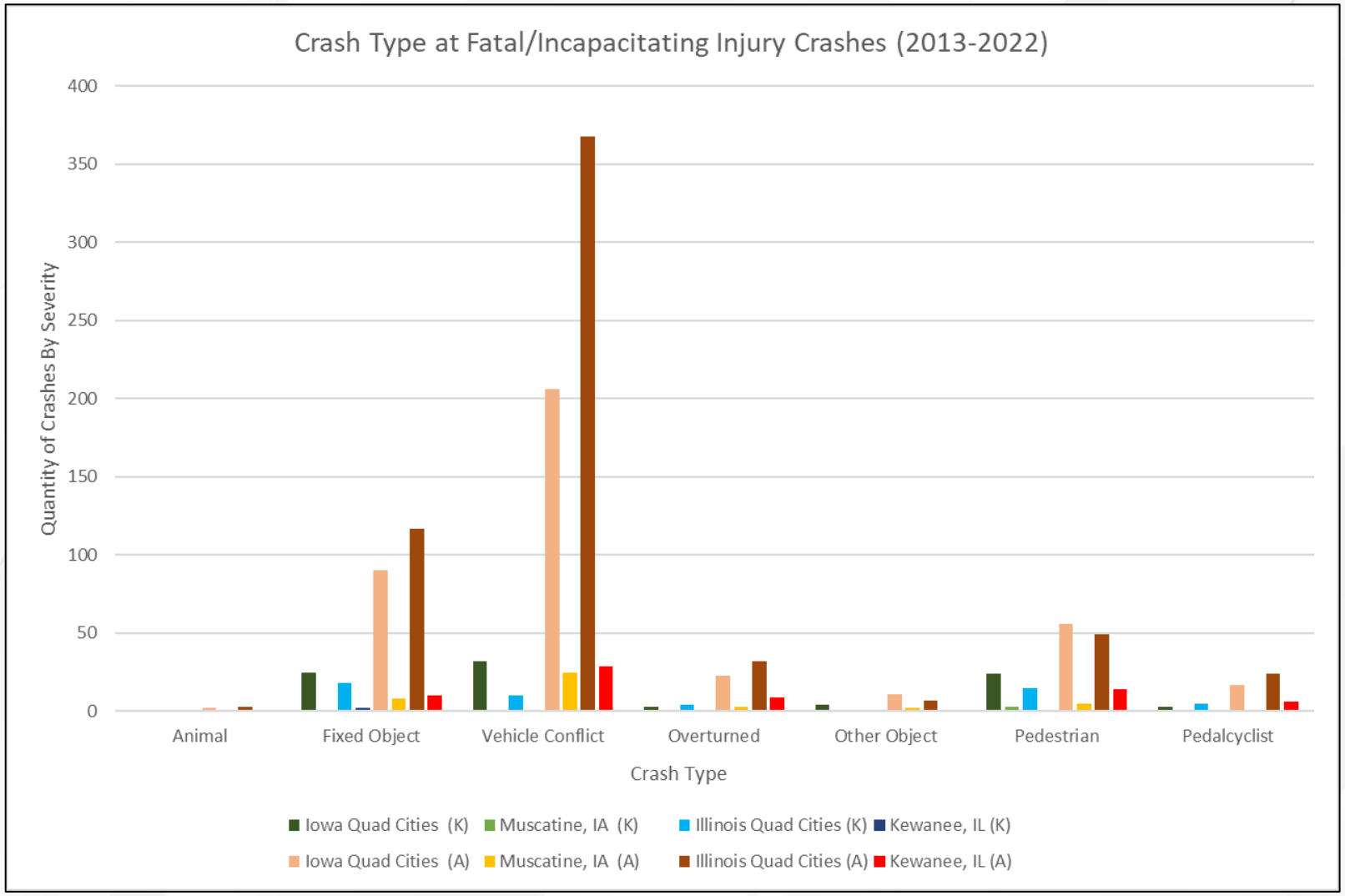
AREA CRASH ANALYSIS

DISTRIBUTION OF ALL CRASHES



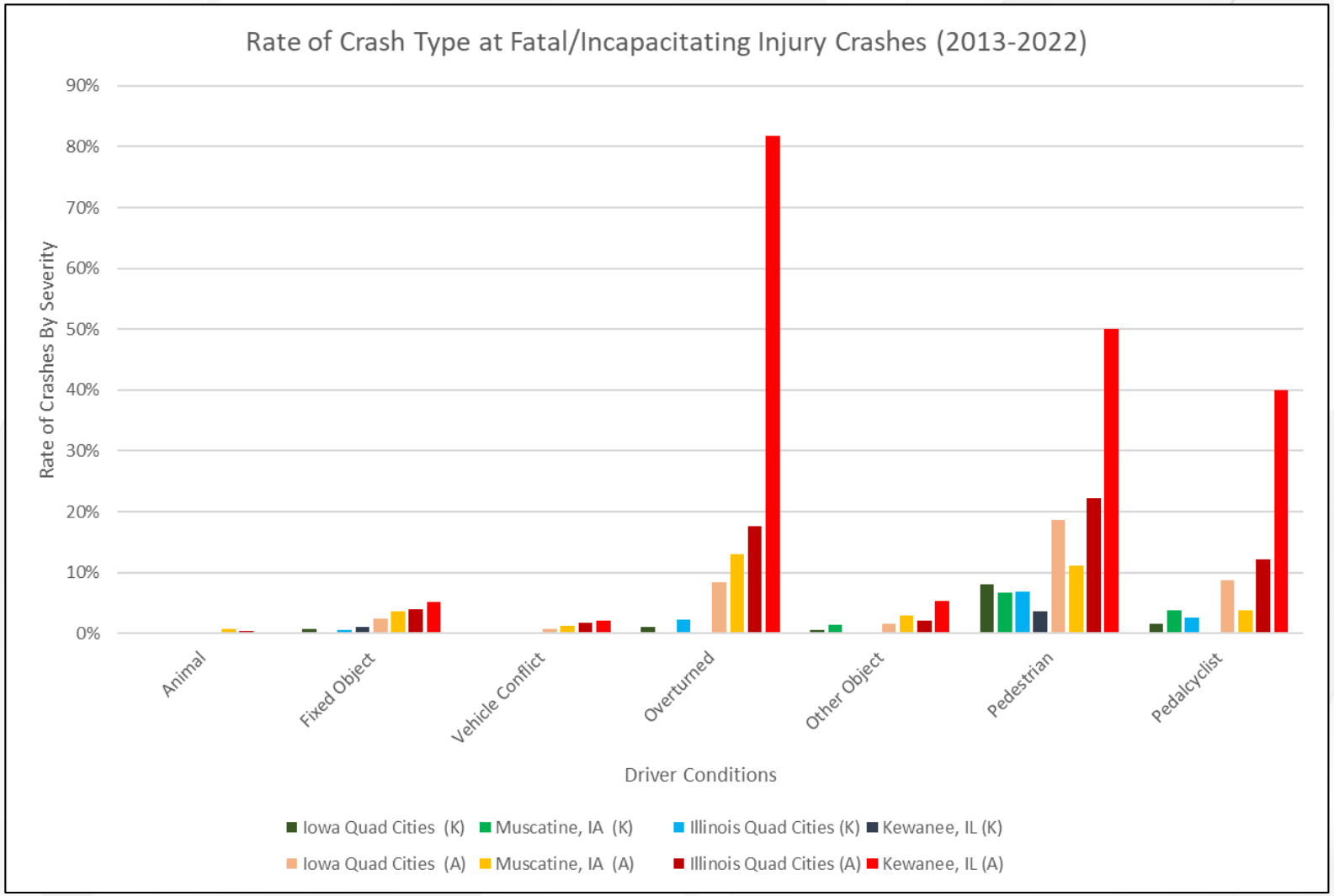
AREA CRASH ANALYSIS

DISTRIBUTION OF FATAL/INCAPACITATING INJURY



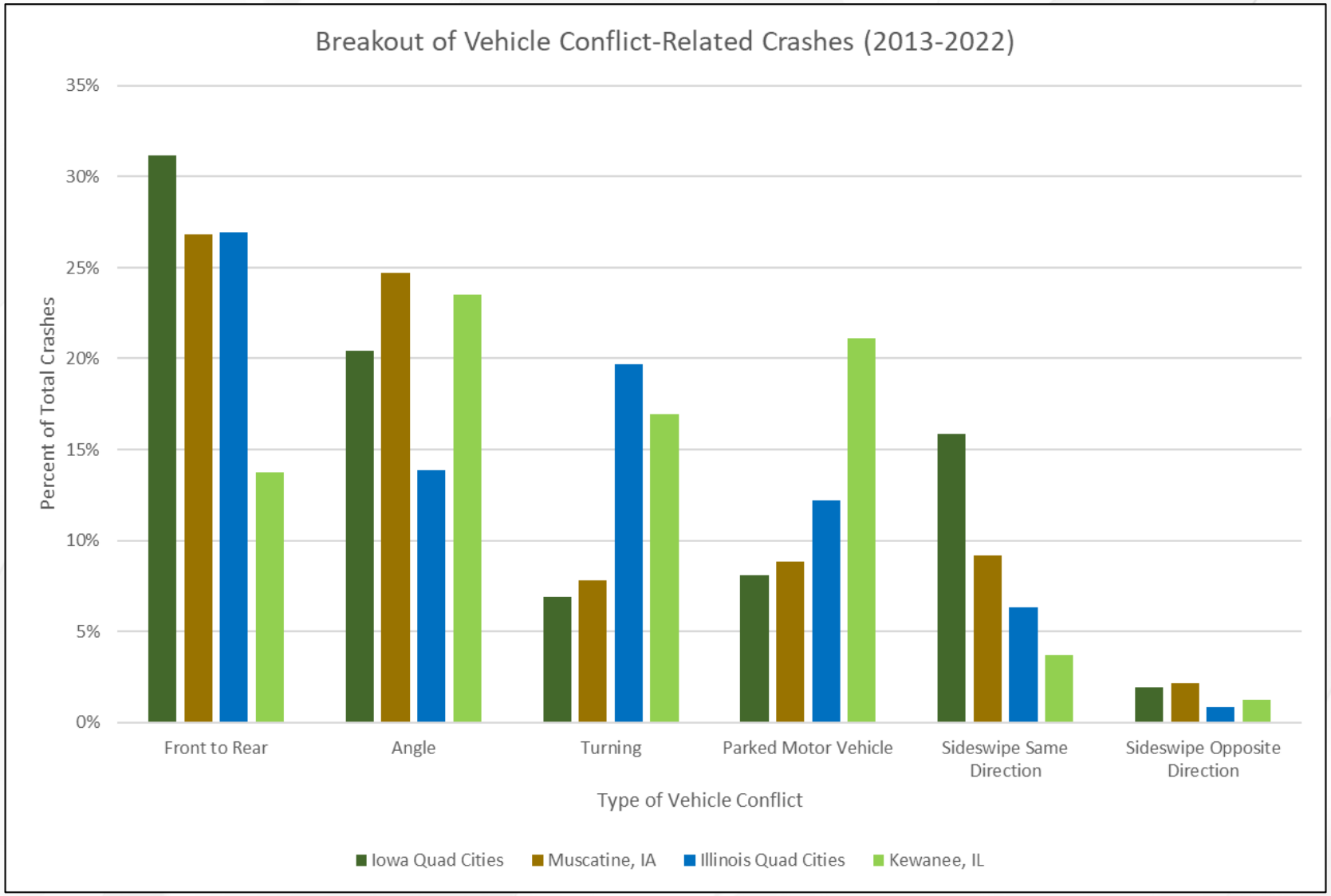
AREA CRASH ANALYSIS

RATE OF FATAL/INCAPACITATING INJURY CRASHES



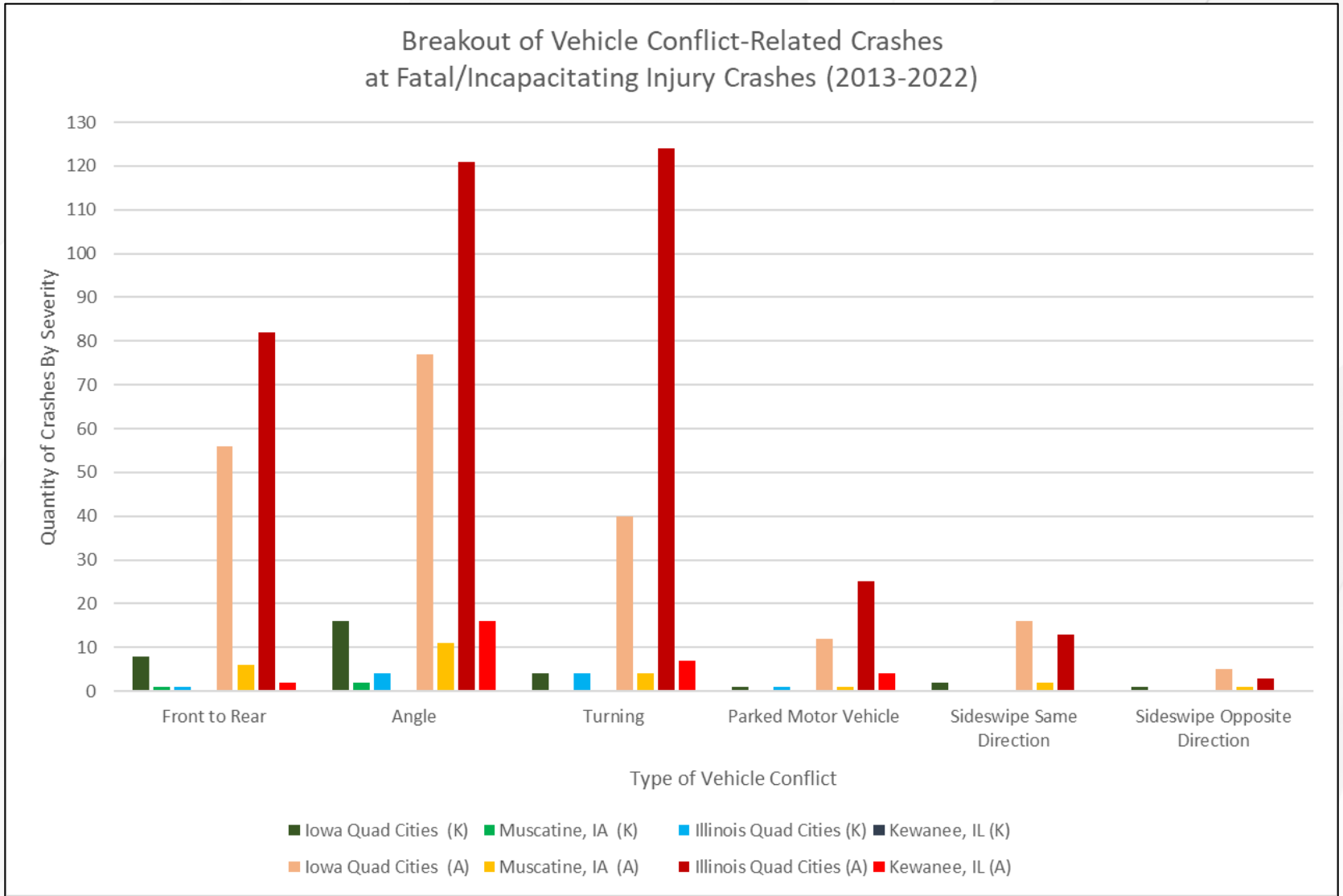
AREA CRASH ANALYSIS

VEHICLE CONFLICT CRASHES



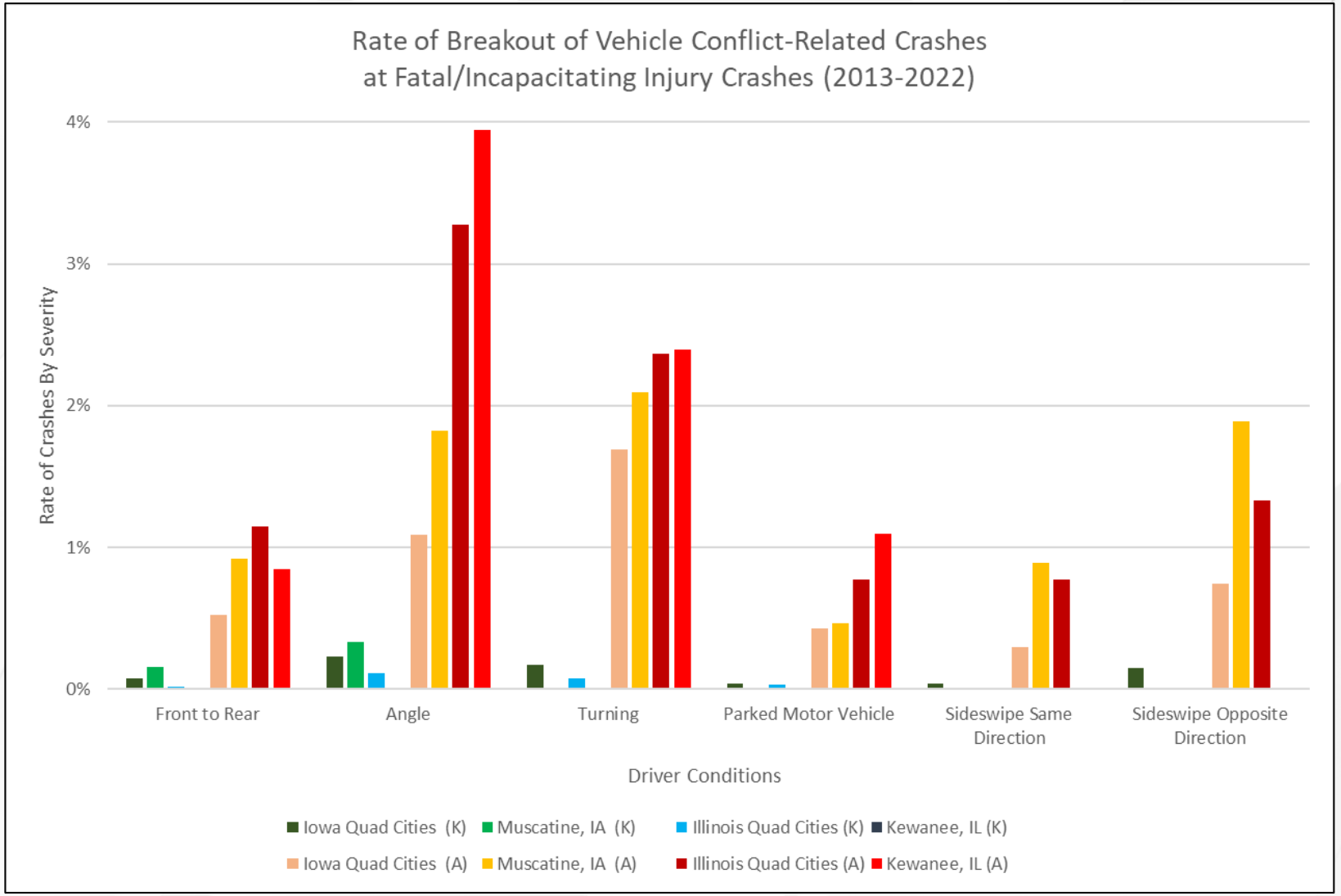
AREA CRASH ANALYSIS

VEHICLE CONFLICT CRASHES



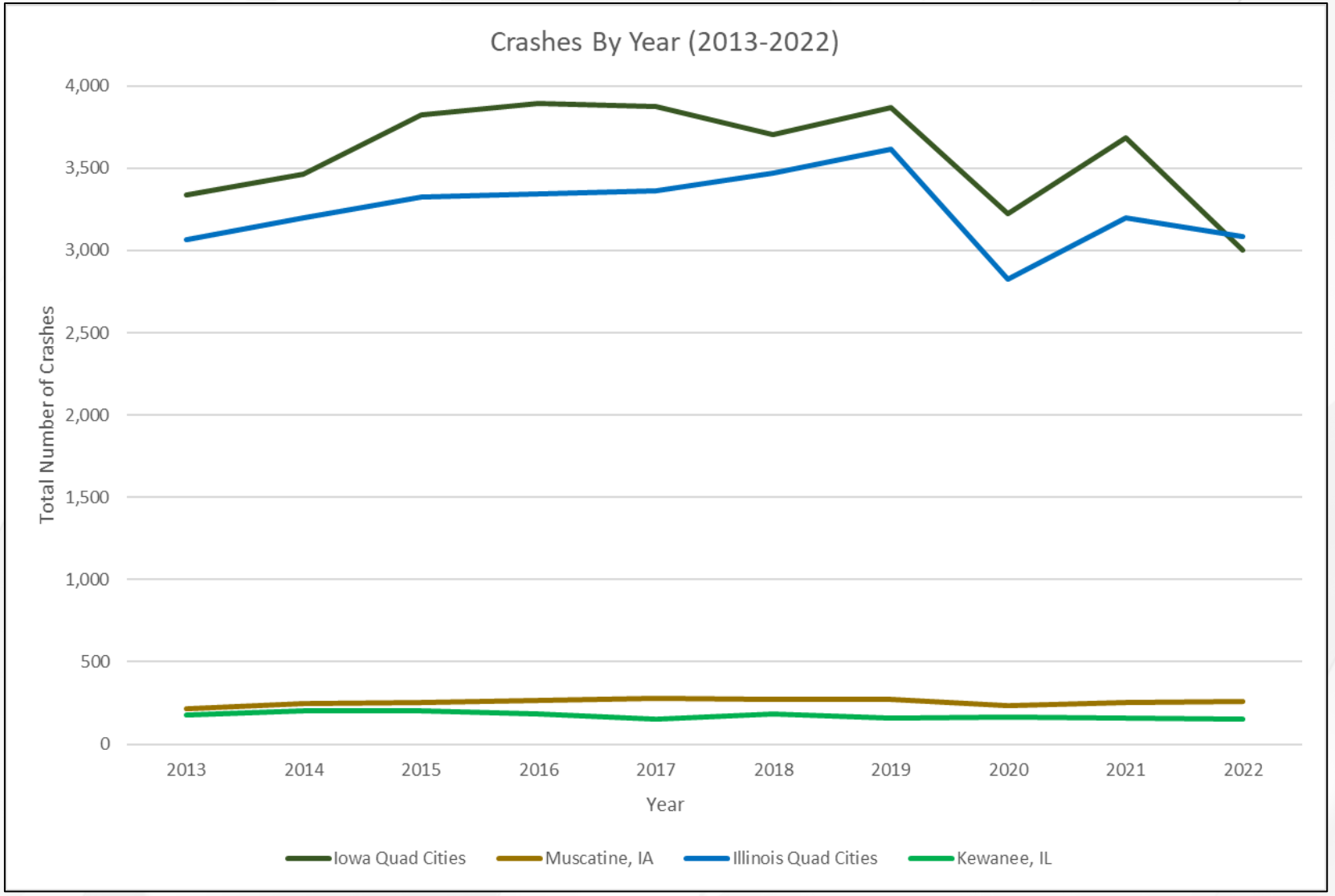
AREA CRASH ANALYSIS

VEHICLE CONFLICT CRASHES



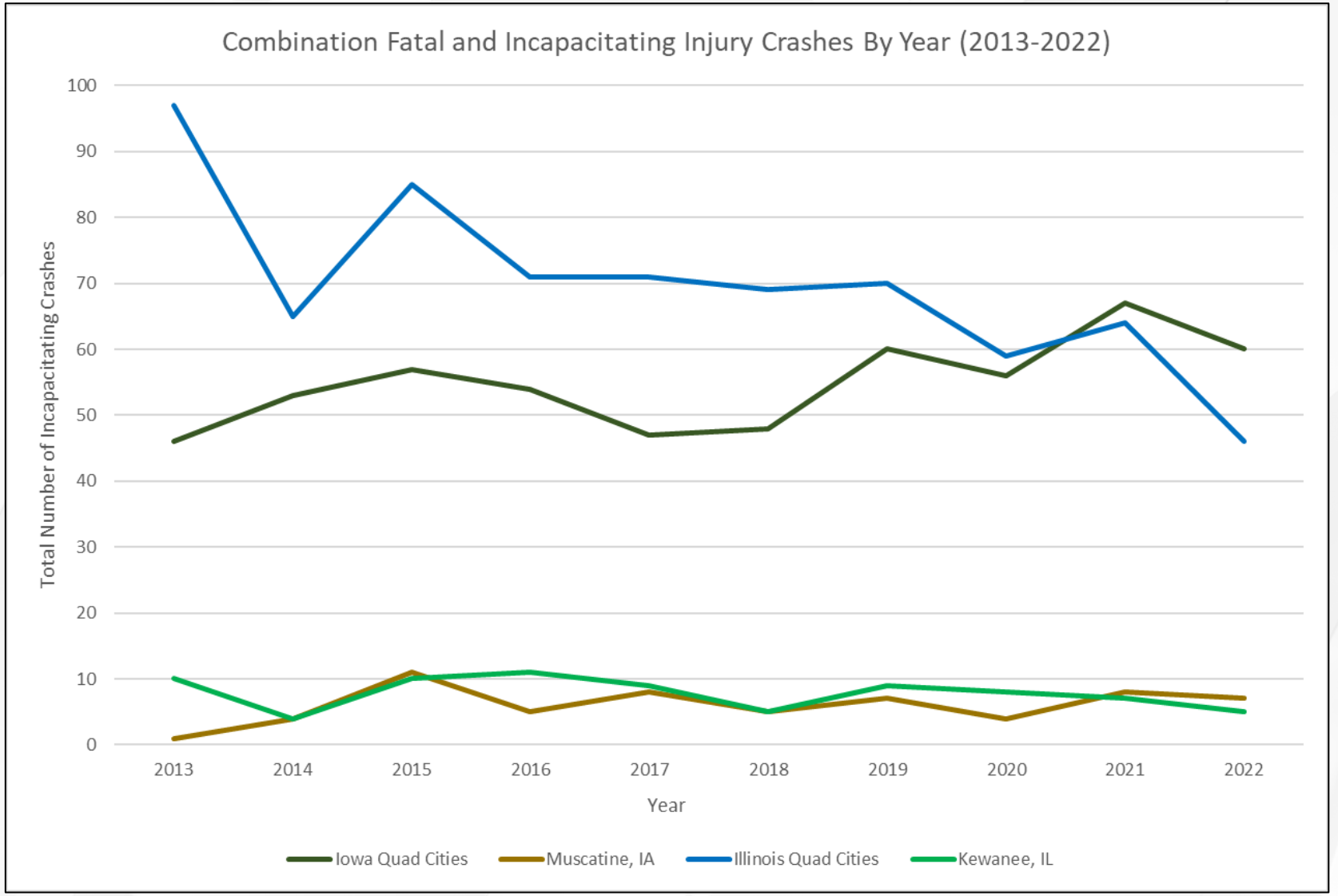
AREA CRASH ANALYSIS

ANNUAL CRASH TRENDS



AREA CRASH ANALYSIS

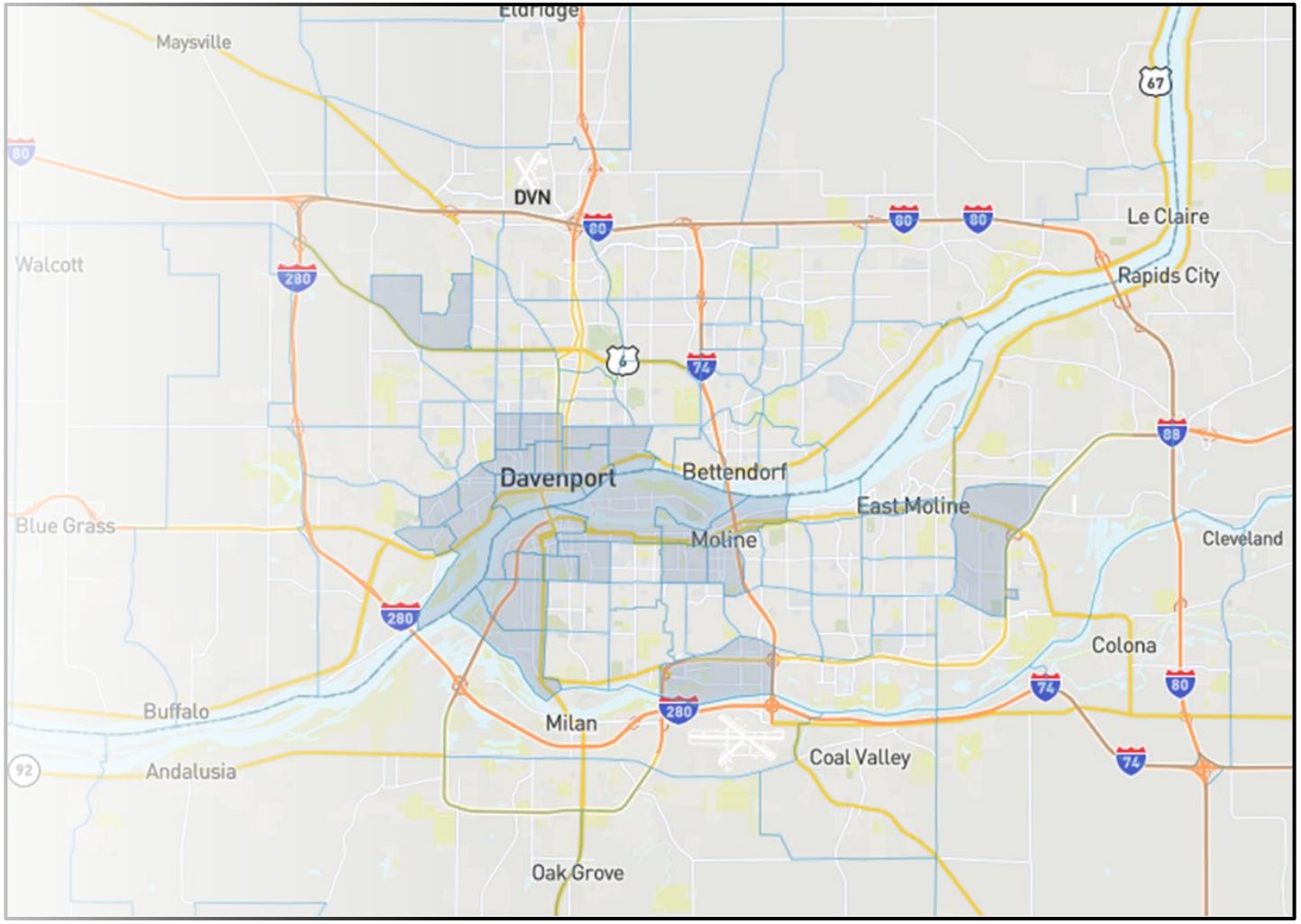
ANNUAL CRASH TRENDS



AREA COLLISIONS - SUBSEQUENT ANALYSIS

Focus Areas:

- Vehicle Event
- Weather
- Lighting
- Surface Conditions
- Road Defect
- Traffic Control
- Driver State
- Equity Areas
- Temporal Factors (day-of-week, month-of-year)



AREA COLLISIONS - SUBSEQUENT ANALYSIS

IDENTIFYING EXISTING PROJECT PLANS

- Two Running Lists Circulating
  - Project List from Plan Reviews
  - Quad Cities Transportation Project Progress Report
- Status of Combined Lists
  - 178 safety related projects identified
  - 13 with possible safety component (Progress Report)
- Finalize List
  - Need additional projects
    - Projects that can have added safety component (3R)
  - Need timeline for 108 of the projects

AREA COLLISIONS - SUBSEQUENT ANALYSIS

SAFETY OR VULNERABLE ROAD USER FOCUS

- Why the Project List is Important
  - List will be included in report
  - List will be used to rank safety projects
    - Examples:
      - Safety impact
      - Cost and timeline
      - Disadvantaged area/Justice40
  - List will help obtain implementation funds
    - Short-term projects are key
    - Projects that can have added safety component (3R)
  - Finalize List at in Person Meetings

GOAL SETTING – VISION ZERO

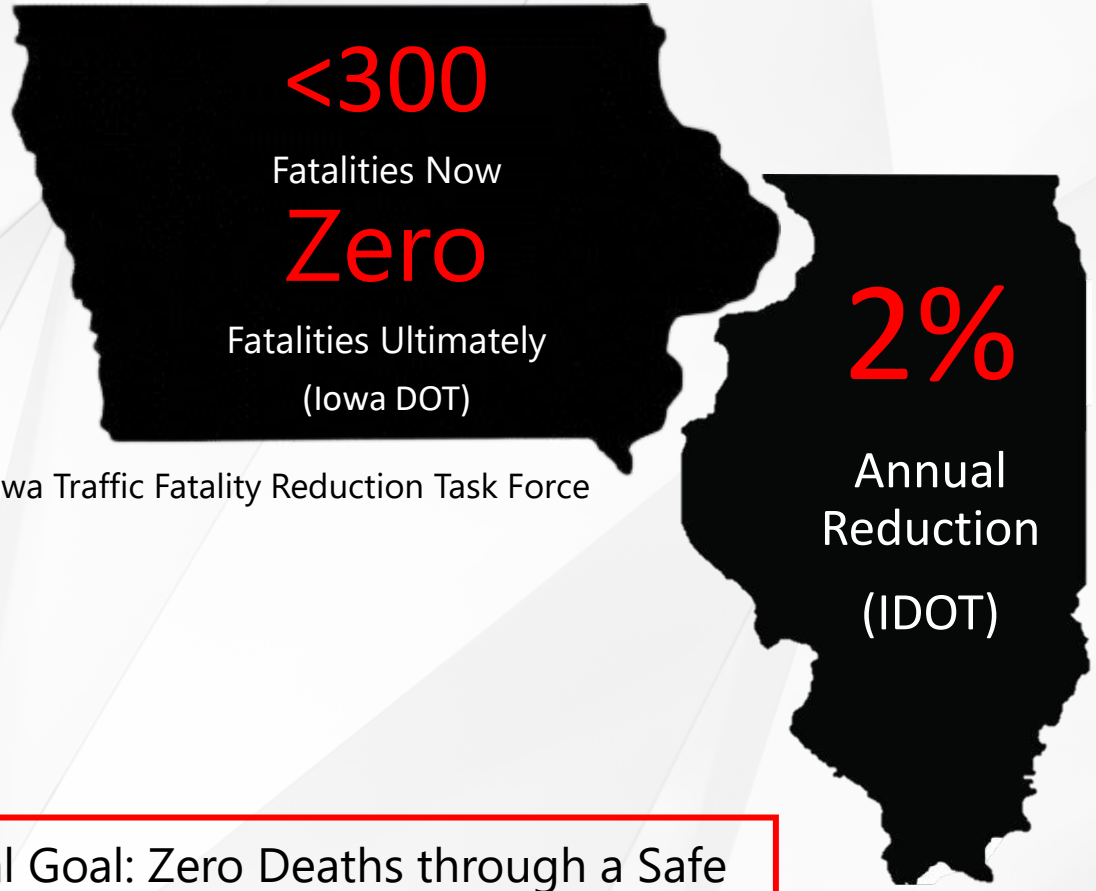
Making roads safer and protecting users.

- ✓ Leadership Commitment of Participants in Safety Action Plan
- ✓ Resolution, policy, ordinance, etc.
  - Common Vision Zero Goal
  - Include unique aspects if desired
  - Empower Communities to prioritize safety in transportation

GOAL SETTING – VISION ZERO

Making roads safer and protecting users.

- ✓ States' Five-Year Strategic Highway Safety Plans
  - Safety Performance Measures
  - Emphasis Areas
  - Strategies

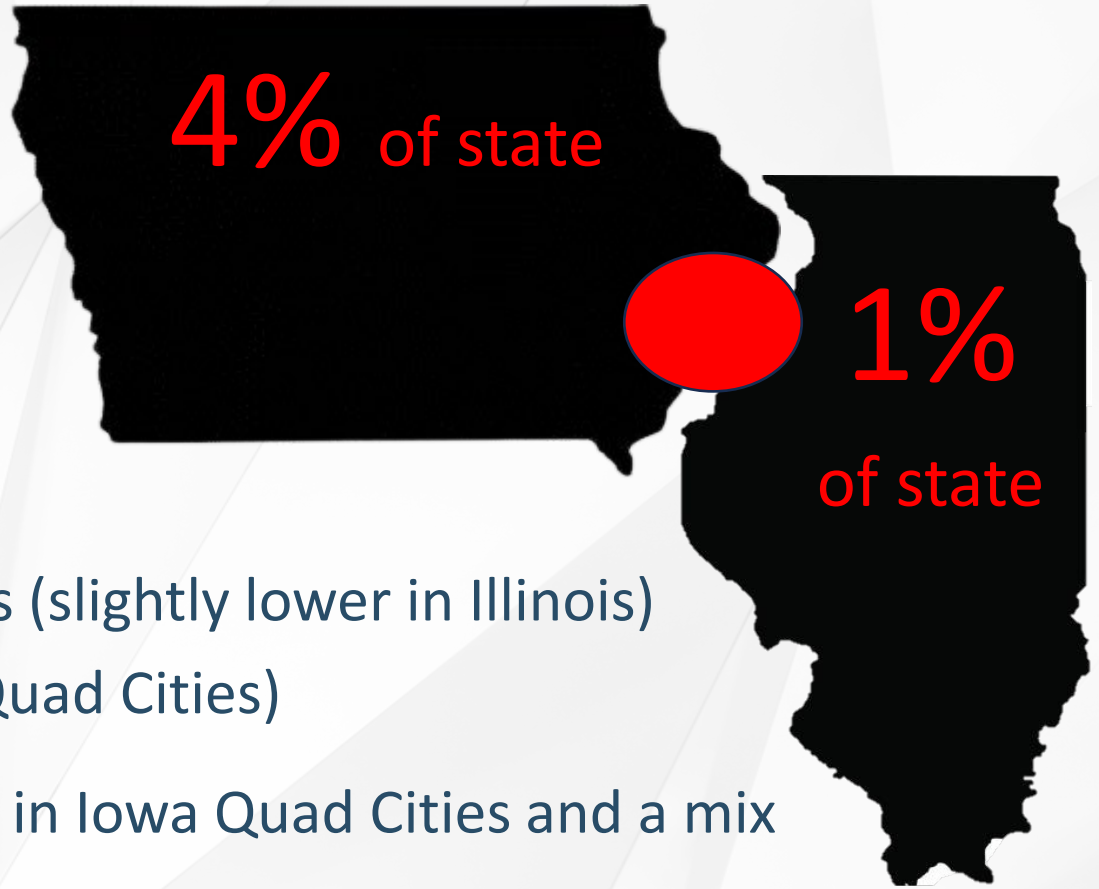


National Goal: Zero Deaths through a Safe System

HOW MANY FATAL AND SERIOUS INJURIES OCCUR?

In Study Area

- ✓ Role in meeting National and State Targets
- ✓ Different collision history and risk profiles
- ✓ Study Area vs. State
  - Lower Road Departure
  - Similar Bicyclist-involved
  - Higher Pedestrian-involved in Iowa Quad Cities (slightly lower in Illinois)
  - Higher State Highway and Intersection (Iowa Quad Cities)
- ✓ Indicates more urban conditions than rest of state in Iowa Quad Cities and a mix of urban and rural in Illinois Quad Cities (consistent with character)



IT IS ALL ABOUT PRIORITIES

Better Allocate Resources to Improve Roadway Safety

- ✓ Prioritizing countermeasures for high-injury collision types and locations can more effectively bring down the rate of fatal and serious injuries
- ✓ What Collision Factor is Most Likely to Result in a Fatal or Severe Collision
  - ✓ Compare % of factor for all collisions to fatal and serious injury collisions

GOAL SETTING COMPONENTS

Making roads safer and protecting users.

- ✓ Leadership Commitment
  - Resolution, policy, ordinance, etc.
- ✓ Eventual goal of zero roadway fatalities and serious injuries
  - (1) the **target date** for achieving zero roadway fatalities and serious injuries, OR
  - (2) an ambitious **percentage reduction** of roadway fatalities and serious injuries **by a specific date** with an eventual goal of eliminating roadway fatalities and serious injuries.

GOAL SETTING DISCUSSION & POLL

Preferred Approach?

1) the **target date** for achieving zero roadway fatalities and serious injuries
   - Simple but non-specific
   - Potentially not achievable due to several factors

2) an ambitious **percentage reduction** of roadway fatalities and serious injuries **by a specific date** with an eventual goal of eliminating roadway fatalities and serious injuries.
   - More refined based on local system conditions and collision history and capacity to address safety issues
   - Could include more progress monitoring

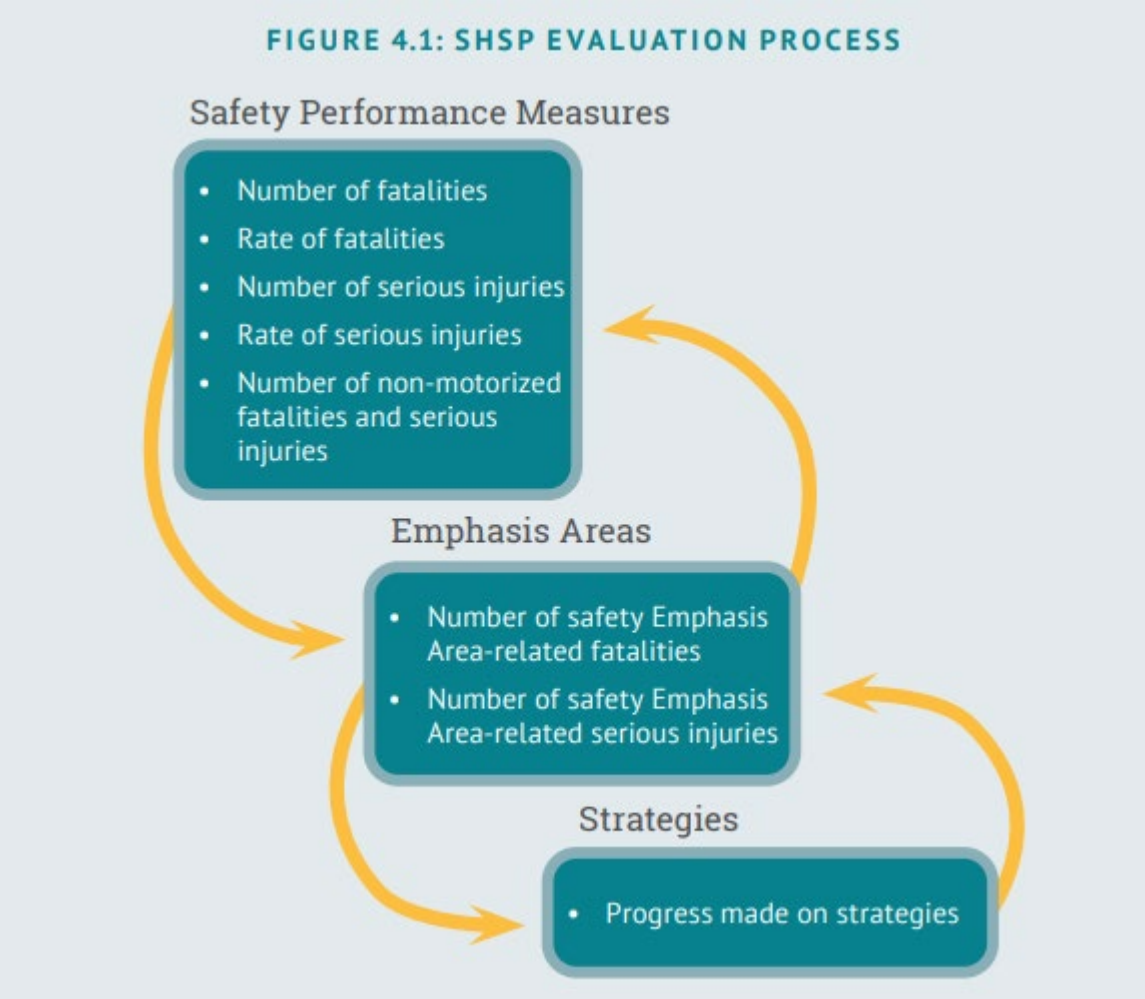
STATEWIDE DATA

Both Iowa and Illinois DOTs

- ✓ Number of fatalities
- ✓ Rate of fatalities per 100 million Vehicle Miles Traveled
- ✓ Number of serious injuries
- ✓ Rate of serious injuries per 100 million Vehicle Miles Traveled
- ✓ Number of non-motorized fatalities and non-motorized serious injuries

Data points are **fatal and serious injury totals** and **vehicle miles traveled**

Generally 1-2 year data lag in both data sets



EMPHASIS AREAS

The 4 E's of a Safe Systems Approach

Engineering
- Infrastructure
- Vehicles/Modes

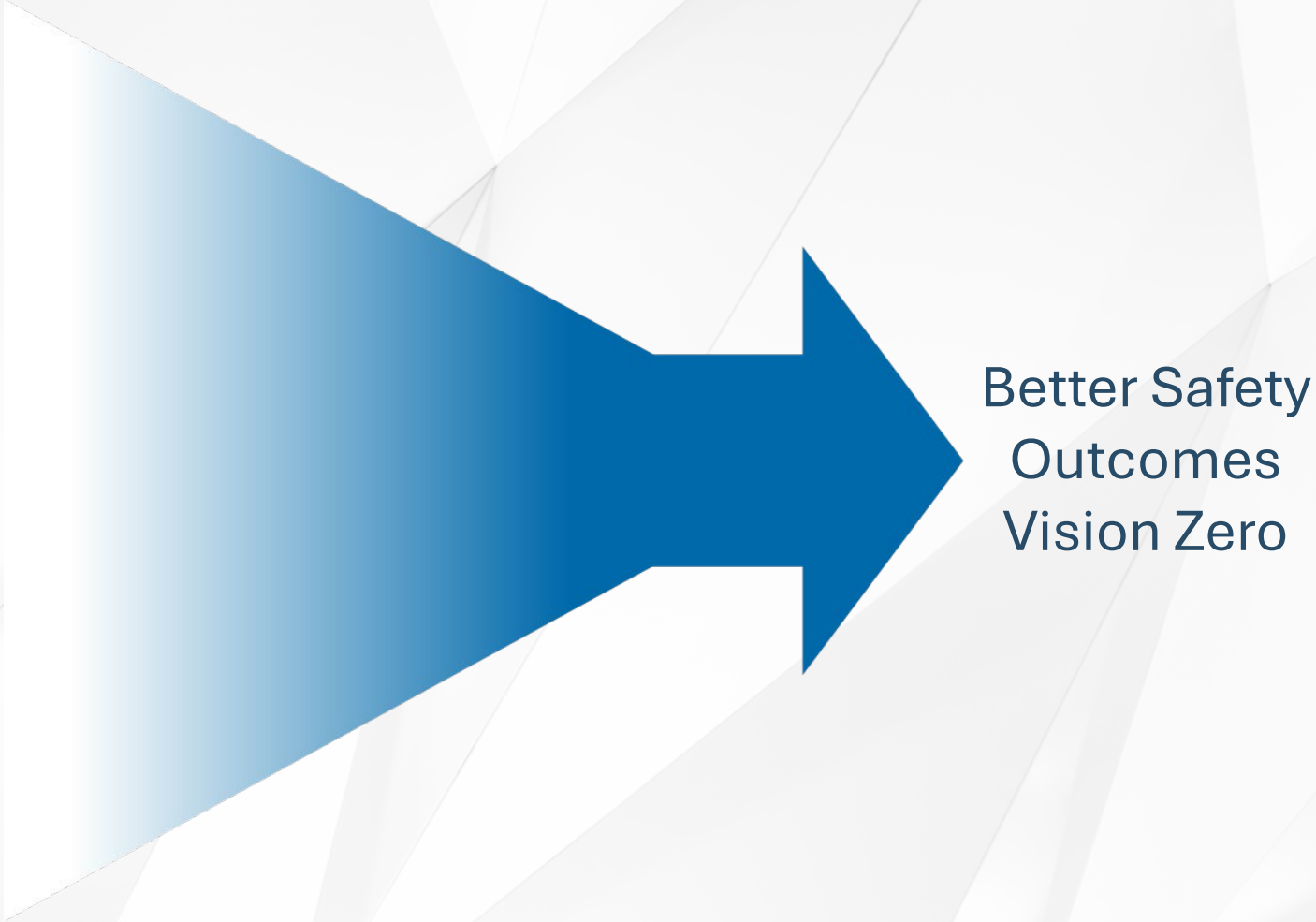
Enforcement
- Behavior

Education
- Users

Emergency Medical Services
- Post-Collision Care

Investment Decision-Making

Equity



EMPHASIS AREAS

IOWA

- ✓ Emphasis based on advisory and data

FIGURE 3.3: EMPHASIS AREA PRIORITIZATION

Circled numbers show the most significant differences between the priorities, the different survey response groups and the ranking based on crash data.

Emphasis Area	Priority Rank			Crash Data Rank
	All	Stakeholder	Advisory Team	2017 to 2021 Fatalities and Serious Injuries Rank
Distracted Driving	1	1	1	11
Impairment Involved	2	2	2	7
Speed-Related	3	3	3	3
Intersections	4	4	6	6
Lane Departures	5	6	4	2
Local Roads	6	5	12	1
Younger Drivers	7	7	8	8
Roadside Collisions	8	8	13	4
Heavy Trucks	9	10	9	9
Winter Road Conditions	10	9	16	13
Older Drivers	11	11	11	9
Motorcycles	12	12	10	10
Bicyclists	13	13	14	15
Occupant Protection*	14	14	5	5
Work Zones	15	15	7	7
Pedestrians	16	16	15	14
Other Special Vehicles	17	17	17	16
Train	18	18	18	18

* *Occupant Protection formerly known as Unprotected Persons.*

EMPHASIS AREAS

ILLINOIS

- ✓ Safe Behavior
- ✓ Safe Road Users and Vehicles Safe Roads
- ✓ Post-Crash Care
- ✓ Safe System Administration

EA 1: SAFE BEHAVIOR

Addresses:

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

EA 2: SAFE ROAD USERS & VEHICLES

Accounts for the needs of:

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

EA 3: SAFE ROADS

Focuses on:

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

EA 4: POST-CRASH CARE

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

- » Traffic incident management
- » Emergency services

EA 5: SAFE SYSTEM ADMINISTRATION

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

Focus Areas

SPEEDING AND AGGRESSIVE DRIVING

PEDESTRIANS

ROADWAY DEPARTURE

Priority Focus Areas

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

EMPHASIS AREAS – REFINING FOR QUAD CITIES

Refining Emphasis Areas

- ✓ Are there conditions where different Emphasis Areas or Strategies would be more effective in the Quad Cities area?
- ✓ What does the data tell us?
  - ✓ Certain collision factors are likely in fatal and serious injury collisions
    - If the vehicle leaves the roadway
    - If vulnerable users (bicycles and pedestrians) are involved
    - If drivers are impaired or distracted

EMPHASIS AREAS – REFINING WITH DATA

Chances of a Fatal or Serious Injury from a Collision

Area	All Collisions
Iowa Quad Cities	1.6%
Muscatine, IA	2.5%
Illinois Quad Cities	2.6%
Kewanee, IL	4.5%
Study Area	2.1%

How many MORE times likely if:

Area	Vehicle Conflict	Work Zone	Ran Off Road	Impaired Driving	Bicyclist	Pedestrian
Iowa Quad Cities	x 0.5	x 1.4	x 2.1	x 5.2	x 6.4	x 16.8
Muscatine, IA	x 0.5	x 0	x 0.7	x 1.3	x 3.1	x 7.2
Illinois Quad Cities	x 0.7	x 0.7	x 2.2	x 3.6	x 5.6	x 11.1
Kewanee, IL	x 0.5	x 1.2	x 1.6	x 3.8	x 8.9	x 11.9
Study Area	x 0.6	x 1	x 2.4	x 4.2	x 6.2	x 13.3

EMPHASIS AREAS – REFINING WITH YOUR EXPERTISE

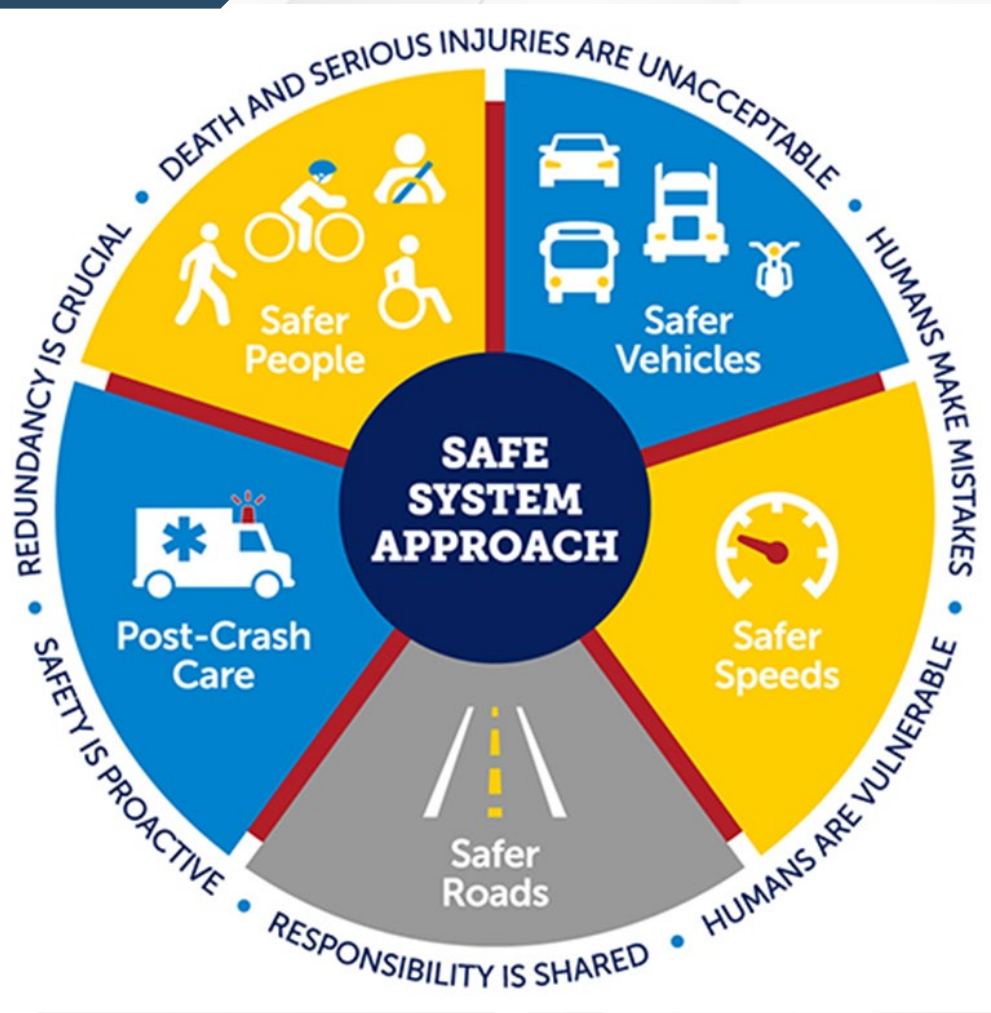
Refining Emphasis Areas

- ✓ DISCUSSION where can we be proactive and effective in eliminating fatalities and severe injuries?
  - Manage Speed
  - Notify drivers through signage and striping
  - Educate for safe travel
  - Invest in safe infrastructure in all transportation projects
  - Target enforcement
  - Other

STRATEGIES TO ADDRESS SAFETY

Next Steps

- ✓ Develop Leadership Commitment
- ✓ Focus on identifying the specific locations to apply safety countermeasures
- ✓ Support current and build on efforts to develop a robust transportation system safety culture



NEXT STEPS

Detailed Collision Analysis

Remainder of 2024

- Identify Clusters, Corridor and Systemic Collision Conditions
- Identify Top Focus Areas
- Develop Locational and Systemic Countermeasures

Focus Group Workshops

November 14 - Virtual
November 19 - In Person
November 20 - In Person

Leadership Goal Setting

2025

Arrive at Goal Setting for Leadership Committment

Apply Equity Analysis

We do the necessary steps to deliver the result.

Spread the Word!

Continue spreading the Word by attending the focus Group Meeting and sharing the website and Interactive Map


Question & Answer

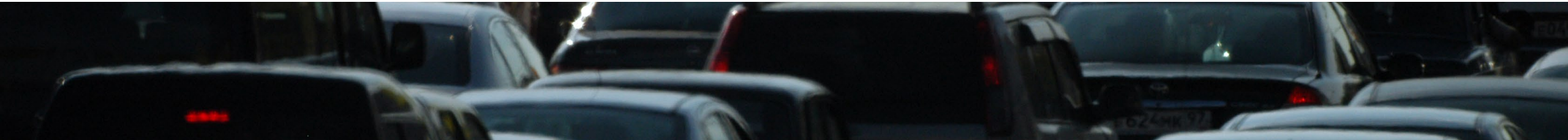
HOW TO REACH US

TSAP/BSRC Website

SCAN ME

Virtual Safety Issue Interactive Map

SCAN ME



APPENDIX C

FOCUS GROUP PRESENTATION

Bi-State Regional Commission

QUAD CITIES, KEWANEE, & MUSCATINE TRAFFIC SAFETY FOCUS GROUPS

November 20, 2024

Virtual Meeting Housekeeping

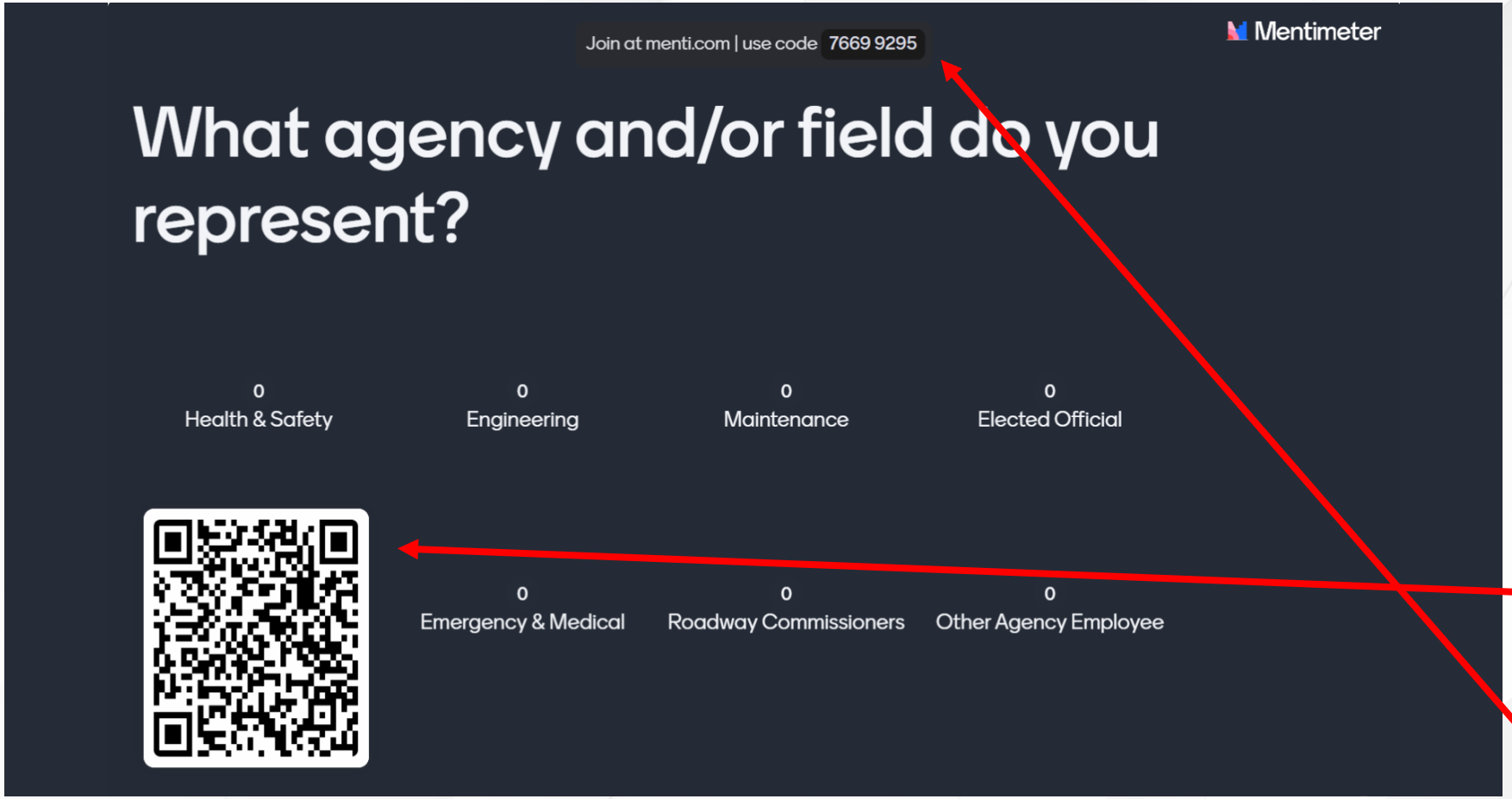
Please make sure you are on mute.

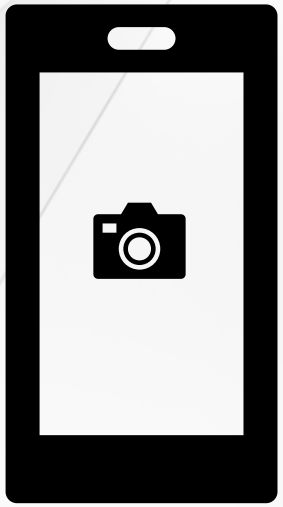
Raise your hand if you have a question or comment, and then you may unmute.

To encourage engagement, we'd prefer cameras on.

Polling will take place throughout the presentation.

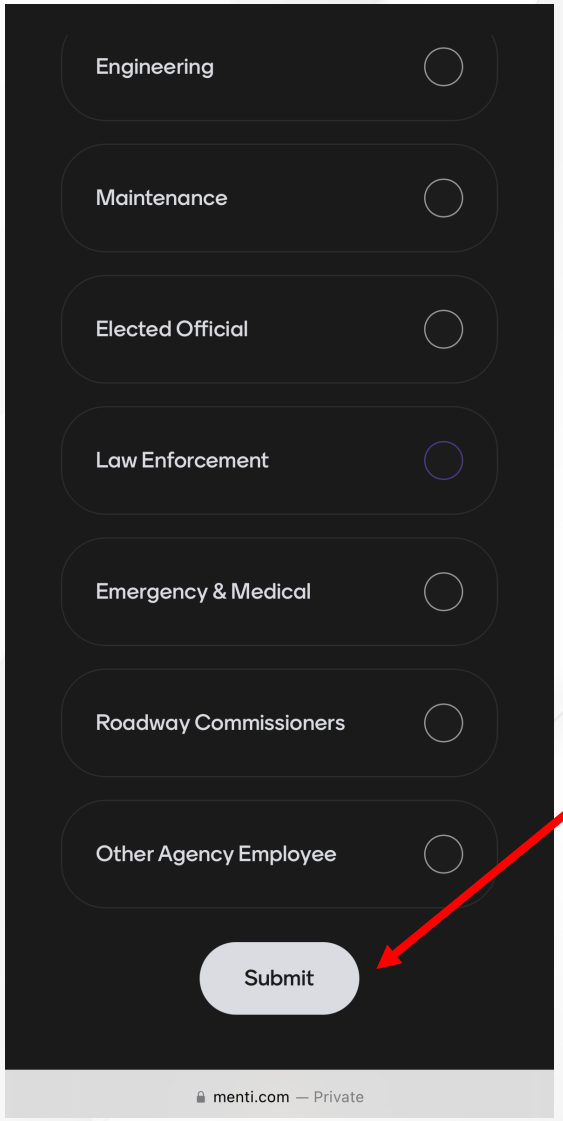
HOW TO USE POLLS





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 POLLS



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

SAFE STREETS FOR ALL (SS4A) OVERVIEW & BACKGROUND

What is a Traffic Safety Action Plan (TSAP)?

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

PURPOSE OF A SS4A TRAFFIC SAFETY ACTION PLAN

Why is it valuable?

Traditional approach		Safe System approach
Prevent crashes	→	Prevent death and serious injuries
Improve human behavior	→	Design for human mistakes/limitations
Control speeding	→	Reduce system kinetic energy
Individuals are responsible	→	Share responsibility
React based on crash history	→	Proactively identify and address risks

EQUITY CONSIDERATIONS

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

Inclusive & Representative Processes

Identification of Underserved Communities

Equity Analysis

Inclusive and representative processes:

- Meaningful and empowering public involvement
- Fairness in mobility and accessibility

Vulnerable roadway users and underserved communities:

- Age
- Ethnicity
- Disability
- Income
- Mode of Transportation

In collaboration with:

- You
- Proposed projects
- Proposed strategies

EQUITY – JUSTICE40

What is social equity?

Social equity is a process that aims to distribute public services, policies, and resources so that all members of a community have equal access. This often involves targeting resources to areas that have been historically underinvested.

What is the Justice40 Initiative?

Federal goal of allocating 40 percent of overall benefits to disadvantaged communities that are marginalized by underinvestment and overburdened by pollution and other negative externalities. The federal government identifies disadvantaged regions on a census-tract level.

How does social equity apply to this safety action plan?

40 percent of SS4A Implementation Grants must go to disadvantaged communities in the study area. This study will work in coordination with the Justice40 criteria to define what areas in the region qualify as disadvantaged communities.

18% of the Study Area roadway miles are in areas defined as Justice40 disadvantaged in which

- ✓ **29% of fatal and severe injuries occurred**
- ✓ **45% of vulnerable user collisions occurred**

High Injury Network

The data-driven approach to safety planning builds a strong case using data on fatalities and serious injuries in the transportation network as a basis. Each state collects detailed data from police reports. However, these data sets do not tell the whole story: that is why we need your help to bring your experiences and values into the process and inform priority areas for safety improvement.

HIGH INJURY NETWORK

- ✓ A High Injury Network (HIN) is a tool used to prioritize roadway safety actions. The HIN is a subset of roadways where the majority of collisions occur—indicating a greater need for safety resources to be deployed in those corridors.
- ✓ In the Study Area, (Quad Cities, Kewanee, IL and Muscatine IA) there are **1,750** roadway miles. Over a ten-year period (2013-2022) **74,600** collisions occurred—approximately **7,500** per year.
- ✓ The initial draft Study Area HIN consists of **423** roadway miles (**24%** of total roadway miles). However, **60%** of all collisions and **66%** of fatal and serous injury collisions occurred on the HIN.

High Injury Network

IL QUAD CITIES

The draft initial HIN consists of **290** roadway miles, **27%** of total roadway miles

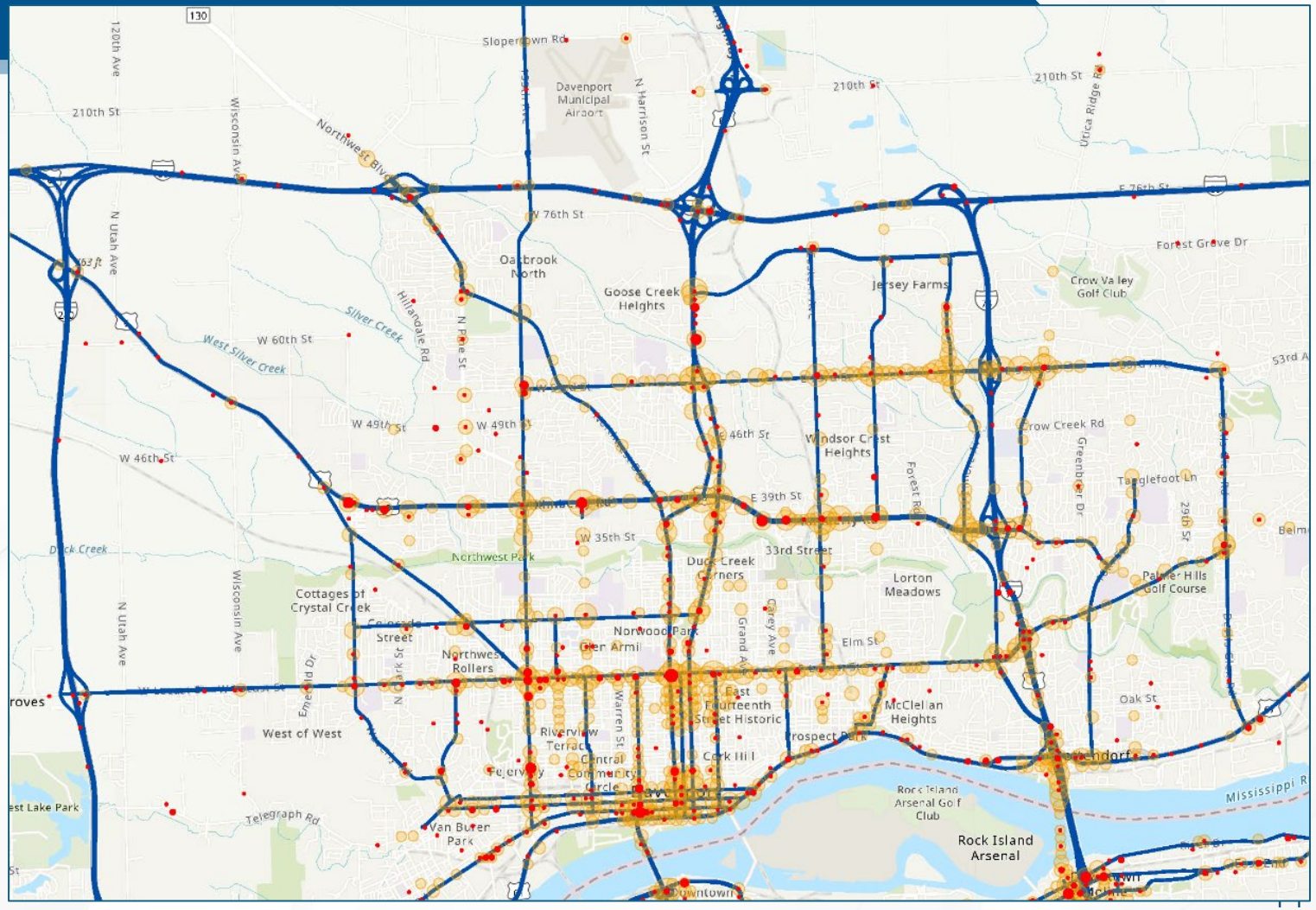
- ✓**64%** of collisions
- ✓**68%** of fatal and serious injuries

High Injury Network

IA QUAD CITIES

The draft initial HIN consists of **111** roadway miles, **23%** of total roadway miles

- ✓**60%** of collisions
- ✓**63%** of fatal and serious injuries

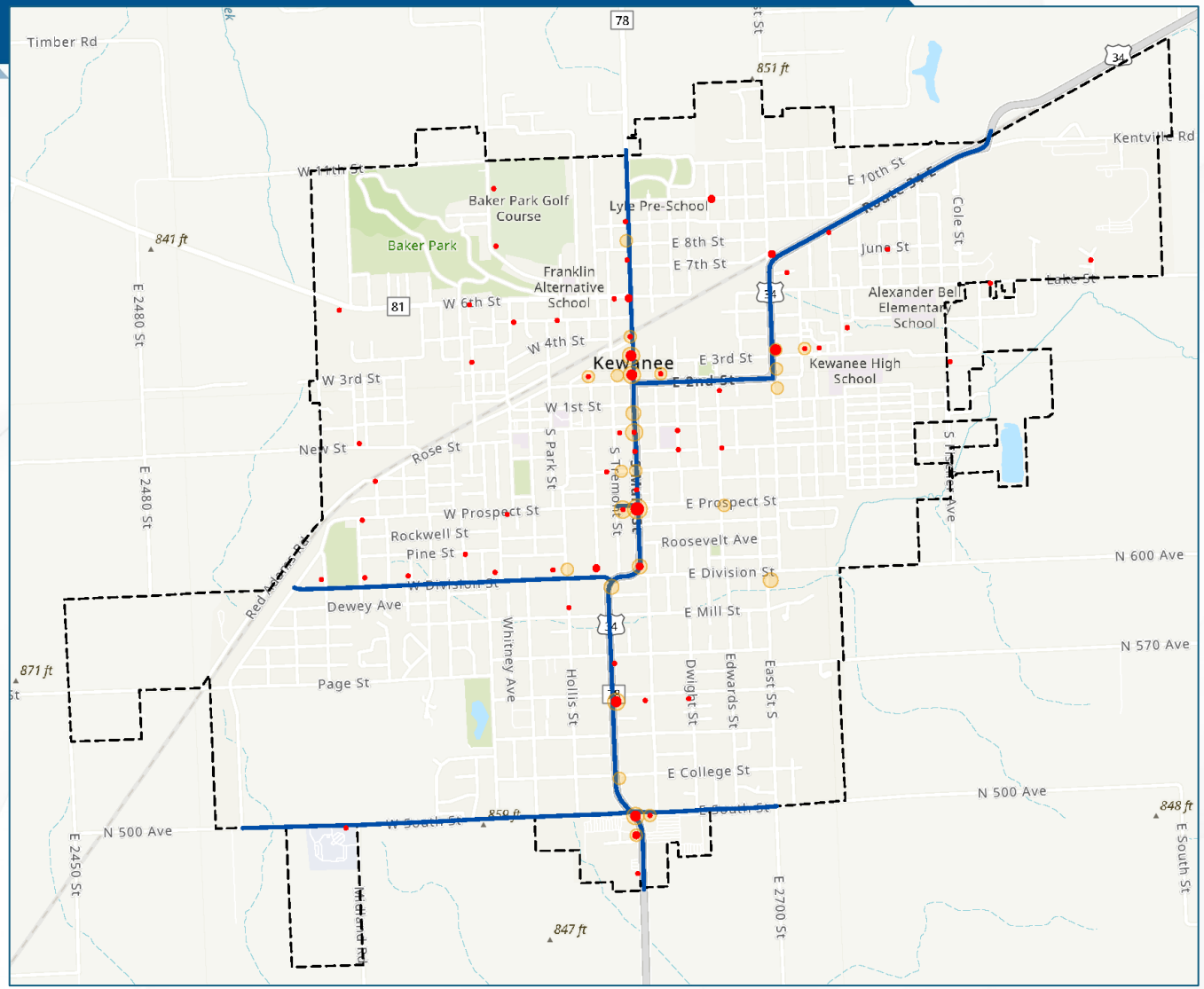


High Injury Network

KEWANEE, IL

The draft initial HIN consists of **9** roadway miles, **10%** of total roadway miles

- ✓**35%** of collisions
- ✓**52%** of fatal and serious injuries

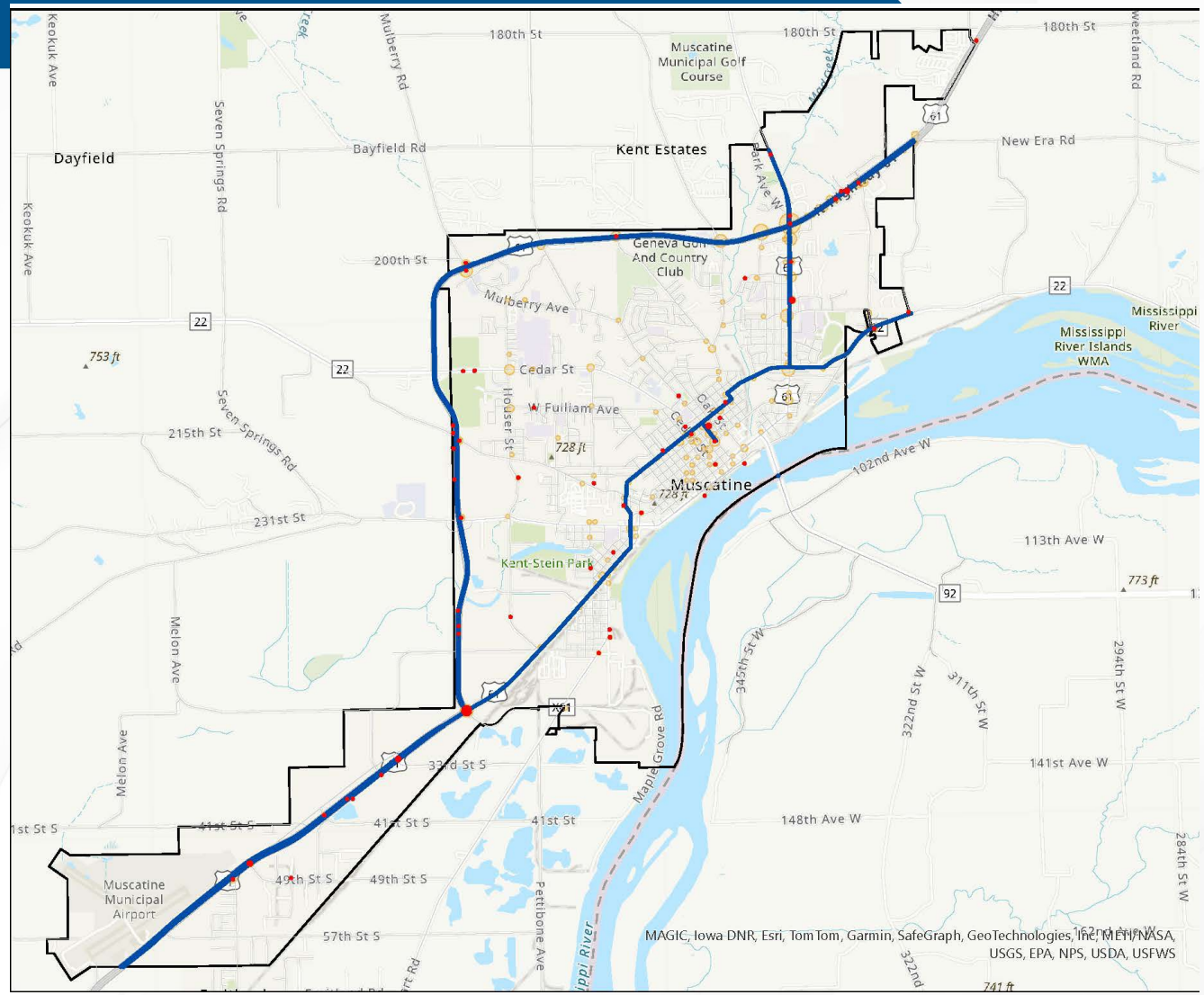


High Injury Network

MUSCATINE, IA

The draft initial HIN consists of **14** roadway miles **23%** of total roadway miles

- ✓**49%** of collisions
- ✓**70%** of fatal and serious injuries

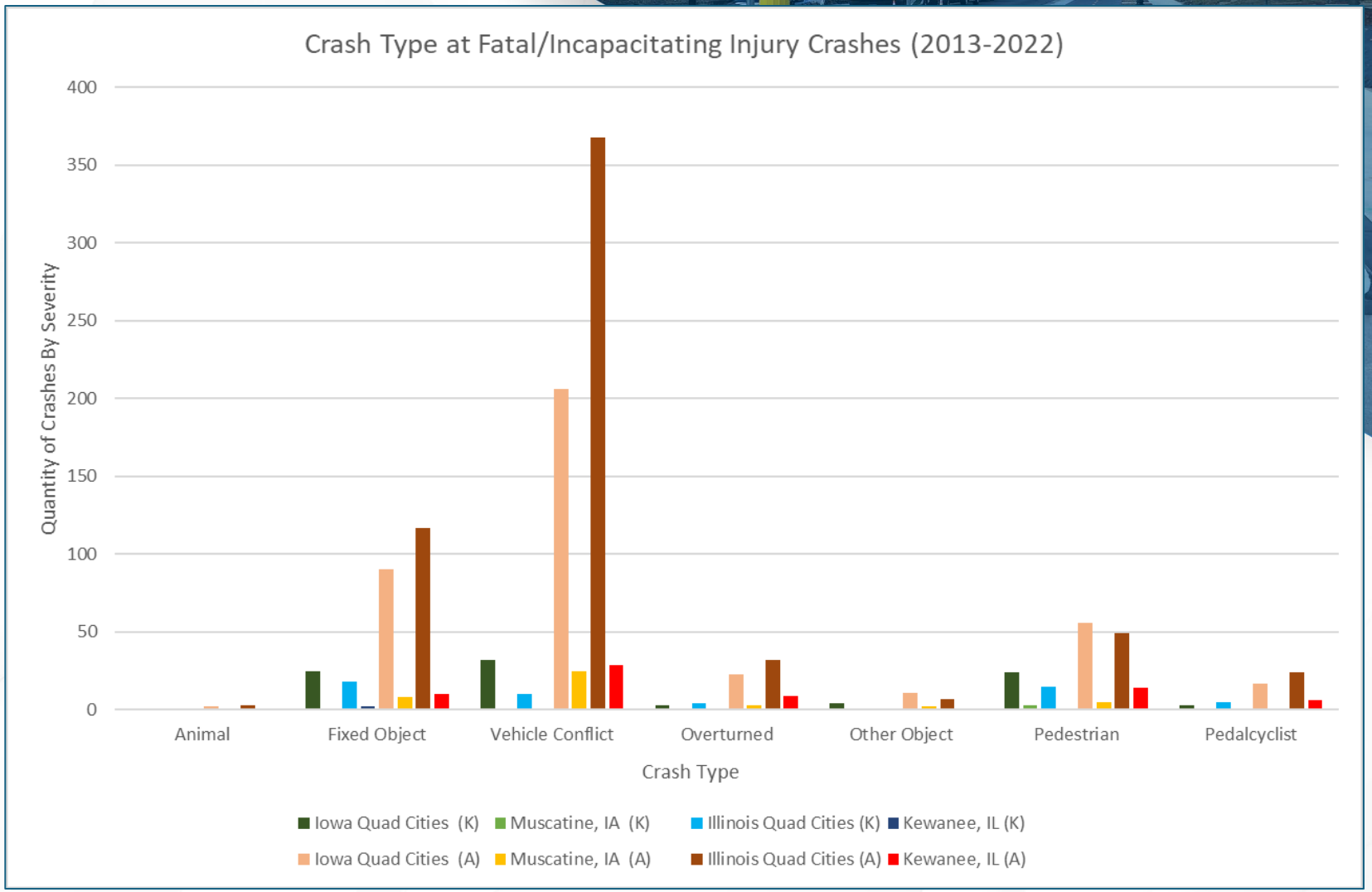


Bi-State Regional Commission

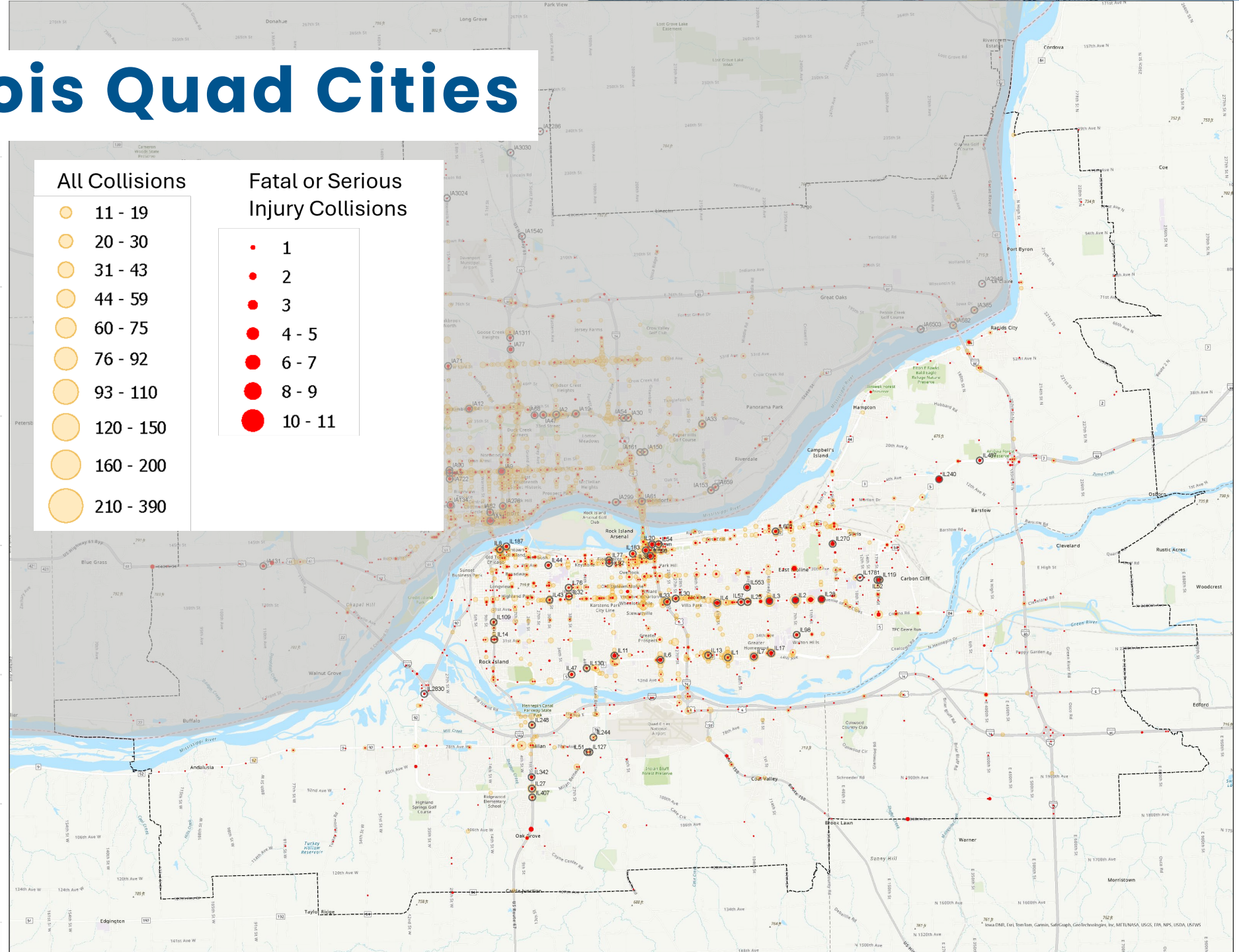
TOP CRASH LOCATIONS

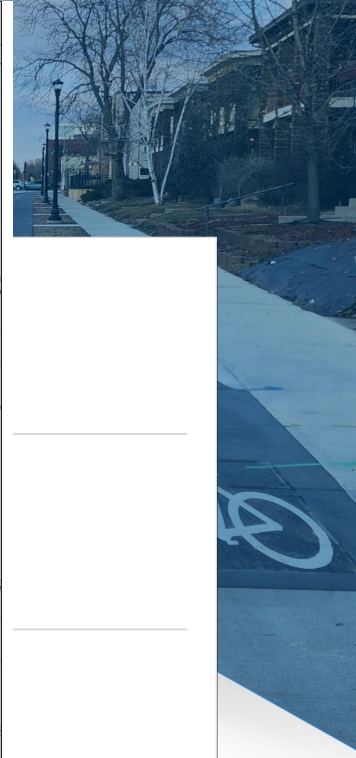
Fatal and Serious Injuries are Concentrated

- ✓ All fatal and serious injury collisions occurred in 9.7% of all locations where collisions occurred.
- ✓ 1.7% of collision locations accounted for 35% of fatal and serious injury collisions



Illinois Quad Cities





Percent of Total Crashes

80%

60%

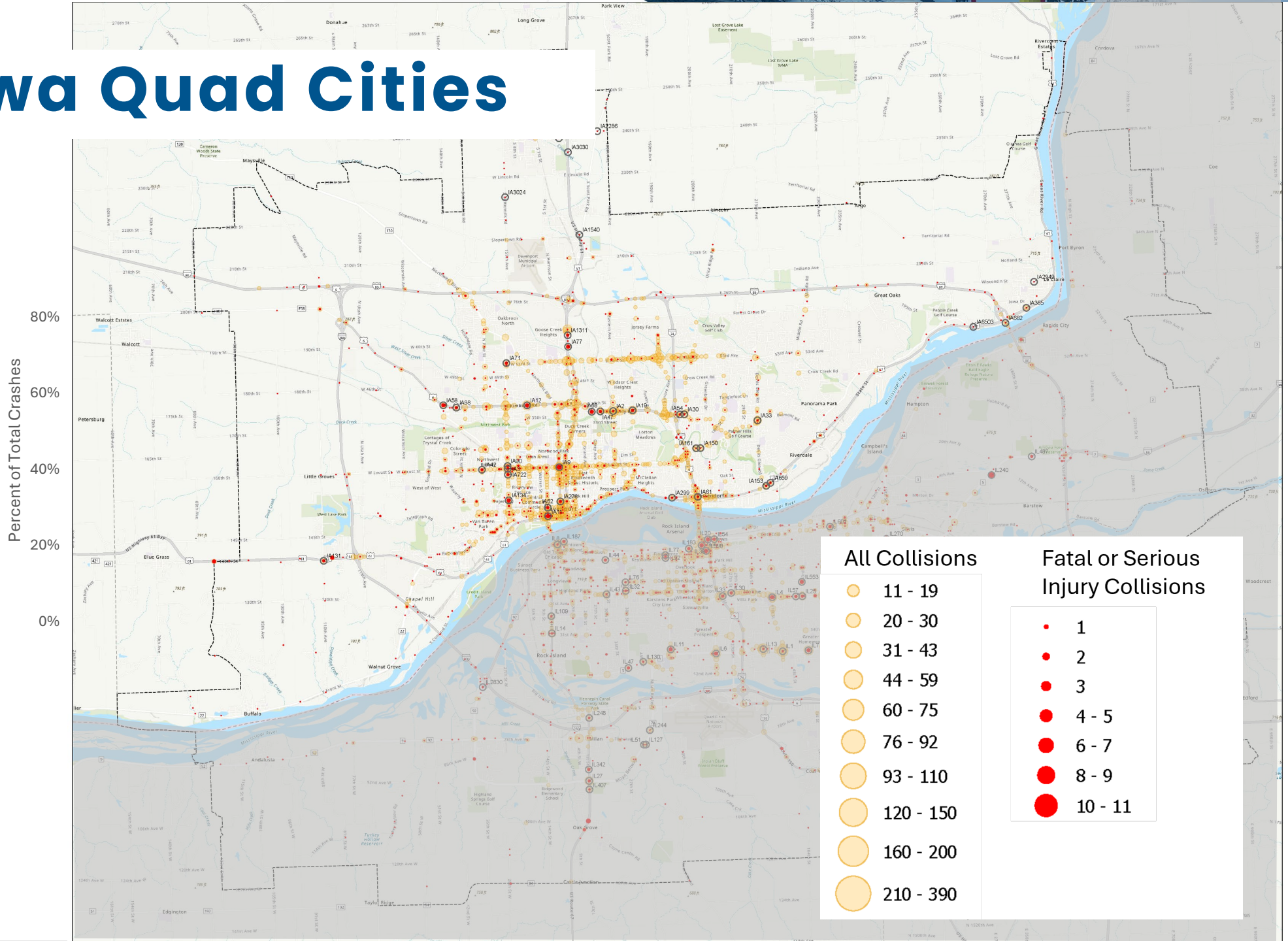
40%

20%

0%

alcyclist

Iowa Quad Cities



Percent of Total Crashes

80%

60%

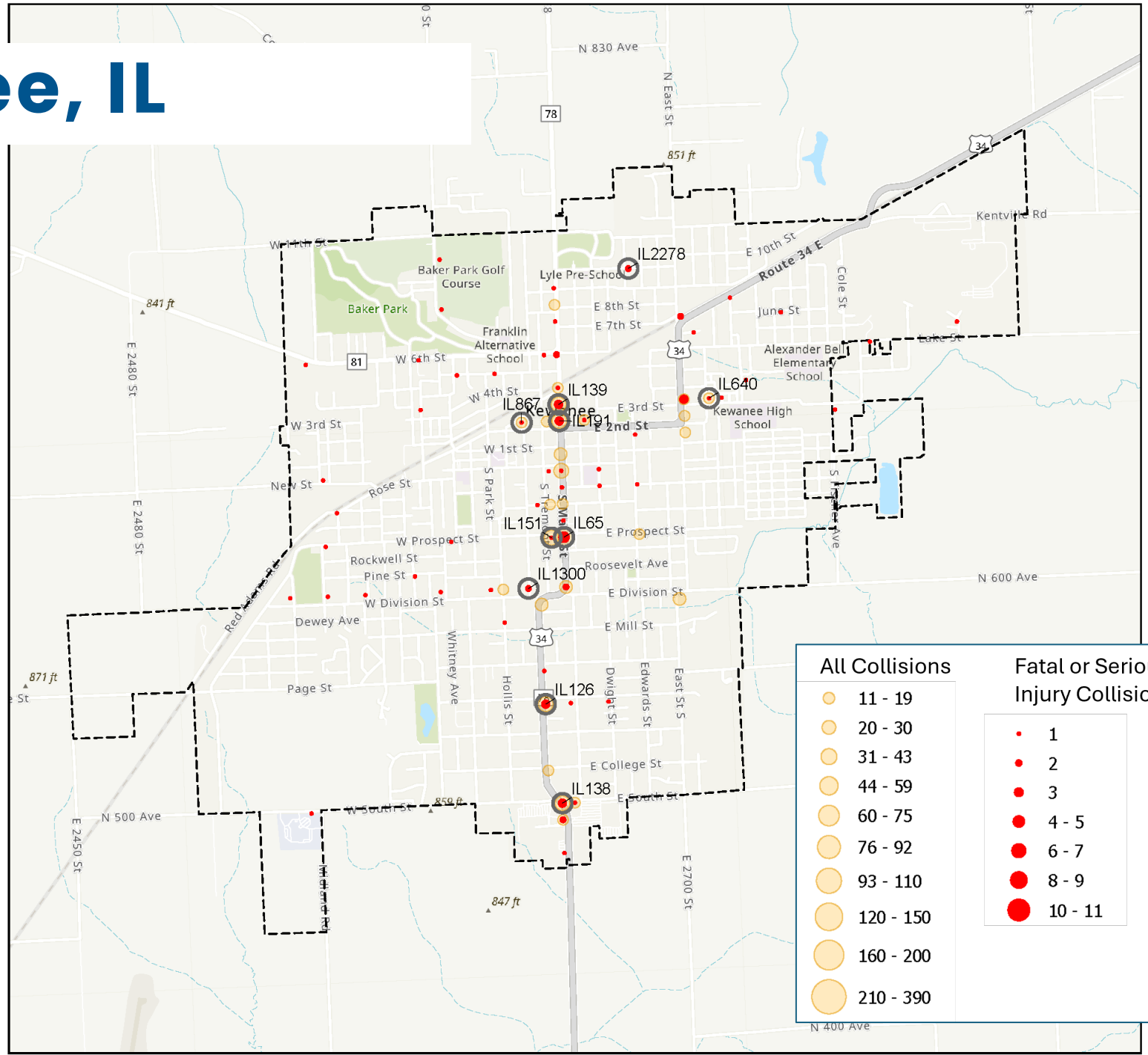
40%

20%

0%

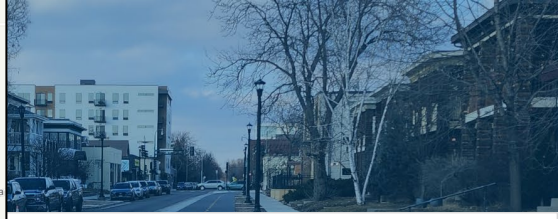
Pedalcyclist

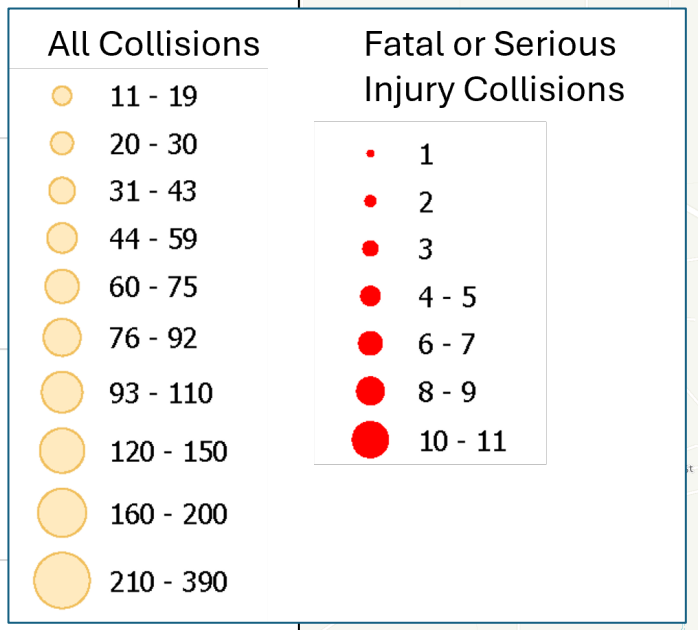
Kewanee, IL


N 830 Ave
78
N East St
851 ft
34
Kentville Rd
E 10th St
Route 34 E
Baker Park Golf Course
Lyle Pre-School
IL2278
Baker Park
E 8th St
E 7th St
June St
Cole St
841 ft
E 2480 St
W 6th St
Franklin Alternative School
81
Alexander Bell Elementary School
Lake St
W 4th St
IL139
IL867
IL640
W 3rd St
E 3rd St
Kewanee High School
IL191
E 2nd St
W 1st St
New St
Rose St
S Park St
S Tremont St
S Main St
IL151
IL65
E Prospect St
W Prospect St
Rockwell St
Roosevelt Ave
Pine St
IL1300
E Division St
W Division St
N 600 Ave
Dewey Ave
E Mill St
Whitney Ave
Hollis St
Dwight St
Edwards St
East St S
871 ft
Page St
IL126
E College St
IL138
W South St
859 ft
E South St
N 500 Ave
E 2450 St
847 ft
E 2700 St
N 400 Ave
All Collisions
11 - 19
20 - 30
31 - 43
44 - 59
60 - 75
76 - 92
93 - 110
120 - 150
160 - 200
210 - 390
Fatal or Serious Injury Collisions
1
2
3
4 - 5
6 - 7
8 - 9
10 - 11

80%
60%
40%
20%
0%
Percent of Total Crashes
Animal
Pedalcyclist

Muscatine, IA





Countermeasure Examples

Pavement Friction Management

Enhanced Delineation for Horizontal Curves

Longitudinal Rumble Strips & Stripes on Two-Lane Roads

Median Barriers

Wider Edge Lanes

Roadside Design Improvements at Curves

SafetyEdge

Backplates with Retroflective Borders

Countermeasure Examples

Managing Kinetic Energy Involves…

MANAGING SPEED

MANAGING CRASH ANGLES

MANAGING CRASH ENERGY DISTRIBUTION

Bi-State Regional Commission

GOAL SETTING & EMPHASIS AREAS

EMPHASIS AREAS

ILLINOIS

- ✓ Safe Behavior
- ✓ Safe Road Users and Vehicles Safe Roads
- ✓ Post-Crash Care
- ✓ Safe System Administration

EA 1: SAFE BEHAVIOR

Addresses:

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

EA 2: SAFE ROAD USERS & VEHICLES

Accounts for the needs of:

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

EA 3: SAFE ROADS

Focuses on:

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

EA 4: POST-CRASH CARE

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

- » Traffic incident management
- » Emergency services

EA 5: SAFE SYSTEM ADMINISTRATION

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

Focus Areas

SPEEDING AND AGGRESSIVE DRIVING

PEDESTRIANS

ROADWAY DEPARTURE

Priority Focus Areas

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

EMPHASIS AREAS

IOWA

- ✓ Emphasis based on stakeholder and advisory input and crash data

IOWA | DOT

IOWA'S FIVE-YEAR STRATEGIC HIGHWAY SAFETY PLAN (SHSP) 2024-2028

FIGURE 3.3: EMPHASIS AREA PRIORITIZATION

Circled numbers show the most significant differences between the priorities, the different survey response groups and the ranking based on crash data.

Emphasis Area	Priority Rank			Crash Data Rank
	All	Stakeholder	Advisory Team	2017 to 2021 Fatalities and Serious Injuries Rank
Distracted Driving	1	1	1	11
Impairment Involved	2	2	2	7
Speed-Related	3	3	3	3
Intersections	4	4	6	6
Lane Departures	5	6	4	2
Local Roads	6	5	12	1
Younger Drivers	7	7	8	8
Roadside Collisions	8	8	13	4
Heavy Trucks	9	10	9	9
Winter Road Conditions	10	9	16	13
Older Drivers	11	11	11	9
Motorcycles	12	12	10	10
Bicyclists	13	13	14	15
Occupant Protection*	14	14	5	5
Work Zones	15	15	7	7
Pedestrians	16	16	15	14
Other Special Vehicles	17	17	17	16
Train	18	18	18	18

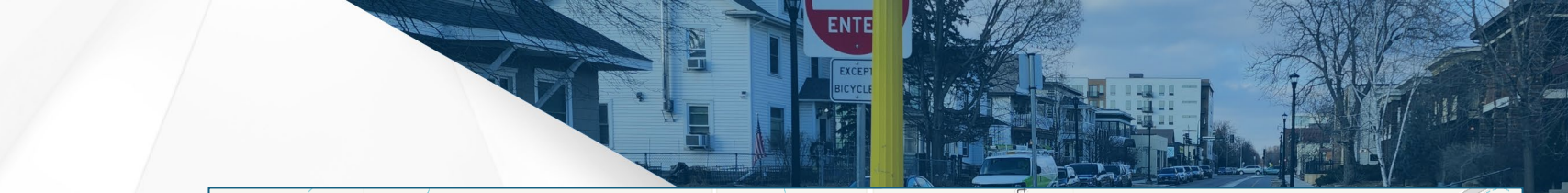
** Occupant Protection formerly known as Unprotected Persons.*

EMPHASIS AREAS

Different Outcomes from Different Situations

Certain types of contributing factors and types of collisions are more likely to result in a fatal or serious injury

Outcomes	Vulnerable Users	Location	Driver Factors	Road Departure Collisions
✓ Fatal and Serious Injury Collisions: there were 1,383 fatal and serious injury collisions over 10-years—an average of 140 per year. 2.1% of all collisions resulted in a fatal or serious injury.	✓ Bicycle: 57 of 436 collisions involving bicycles resulted in fatal and serious injuries (13%) ✓ Pedestrian: 167 of 594 collisions involving pedestrians resulted in fatal and serious injury collisions (28%)	✓ Intersection Collisions – 82% of collisions occurred at intersections, with 1.2% resulting in fatal or serious injury (total of 671 over ten years) ✓ Work Zone – There were 1,386 collisions in work zones, with 30 resulting in fatal or serious injury, a rate of 2.1% which is the same as the overall average in all locations	✓ Impaired/Distracted – 2,347 collisions involved impaired driving with 208 resulting in fatal or serious injury (8.9%)	✓ 6,823 collisions involved vehicles departing the roadway, with 340 resulting in fatal or serious injury (5%)



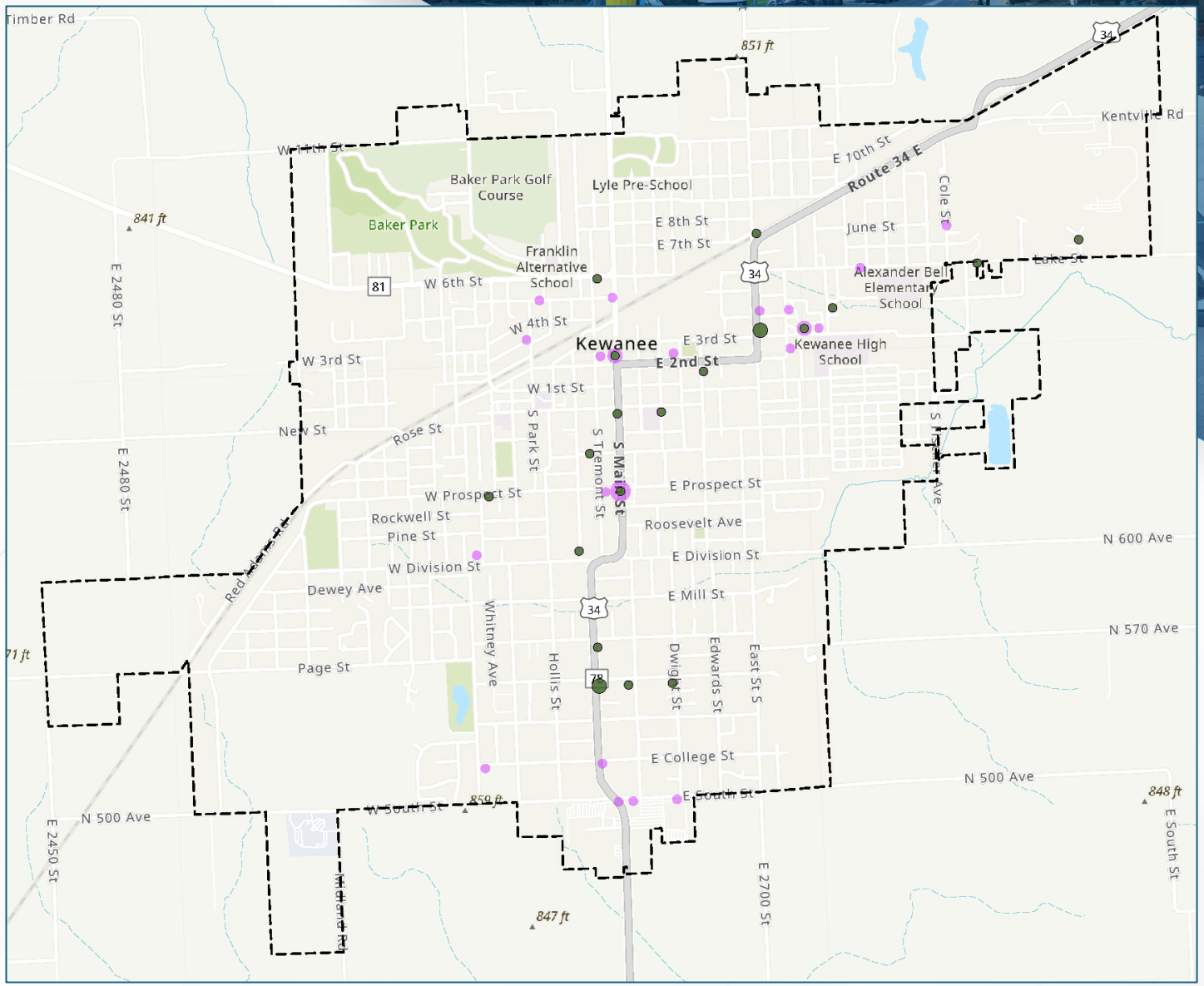
Vulnerable Users

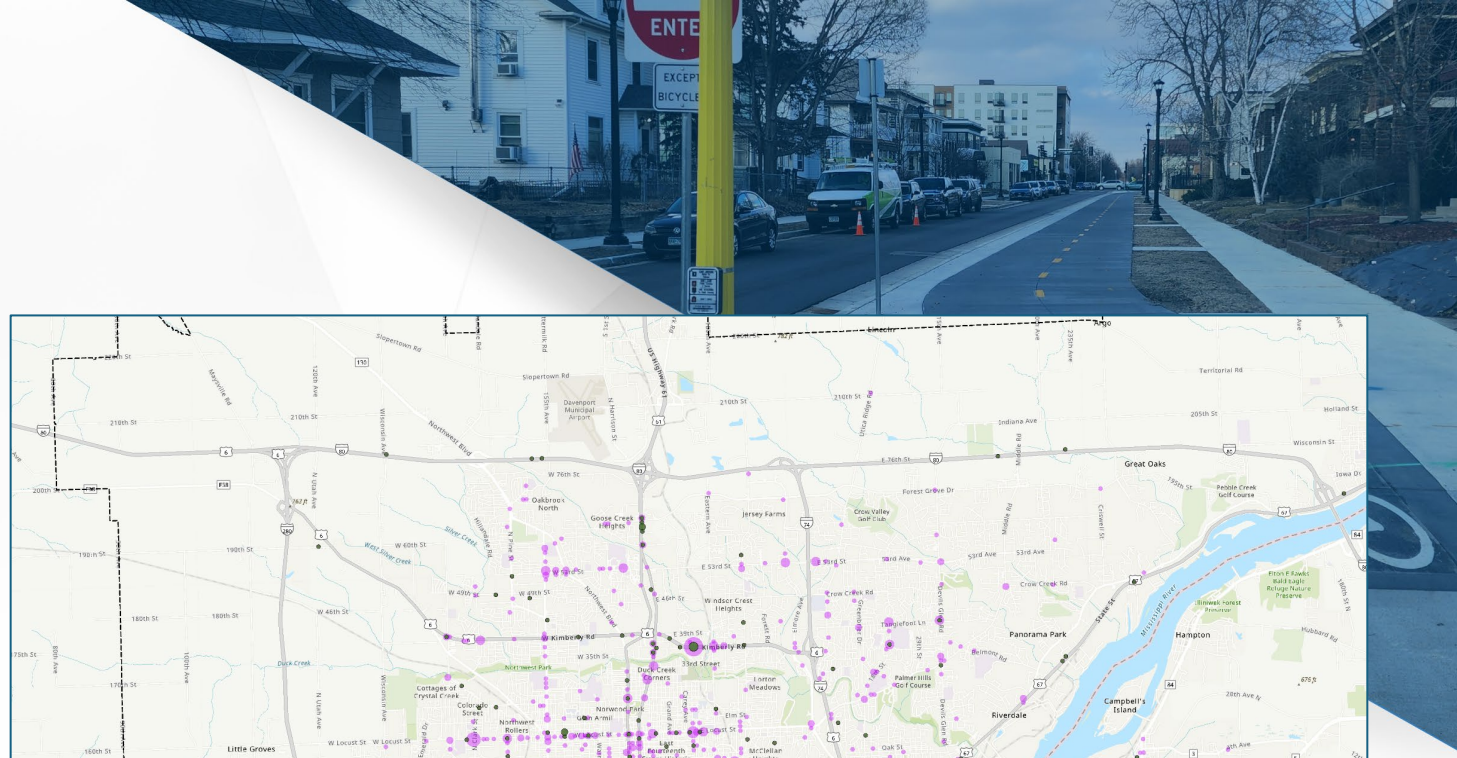
Vulnerable User – All Collisions

- 1
- 2
- 3
- 4
- 5
- 6 - 8

Vulnerable User – Fatal or Serious Injury Collisions

- 1
- 2
- 3





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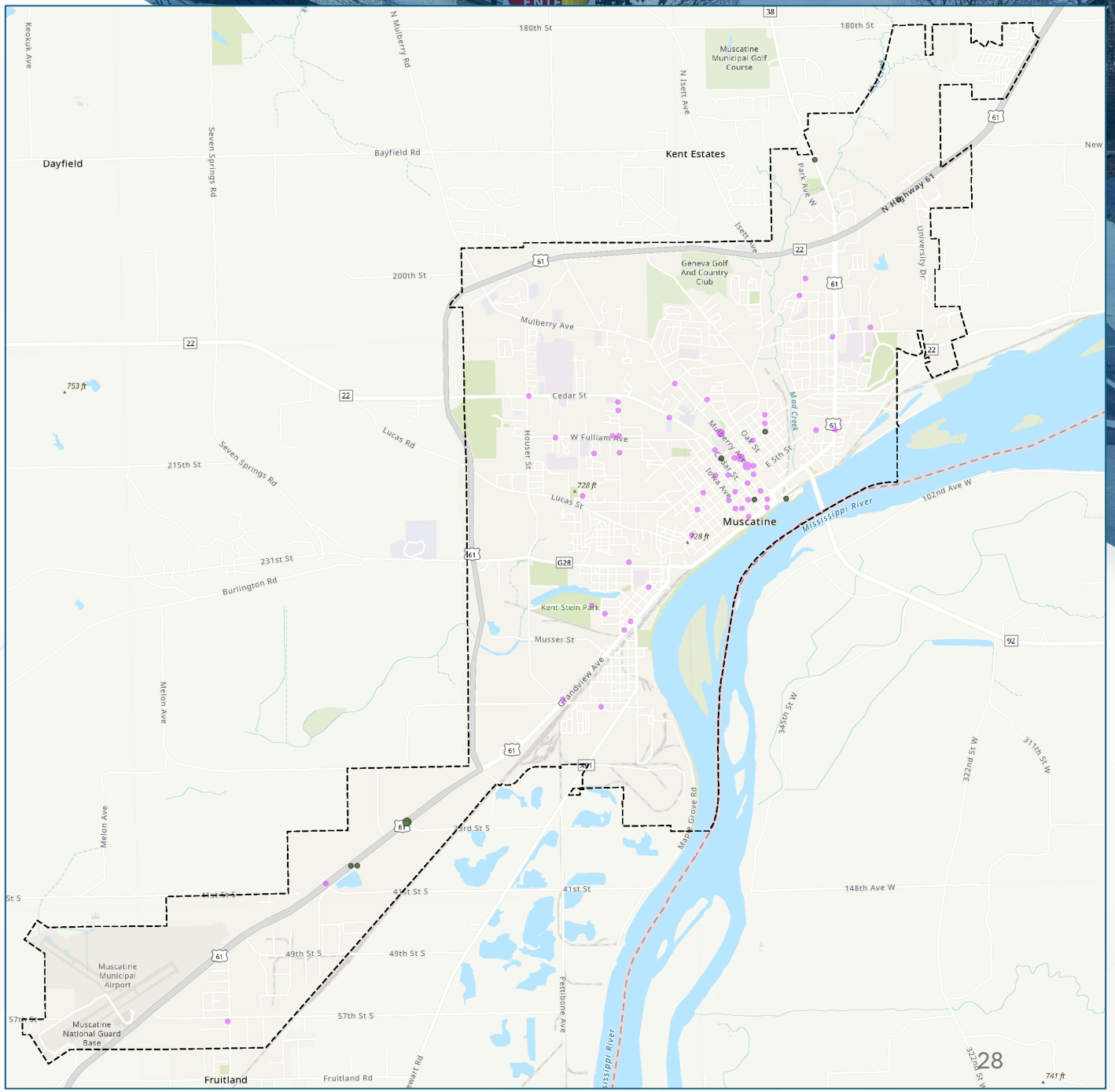
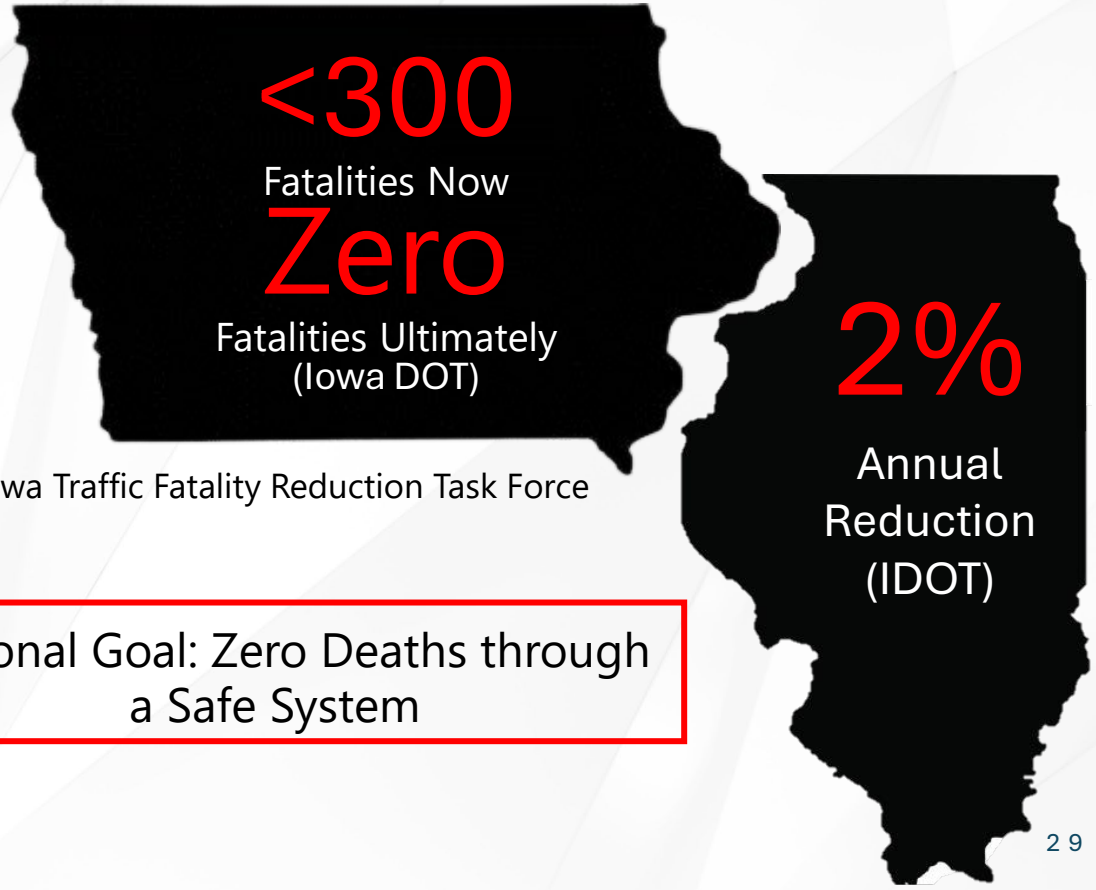


Goal Setting – Vision Zero

Making roads safer and protecting users.

- ✓ States' Five-Year Strategic Highway Safety Plans
  - Safety Performance Measures
  - Emphasis Areas
  - Strategies



Iowa Traffic Fatality Reduction Task Force

National Goal: Zero Deaths through a Safe System

IT IS ALL ABOUT PRIORITIES

- ✓ Prioritizing countermeasures for high-injury collision types and locations can more effectively bring down the rate of fatal and serious injuries
- ✓ Study Area vs. Respective State
  - Lower Road Departure
  - Similar Bicyclist-involved
  - Higher Pedestrian-involved in Iowa Quad Cities (slightly lower in Illinois)
  - Higher State Highway and Intersection (Iowa Quad Cities)
- ✓ Indicates more urban conditions than rest of state in Iowa Quad Cities and a mix of urban and rural in Illinois Quad Cities (consistent with character)

Data on Fatal and Serious Injuries from Collisions

Chances a collision results in a Fatal or Serious Injury

Area	All Collisions
Iowa Quad Cities	1.6%
Muscatine, IA	2.5%
Illinois Quad Cities	2.6%
Kewanee, IL	4.5%
Study Area	2.1%

How many times MORE likely if the collision involved:

Area	Vehicle Conflict	Work Zone	Ran Off Road	Impaired Driving	Bicyclist	Pedestrian
Iowa Quad Cities	x 0.5	x 1.4	x 2.1	x 5.2	x 6.4	x 16.8
Muscatine, IA	x 0.5	x 0	x 0.7	x 1.3	x 3.1	x 7.2
Illinois Quad Cities	x 0.7	x 0.7	x 2.2	x 3.6	x 5.6	x 11.1
Kewanee, IL	x 0.5	x 1.2	x 1.6	x 3.8	x 8.9	x 11.9
Study Area	x 0.6	x 1	x 2.4	x 4.2	x 6.2	x 13.3

Goal Setting Discussion & Polls

Preferred Approach?

1) the **target date** for achieving zero roadway fatalities and serious injuries
    - Simple but non-specific
    - Potentially not achievable due to several factors

2) an ambitious **percentage reduction** of roadway fatalities and serious injuries **by a specific date** with an eventual goal of eliminating roadway fatalities and serious injuries.
    - More refined based on local system conditions and collision history and capacity to address safety issues
    - Could include more progress monitoring

NEXT STEPS

Detailed Collision Analysis

Focus Group Workshops

Leadership Goal Setting

Apply Equity Analysis

Spread the Word!

Remainder of 2024

- Identify Clusters, Corridor and Systemic Collision Conditions
- Identify Top Focus Areas
- Develop Locational and Systemic Countermeasures

November 14 - Virtual
November 19 - In Person
November 20 - In Person

2025

Arrive at Goal Setting for Leadership Committment

We do the necessary steps to deliver the result.

Continue spreading the Word by attending the focus Group Meeting and sharing the website and Interactive Map

HOW TO REACH US

TSAP/BSRC Website

SCAN ME

Virtual Safety Issue Interactive Map

SCAN ME

APPENDIX D

SUMMIT PRESENTATION

Bi-State Regional Commission

SAFETY SUMMIT

Quad Cities-Iowa/Illinois, Muscatine, Iowa, and Kewanee, Illinois

Kaskaskia Engineering Group, LLC

iteris

Welcome and Introductions

Housekeeping

- No Formal Break
- Refreshments
- Rest Rooms
- Table Assignments by Geography
- Agenda

Introduction of Speakers/Participants

- Speakers - Facilitators
  - Jeffery Shaw – FHWA (Invited)
  - Randy Kunert – IGTSB
  - Sarah Moore - ILDOT
  - KEG/Iteris Staff
  - Bi-State Staff
- Participants

Quad Cities-Kewanee-Muscatine Traffic Safety Summit

Wednesday, January 29, 2025

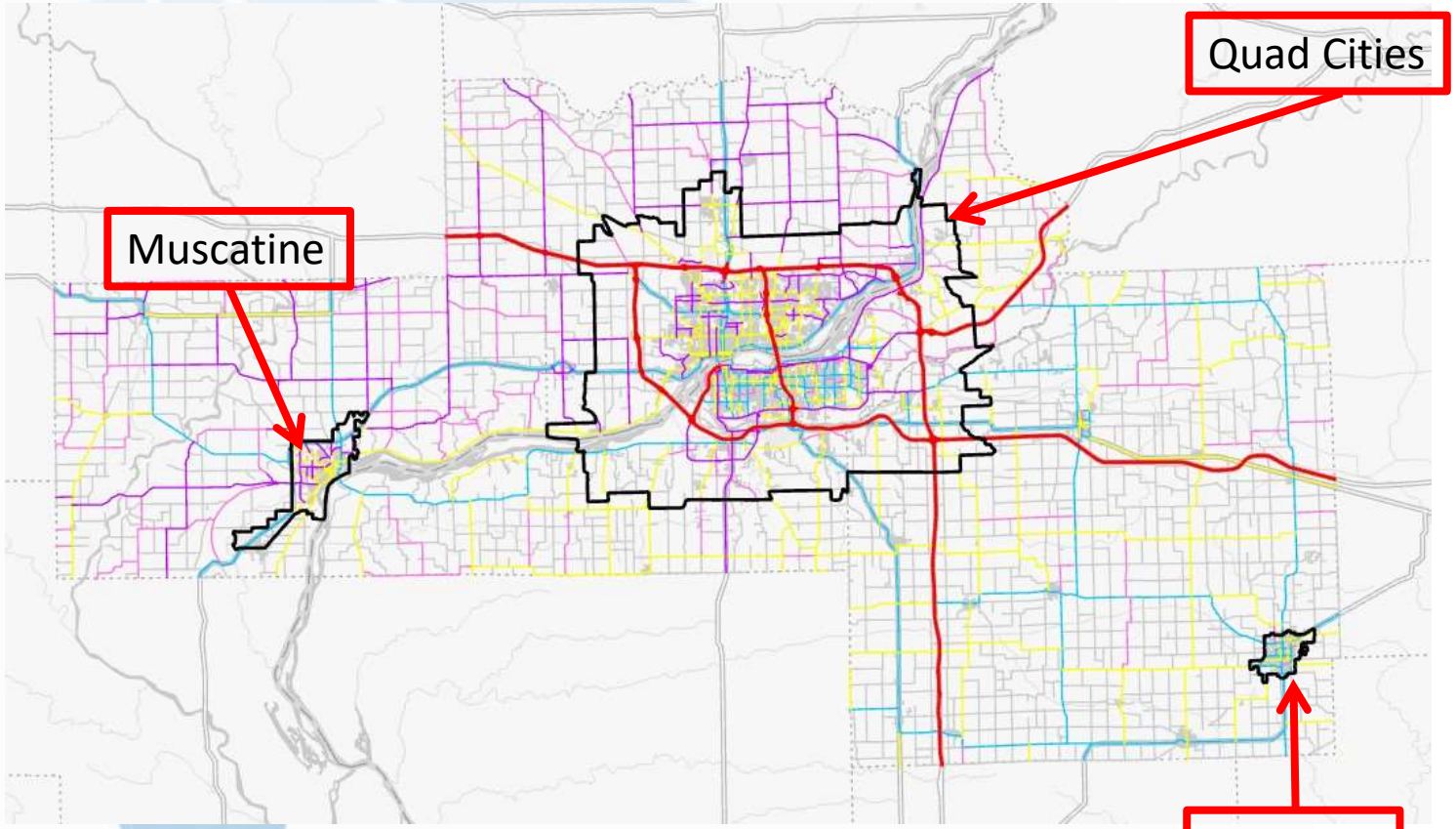
9:00 AM – 12:00 PM

Moline Public Library

Agenda

1. Check-In/Refreshments
2. Welcome and Introduction
3. Overview Presentations-
   - Advancing Implementation The Safe System Approach
   - Iowa Governor's Traffic Safety Bureau
   - Public Education Strategies and Campaigns
   - Traffic Safety Action Plan
4. Discussion of Safe System Approach Strategies
5. Debriefing of Discussion
6. Goal Setting
7. Closing Remarks

Let’s Reach Zero Traffic Deaths



Bi-State Regional Commission

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.

ADVANCING IMPLEMENTATION OF THE SAFE SYSTEM APPROACH

THROUGH THE ROADWAY DESIGN HIERARCHY

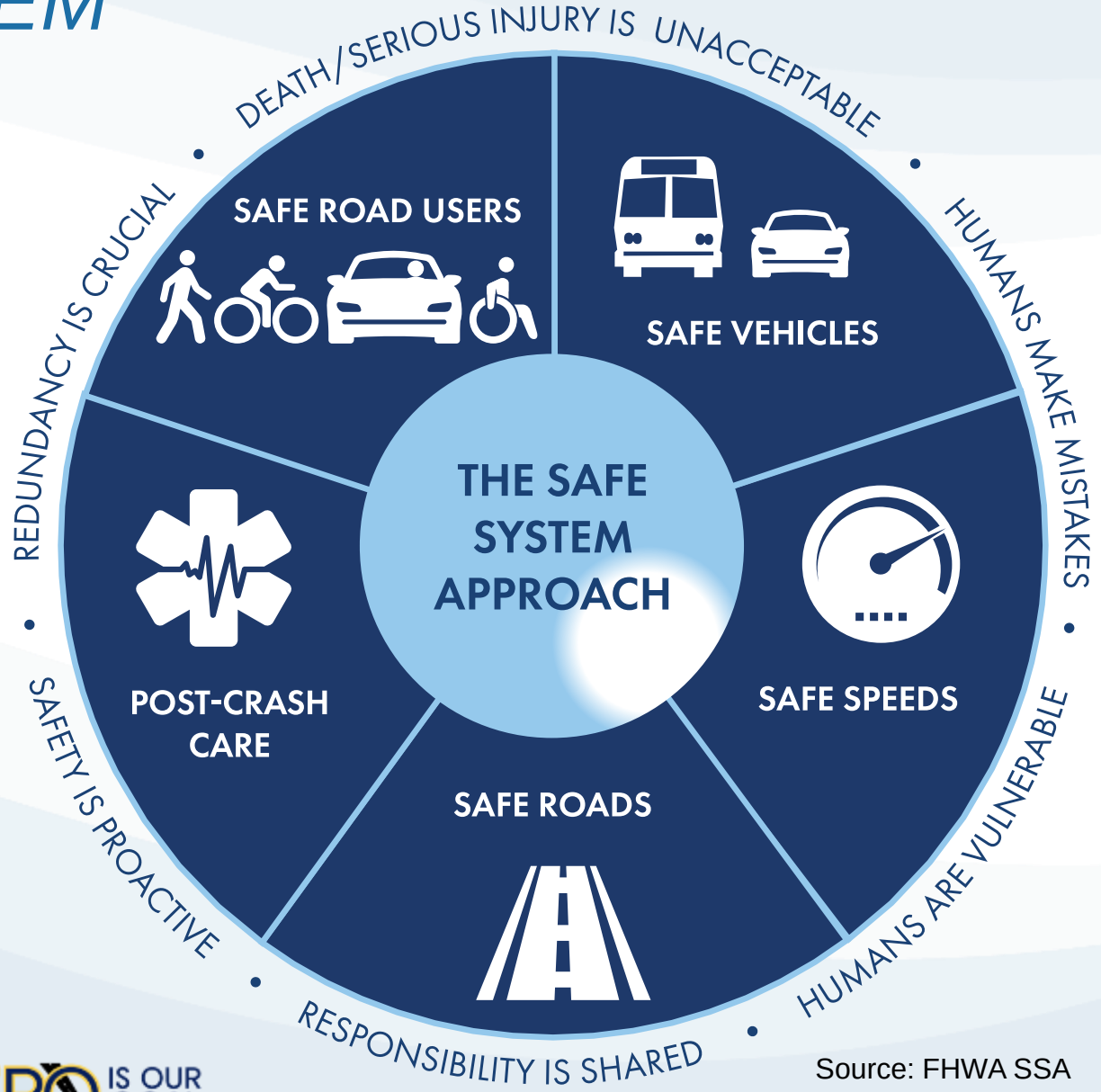
presented by

U.S. Department of Transportation
Federal Highway Administration

AGENDA

- Revisit the Safe System Approach
- Roadway Design Hierarchy Overview
- Case Study Examples
- Other Safe System Assessment Tools

SAFE SYSTEM APPROACH



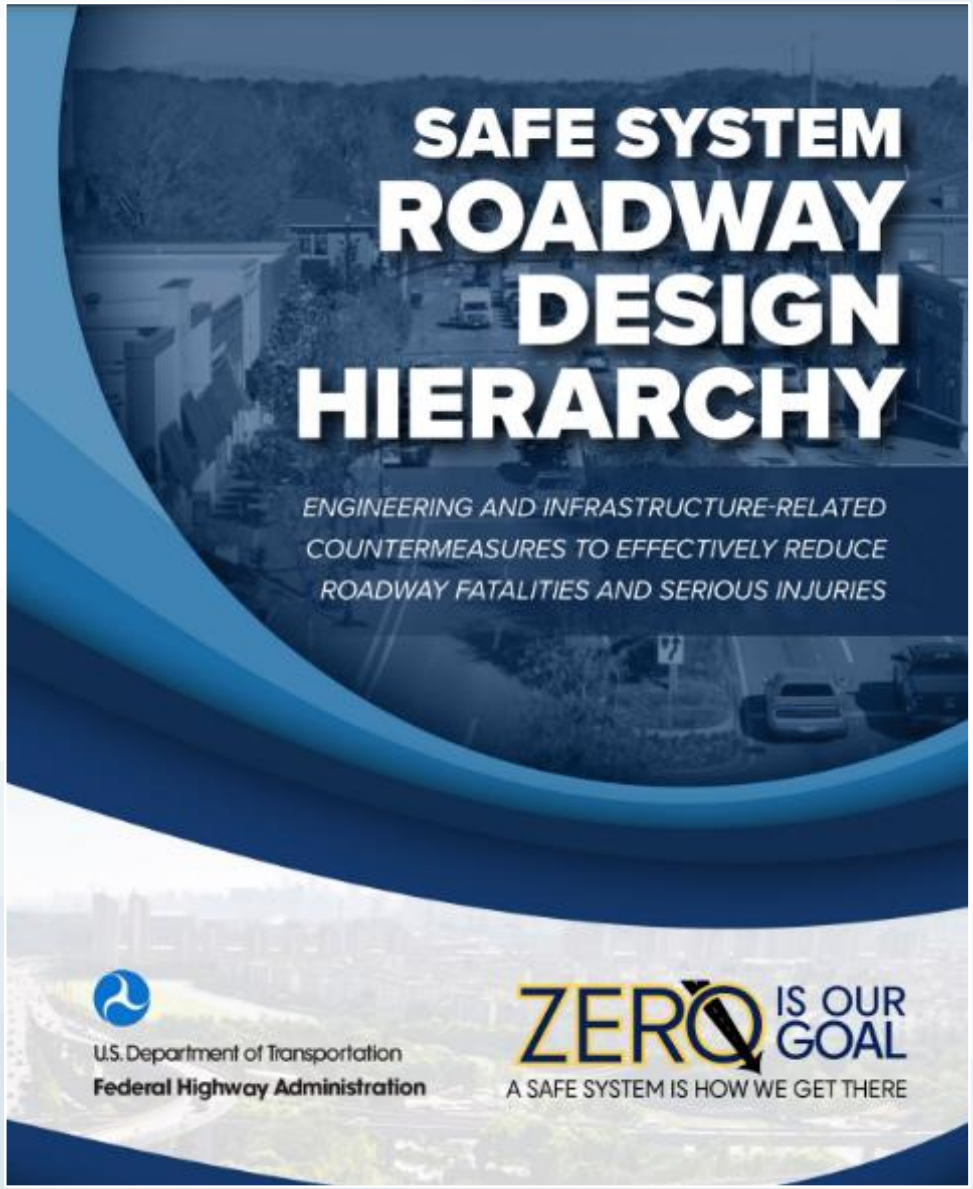
Source: FHWA SSA

SAFE SYSTEM APPROACH

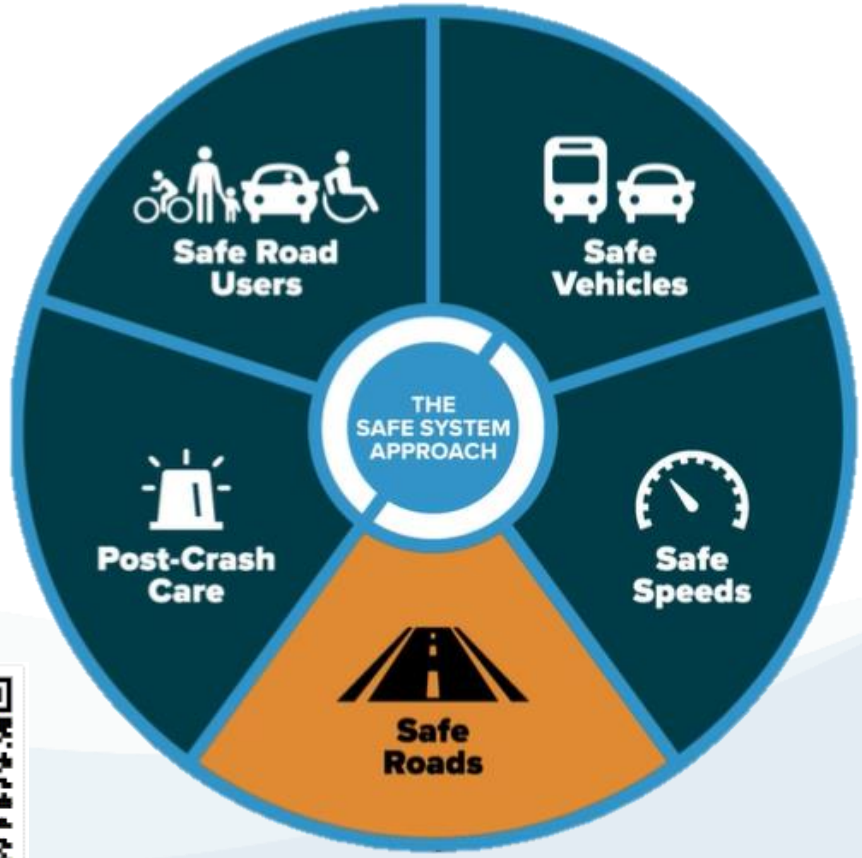
Choose Your Own Pathway

"There is **no single pathway** for the adoption, establishment and implementation of a Safe System. Moving to a Safe System is a learning-by-doing process best described as a journey which presents opportunities, hazards and challenges along the way."

Source: Zero Road Deaths and Serious Injuries: Leading a Paradigm Shift to a Safe System; OECD (2016)



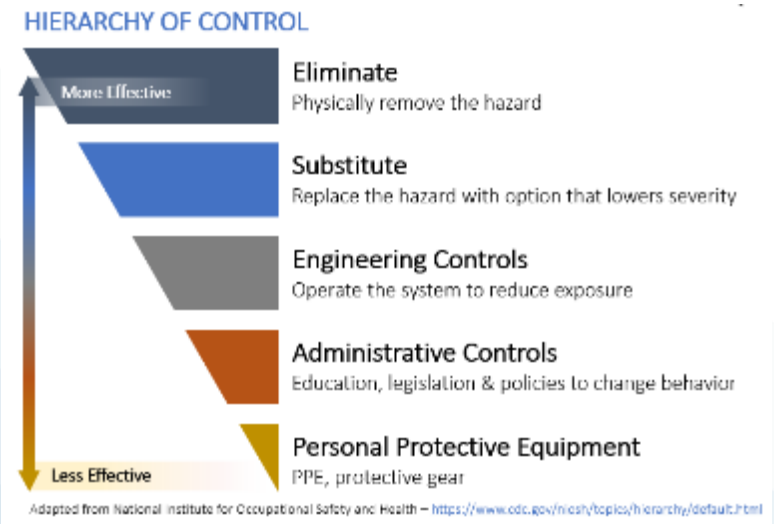
Advancing the Safe Roads Element in the SSA



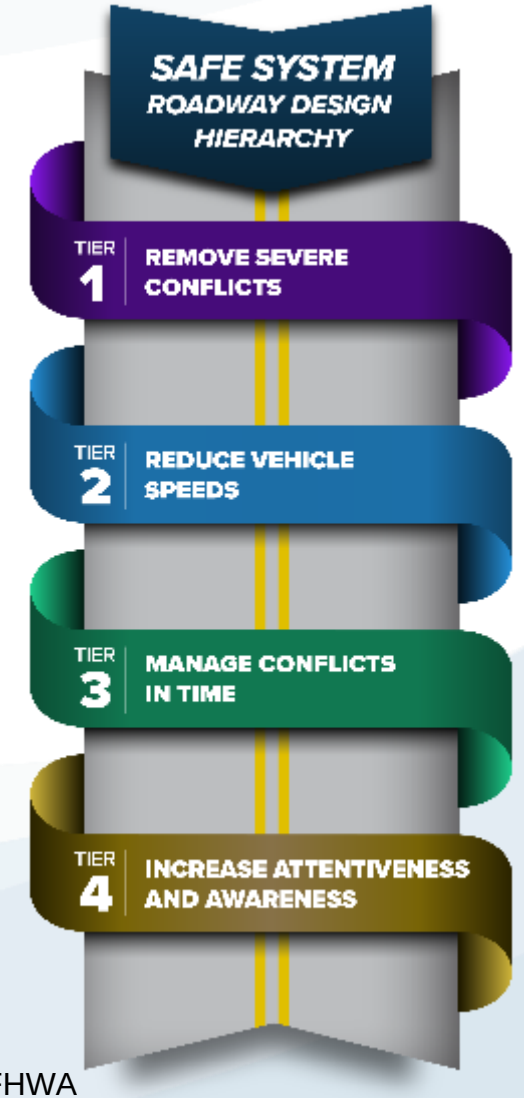
https://highways.dot.gov/sites/fhwa.dot.gov/files/2024-01/Safe_System_Roadway_Design_Hierarchy.pdf

Source: FHWA

SAFE SYSTEM ROADWAY DESIGN HIERARCHY



Source: FHWA



Source: FHWA

Proven Safety Countermeasure	Tier 1 Remove Severe Conflicts	Tier 2 Reduce Vehicle Speeds	Tier 3 Manage Conflicts in Time	Tier 4 Increase Attentiveness and Awareness
Speed Management				
Appropriate Speed Limits for All Road Users		✓		
Speed Safety Cameras		✓		
Variable Speed Limits		✓		✓
Pedestrian/Bicyclist				
Bicycle Lanes	✓			
Crosswalk Visibility Enhancements				✓
Leading Pedestrian Interval			✓	
Medians and Pedestrian Refuge Islands	✓	✓		
Pedestrian Hybrid Beacons			✓	
Rectangular Flashing Beacons (RRFB)				✓
Road Diets	✓	✓		
Walkways	✓			
Roadway Departure				
Enhanced Delineation for Horizontal Curves				✓
Longitudinal Rumble Strips and Stripes				✓
Median Barriers	✓			

Proven Safety Countermeasure	Tier 1 Remove Severe Conflicts	Tier 2 Reduce Vehicle Speeds	Tier 3 Manage Conflicts in Time	Tier 4 Increase Attentiveness and Awareness
Roadway Departure (continued)				
Roadside Design Improvements at Curves	✓			
SafetyEdge℠	✓			
Wider Edge Lines				✓
Intersections				
Backplates with Reflective Borders				✓
Corridor Access Management	✓			
Dedicated Left and Right Turn Lanes at Intersections	✓			
Reduced Left Turn Conflict Intersections	✓			
Roundabouts	✓	✓		
Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections				✓
Yellow Change Intervals			✓	
Crosscutting				
Lighting				✓
Local Road Safety Plans	✓	✓	✓	✓
Pavement Friction Management	✓	✓		
Road Safety Audit	✓	✓	✓	✓

Source: FHWA

TIER 1 REMOVE SEVERE CONFLICTS

- Supports the ***Safe Roads*** and ***Safe Road Users*** elements of the SSA
- Removing severe conflicts reduces risk by **eliminating potential roadway safety hazards**, providing **physical separation by space** to protect all roadway users, and **manages kinetic energy**

Proven Safety Countermeasures


Bicycle Lanes


Medians and Pedestrian Refuge Islands


Road Diets


Walkways


Median Barriers


Roadside Design Improvements at Curves


SafetyEdge^{SM}


Roundabouts


Corridor Access Management


Dedicated Left and Right Turns at Intersections


Reduced Left Turn Conflict Intersections


Local Road Safety Plans


Pavement Friction Management


Road Safety Audits

TIER 2 REDUCE VEHICLE SPEEDS

- Supports the ***Safe Roads, Safe Speeds,*** and ***Safe Road Users*** elements of the SSA
- Physical features to slow traffic supports the **management of kinetic crash energy to reduce impact forces on the human body**

Proven Safety Countermeasures

Appropriate Speed Limits for All Road Users

Speed Safety Cameras

Variable Speed Limits

Medians and Pedestrian Refuge Islands

Road Diets

Roundabouts

Local Road Safety Plans

Pavement Friction Management

Road Safety Audit

TIER 3 MANAGE CONFLICTS IN TIME

- Supports the ***Safe Roads, Safe Speeds,*** and ***Safe Road Users*** elements of the SSA
- Reduces traffic collisions by **separating users in time**
- Managing conflicts in time supports **safe roadway navigation**, **comfort**, and **convenience** for all users

Proven Safety Countermeasures


Leading Pedestrian Interval


Pedestrian Hybrid Beacons


Yellow Change Intervals


Local Road Safety Plans


Road Safety Audit

TIER 4 | INCREASE ATTENTIVENESS AND AWARENESS

- Supports the ***Safe Roads, Safe Speeds,*** and ***Safe Road Users*** elements of the SSA
- Reinforces the Safe System principle that **responsibility is shared among all road users**
- Countermeasures that increase attentiveness and awareness **help drivers avoid potential crashes**

Proven Safety Countermeasures

Variable Speed Limits

Crosswalk Visibility Enhancements

Rectangular Rapid Flashing Beacons (RRFB)

Enhanced Delineation for Horizontal Curves

Longitudinal Rumble Strips and Stripes

Wide Edge Lines

Backplates with Reflective Borders

Systemic Application of Low-Cost Counter-measures at Stop-Controlled Intersections

Lighting

Local Road Safety Plans

Road Safety Audit

HOW TO USE THE ROADWAY DESIGN HIERARCHY

Characterizing Countermeasures using SSA

- What is it?
- How does it align with the SSA?
- What are the benefits?
- Countermeasure in practice

ROUNDABOUTS

WHAT IS IT?

Roundabouts are intersections with a circular configuration that use channelized, curved approaches to reduce vehicle speeds and minimize conflict points. Roundabouts direct the flow of traffic counterclockwise around a central island to efficiently move all road users through the intersection while calming traffic.

Roundabouts are highly adaptable, and can range from "mini" roundabouts to multilane roundabouts, and can be used in both high speed rural and low speed urban contexts, and even for interchanges. An emerging form of the roundabout is known as a "turbo", which is a multilane design with additional and more robust channelization.

HOW DOES IT ALIGN WITH THE SSA?

Roundabouts eliminate intersection crossing conflict points, slow down vehicle speeds, and manipulate crash angles to reduce the kinetic energy involved in a vehicle crash. In addition, roundabouts limit pedestrian exposure to oncoming traffic by allowing pedestrians to cross one direction of traffic at a time and may include pedestrian refuge areas.

WHAT ARE THE BENEFITS OF ROUNDABOUTS?

Roundabouts are safer alternatives to traditional intersections and can reduce injury and fatal crashes by 78 to 82 percent when replacing traffic signals or stop signs in the United States.[1] Converting signalized intersections into a two lane roundabout at 16 sites in 10 States indicated a 71 percent reduction in fatal and serious injury crashes when applied in urban or suburban areas with a minimum of 5,300 Annual Average Daily Traffic (AADT) and maximum of 52,000 AADT, and speed setting of a minimum of 15mph and maximum of 35mph.[2]

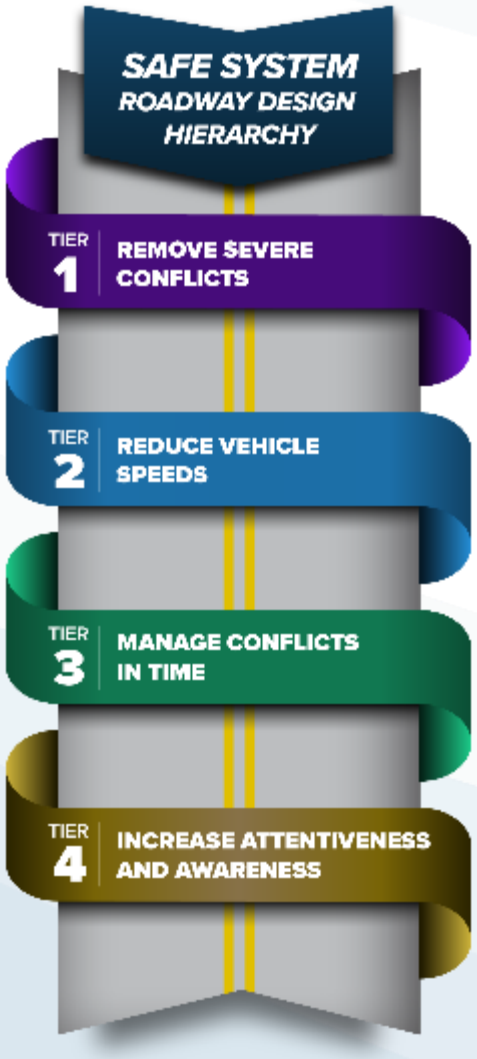
ROUNDABOUTS MAY ADDRESS THE FOLLOWING RISK FACTORS:
Lack of Pedestrian/Cyclist Space Separation, Undivided Roadway, Permissive Left Turn Conflicts, Intersection Crossing Conflict, and High/Excessive Vehicle Speeds.

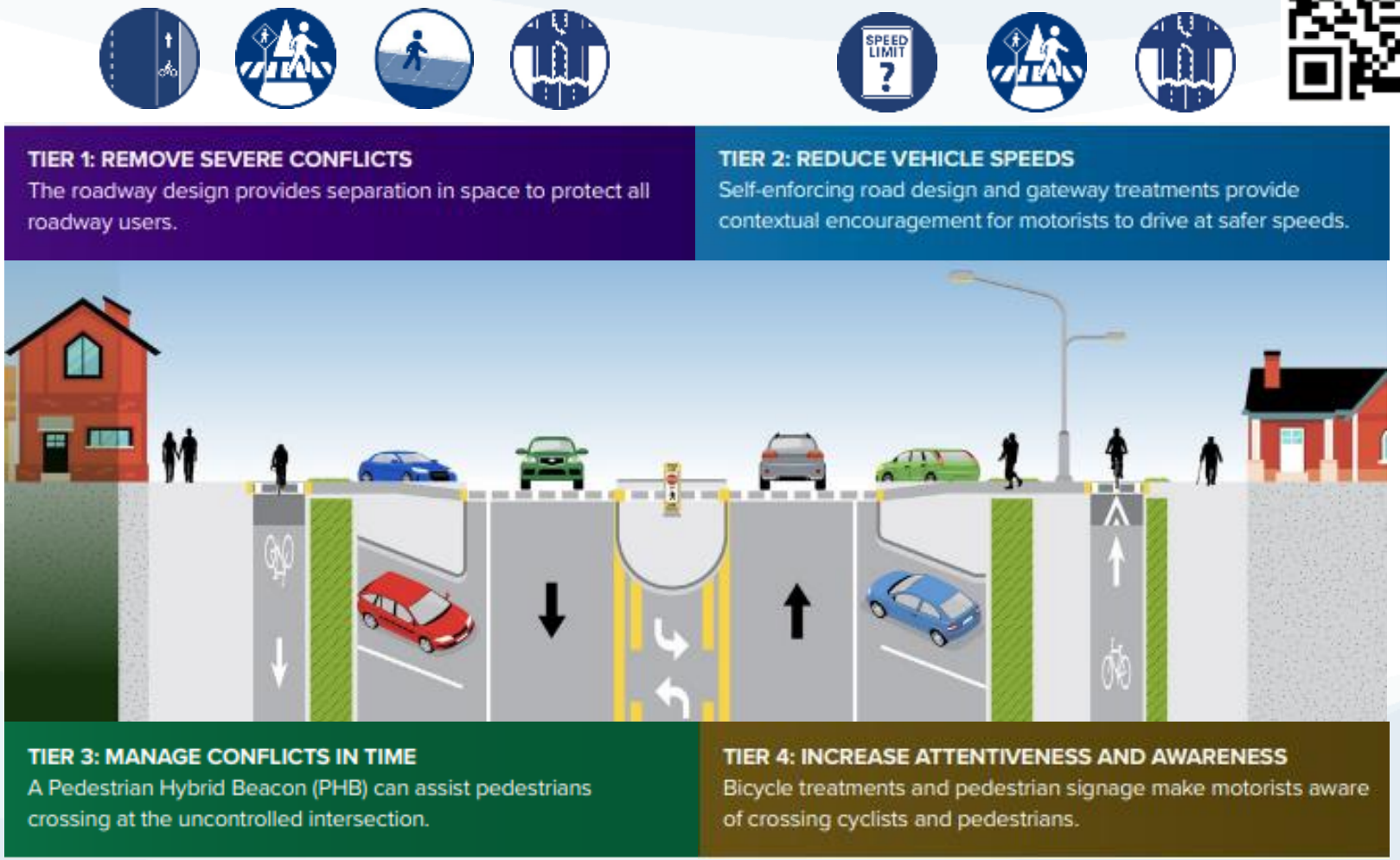
Based on studies in Europe, roundabouts may also reduce pedestrian crashes by 75 percent.[3] In Belgium, traditional signalized intersections were replaced by roundabouts with separated bicycle pathways, reducing vehicle/bicycle fatal and serious injury crashes by 44 percent.[4]

THIS COUNTERMEASURE IN PRACTICE

The intersection of Frankford Avenue, Trenton Avenue, and York Street in Philadelphia, Pennsylvania implemented a low-cost compact roundabout to reduce vehicle speeds and provide accommodations for pedestrians, trucks, and buses. The roundabout design included ADA compliant curb ramps and sidewalks, splitter islands, enhanced LED lighting, signage, pavement markings, truck aprons, and a main central island designed to let large trucks traverse the island if needed.

APPLYING THE HIERARCHY





Source: FHWA

U.S. Department of Transportation
Federal Highway Administration

ZERO IS OUR GOAL
A SAFE SYSTEM IS HOW WE GET THERE

CASE STUDY: ST. JAMES, MN – HIGHWAY 24

SSA-oriented Improvements:

- Reduced and narrower lanes (Tier 1, Tier 2)
- Mini-roundabout (Tier 1)
- Median separation between lanes (Tier 1)
- Wider, buffered walkways with bump-outs (Tier 1)
- Improved on-street parking (Tier 2)
- Improved marked crosswalks (Tier 4)
- Improved corridor lighting (Tier 4)

BEFORE (2015)

Highway 24 in St. James before construction

AFTER (2021)

Highway 24 in St. James after construction, showing mini-roundabout, back-in angle parking, and improved crosswalks

Source: Complete Streets Case Studies (Highway 24 in St. James), Minnesota Department of Transportation: https://www.dot.state.mn.us/complete-streets/examples.html.

CASE STUDY: NIXON, NV – ROUTES 446/447

SSA-oriented Recommendations:

- Consider community gateway treatments, including roundabout at primary intersection (Tier 1, Tier 2)
- Consider walkways and/or shared use paths, and high-visibility crosswalks (raised and/or RRFBs) (Tier 1, Tier 4)
- Consider roadside-related improvements, including shoulders, steep slopes, fixed objects, edge drop-offs; consider enhanced delineation and warning (i.e., rumble stripes) (Tier 1, Tier 2, Tier 4)
- Re-evaluate Posted Speed Limits for context and non-motorized users; utilize speed feedback signs; investigate targeted enforcement options (Tier 2, Tier 3)

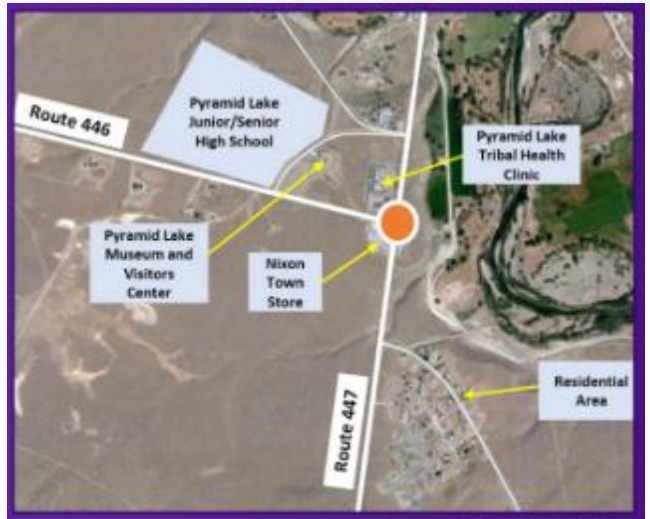


Figure 1. Map. Study area map.


Federal Highway Administration
Figure 3. Photo. Culvert on east side of Route 447 (looking south).


Source: Google Maps.
Figure 2. Photo. Midblock Pedestrian Crosswalk along Route 446.

[Safe System Pilot: Applying Safe System Solutions In a Rural Tribal Community]

PROJECT-BASED ALIGNMENT FRAMEWORK

Project-Based Alignment Framework Factors

Safe Speeds, Safe Roadways *(Quantitative)*

- Crash Exposure
- Crash Likelihood
- Crash Severity

Safe Users, Safe Vehicles, Post-Crash Care *(Qualitative)*

- Prompts and Questionnaires

Source: FHWA.

POLICY-BASED ALIGNMENT FRAMEWORK

POLICY-BASED ALIGNMENT FRAMEWORK FACTORS

- *Death/Serious Injury is Unacceptable*
- *Humans Make Mistakes*
- *Humans are Vulnerable*
- *Responsibility is Shared*
- *Safety is Proactive*
- *Redundancy is Crucial*

Based on FHWA HSIP Self Assessment Criteria

Source: FHWA

TOOLS TO IMPLEMENT THE SSA

Safe System Roadway Design Hierarchy

Safe System Project-Based Alignment Framework

Safe System Policy-Based Alignment Framework

U.S. Department of Transportation
Federal Highway Administration

ZERO IS OUR GOAL
A SAFE SYSTEM IS HOW WE GET THERE

https://highways.dot.gov/safety/zero-deaths/resources

THANK YOU!

ZERO IS OUR GOAL

A SAFE SYSTEM IS HOW WE GET THERE

U.S. Department of Transportation

Federal Highway Administration

Quad Cities Traffic Safety Summit

January 29, 2025

What Does The Iowa Governor's Traffic Safety Bureau Do?

Administers the State of Iowa's allocation of federal highway safety funds from the National Highway Traffic Safety Administration (NHTSA).
$11.5 M in FFY 2025

Develop and oversee the implementation of Iowa's Highway Safety Plan.

GTSB Mission

The Mission of the Governor's Traffic Safety Bureau is to identify traffic safety problems and through partnerships with city, county, state and local agencies, develop and implement traffic safety programs to reduce death and injury on Iowa's roadways.

Did You Know?

- Every year, in Iowa, more people are killed in motor vehicle crashes than those who lose their lives because of violent crimes.
- The 5-year average of homicides is 90 a year, while fatalities as a result of a motor vehicle crash is 350 a year.

How Can Your Agency Help?

- Prioritize Traffic Safety, Enforcement and Education within your Department.
- Understand the primary causes of traffic crashes in your area.
- Develop and implement traffic safety programs to reduce death and injury on Iowa's roadways.

Understanding the leading causation of motor vehicle crashes in Iowa

IOWA | DOT

Iowa Crash Analysis Tool (ICAT)

Leading Causation of Serious Injury and Fatality Crashes In Iowa

- Speeding (Excessive)
- Impaired Driving
- Distracted Driving
- Lack of Seat Belt Usage

Be a Traffic Safety Advocate for Your Community

- GTSB Funding Available for
  - *High Visibility Enforcement*
  - *Education*
  - *Equipment*
  - *Travel to Safety Conference*
-
- Traffic Safety Messaging on Media and Departmental Website
- Actively Support Hands Free Legislation

Community Outreach and Educational Opportunities


SAFE
Seatbelts Are For Everyone


IS YOUR CHILD IN THE RIGHT CAR SEAT?
Child Passenger Safety Technicians in Iowa


madd


ServSafe Alcohol
IOWARESTAURANT
ASSOCIATION™
PROTECT PROMOTE EDUCATE ADVOCATE


EVERY TRIP.
BUCKLEUP
EVERY TIME.
Traffic Safety Marketing

GOVERNOR'S TRAFFIC SAFETY BUREAU

- For your unwavering support of traffic safety.

- **Working together we can save lives !**

QUESTIONS?

Randy Kunert
Law Enforcement Liaison

E-mail: kunert@dps.state.ia.us

IOWA GOVERNOR'S TRAFFIC SAFETY BUREAU
215 East 7th Street
Des Moines, IA 50319-0248
515.725.6125

PUBLIC EDUCATION STRATEGIES AND CAMPAIGNS

Presented by:

Sarah C. Moore, MPA

Illinois Department of Transportation

WHY?

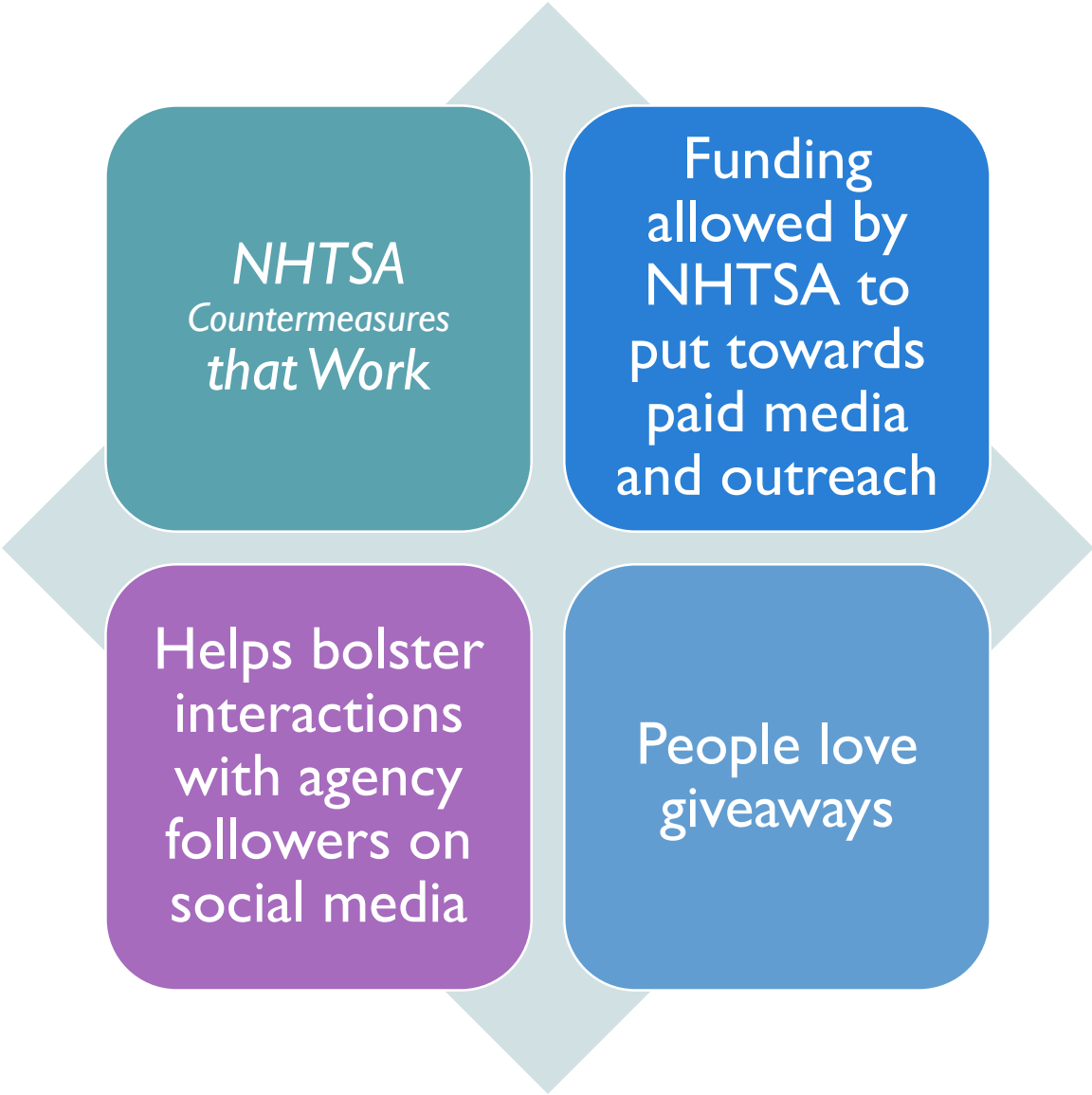
Data in advertising

Reach designated audiences

Increase awareness

The "consideration stage" influence

BUT IT'S THE GOVERNMENT...



STRATEGIES FOR IMPLEMENTATION

- Public Information and Education Materials ("PIE Materials")
- Press Events
- Dynamic Message Signs (DMS)
- Paid Media
- Earned Media

PAID MEDIA

18-34 year olds, specifically males

Most likely demographic to get into crashes

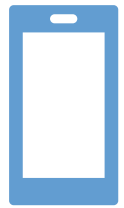
IDOT only concentrates on this demographic*

18-34 YEAR OLD MALES

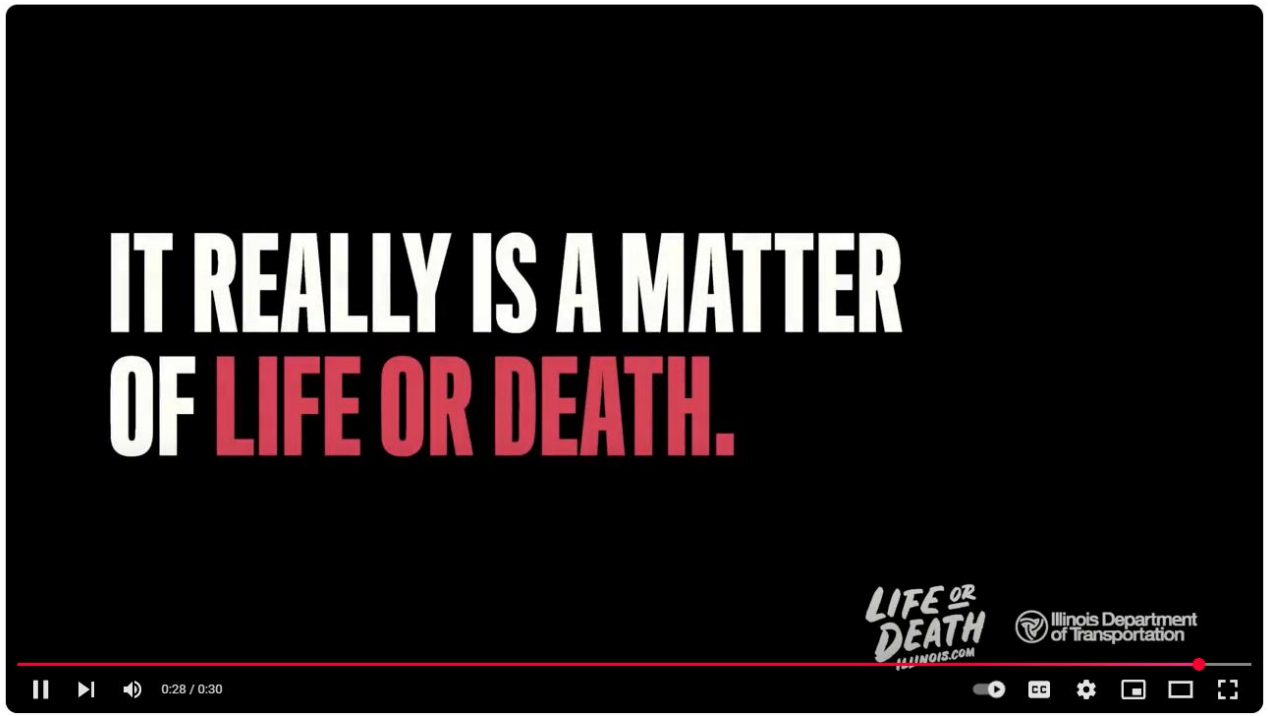
Love video games

Appreciate retro arcade vibe

Enjoy themed characters



Speak the generational “language”

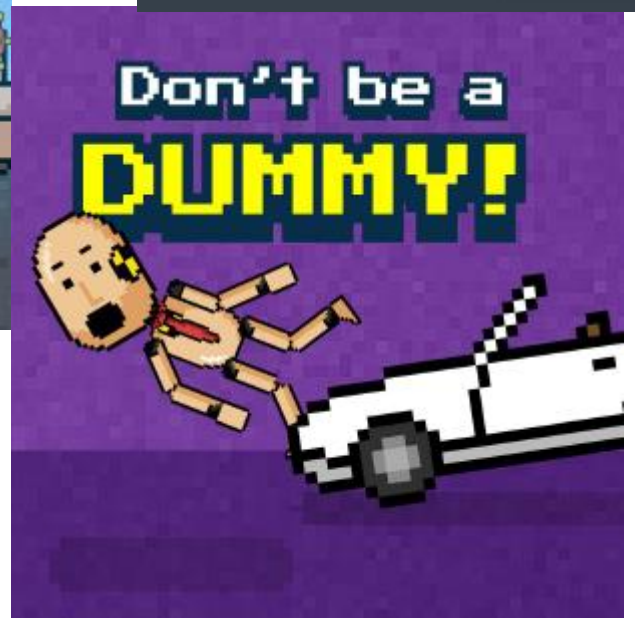


OLD OUTREACH THEME

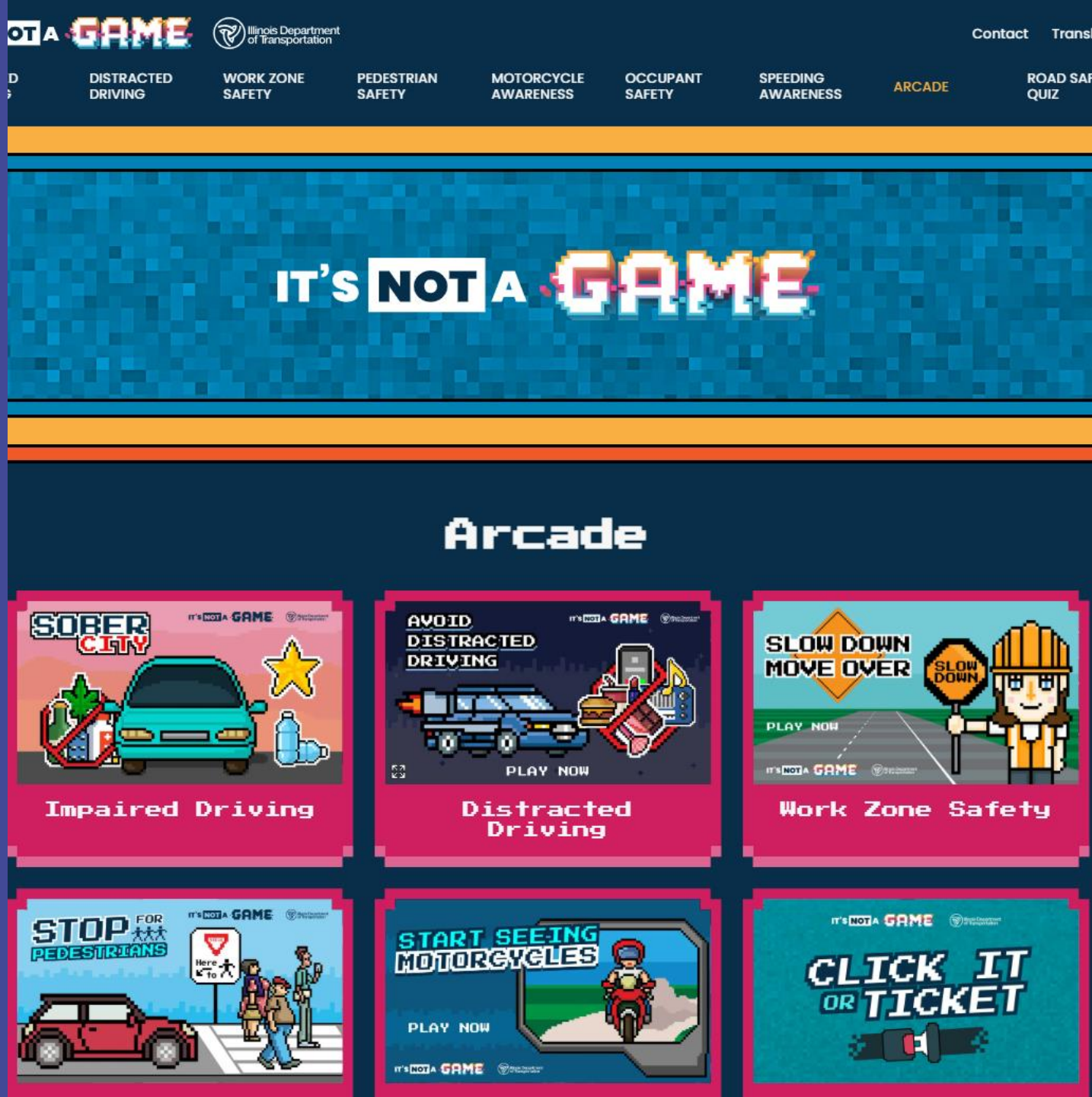
- Previous campaign was very dark and heavy
  - Audience ready for a change

NEW OUTREACH THEME

MEET FLIPPY…AND “FRIENDS”



LET'S TALK ABOUT THE GAME



AND ABOUT THE OTHER GAME PLAYERS

Ty Rodgers

Impaired Driving

ajredd_ 3w
Thanks for the heads up ty
7 likes Reply

doggydawg1996 3w
Really cool Ty

Kansas Robinson

Distracted Driving

kelseynader 3w
Drop it and drive

teterjeepa3 3w
I love it

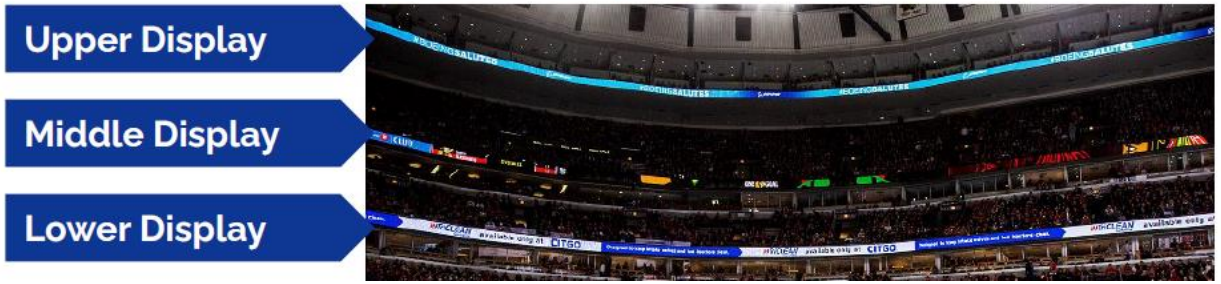
Mia Townes

Impaired Driving

cfoxy2 2w
Great luv ❤ your message 💘 🌸 💕

_kp_peace 2w
❤

AND ABOUT THE OTHER GAMES



AND GAMES AT THE GAME...

COLLEGE CLASSES AT ISU AND NIU

Collaboration with college marketing classes

Semester-end project = real presentation to IDOT and DCC

Integrating realistic strategies

NOW WHAT ABOUT THAT ASTERISK???

18-34 year olds, specifically males

Most likely demographic to get into crashes

IDOT only concentrates on this demographic*

THIS IS THAT ASTERISK

- EXPANDED TO 35-64 YEAR OLDS
- HOLIDAY 2025-2026 SEASON & MEMORIAL DAY
- DIFFERENT MEDIA SOURCES AND LANGUAGE


MPAGE
RUIÇÃO TOTAL

Illinois Department of Transportation
Learn More

ABOMINABLE SNOWMAN VS. YETI

Merry and bright. ✅
Phone is out of sight. ✅

https://www.itsnotagameillinois.com/
Drop It and Drive
Learn More

Merry and bright. ✅
Phone is out of sight. ✅

https://www.itsnotagameillinois.com/
Drop It and Drive
Learn More

WHERE TO GO FROM HERE?

01

Look at the data and metrics

02

Review alternatives

03

Continue to work on improving

QUESTIONS?

Email:

Sarah.Moore@illinois.gov

FOR IMMEDIATE RELEASE

July 18, 2024

Bi-State Regional Commission (BSRC) was awarded a Safe Streets and Roads for All (SS4A) Grant in 2023 from the US Department of Transportation to complete a Traffic Safety Action Plan (TSAP) for Quad Cities-Iowa/Illinois, Muscatine, Iowa and Kewanee, Illinois. According to the Federal Highway Administration (FHWA), a TSAP 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.

Through a consultant-led process, the Study Team will collaborate with Quad Cities MPO staff and Transportation Technical Committee and with city staff from Muscatine and Kewanee to oversee the TSAP development. Public involvement will also be an important part of the plan development.

The BSRC has developed an online interactive Safety Map for the public and stakeholders to identify safety issues within their communities and send their concerns directly to the Study Team. We encourage members of the public to add locations to this map for our Study Team to collect and analyze for possible safety and infrastructure improvements. To access the map, visit https://trafficsafetyactionplan.com/.

In addition, the team has an online comment form for the public to submit questions or information to the Study Team located here: https://grco.de/BSRC-Traffic-Safety-Planning

Please visit the BSRC website for more information on the Study: https://grco.de/BSRC-Traffic-Safety-Planning

Appendix C Top Crash Locations

This appendix provides insight into the top crash areas located outside of the study participant boundaries. Geographic coordinates are provided for both the Iowa and Illinois top unincorporated crash locations in the following tables.

Top Crash Locations

The following is a summary of the top crash locations over the ten-year period of 2013-2022 in the study area: Iowa Quad Cities, Illinois Quad Cities, Muscatine IA and Kewanee IL. Locations are clusters of crashes as determined by the geographic coordinates in the crash records. The top locations are summarized by jurisdiction and whether the location is on a non-Department of Transportation Route or on a Department of Transportation Routes: state highways, US highways or interstate highways. The potential effective countermeasure(s) indicated by the crash history location is included as a guide in the development of improvement projects by agencies. Unincorporated areas do not have potential countermeasures identified.

If a location is located along a high injury network (HIN) corridor, it is indicated with a "Yes." The crash data for fatal and severe (incapacitating) injuries—which is the focus of the TSAP—is indicated in the table for all fatal and severe injury outcomes, those resulting from vehicle/vehicle crashes, fixed object crashes and vulnerable user crashes. The overall number of fatalities, injuries and vulnerable user injuries (Illinois data only). Finally, each table includes a summary of the total crashes whether they resulted in an injury or not. This data includes information on the total number of crashes over ten years, how many were vehicle/vehicle crashes or involving a fixed object, animal, vulnerable user or parked vehicle.

Iowa Quad Cities Top Crash Locations

Bettendorf

							Fatal and Severe Injury Crashes				Overall Injuries			Overall Crashes					
LOCID	Type	Location	Lat	Long	Potential Countermeasure	HIN	Total Fatal and Severe	Vehicle/Vehicle Crash	Fixed Object Crash	Vul User Crash	Fatalities	Injuries	Vul User Injuries	Total Crashes	Vehicle/ Vehicle	Fixed Object	Animal	Vul User	Parked
IA30	Non-DOT	Utica Ridge Rd	41.555	-90.518	Signage	Yes	2	2	0	0	0	41	n/a	104	100	1	0	1	1
IA33	Non-DOT	Devils Glen Rd	41.552	-90.484	Signage, Right Turn Slip Lane Improvement	Yes	2	2	0	0	0	41	n/a	100	93	5	0	1	0
IA150	Non-DOT	Middle Rd	41.543	-90.511	Signage	Yes	1	1	0	0	0	27	n/a	41	39	1	1	0	0
IA161	Non-DOT	14th St	41.543	-90.513	Signage	Yes	1	0	1	0	0	15	n/a	39	34	3	0	0	0
IA54	DOT	I-74 & US 6 / Spruce Hills Dr	41.555	-90.52	Signage	Yes	2	2	0	0	0	35	n/a	77	77	0	0	0	0
IA61	DOT	US 67 / Grant St & 14th St	41.526	-90.513	Signage, Striping	Yes	2	1	0	0	1	26	n/a	73	63	**7**	1	1	0
IA153	DOT	US 67 / State St & Devils Glen Rd	41.529	-90.481	Signage	Yes	2	1	0	0	0	22	n/a	40	34	**4**	0	0	0
IA299	DOT	US 67 / S Grant St & US 67 / River Dr & 6th St	41.526	-90.525	Signage	Yes	2	1	1	0	0	14	n/a	25	19	**6**	0	0	0
IA659	DOT	US 67 / State St & 39th St	41.53	-90.479	Signage	Yes	2	1	0	1	1	14	n/a	13	10	1	0	1	1

Davenport

							Fatal and Severe Injury Crashes				Overall Injuries			Overall Crashes					
LOCID	Type	Location	Lat	Long	Potential Countermeasure	HIN	Total Fatal and Severe	Vehicle/ Vehicle Crash	Fixed Object Crash	Vul User Crash	Fatalities	Injuries	Vul User Injuries	Total Crashes	Vehicle/ Vehicle	Fixed Object	Animal	Vul User	Parked
IA9	Non-DOT	W Locust St	41.538	-90.577	Signage, Crosswalk Visibility Enhancement	Yes	6	5	0	1	0	98	n/a	176	167	6	0	2	1
IA12		Marquette St	41.56	-90.591	Signage, Crosswalk Visibility Enhancement	Yes	5	4	0	1	0	93	n/a	156	154	0	0	1	0
IA11		W 2nd St	41.521	-90.583	Signage, Right Turn Slip Lane Improvement	Yes	4	2	1	1	0	82	n/a	160	147	8	0	3	0
IA134		W 7th St	41.527	-90.601	Signage, Crosswalk Visibility Enhancement	Yes	4	3	0	1	0	34	n/a	45	38	2	0	1	**4**
IA3		W Locust St & Hickory Grove Rd & N Division St	41.538	-90.601	Signage	Yes	3	1	1	0	0	70	n/a	198	183	9	0	2	1
IA42		W Locust St & N Lincoln Ave	41.538	-90.613	Signage	Yes	3	1	1	1	1	42	n/a	88	75	7	0	**3**	1
IA62		Gaines St	41.524	-90.583	Signage, Crosswalk Visibility Enhancement	Yes	3	1	0	**2**	1	23	n/a	72	64	3	0	**4**	1
IA71		N Division St	41.575	-90.6	Signage	Yes	3	2	1	0	1	32	n/a	68	60	3	0	3	0
IA90		W Pleasant St & N Division St	41.539	-90.601	Signage, Crosswalk Visibility Enhancement	Yes	3	0	0	1	0	30	n/a	59	52	1	0	1	2
IA722		N Division St (236' S of N Division St & W 17th St)	41.536	-90.601	Signage	Yes	3	3	0	0	0	11	n/a	12	11	0	0	0	0
IA58	DOT	US 6 / W Kimberly Rd	41.561	-90.63	Signage, Striping	Yes	4	3	0	1	1	57	n/a	74	67	4	0	2	1
IA68		US 6 / E Kimberly Rd & E 36th St	41.557	-90.561	Crossing Divided Highway, Signage	Yes	4	3	0	1	0	46	n/a	69	57	**10**	0	1	0
IA77		IA 461 / Brady St / Welcome Way & 59th St	41.58	-90.571	Signage	Yes	4	2	1	1	2	50	n/a	66	60	3	1	2	0
IA19		US 6 / E Kimberly Rd & Jersey Ridge Rd	41.557	-90.542	Signage, Striping	Yes	3	1	0	1	0	59	n/a	136	131	2	0	1	0
IA47		US 6 / E Kimberly Rd & Bridge Ave	41.557	-90.557	Signage, pedestrian crossing	Yes	3	0	0	3	0	37	n/a	82	70	1	0	**8**	0
IA98		US 6 / W Kimberly Rd & N Elsie Ave	41.56	-90.624	Signage	Yes	3	3	0	0	0	42	n/a	55	51	2	0	1	1
IA131		US 61 / 140 St & Co Rd Y48 / 110 Ave	41.508	-90.688	Signage, Right Turn Slip Lane Improvement	Yes	3	3	0	0	0	46	n/a	45	41	2	1	0	0
IA276		IA 461 / Harrison St & W 6th St	41.526	-90.577	Signage	Yes	3	2	1	0	0	12	n/a	26	20	**3**	0	0	2
IA1311		IA 461 / Brady St (745' S of IA 461 / Brady St)	41.584	-90.571	Variable Speed/Warning signs	Yes	3	0	0	2	2	2	n/a	7	4	0	0	2	0
IA2		US 6 / E Kimberly Rd	41.557	-90.551	Signage, Striping	Yes	2	1	0	0	0	107	n/a	228	220	0	0	**3**	1

Eldridge

							Fatal and Severe Injury Crashes				Overall Injuries			Overall Crashes					
LOCID	Type	Location	Lat	Long	Potential Countermeasure	HIN	Total Fatal and Severe	Vehicle/Vehicle Crash	Fixed Object Crash	Vul User Crash	Fatalities	Injuries	Vul User Injuries	Total Crashes	Vehicle/ Vehicle	Fixed Object	Animal	Vul User	Parked
IA1332	Non-DOT	E Iowa St & S 9th Ave	41.653	-90.572	Signage	No	1	0	0	0	0	1	n/a	7	6	0	0	0	0
IA2286		E Leclaire Rd & S Scott Park Rd	41.655	-90.554	Signage, Right Turn Slip Lane Improvement	No	1	1	0	0	0	1	n/a	4	4	0	0	0	0
IA3024		S Buttermilk Rd & W Lincoln Rd	41.633	-90.598	Signage	Yes	1	0	0	1	0	1	n/a	3	1	1	0	1	0
IA1540	DOT	124 N US 61	41.619	-90.564	Roadway Departure Solution	Yes	1	0	1	0	0	2	n/a	6	1	2	3	0	0
IA3030		127 S US 61	41.648	-90.568	Roadway Departure Solution	Yes	1	0	0	0	1	0	n/a	3	1	0	0	0	0

Le Claire

							Fatal and Severe Injury Crashes				Overall Injuries			Overall Crashes					
LOCID	Type	Location	Lat	Long	Potential Countermeasure	HIN	Total Fatal and Severe	Vehicle/Vehicle Crash	Fixed Object Crash	Vul User Crash	Fatalities	Injuries	Vul User Injuries	Total Crashes	Vehicle/ Vehicle	Fixed Object	Animal	Vul User	Parked
IA2949	Non-DOT	8th St (359' N of Davenport St & 8th St)	41.597	-90.353	Signage, Speed Enforcement	No	1	0	0	0	1	1	n/a	3	2	0	0	0	0
IA6503		Valley Dr (342' W of Woodland Dr & Valley Dr)	41.582	-90.382	Signage, Crossing Divided Highway	No	1	1	0	0	0	2	n/a	1	1	0	0	0	0
IA385	DOT	US 67 / Cody Rd & Eagle Ridge Rd	41.588	-90.357	Signage, Striping	Yes	1	1	0	0	0	8	n/a	21	20	0	0	0	0
IA682		I-80	41.583	-90.367	Signage	Yes	1	1	0	0	0	19	n/a	13	7	**6**	0	0	0

Unincorporated

Unincorporated

							Fatal and Severe Injury Crashes				Overall Injuries			Overall Crashes					
LOCID	Type	Location	Lat	Long	Potential Countermeasure	HIN	Total Fatal and Severe	Vehicle/Vehicle Crash	Fixed Object Crash	Vul User Crash	Fatalities	Injuries	Vul User Inj	Total Crashes	Vehicle/Vehicle	Fixed Object	Animal	Vul User	Parked
IA427	Non-DOT	Co Rd F55/210 St & Co Rd Z16/Utica Ridge Rd	41.612	-90.502	n/a	No	1	1	0	0	1	18	n/a	19	16	1	0	1	0
IA758		Colorado St	41.440	-91.016	n/a	No	1	1	0	0	0	7	n/a	11	8	0	1	0	0
IA1358		12000 Block 100 Ave	41.479	-90.708	n/a	No	1	0	1	0	0	5	n/a	6	0	5	0	0	0
IA1814		Wisconsin St And 257 Ave	41.598	-90.398	n/a	No	1	0	1	0	0	1	n/a	5	0	3	2	0	0
IA1830		Y068/S Scott Park Rd	41.617	-90.563	n/a	No	1	0	1	0	0	5	n/a	5	1	2	2	0	0
IA242	DOT	US 61/140 ST & FRONTAGE RD	41.509	-90.684	n/a	Yes	4	3	0	1	0	21	n/a	29	28	0	0	1	0
IA243		US 61/140 ST & COONHUNTER S RD	41.509	-90.739	n/a	Yes	4	3	0	0	2	17	n/a	29	21	0	5	0	0
IA1130		I-80	41.604	-90.686	n/a	Yes	2	1	0	0	0	4	n/a	8	4	1	1	0	1
IA577		I-80 & Co Rd Z30/WELLS FERRY RD	41.598	-90.431	n/a	No	1	0	1	0	1	5	n/a	15	3	7	1	0	0
IA917		US 61 & Co Rd Y14/TAYLOR AVE	41.477	-90.997	n/a	No	1	1	0	0	0	6	n/a	9	9	0	0	0	0
IA1131		I-80	41.604	-90.698	n/a	No	1	0	1	0	0	4	n/a	8	1	3	0	0	0
IA1136		I-80 & 80 AVE	41.609	-90.744	n/a	No	1	0	1	0	0	2	n/a	8	2	4	1	0	0
IA1019		IA 22/IOWA 22 & SOLOMAN AVE	41.442	-91.010	n/a	No	1	0	0	0	0	3	n/a	8	0	0	6	0	0
IA1025		US 61/140 ST & UTAH AVE & 118 AVE	41.509	-90.679	n/a	No	1	0	0	0	0	4	n/a	8	6	0	0	0	0
IA1292		US 67/GREAT RIVER RD	41.568	-90.426	n/a	Yes	1	0	0	1	0	6	n/a	7	2	2	2	1	0
IA1782		1000 FT FROM CENTER OF BRIDGE INTERSTATE 80/I 80	41.581	-90.365	n/a	Yes	1	1	0	0	0	1	n/a	5	4	0	0	0	0
IA2270		I-80	41.604	-90.701	n/a	No	1	1	0	0	0	3	n/a	4	3	1	0	0	0
IA1927		US 61/140 ST	41.509	-90.699	n/a	Yes	1	0	0	0	0	2	n/a	4	0	1	2	0	0

Illinois Quad Cities Top Crash Locations

East Moline

							Fatal and Severe Injury Crashes				Overall Injuries			Overall Crashes					
LOCID	Type	Location	Lat	Long	Potential Countermeasure	HIN	Total Fatal and Severe	Vehicle/Vehicle Crash	Fixed Object Crash	Vul User Crash	Fatalities	Injuries	Vul User Inj	Total Crashes	Vehicle/Vehicle	Fixed Object	Animal	Vul User	Parked
IL3	Non-DOT	Avenue of the Cities / 42nd Ave & Kennedy Dr	41.49	-90.456	Right Turn Slip Lane, Signage - automated traffic law enforcement system	Yes	11	11	0	0	0	114	0	261	258	2	0	0	1
IL2		Avenue of the Cities / 42nd Ave & 7th St	41.49	-90.444	Right Turn Slip Lane, Signage	Yes	10	10	0	0	0	104	0	229	227	2	0	0	0
IL28		Avenue of the Cities & Archer Dr	41.49	-90.432	Right Turn Slip Lane, Signage	Yes	9	8	0	0	0	59	0	100	97	2	0	0	1
IL240	DOT	IL 5 & 4th Ave	41.53	-90.376	Crossing Divided Highway, Right Turn Slip Lane, Signage	Yes	9	9	0	0	0	29	0	31	27	3	1	0	0
IL601		IL 92 & Kennedy Dr	41.514	-90.452	Crosswalk Visibility Enhancement, Signage	Yes	3	2	0	1	0	7	1	23	20	1	0	1	1
IL487		IL 5 & Hubbard Rd	41.536	-90.357	Crossing Divided Highway	Yes	3	3	0	0	0	6	0	9	6	1	2	0	0

Milan

							Fatal and Severe Injury Crashes				Overall Injuries			Overall Crashes					
LOCID	Type	Location	Lat	Long	Potential Countermeasure	HIN	Total Fatal and Severe	Vehicle/Vehicle Crash	Fixed Object Crash	Vul User Crash	Fatalities	Injuries	Vul User Inj	Total Crashes	Vehicle/Vehicle	Fixed Object	Animal	Vul User	Parked
IL342	Non-DOT	1st St & 20th Ave	41.432	-90.568	Crossing Divided Highway	Yes	3	3	0	0	0	14	1	16	13	1	1	1	0
IL248		1st St & 4th Ave	41.45	-90.567	Signage	Yes	2	2	0	0	0	11	0	28	27	0	0	0	1
IL407		1st St & 28th Ave	41.425	-90.568	Crossing Divided Highway	Yes	2	2	0	0	0	14	0	24	18	**4**	2	0	0
IL27	DOT	US 67 & Rock Island-Milan Pkwy	41.428	-90.568	Right Turn Slip Lane, Signage	Yes	3	3	0	0	0	75	0	127	113	3	**9**	0	2
IL127		78th Ave & Rock Island-Milan Pkwy (IL 5)	41.44	-90.541	Right Turn Slip Lane	Yes	2	2	0	0	0	38	0	96	47	1	2	0	1
IL51		78th Ave & Rock Island-Milan Pkwy (IL 5)	41.44	-90.542		Yes	1	1	0	0	0	9	1	45	37	2	4	1	1
IL244		IL 78 (Rock Island-Milan Pkwy) & Tech Dr	41.445	-90.539	Right Turn Slip Lane	Yes	1	0	0	1	1	4	0	12	11	0	0	1	0

Moline

							Fatal and Severe Injury Crashes				Overall Injuries			Overall Crashes					
LOCID	Type	Location	Lat	Long	Potential Countermeasure	HIN	Total Fatal and Severe	Vehicle/Vehicle Crash	Fixed Object Crash	Vul User Crash	Fatalities	Injuries	Vul User Inj	Total Crashes	Vehicle/Vehicle	Fixed Object	Animal	Vul User	Parked
IL4	Non-DOT	Avenue of the Cities & 41st St	41.49	-90.48	Signage, Striping	Yes	5	5	0	0	0	41	4	174	169	1	0	**4**	0
IL590		19th St & 7th Ave	41.507	-90.51	**Improved**	Yes	5	3	0	**2**	0	36	2	69	67	0	0	2	0
IL11		7th St & 35th Ave Pl	41.473	-90.528	Right Turn Slip Lane, Signage	Yes	4	4	0	0	1	45	0	105	103	1	1	0	0
IL553		48th St Pl & 20th Ave / 53rd St	41.495	-90.466	Signage, Crosswalk Visibility Enhancement	Yes	4	2	1	1	0	7	1	20	15	3	0	1	1
IL25		Avenue of the Cities & 53rd St	41.49	-90.466	Right Turn Slip Lane, Signage	Yes	3	3	0	0	0	45	1	108	106	1	0	1	0
IL33		Avenue of the Cities & 19th St	41.491	-90.503	Righ Turn Slip Lane, Signage	Yes	3	3	0	0	0	30	2	84	73	5	2	3	1
IL30		Avenue of the Cities & 27th St	41.492	-90.499	Signage, Crosswalk Visibility Enhancement	Yes	3	1	0	2	0	15	4	80	72	4	0	**4**	0
IL57		Avenue of the Cities & 48th St	41.49	-90.469	Signage	Yes	3	2	0	0	0	26	1	55	51	1	1	1	1
IL98		70th St & 34th Ave	41.478	-90.444	Signage	Yes	3	3	0	0	0	20	0	45	42	2	1	0	0
IL183		River Dr & 15th St	41.508	-90.518	Crosswalk Visibility Enhancement, Signage	Yes	3	0	0	**3**	0	9	**6**	22	16	0	0	**5**	1
IL6	DOT	IL 5 & 16th St	41.471	-90.507	Righ Turn Slip Lane, Signage	Yes	5	5	0	0	1	76	1	203	194	8	0	1	0
IL17		IL 5 & 60th St	41.472	-90.456	Righ Turn Slip Lane, Signage	Yes	5	4	0	1	1	50	0	137	129	6	0	1	1
IL7		IL 5 & 53rd St	41.471	-90.464	Righ Turn Slip Lane, Signage	Yes	4	4	0	0	1	51	0	163	154	7	2	0	0
IL38		IL 92 (4th Ave) & 19th St	41.509	-90.512	Signage	Yes	4	4	0	0	0	39	1	79	76	2	0	1	0
IL20		River Dr & US 74 Ramp	41.511	-90.509	Signage	Yes	4	4	0	0	0	23	0	70	60	**10**	0	0	0
IL77		IL 92 (4th Ave) & 6th St	41.506	-90.529	Signage	Yes	3	3	0	0	0	23	1	57	53	1	0	1	2
IL92		IL 92 (5th Ave) & 6th St	41.505	-90.529	Signage	Yes	3	1	1	0	0	11	2	56	42	**8**	0	2	**4**
IL54		IL 92 & 23rd St	41.511	-90.506	Signage	Yes	3	1	1	0	1	7	0	53	50	3	0	0	0
IL1		IL 5 & 41st St	41.471	-90.476	Righ Turn Slip Lane, Signage	Yes	2	2	0	0	0	116	0	389	378	9	2	0	0
IL13		IL 5 & 38th St	41.472	-90.485	Signage	Yes	2	2	0	0	0	56	0	224	218	3	3	0	0

Rock Island

							Fatal and Severe Injury Crashes				Overall Injuries			Overall Crashes					
LOCID	Type	Location	Lat	Long	Potential Countermeasure	HIN	Total Fatal and Severe	Vehicle/Vehicle Crash	Fixed Object Crash	Vul User Crash	Fatalities	Injuries	Vul User Inj	Total Crashes	Vehicle/Vehicle	Fixed Object	Animal	Vul User	Parked
IL44	Non-DOT	30th St & 7th Ave	41.505	-90.557	Signage	Yes	3	3	0	0	0	18	1	63	46	**9**	0	1	**7**
IL187		17th St & 1st Ave	41.512	-90.576	Signage	Yes	3	3	0	0	0	6	0	15	12	2	0	0	1
IL8		16th St & 1st Ave	41.511	-90.579	Right Turn Slip Lane, Signage	Yes	2	1	1	0	0	36	1	165	158	5	1	1	0
IL43		30th St & 18th Ave	41.493	-90.557	Signage	Yes	2	1	0	1	0	13	3	92	82	4	0	**3**	**3**
IL32		38th St & 18th Ave	41.494	-90.548	Signage	Yes	2	1	1	0	0	14	3	81	73	5	0	**3**	0
IL203		11th St (US 67) at 18th Ave	41.494	-90.583	Right Turn Slip Lane, Signage	Yes	1	0	0	1	1	12	1	32	27	4	0	**1**	0
IL47	DOT	IL 5 & 38th St	41.467	-90.548	Right Turn Slip Lane, Signage	Yes	3	3	0	0	0	25	0	75	73	2	0	0	0
IL14		US 67 & 31st Ave	41.48	-90.583	Right Turn Slip Lane, Signage	Yes	2	2	0	0	0	30	0	101	96	5	0	0	0
IL130		IL 5 & 44th St	41.469	-90.541	Right Turn Slip Lane, Signage	Yes	2	2	0	0	0	19	0	42	38	3	1	0	0
IL109		US 67 & 25th Ave	41.486	-90.583	Signage, Striping	Yes	2	2	0	0	0	19	1	41	35	**5**	0	1	0
IL2830		US 280 & IL 92	41.462	-90.616	Signage	Yes	2	1	1	0	0	5	0	9	7	2	0	0	0

Silvis

							Fatal and Severe Injury Crashes				Overall Injuries			Overall Crashes					
LOCID	Type	Location	Lat	Long	Potential Countermeasure	HIN	Total Fatal and Severe	Vehicle/Vehicle Crash	Fixed Object Crash	Vul User Crash	Fatalities	Injuries	Vul User Inj	Total Crashes	Vehicle/Vehicle	Fixed Object	Animal	Vul User	Parked
IL270	Non-DOT	19th St & 3rd Ave Ct	41.509	-90.426	Signage	Yes	4	2	2	0	0	17	0	27	11	**11**	**4**	0	1
IL1781		Crosstown Ave & 11th St	41.497	-90.414	Signage	Yes	2	0	0	1	1	1	1	4	1	1	0	1	1
IL119	DOT	IL 5 & Crosstown Ave	41.496	-90.405	Right Turn Slip Lane, Signage	Yes	7	7	0	0	0	77	0	102	31	1	1	0	0
IL132		IL 5 & 16th Ave	41.494	-90.406	Right turn and intersection geometry improvements	Yes	1	1	0	0	1	15	0	39	32	**5**	2	0	0

Unincorporated

Unincorporated

							Fatal and Severe Injury Crashes				Overall Injuries			Overall Crashes					
LOCID	Type	Location	Lat	Long	Potential Countermeasure	HIN	Total Fatal and Severe	Vehicle/Vehicle Crash	Fixed Object Crash	Vul User Crash	Fatalities	Injuries	Vul User Inj	Total Crashes	Vehicle/Vehicle	Fixed Object	Animal	Vul User	Parked
IL58	Non-DOT	IL851	41.501	-90.444	n/a	Yes	7	6	0	1	0	34	0	62	58	1	0	2	1
IL18		IL855	41.49	-90.437	n/a	Yes	6	6	0	0	0	42	0	114	112	2	0	0	0
IL885		-	41.413	-90.396	n/a	Yes	4	4	0	0	1	13	0	13	10	0	3	0	0
IL215		TS0	41.577	-90.36	n/a	Yes	3	2	1	0	0	13	0	32	27	4	1	0	0
IL288		US10 B	41.411	-90.571	n/a	No	3	3	0	0	0	8	0	19	14	3	2	0	0
IL651		-	41.437	-90.621	n/a	Yes	3	3	0	0	1	10	0	10	7	1	2	0	0
IL148		-	41.522	-90.433	n/a	No	2	2	0	0	0	6	0	16	13	3	0	0	0
IL165		IL851	41.517	-90.445	n/a	Yes	2	2	0	0	0	9	0	26	21	4	1	0	0
IL172		IL000*	41.484	-90.398	n/a	Yes	2	2	0	0	0	16	0	29	16	3	10	0	0
IL659		IL99	41.444	-90.616	n/a	Yes	2	2	0	0	0	5	0	5	5	0	0	0	0
IL1255		TS0	41.535	-90.339	n/a	Yes	2	0	0	0	0	2	0	1	1	0	0	0	0
IL1896		-	41.506	-90.425	n/a	Yes	2	1	0	0	1	5	0	4	2	0	1	1	0
IL216	DOT	US10 B	41.414	-90.569	n/a	Yes	6	3	0	2	0	22	3	25	18	1	4	2	0
IL500		US8 *	41.419	-90.358	n/a	No	3	0	2	0	0	7	0	7	0	7	0	0	0
IL669		US8 *	41.455	-90.358	n/a	No	3	3	0	0	2	16	0	23	21	0	2	0	0
IL2473		US150	41.437	-90.478	n/a	Yes	3	2	1	0	0	6	0	5	3	2	0	0	0
IL239		US00 B	41.536	-90.367	n/a	No	2	0	1	0	0	15	0	15	11	1	2	0	1
IL301		IL96	41.491	-90.406	n/a	Yes	2	1	0	1	0	8	2	23	16	1	4	2	0
IL334		US08 B	41.534	-90.425	n/a	No	2	1	1	0	0	5	0	14	6	6	1	0	1
IL396		TS0	41.534	-90.343	n/a	Yes	2	0	0	0	0	7	0	3	0	3	0	0	0
IL499		IL094	41.393	-90.606	n/a	No	2	2	0	0	0	6	0	10	5	0	5	0	0
IL661		TS0	41.44	-90.287	n/a	No	2	1	0	0	0	5	0	3	1	1	1	0	0
IL1639		IL084	41.484	-90.388	n/a	No	2	2	0	0	1	6	0	12	10	0	2	0	0
IL2941		I 280	41.469	-90.619	n/a	Yes	2	0	2	0	0	3	0	2	0	2	0	0	0

Kewanee

Kewanee							Fatal and Severe Injury Crashes				Overall Injuries			Overall Crashes					
LOCID	Type	Location	Lat	Long	Potential Countermeasure	HIN	Total Fatal and Severe	Vehicle/Vehicle Crash	Fixed Object Crash	Vul User Crash	Fatalities	Injuries	Vul User Inj	Total Crashes	Vehicle/Vehicle	Fixed Object	Animal	Vul User	Parked
IL65	Non-DOT	Division St & Chestnut St	41.235	-89.928	Signage, Crosswalk Visibility Enhancement	Yes	2	1	0	1	0	5	1	5	3	0	0	1	1
IL191		Vine St & 10th St	41.254	-89.919	Improved	Yes	2	2	0	0	0	3	0	4	4	0	0	0	0
IL138		Prospect St & Tremont St	41.238	-89.926	Signage	Yes	1	1	0	0	0	10	1	35	30	1	0	1	**3**
IL126		N Chestnut St & 3rd St	41.245	-89.928	Signage, speed and visibility improvements, school zone designation	Yes	1	0	1	0	0	3	0	13	4	3	0	0	**6**
IL139		Lakeview Ave & 3rd St	41.246	-89.913	Signage	Yes	1	1	0	0	0	2	0	11	5	0	0	0	**6**
IL1300	DOT	IL 78 & Prospect St	41.238	-89.925	Signage, move or add reflective tape or crash bumpers around poles, add protected left turns	Yes	4	2	0	1	0	23	**3**	54	45	**6**	0	3	0
IL2278		IL 78 & 2nd St	41.245	-89.925	Signage, move or add reflective tape or crash bumpers around poles, curve improvements	Yes	3	2	0	1	0	13	2	39	31	**5**	0	2	1
IL151		US 34 & South St	41.222	-89.926	Right Turn Slip Lane, Signage, speed enforcement	Yes	3	3	0	0	0	10	1	38	36	1	0	1	0
IL867		US 34 & McClure St	41.228	-89.927	Signage, Crosswalk Visibility Enhancement, speed enforcement, roundabout candidate	Yes	3	1	0	2	0	16	2	35	32	1	0	2	0
IL640		IL 78 & 3rd St	41.246	-89.925	Signage, Striping, protected left-turn phasing, high visibility crosswalks	Yes	3	3	0	0	0	11	0	32	28	1	0	0	**3**

Muscatine

							Fatal and Severe Injury Crashes				Overall Injuries			Overall Crashes					
LOCID	Type	Location	Lat	Long	Potential Countermeasure	HIN	Total Fatal and Severe	Vehicle/Vehicle Crash	Fixed Object Crash	Vul User Crash	Fatalities	Injuries	Vul User Inj	Total Crashes	Vehicle/Vehicle	Fixed Object	Animal	Vul User	Parked
IA148	Non-DOT	E 7TH ST & MULBERRY AVE	41.428	-91.045	Signage, enforcement of stop sign running	Yes	2	2	0	0	0	11		14	12	0	1	0	0
IA430		E 5TH ST & MULBERRY AVE	41.426	-91.044	Signage, enforcement of stop sign running	Yes	1	0	0	0	1	8		26	21	0	0	1	**3**
IA753		E 8TH ST & CEDAR ST	41.427	-91.048	Signage, enforcement	Yes	1	1	0	0	0	5		14	13	0	0	0	1
IA1012		67TH AVE W	41.371	-91.129	Crossing Divided Highway, enforcement of speeding	Yes	1	1	0	0	0	10		12	10	0	0	0	0
IA1163		MULBERRY AVE	41.45	-91.086	Improve sight distance/increase length of turn lanes	Yes	1	0	0	0	0	14		12	10	0	0	0	0
IA583	DOT	US 61/GRANDVIEW AVE & IA 92 & DICK DRAKE WAY	41.392	-91.088	Signage	Yes	4	3	0	0	1	30		41	37	1	0	0	1
IA272		IA 22/PARK AVE	41.444	-91.03	SB Protected Left, striping	Yes	2	2	0	0	0	10		18	16	1	1	0	0
IA582		US 61/GRANDVIEW AVE & 49TH ST S	41.373	-91.126	Crossing Divided Highway	Yes	2	1	1	0	0	8		11	8	2	0	0	0
IA687		33RD ST AND US 61/GRANDVIEW AVE SB	41.386	-91.1	Crossing Divided Highway	Yes	2	0	0	2	1	3		8	1	1	**3**	2	0
IA691		US 61 & OAKVIEW DR	41.458	-91.02	Add Traffic Signal	Yes	2	0	0	1	1	2		7	5	0	0	1	0