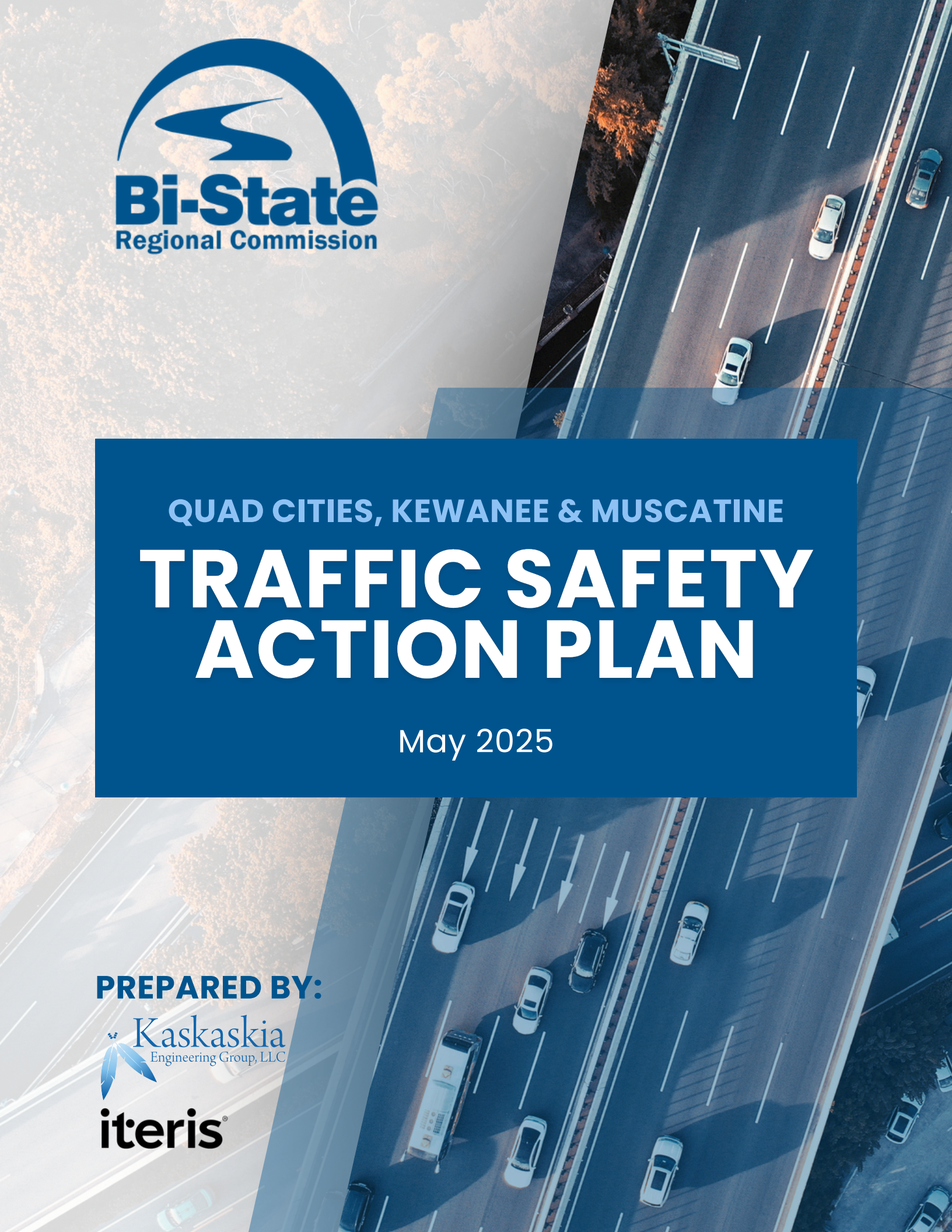
Bi-State Regional Commission



QUAD CITIES, KEWANEE & MUSCATINE

TRAFFIC SAFETY ACTION PLAN

May 2025

PREPARED BY:

Kaskaskia Engineering Group, LLC

iteris

TRAFFIC SAFETY ACTION PLAN

FOR THE

QUAD CITIES IOWA/ILLINOIS

METROPOLITAN PLANNING AREA

AND CITIES OF

KEWANEE, ILLINOIS AND MUSCATINE, IOWA

May 2025

Prepared for:

Bi-State Regional Commission on behalf of

Quad Cities Iowa/Illinois Metropolitan Planning Area

City of Kewanee, Illinois

City of Muscatine, Iowa

Prepared by:

Kaskaskia Engineering Group, LLC

and Iteris

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1 Leadership Commitment and Goal Setting

In 2023, the Bi-State Regional Commission (BSRC) was awarded a Safe Streets for All (SS4A) grant to create a Traffic Safety Action Plan (TSAP) for the Quad Cities of Illinois and Iowa, including the cities of Muscatine and Kewanee. The study area geography includes the counties of Henry (IL), Muscatine (IA), Rock Island (IL) and Scott (IA), including approximately thirty municipalities, and unincorporated areas. The goals, safety improvement recommendations, priority project list and early program recommendations developed through this process and contained in this report are being adopted by each study partner of the BSRC, demonstrating their dedication to safer roadways.

The BSRC and partners are also committed to improving the public's safety on roadways in the study area by following the United States Department of Transportation's (USDOT) Safe System Approach that establishes the goal of zero fatalities and zero serious injuries by the year 2040. Top crash locations can be found in Appendix A. Pending public and stakeholder comments that will be sought in spring 2025, participating agencies adopted resolutions toward the improvement of safety for all roadway users regardless of mode of travel or socio-economic background in alignment with the recommendations in this report, which can be found in Appendix B.

1.1 Safety Goal and Approach

Image Source: Canva

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

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

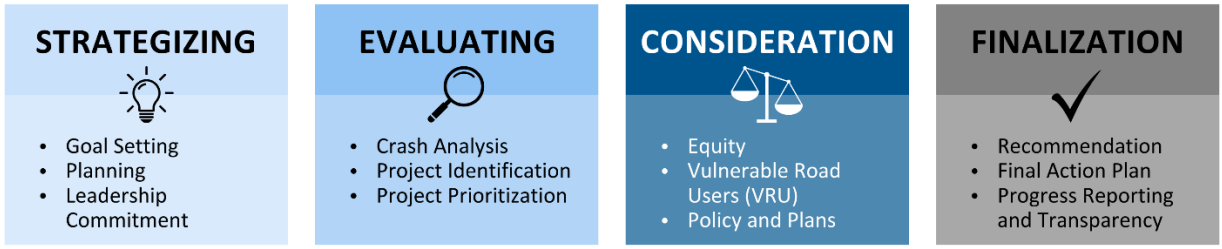
- Providing a data-driven approach to identify underlying causes of roadway fatalities and serious injuries.
- Identifying proven safety countermeasures that address targeted crash types.
- Encouraging communication between stakeholders and transportation agencies.

[1] Federal Highway Administration: https://www.transportation.gov/grants/SS4A

- Supporting opportunities to obtain funding for future infrastructure improvements.

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

Figure 1.1.1: TSAP Development Steps

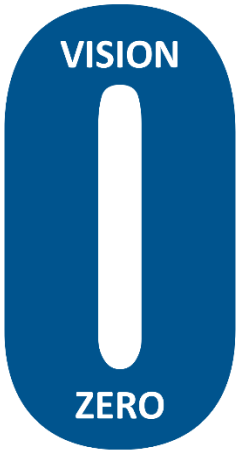


1.2 Alignment with Existing Focus Areas

The TSAP study process investigated crash types that more frequently resulted in fatalities and serious injuries for the purpose of identifying strategies. The approach aligns well with the Illinois Department of Transportation's (IDOT)[2] and the Iowa Department of Transportation's (Iowa DOT)[3] Strategic Highway Safety Plan's emphasis areas displayed in Figure 1.2.1.

[2] Illinois Department of Transportation: https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/manuals-guides-and-handbooks/safety/strategic-highway-safety-plan-2022.pdf
[3] Iowa Department of Transportation: https://iowadot.gov/traffic/pdfs/IowaSHSP.pdf

Figure 1.2.1: Summary of IDOT and IowaDOT Emphasis Areas



The Steering Committee members have committed to a **Vision Zero** goal to achieve **zero traffic-related fatalities or serious injury crashes** through targeted safety improvements that reduce these crashes **2% annually** across the study area, based on a five-year rolling average and **reaching zero by 2040**.

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

1.3 Existing Policies and Practices

Stakeholders provided policies and plans for review to identify alignment with transportation safety goals. Eighteen (18) documents were identified. A full policy list can be found in Appendix C. The content of these documents was utilized to identify gaps in traffic safety data, traffic safety projects and policies that were built upon in the TSAP development process.

1.4 BSRC Stakeholder Contacts

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

1.5 BSRC SS4 Steering Committee and Project Advisory Committee

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

Table 1.5.1: Steering Committee Members

First Name	Last Name	Title	Jurisdiction	State
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	Stineman	Public Works Director	Muscatine	IA
Lucie	VanHecke	Transit Planner	Metrolink	IL
Rob	Bates	Engineer	ILDOT	IL
Doug	DeLille	Planner	ILDOT	IL
Torres-Cacho	Hector	Planner	IADOT	IA
Alan	Ho	Engineer	FHWA-IL	IL
Betsy	Tracy	Planning, Environment & Right-of-Way Team Leader	FHWA-IL	IL
Sean	Litteral	Planning and Development Team Leader	FHWA-IA	IA
Gena	McCullough	Deputy Director	BSRC	IA-IL
Nithin	Kalakuntla	Transportation Engineer	BSRC	IA-IL

A Project Advisory Committee was also created to provide a broader source of input into the development of the TSAP. Members were representatives of various transportation planning agencies, law enforcement agencies, first responders, public safety officials, and various community organizations. Additional details on the Project Advisory Committee can be found in the Stake Holder Engagement Plan (SEP) in Appendix D.

2 Community Profile

The following section discusses land use, demographics, and equity considerations in the study area. Equity is considered using a multi-lens approach to consider multiple factors.

2.1 Area Description

The study area encompassed the Quad Cities including the Cities of Kewanee (IL), Muscatine (IA), Quad Cities: Davenport (IA), Bettendorf (IA), Rock Island (IL), Moline (IL), and East Moline (IL). The area is divided by the Mississippi River with Iowa being to the west and Illinois to the east. The area is predominantly urban with the following urban center populations: Kewanee (12,222), Muscatine (23,797), Davenport (100,354), Bettendorf (39,858), Rock Island (36,132), Moline (41,965), and East Moline (20,806).

2.1.1 Land Use

The majority of the study area is urban, with small sections of undeveloped rural areas surrounding the population centers. The topography of the study area is comprised of rolling hills, bluffs and valleys. Key routes through the study area include I-74, I-80, I-88, I-280, US-6, US-34, US-61, US-67, US-150, IA-22, IL-5, IL-78, IL-81, IL-84, and IL-92.

2.1.2 Demographics

General demographics trends according to the 2020 Census[4] for each county in the study area including age, race, home ownership, and income for each are listed below in Table 2.1.

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

Table 2.1: County Level Demographics

Muscatine County
• 5.9% under 5 years of age
• 17.6% over 65 years of
• 92.1% one race
• 7.9% two or more races
• 74.9% owner-occupied homes
• Mean household income $87,676
• Median household income $69,512
Scott County
• 5.6% under 5 years of age
• 17.5% over 65 years of
• 92.6% one race
• 7.4% two or more races
• 69.6% owner-occupied homes
• Mean household income $98,308
• Median household income $76,822
Rock Island County
• 5.6% under 5 years of age
• 20.7% over 65 years of
• 82.0% one race
• 18.0% two or more races
• 72.5% owner-occupied homes
• Mean household income $83,063
• Median household income $63.087
Henry County
• 6.5% under 5 years of age
• 12.5% over 65 years of
• 97.7% one race
• 2.3% two or more races
• 67.5% owner-occupied homes
• Mean household income $91,842
• Median household income $69,912

2.2 Equity Considerations

Image Source: Canva

Equity focuses on providing fair and just outcomes across all members of society, recognizing that some individuals or communities are disadvantaged in or have been disproportionately burdened by past decisions. Past practices did not always provide resources equitably – considering all people and all modes, sometimes implementing improvements that benefit some, while harming others, such as people with less education, more poverty, or pedalcyclists and pedestrians. Transportation investment without consideration of the varying needs of different communities and modal users can perpetuate isolation, lack of access to jobs and services, and other disadvantages which, due to the long-term effects of the transportation system, can perpetuate over generations.

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

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

There are multiple ways of assessing transportation systems, environmental justice, and equity which typically use population and socioeconomic indicators. At the time this TSAP was initiated, the USDOT guidance for SS4A planning processes and projects required analysis of equity considerations. Furthermore, the Steering Committee agrees that there is added value in considering equity. Below are the four datasets used to consider equity in the TSAP.

2.2.1 EJScreen: Environmental Justice Screening and Mapping Tool[5]

EJScreen was an Environmental Protection Agency's (EPA)[6] environmental justice mapping and screening tool created under the Inflation Reduction Act (IRA) to provide a nationally consistent dataset and approach for combining environmental and socioeconomic indicators. The EPA Disadvantaged

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

[6] Environmental Protection Agency: https://www.fema.gov/emergency-managers/practitioners/recovery-resilience-resource-library/ejscreen-environmental

Communities map on EJScreen combined multiple datasets to determine whether a community was disadvantaged for the purposes of implementing programs under the IRA. All data sets were assigned values at the Census Block Group level.
EJScreen defined environmental justice areas as spaces where environmental impacts have led to a disproportionate effect on groups of people, including minority populations, persons with limited access to transportation, households with low-income, older adults, and persons with disabilities. An environmental justice area was an area with a higher percentage of the population falling into an identified negatively environmentally impacted area that was higher than the national average.

2.2.2 Climate and Economic Justice Screening Tool[7]

The Climate and Economic Justice Screening Tool[8] provided an interactive map with datasets that indicated burdens in eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development. Communities that were considered overburdened and underserved as disadvantaged. This tool was previously used by federal agencies to identify qualified communities under the Justice40 initiative, which sought to deliver 40% of the overall benefits of federal investments to disadvantaged communities.

2.2.3 Historically Disadvantaged Community[9]

A "Historically Disadvantaged Community" was defined by the Office of Management and Budget's (OMB)[10] Interim Guidance for the Justice40 Initiative and the 2023 Addendum to this Guidance. Specifically, a project was in a Historically Disadvantaged Community if it was within certain qualifying census tracts that were identified as "disadvantaged" in the Climate and Economic Justice Screening Tool.

2.2.4 Qualified Opportunity Zones

Qualified Opportunity Zones (QOZs) are a tool designed to spur economic development and job creation in distressed communities. In a QOZ, new investments may be eligible for preferential tax treatment if they meet certain conditions. Localities qualify as QOZs if they were nominated for that designation by their state and that nomination was certified by the Secretary of the U.S. Treasury[11].

3 The Path to Improvement

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

[7] As of February 2025, the CEJST Tool is currently not available on the U.S. White House website
[8] National Oceanic and Atmospheric Administration: https://screeningtool.geoplatform.gov/en/?mc_cid=41183d4bd5&mc_eid=90363e3ae3
[9] As of February 2025, the HDC datasets are being referred to as Areas of Persistent Poverty
[10] Office of Management and Budget: https://www.transportation.gov/grants/mpdg-areas-persistent-poverty-and-historically-disadvantaged-communities-1#:~:text=A%20%22Historically%20Disadvantaged%20Community%22%20is,is%20located%20on%20Tribal%20land.
[11] Internal Revenue Service: https://www.irs.gov/credits-deductions/businesses/opportunity-zones

3.1 Plans & Policies

Study area planning documents – including transportation plans, comprehensive plans, safety assessments, and freight studies – were analyzed to identify previously studied safety issues in order to leverage and compare prior work, prioritize safety actions and develop additional actions to increase and improve traffic safety. This section discusses how the TSAP will work in tandem with and serve as a living plan to advance goals within the region's existing plans and policies. Safety-related policies were found to be focused on separating different modes of travel versus implementing particular safety countermeasures. A list of reviewed documents can be found in Appendix C.

During the policy and plan review, 178 existing safety-related projects were identified. Examples of some of these projects include sidewalk improvements, trails, shared roadways, and bike lanes with a focus around vulnerable roadway users. Other examples include vehicle safety projects incorporating various geometric design improvements. Each project's anticipated timeframe and intervention type were noted. The list of safety related projects can be found in Appendix C.

3.2 Planning Structure

To facilitate the development of the TSAP a Project Steering Committee (PSC), Project Advisory Committee (PAC), stakeholder list, and a project timeline were established. The PSC was comprised of representatives of the BSRC, Quad Cities of Illinois and Iowa, City of Kewanee, City of Muscatine, IowaDOT, IDOT, FHWA, and the transit system. The PAC primarily consisted of members of the state and local transportation planning agencies, law enforcement, public safety and traffic safety interests, and community organizations that guided the study throughout the planning process. The composition of the PAC was determined collaboratively by the consultant and PSC.

3.3 Project Timeline

The development of the TSAP took approximately twelve months. Key tasks included public input using a web-based interactive map and virtual public meetings. Data collection consisted of obtaining crash records for the study area, obtaining GIS maps, and census data. The data analysis consisted of identifying severe crash types resulting in fatalities or incapacitating injuries, as well as their attributing factors.

Countermeasures selection involved identifying design changes that would result in the reduction of the targeted crash types. A draft report was prepared and submitted for review by the PSC and PAC before being finalized. Key milestone dates are shown in Table 3.3.1.

Table 3.3.1: General Schedule of Key Project Milestones

Kickoff meeting	March 2024
Public input meetings	July and August 2024; January 2025
Data collection	April to July 2024
Data analysis	April to December 2024
Countermeasure selection/recommendations	October 2024 to January 2025
Final report	April 2025

4 Safe System Approach

If a Safe System Approach is to be achieved, road safety must be prioritized when making decisions about investments in roadways, and there must be a culture shift that crashes resulting in fatalities and serious injuries are unacceptable. The Safe System Approach is based on five objectives and on six principles[12].

4.1 Safe System Approach Objectives

1. Safe Road Users

The first element involves making the roadway safe for all road users. This is accomplished by equitably assessing all modes of travel within the study area that may be utilized by the public, including walking, biking, driving, transit, etc. The objective is to promote safe travel behavior for individual and cognizance of other road users, including those most vulnerable to fatalities and serious injuries.

2. Safe Vehicles

The second element focuses on vehicle design. Vehicles should be designed to minimize the frequency and severity of crashes.

3. Safe Speeds

The third element focuses on speed reduction. Reducing speeds lessens the forces imposed on humans during a crash, allows vehicle operators more time to react to avoid a crash, and improves visibility to reduce the risk of a crash.

4. Safe Roads

The fourth element focuses on how roadways should be designed to allow for human mistakes. This minimizes the severity of a crash and allows for corrections to prevent a crash.

5. Post-Crash Care

The fifth element focuses on care after the crash, including providing medical treatment at the scene to stabilize injuries and transportation to appropriate facilities to ensure proper treatment. Post-crash care also involves the process of analyzing the crash site for causes and providing traffic incident management to reduce the chances of a secondary crash.

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

[12] Federal Highway Administration: https://highways.dot.gov/public-roads/winter-2022

4.2 Safe System Approach Principles

Fatal and Serious Injuries Are Unacceptable

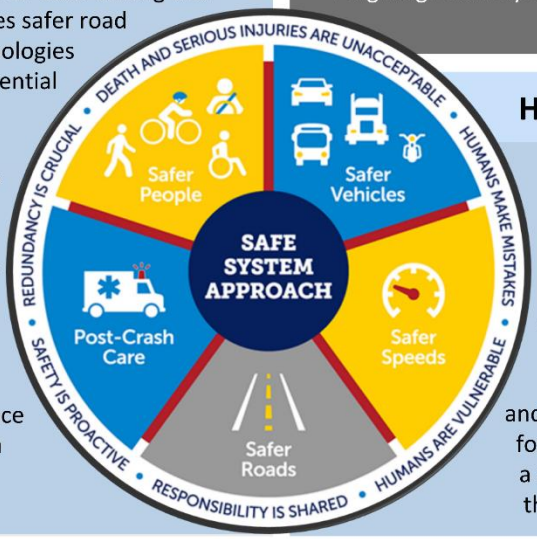
Humans make mistakes, but mistakes should not be a death sentence. Regardless of their socioeconomic status, level of ability, or preferred mode, road users should not die or suffer incapacitating injuries.

Redundancy Is Crucial

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

Humans Make Mistakes

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



Humans Are Vulnerable

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

Safety Is Proactive

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

Responsibility Is Shared

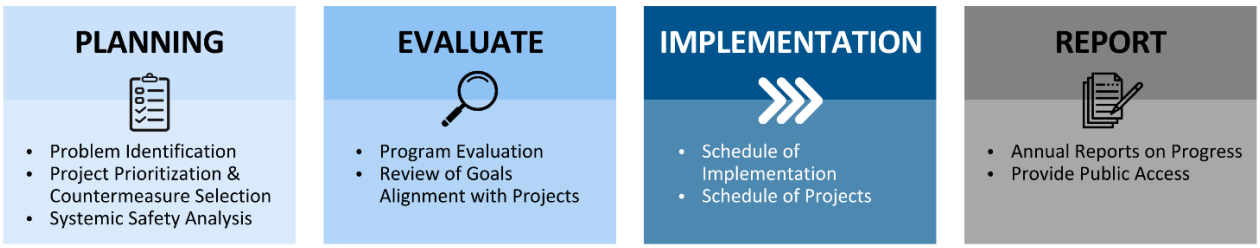
All stakeholders must work together to ensure that crashes do not result in fatal or serious injuries. These stakeholders include transportation system users and managers, vehicle manufacturers, first responders, and other transportation agencies.

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

4.3 Long Term Safe System Goals

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

Figure 4.3.1: Safe System Approach Objectives



5 Community Connection

Stakeholder and public engagement were an integral part in the development of the TSAP. An SEP was developed to outline engagement activities, outreach tools, and additional methods for public input. The study team updated the SEP throughout the project, documenting public involvement and engagement activities. The following section provides a summary of the activities, topics of discussion and safety concerns identified during the engagement activities. A copy of the SEP can be found in Appendix D.

Image Source: Canva

5.1 Stakeholder Meetings and Workshops

Regular virtual meetings with stakeholders were held throughout the duration of the project to ensure key feedback was sought and utilized in the development of the TSAP. The following provides a summary of the objectives for each stakeholder meeting held during the project and safety concerns identified in each meeting. The input was used to shape the area goals and countermeasure recommendations. Meeting presentation content, accompanied by survey and polling results can be found in Appendix B in the SEP. Stakeholder feedback was utilized to inform several key aspects of the study, including:

5.1.1 Project Steering Committee Kickoff Meeting (Virtual)

March 26th, 2024

- Introduced the consulting team to the Project Steering Committee
- Overview of the project's scope
- Safe System Approach
- Project goals and deliverables.
- Proposed schedule and timeline of events.

June 27th, 2024

- Discussed the steps in creating a Traffic Safety Action Plan
- Provided an overview of the safe system approach.
- Preliminary results on top crash locations including severity levels and types were discussed.

- An interactive website including a mapping tool to report high crash risk locations was presented.
- A poll was taken to identify behavioral issues experienced by motorist/pedestrians, as well as equity concerns for the study area. Polling results and correlating discussion identified that the study area community is multimodal, with pedalcyclists and pedestrians rising to the top in addition to automobiles, as modes of transportation. All-Terrain vehicles (ATV) and golf carts were also mentioned.

Top behavioral issues identified were:

1. Speeding
2. Phone usage
3. Not adhering to signage
4. Impaired Driving

Top equity concerns identified were:

1. Elderly drivers
2. Pedalcyclists and pedestrians
3. Low -income populations
4. Roadways without sidewalks

5.1.2 Project Steering Committee Meeting (Virtual)

September 18th, 2024

- Discussed stakeholder engagement using an interactive map.
- Identified engagement plan activities.
- Discussed crash analysis results with hotspot identification in each geographic area.
- Discussed planned safety related projects and plan reviews
- Introduction to goal setting to achieve vision zero.

5.1.3 Project Advisory Committee (Virtual)

October 29th, 2024

- Provided update on stakeholder engagement activities.
- Provided current results of the interactive map.
- Discussed collision data analysis with a focus on fatal and severe injury crashes.
- Discussion was held on existing safety related projects and safety policies in the study area.
- Discussed goal setting related to vision zero, with strategies to target emphasis area.
- Obtaining stakeholder feedback. Feedback received during the PAC meeting indicated that participants felt that an annual percent (%) reduction target moving towards zero deaths and serious injuries was more realistically achievable than setting an immediate target of zero. Other key feedback received during the meeting included perspectives around roadway design

changes needed to accommodate pedestrians and pedalcyclists more safely in order to create a safer and welcoming multimodal user opportunity.

5.1.4 Focus Group Workshops (Virtual)

November 14th & November 20th, 2024

Two Focus Group workshops were hosted in November 2024, on November 14th, and November 20th. At both meetings a presentation was given providing stakeholders with detailed information regarding the following:

- Provided background on SS4A, the Safe System Approach and purpose of the TSAP
- Reviewed typical equity considerations for SS4A studies and those unique to the study area
- Identified the High Injury Network, top crash types and concentrations for Quad Cities Iowa and Illinois, and Kewanee and Muscatine
- Discussed identification of priority projects and examples of countermeasures
- Provided examples of Goal setting
- Obtained stakeholder feedback through discussion and polling. Discussions and polling show the following as the top issues to focus study goals and recommendations around:
  - Setting a target percent reduction in fatalities and serious injuries
  - Education and enforcement focus on cell phones, distracted driving and distracted walking
  - Speed reductions and speed enforcement
  - Better accommodations for pedalcyclists and pedestrians
  - Education and enforcement for impaired driving and lack of following laws
  - Participants were asked to rank the 4 E's by order of importance and the results showed opinions that placed these in the following order from highest to lowest: Engineering, Education, Enforcement, Emergency Response.

5.1.5 Traffic Safety Summit (In-Person)

January 29th, 2025

In January 2025, representatives from the Project Steering Committee, municipal agency representatives, IDOT and Iowa DOT safety officials, the BHRC, and others convened to discuss state and local safety education campaigns, review the study area top crash locations, recommended projects and countermeasures. The presentations, maps and discussions covered the following items and feedback:

- Provided overview of the Safe System Approach.
- Provided a summary of the crash analysis in the study area.
- Discussed recommended countermeasures for each of the top crash locations using a multijurisdictional approach.
- Solicited participant feedback on goal setting and the use of the 4E's approach.
- Identified additional areas for improvement.
- Identified additional countermeasures to consider at top crash locations.

- Feedback received during the Summit highlighted speeding, red light running, design challenges, education, and enforcement as key issues to address across all jurisdictions. This feedback resulted in the priority projects list, countermeasures and Early Action Recommendations found in Section 7 of the TSAP.

5.2 Public Comment via outreach and website

Public input and feedback were solicited in two primary ways. The first was virtual public events, where a presentation was given informing the public of the project and the project's website. The second was through an online interactive mapping tool where the public could provide detailed information on locations with safety-related concerns and contributing factors.

5.2.1 Focus Group Meetings Interactive Mapping Tool

An interactive mapping tool was developed and made available through the project's website. Members of the public and stakeholders provided valuable input on locations with safety concerns including the geographic coordinates and a description of the safety concerns. Each comment was reviewed and summarized into categories. The top comment was the need for intersection improvements, this accounted for 52 percent of the public comments. The second highest safety concern was related to speeding, accounting for 12 percent of the comments. The third highest comment was related to the lack of pedestrian-bicycle facilities, accounting for 5 percent of the public comments. Speeding was also mentioned in areas where intersection improvements and pedestrian-bicycle facilities improvements were needed. All categories and the frequency of each can be seen in the following graph, there were 154 unique comments from the interactive mapping tool. Figure 5.2.1.1 depicts an example of the mapping tool interface where blue indicates a single comment and red indicates multiply comments in one area. Figure 5.2.1.2 provides a summary of all public comments received.

Figure 5.2.1.1: Interactive Mapping Tool

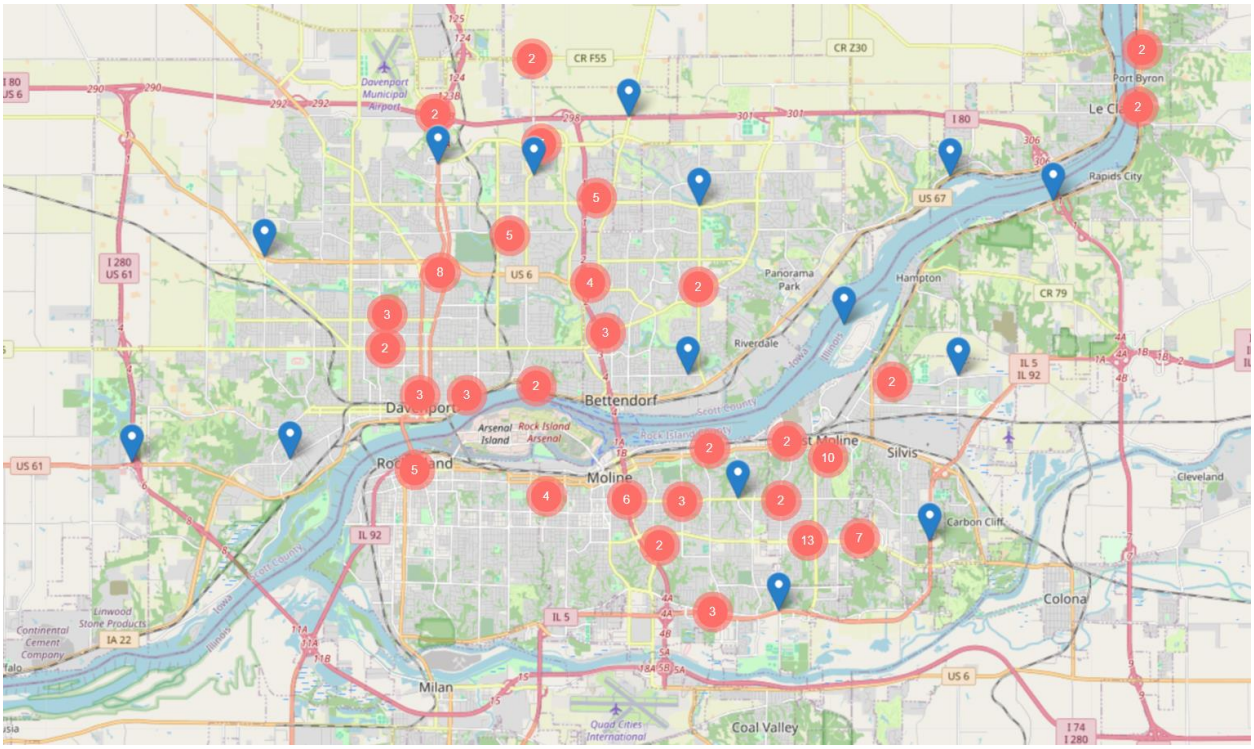
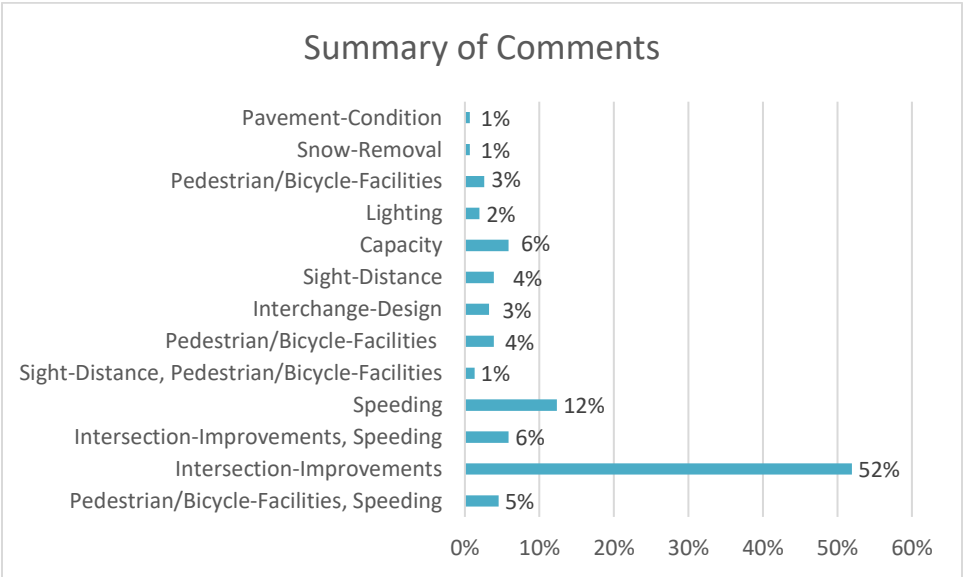


Figure 5.2.1.2: Public Comment Summary



5.2.2 Virtual Public Meeting

A draft of the TSAP was released for public review and public comment following a Virtual Public Meeting (VPM) that was held on April 30, 2025. A two-week public comment period followed the meeting, and ten public comments were received.

The presentation covered the following key elements of the Draft TSAP:

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

5.3 Press Release to Human Services

A press release was sent out to engage all possible human service groups in the study area, asking for public input to reach groups of people that may not have otherwise been informed of the study. The release provided information on the TSAP process and provided directions to access the interactive map. Stakeholders were invited and asked to get involved in the development of the TSAP. Over 150 groups were informed of the study through email communications, invited to each event, and sent notification of meetings and the draft report for release. A copy of the press release sent to the groups can be found in Appendix D. Analysis of Data

6 Analysis of Data

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

6.1 Safety Analysis

A comprehensive review of safety data was conducted and analyzed across the Quad Cities SS4A Traffic Safety Action Plan study region, which includes the Metropolitan Planning Area (MPA) boundary around metropolitan Quad Cities (Illinois and Iowa sides), along with standalone boundaries around Muscatine, IA, and Kewanee, IL, represented by the respective corporate limits. Historical crash data from 2013 through 2022 was provided by Illinois DOT and Iowa DOT and utilized to gather a large statistical summary, as well as to contrast any trend changes that occurred resulting from the COVID-19 pandemic's traffic shifts or other major disruptors. Crash types, locations, contributing circumstances, and temporal trends were analyzed across the region and within each of the subdivided areas (Illinois Quad Cities, Iowa Quad Cities, Muscatine, and Kewanee) during this 10-year period. Crashes of particular attention included those resulting in fatalities, incapacitating injuries, or involving vulnerable road users. Crash types were identified using standard adopted classifications. Iowa and Illinois use slightly different definitions for each crash type, but the general definition is consistent between both states. Those definitions are outlined in Table 6.1.1.

Table 6.1.1: Crash Definitions

Injury Types	Injury Classification Code	Illinois Definition	Iowa Definition
Fatal Injury	K	A fatal crash is a traffic crash involving a motor vehicle in which at least one person dies within 30 days of the crash.	Used when a fatal injury is any injury that results in death within 30 days after the motor vehicle crash in which the injury occurred. If the person did not die at this scene but died within 30 days of the motor vehicle crash in which the injury occurred, the injury classification should be changed from the attribute previously assigned to the attribute of fatal injury.
Incapacitating Injury	A	Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. This includes severe lacerations, broken/distorted limbs, skull injuries, chest injuries, abdominal injuries	Used when there is any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities the person was capable of before the injury occurred. This includes severe lacerations (exposure of underlying tissues/muscle/organs or resulting in significant loss of blood); broken or distorted limbs (arm or leg); skull, chest injuries or abdominal injuries other than bruises or minor lacerations; crush injuries; significant burns (second and third degree burns over 10 percent or more of the body); unconsciousness at or when taken from the crash scene; and unable to leave the crash scene without assistance (paralysis). This does not include momentary unconsciousness.
Non-Incapacitating Injury	B	Any injury, other than a fatal or incapacitating injury, which is evident to observers at the scene of the crash. This includes lumps on the head, abrasions, bruises, minor lacerations.	Used when a minor injury is any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle. This does not include limping.

Possible Injury	C	Any injury reported or claimed which is not listed above. This includes momentary unconsciousness, claims of injuries not evident, limping, complaints of pain, nausea, hysteria.	Used when a possible injury is any injury reported or claimed that is not fatal, suspected serious, or suspected minor injury. Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those that are reported by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.
No indication of injury - Property Damage Only	O		Used when there is no apparent injury and there is no reason to believe the person received any bodily harm from the motor vehicle crash. There is no physical evidence of injury, and the person does not report any change in normal function.

Source : https://highways.dot.gov/media/20141

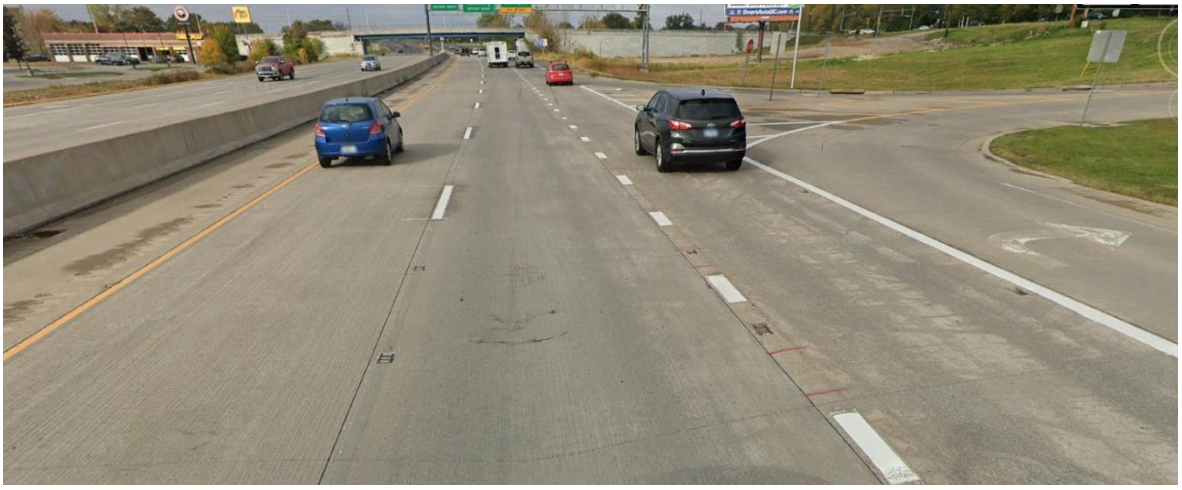


Image Source: Google Earth (2019)

6.1.1 Regional Historical Crash Data

Within the study limits, 72,638 crashes were reported within the 10-year study period, which included 175 fatal crashes ("K" injury) and 1,208 incapacitating injury crashes ("A" injury). Figure 6.1.1.1 depicts the total crashes in the study area.

Figure 6.1.1.1: Map of Total Crashes, 2013 – 2022

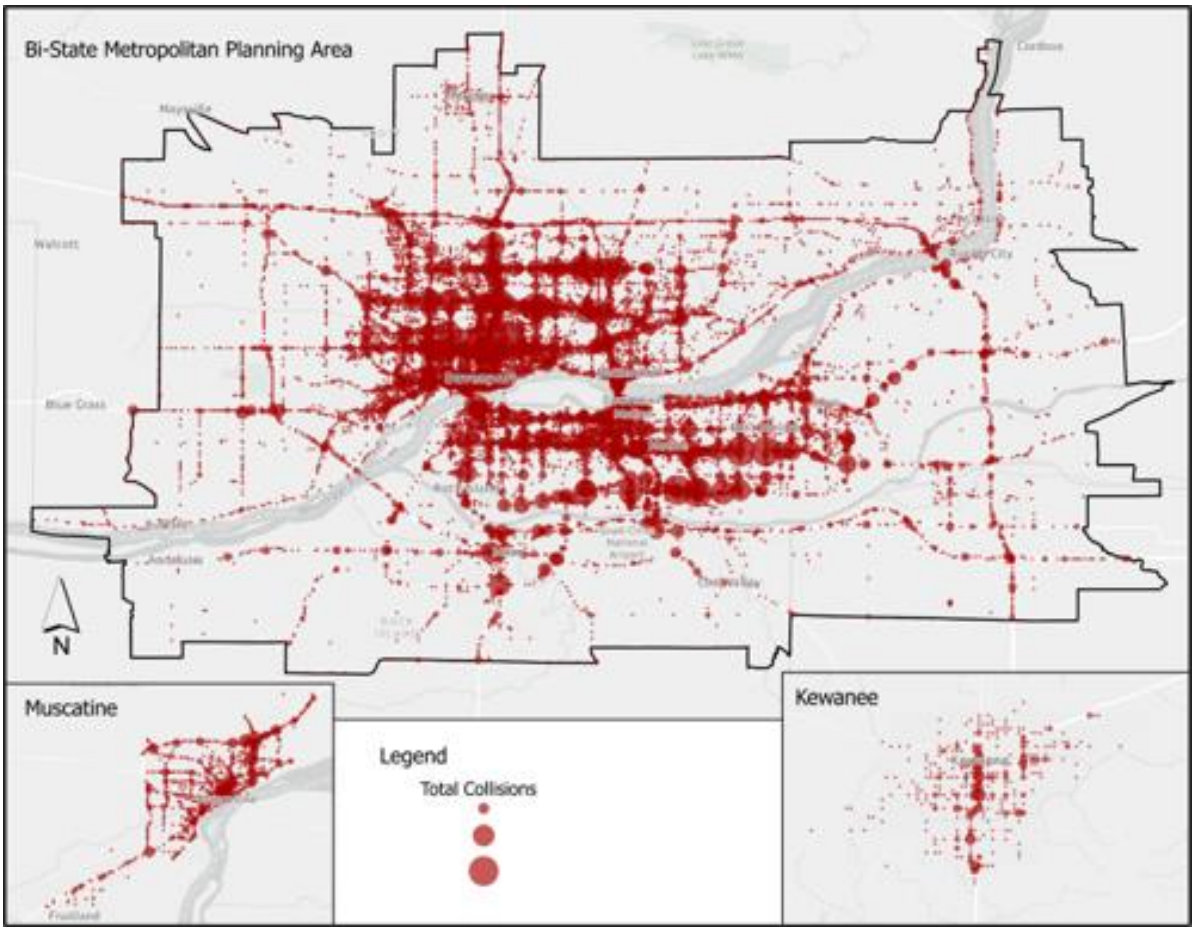
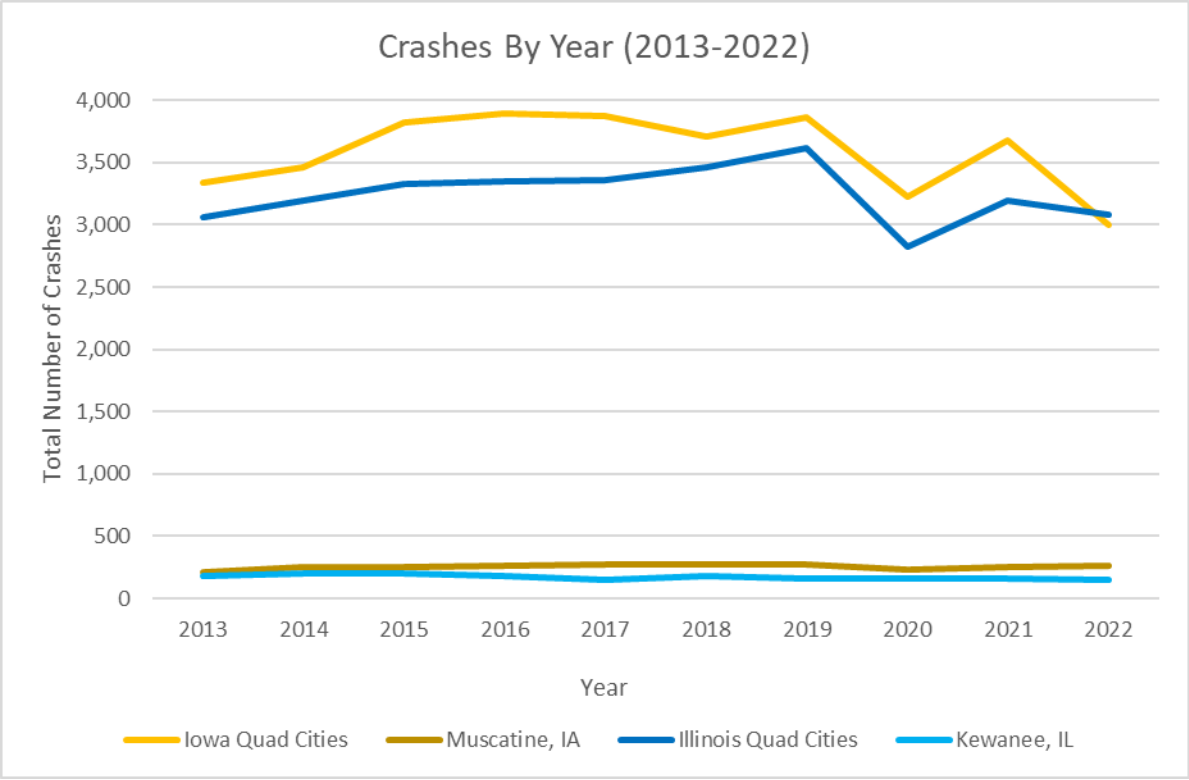


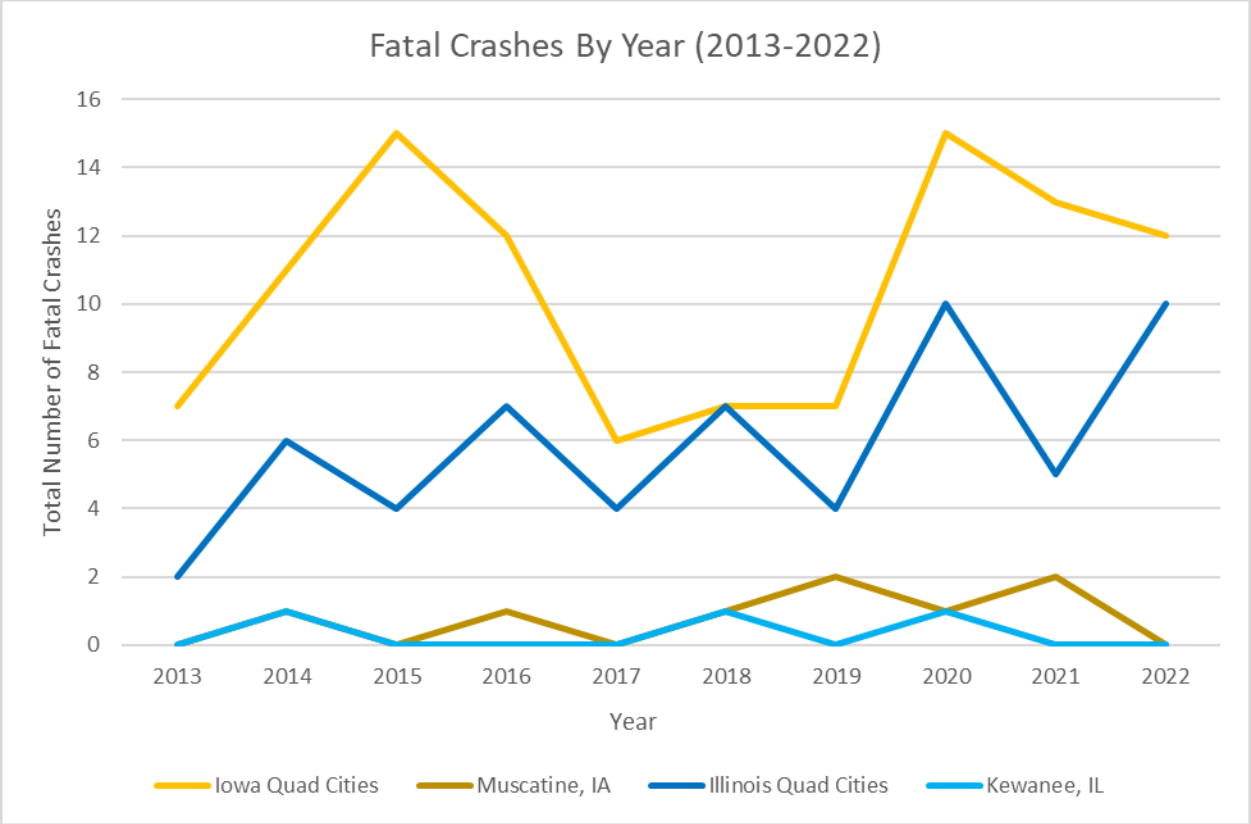
Figure 6.1.1.2 illustrates the annual reported crashes by subregion. Across all four subregions, crashes tended to follow similar trends, seeing an increase up through 2014 to 2019, but then a decrease between 2020 and 2022. Muscatine and Kewanee saw relatively flat rates overall, which is likely a result of having a smaller sample size with which to work. Note that the Y-axis is based on 'total number of crashes', so smaller subregions like Muscatine and Kewanee will almost always appear much lower than the larger subregions like the Illinois Quad Cities or Iowa Quad Cities.

Figure 6.1.1.2: Total Number of Crashes (All Types) by Year, 2013 – 2022



Among those crashes, a total of 175 fatal (“K” injury) crashes were reported. Figure 6.1.1.3 illustrates the fatal crashes reported by year within the study area. No subregion saw more than 15 fatal crashes in a given year, which means that data trends are difficult to ascertain because of a low sample size; thus, the chart will appear erratic year-to-year. Going into 2022, all subregions except the Illinois Quad Cities saw a downtick in crashes.

Figure 6.1.1.3: Total Number of Fatal ("K" Injury) Crashes by Year, 2013 – 2022



Among those crashes, a total of 1,208 incapacitating injury (“A” injury) crashes were reported. Figure 6.1.1.4 illustrates the incapacitating injury crashes reported by year within the study area. Trends varied by subregion; both the Illinois Quad Cities and Kewanee saw decreasing crash quantities, while the Iowa Quad Cities and Muscatine saw slight increases in crash quantities.

Figure 6.1.1.4: Total Number of Incapacitating ("A" Injury) Crashes by Year, 2013 – 2022

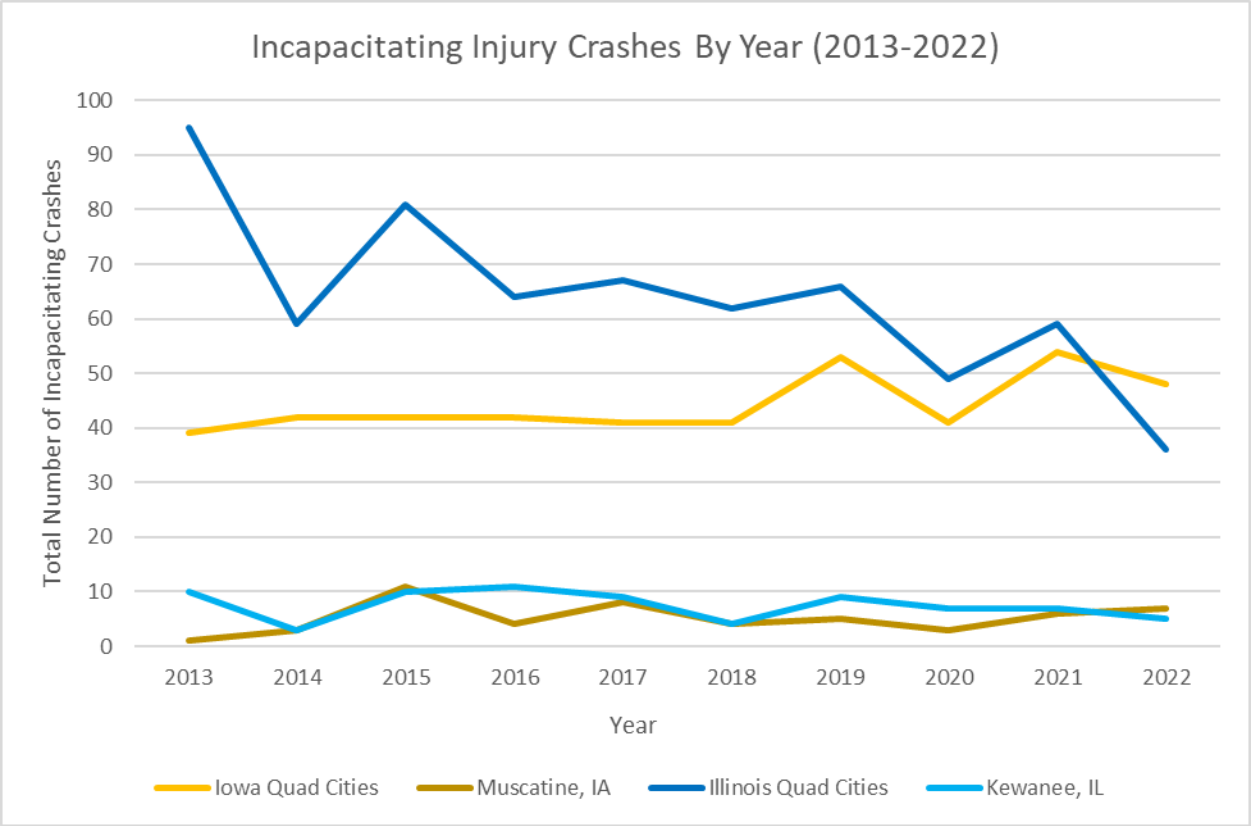
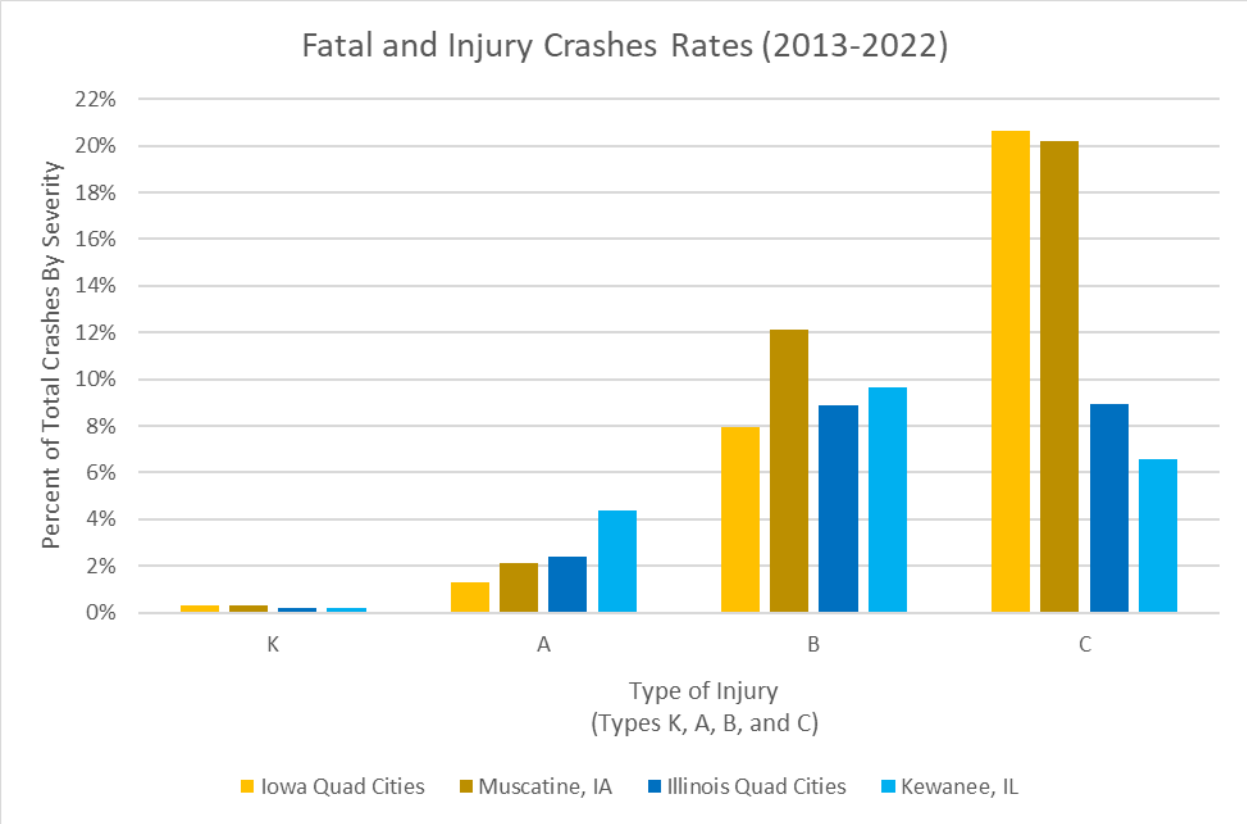


Figure 6.1.1.5 shows that fatality and injury-related crashes were distributed consistently across all four subregions during this 10-year period. Fatal crashes represented an average of less than 1% of all crashes across the region. Incapacitated crashes (“A”) were typically 1% to 5% of all crashes, with the Illinois Quad Cities and Kewanee having a higher representation than the Iowa Quad Cities or Muscatine. Non-incapacitating crashes (“B”) were typically 8% to 12% of all crashes, with Kewanee and Muscatine having higher representation than the Quad Cities. Possible-injury crashes (“C”) had a wider range of 6% of 20%, with a significant share representation from the Iowa side of the river (Iowa Quad Cities and Muscatine).

Figure 6.1.1.5: Percent of Fatal ("K" Injury) and Injury ("A", "B", "C" Injury) Crashes Among All Crashes, 2013-2022



6.1.2 Environmental Conditions at Reported Crashes

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

Figure 6.1.2.1 shows that roughly half of all crashes occurred during daylight hours, with more than 65% of all crashes occurring during this period. Crashes in darkness represented fewer than 30% of all crashes, with an average of 4% to 8% occurring in total darkness and an average of 15% to 20% occurring in darkness on a lighted road. Fewer than 5% of crashes occurred during the dusk or dawn periods. This is not unusual, as more trips are likely to occur during daylight hours even though darkness presents visibility challenges.

Figure 6.1.2.1: Distribution of Total Crashes Based on Reported Lighting, 2013 – 2022

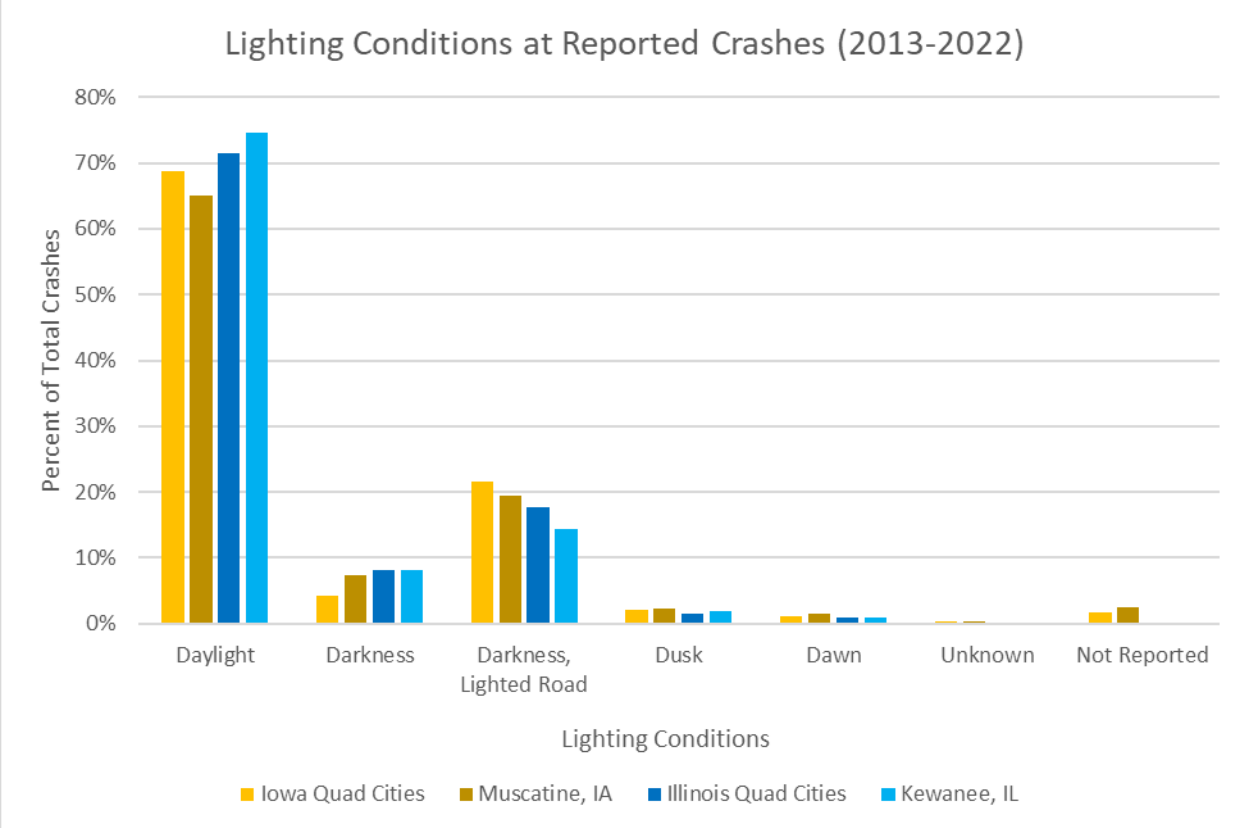


Figure 6.1.2.2 shows a divergence between fatal and incapacitating injuries most often occurred. Fatalities were split evenly between daylight and dark environments, with a slight leaning toward the dark environments. For incapacitating injuries, the prevalence was among the daylight hours. Fewer than 20 fatalities or injuries occurred in any subregion during dusk or dawn. From a rate perspective, the daylight versus darkness crashes were within 1 or 2 percentage points when comparing characteristics within a given subregion. Figure 6.1.2.3 shows that crashes during daylight hours have a comparable or lower rate of incurring a fatality and/or incapacitating injury than those during dark, dusk, or dawn hours.

Figure 6.1.2.2: Quantity of Fatal ("K" Injury) and Incapacitating Injury ("A" Injury) Crashes by Lighting Conditions, 2013 – 2022

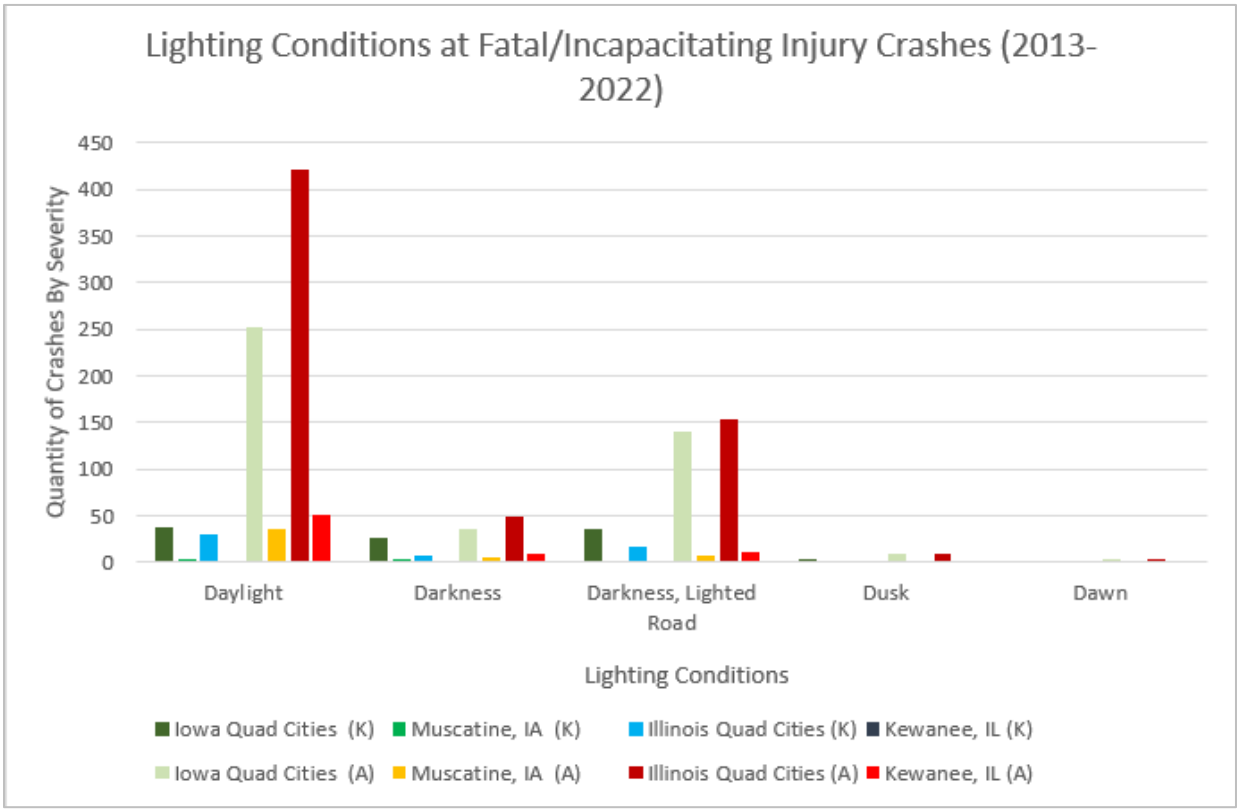
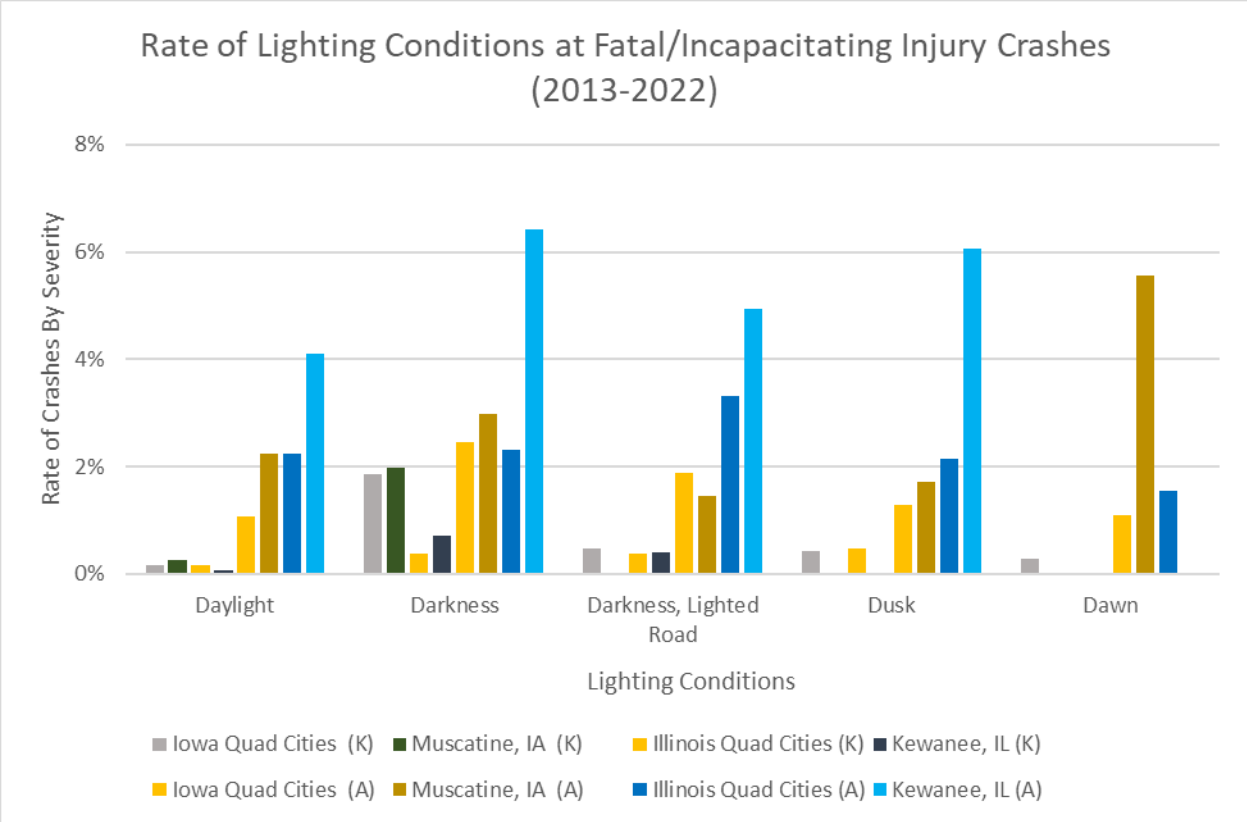


Figure 6.1.2.3: Rate of Fatal ("K" Injury) and Incapacitating Injury ("A" Injury) Crashes Among Total Crashes per Lighting Condition, 2013 – 2022



When looking at pavement surface conditions, Figure 6.1.2.4 shows that the vast majority of crashes were reported to occur when the pavement was dry. Fewer than 30% of all crashes were reported to occur on wet, icy, or snow/slushy pavement, and this pavement condition was reportedly present in fewer than 20% of all fatal and serious injury crashes.

Figure 6.1.2.4: Distribution of Total Crashes Based on Reported Surface, 2013 – 2022

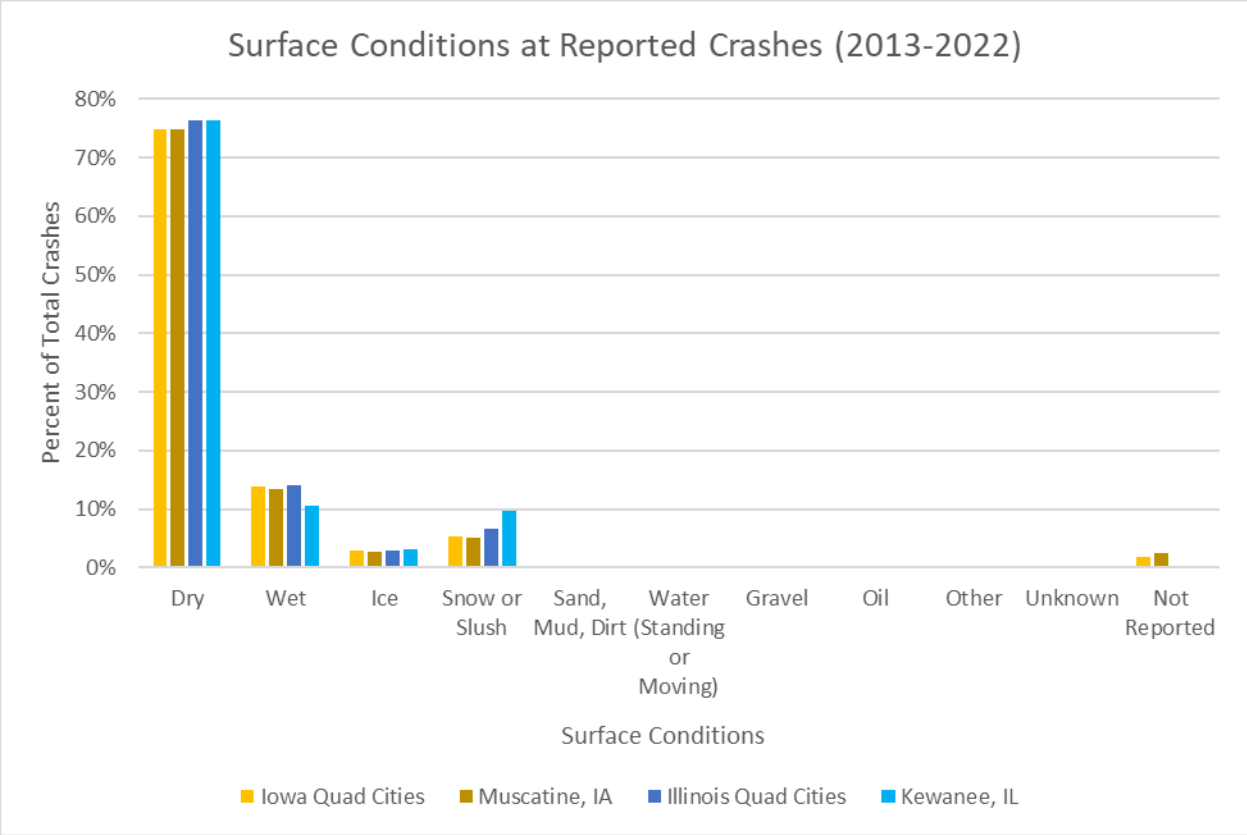


Figure 6.1.2.5 shows that fatal and incapacitating injury crashes occurred mostly in dry conditions. Wet, icy, slushy, sandy, or muddy surface conditions made up fewer than 30 fatalities and fewer than 210 incapacitating injuries. Figure 6.1.2.6 shows that, although crashes with dry surface conditions typically have a higher rate of incurring a fatality and/or incapacitating injury than those during wet, icy, or slushy conditions. A condition with sand, mud, and dirt has a higher rate than dry conditions in the Illinois Quad Cities and Kewanee subregions for incapacitating injuries based on the ten-year history.

Figure 6.1.2.5: Quantity of Fatal ("K" Injury) and Incapacitating Injury ("A" Injury) Crashes by Surface Conditions, 2013 – 2022

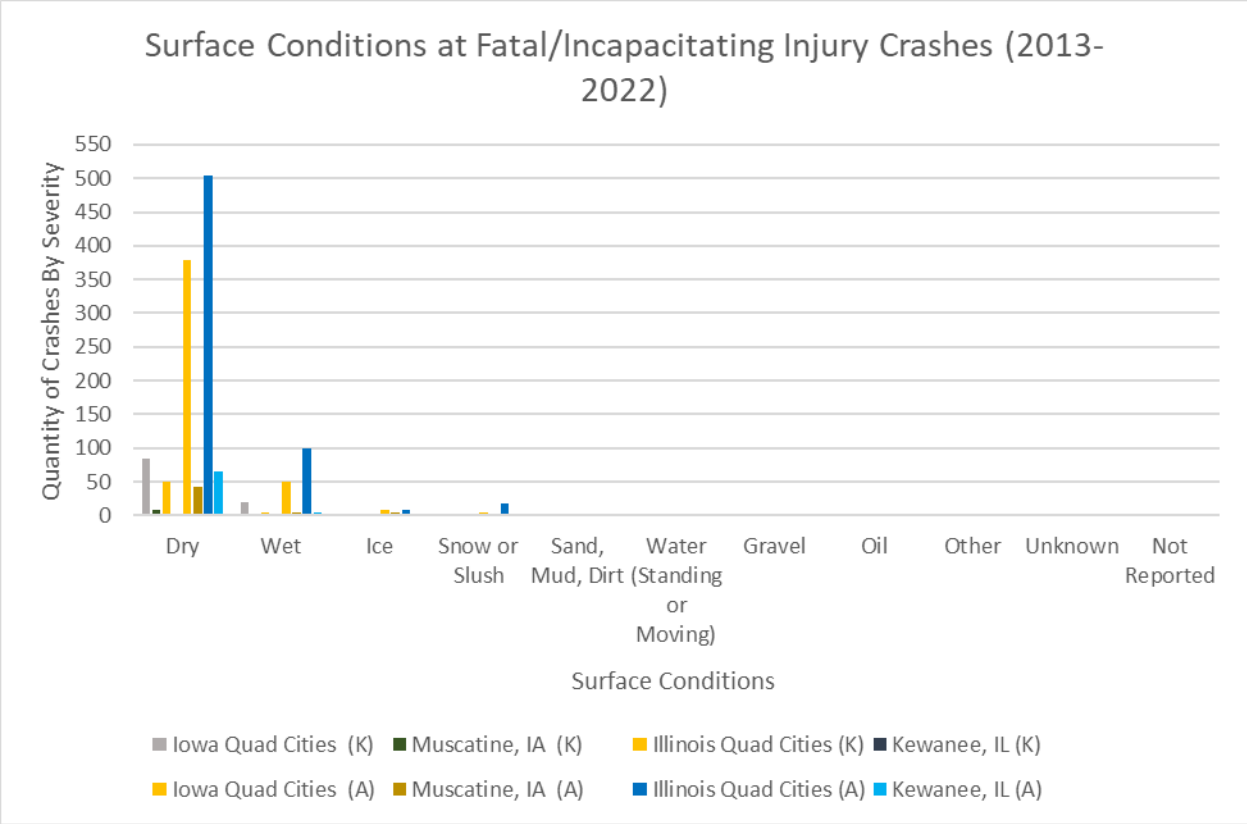


Figure 6.1.2.6: Rate of Fatal ("K" Injury) and Incapacitating Injury ("A" Injury) Crashes Among Total Crashes per Surface Condition, 2013 – 2022

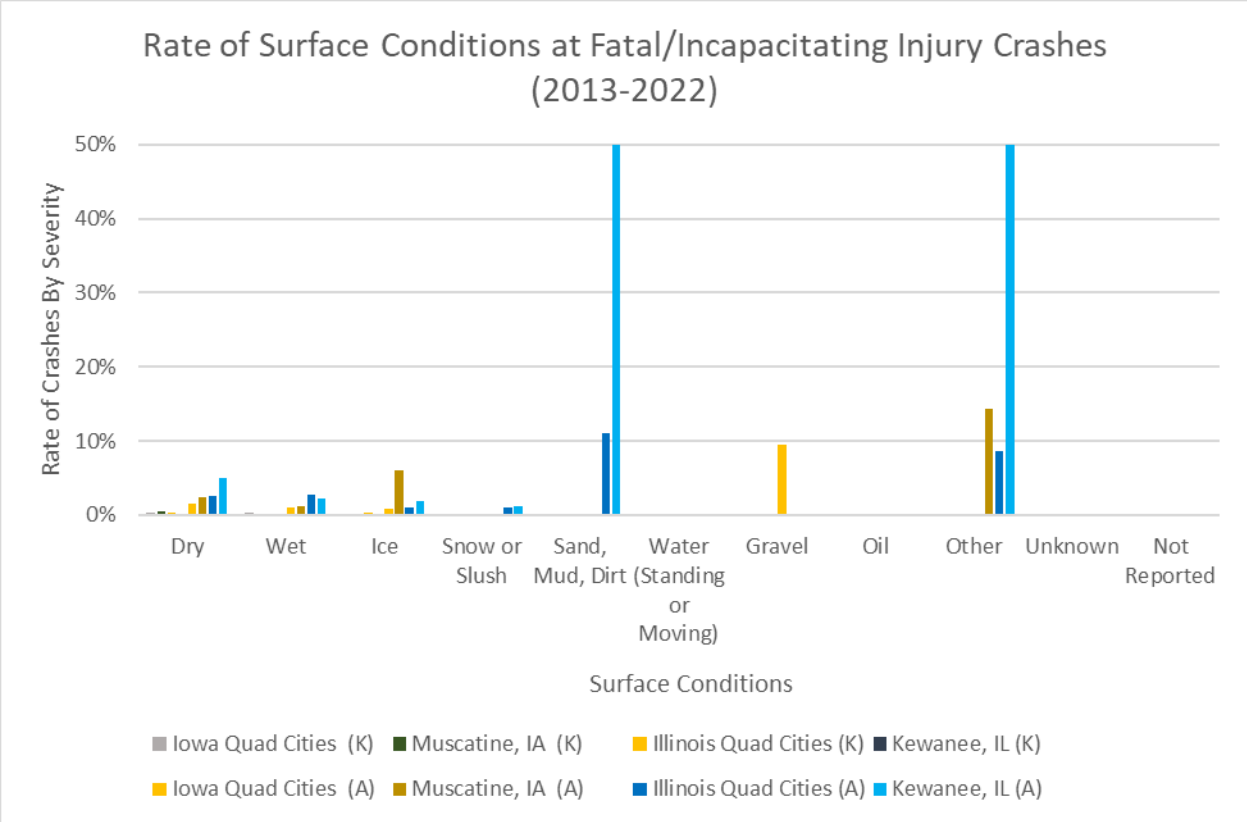


Figure 6.1.2.7 shows that meteorological conditions had comparable impacts across the region. Snow and rain were reportedly present in about 15% of all crashes, but over 60% of crashes occurred during clear weather. Less than two percent of the crashes occurred in other weather conditions. Both the Iowa Quad Cities and Muscatine had a higher reporting rate of 'cloudy' conditions.

Figure 6.1.2.7: Distribution of Total Crashes Based on Reported Meteorological Conditions, 2013 – 2022

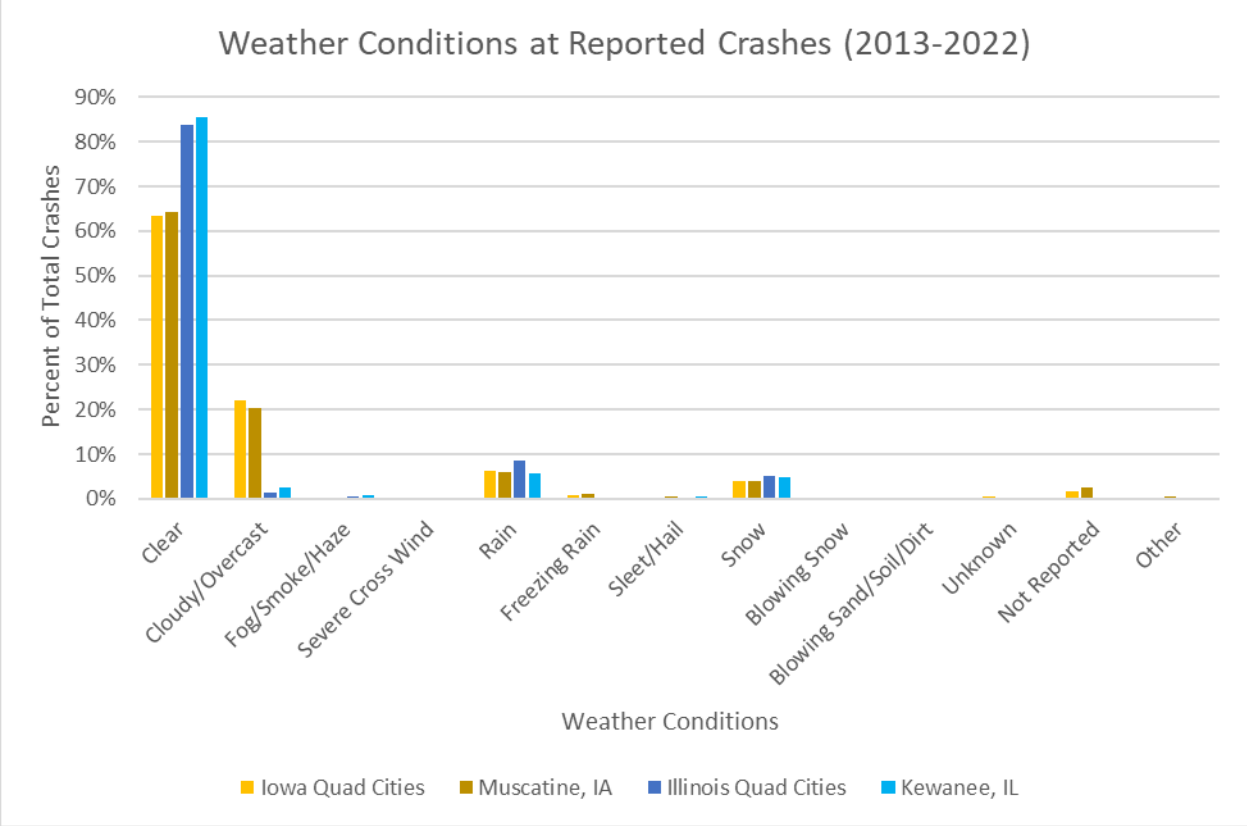


Figure 6.1.2.8 shows that fatal and incapacitating injury crashes occurred mostly in clear conditions, with over 140 fatalities and almost 1,000 incapacitating injuries reported across all subregions. Rain, snow, wind, and poor visibility made up fewer than 30 fatalities and just over 200 incapacitating injuries. Figure 6.1.2.9 shows that, among the various meteorological conditions that saw multiple crashes—specifically the clear and cloud/overcast conditions--the crash rate for a given subregion was roughly the same. Other meteorological types saw varying rates among the subregions, which appears to be a consequence of having a smaller sample size in those crash types.

Figure 6.1.2.8: Quantity of Fatal ("K" Injury) and Incapacitating Injury ("A" Injury) Crashes by Meteorological Conditions, 2013 – 2022

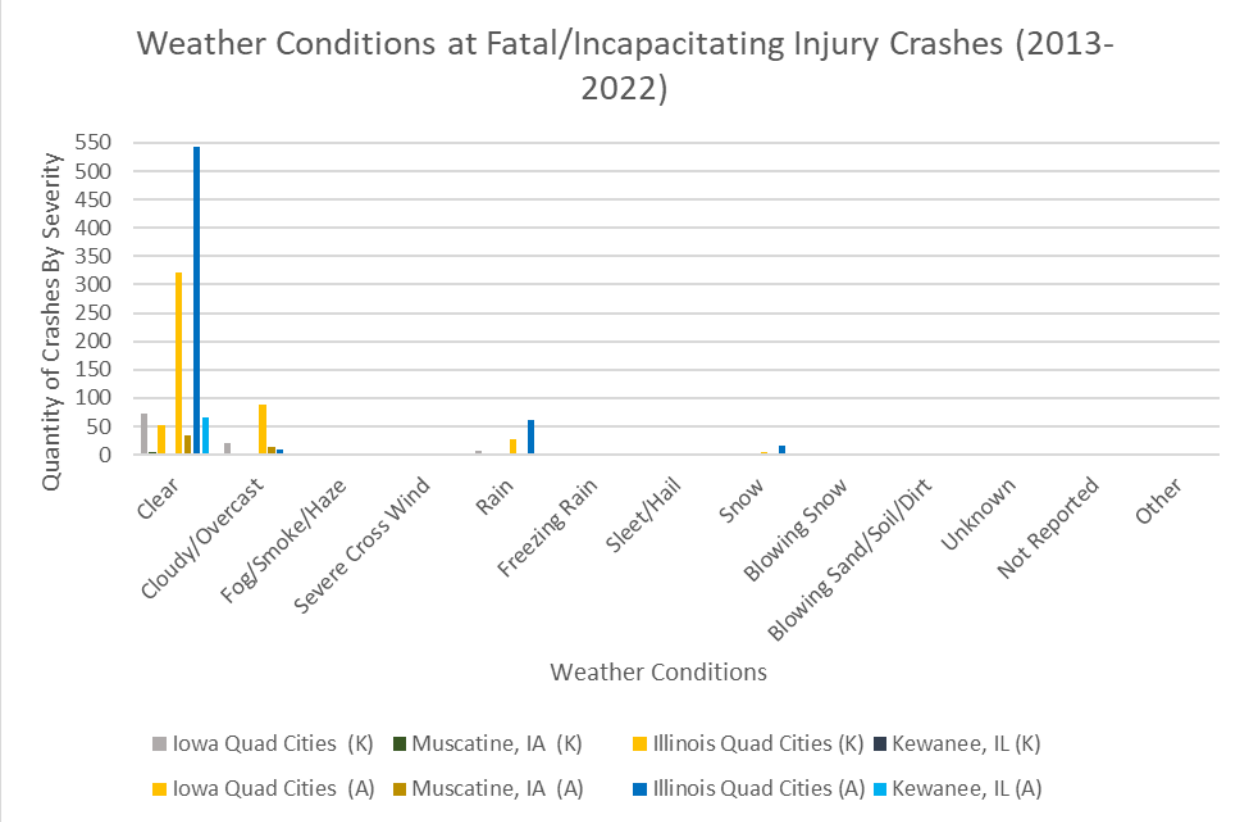
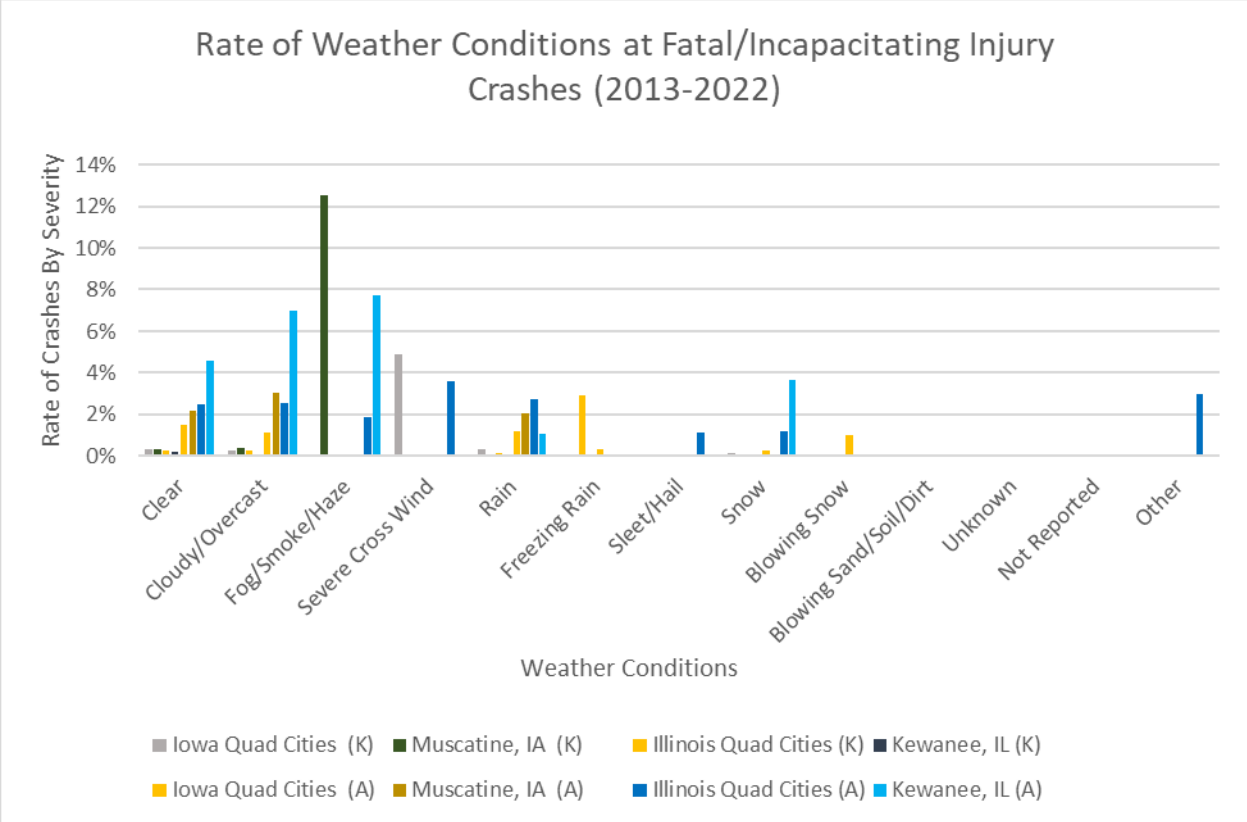


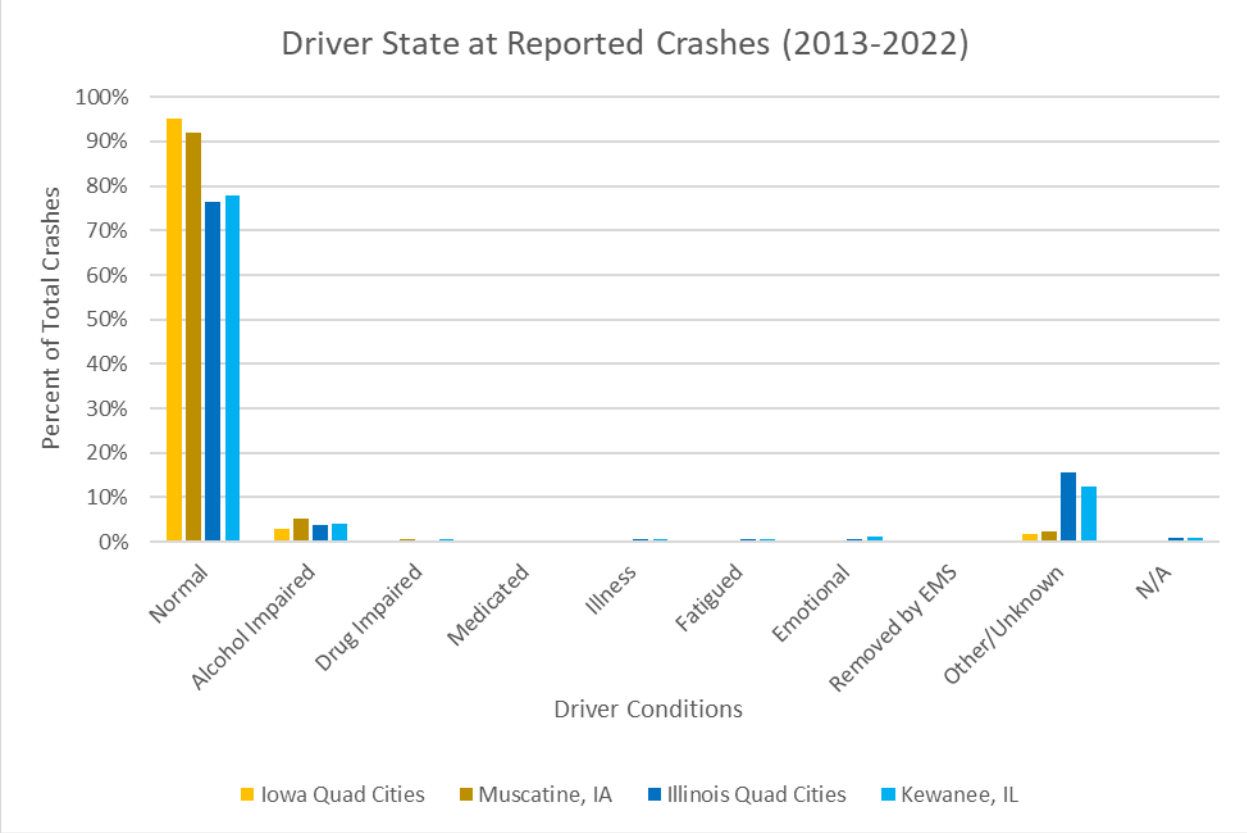
Figure 6.1.2.9: Rate of Fatal ("K" Injury) and Incapacitating Injury ("A" Injury) Crashes Among Total Crashes per Meteorological Condition, 2013 – 2022



6.1.3 Driver State Reported at Crashes

Driver state can play a major role in crashes, as an inattentive driver due to various factors can impact their ability to drive properly. Figure 6.1.3.1 shows that, in most crashes, the driver was deemed to be in a 'normal' state by the responding law enforcement officer, or no data was available to ascertain their state at the time of the crash. Across all crashes in the region, alcohol impairment was present in roughly 3% to 5% of all crashes. Drug use represented fewer than 1% of all crashes. Fatigue and illness represented no more than 2% of all crashes. While each subregion had a slight variance in the percentage of total crashes, the order of magnitude between each category was consistent with other subregions.

Figure 6.1.3.1: Distribution of Total Crashes Based on Reported Driver State, 2013 – 2022



When looking at crashes that result in fatalities or serious injuries, alcohol and drugs play a more disproportionate role. Figure 6.1.3.2 shows that a reported 'normal' driver state saw over 90 fatalities and over 800 incapacitating injuries during the 10-year period, but that is weighted heavily by the prevalence of that crash type. When looking at rates, Figure 6.1.3.3 shows that alcohol and drug impaired drivers saw higher rates of fatalities and incapacitating injuries than those in a 'normal' state. Illness, fatigue, and emotional crashes saw similarly higher rates of incapacitating injuries, as reported on the Illinois side. As expected, those deemed as "removed by EMS" generally had a high rate of incapacitating injury, as the event of EMS removal usually corresponded to very serious events.

Figure 6.1.3.2: Quantity of Fatal ("K" Injury) and Incapacitating Injury ("A" Injury) Crashes by Driver State, 2013 – 2022

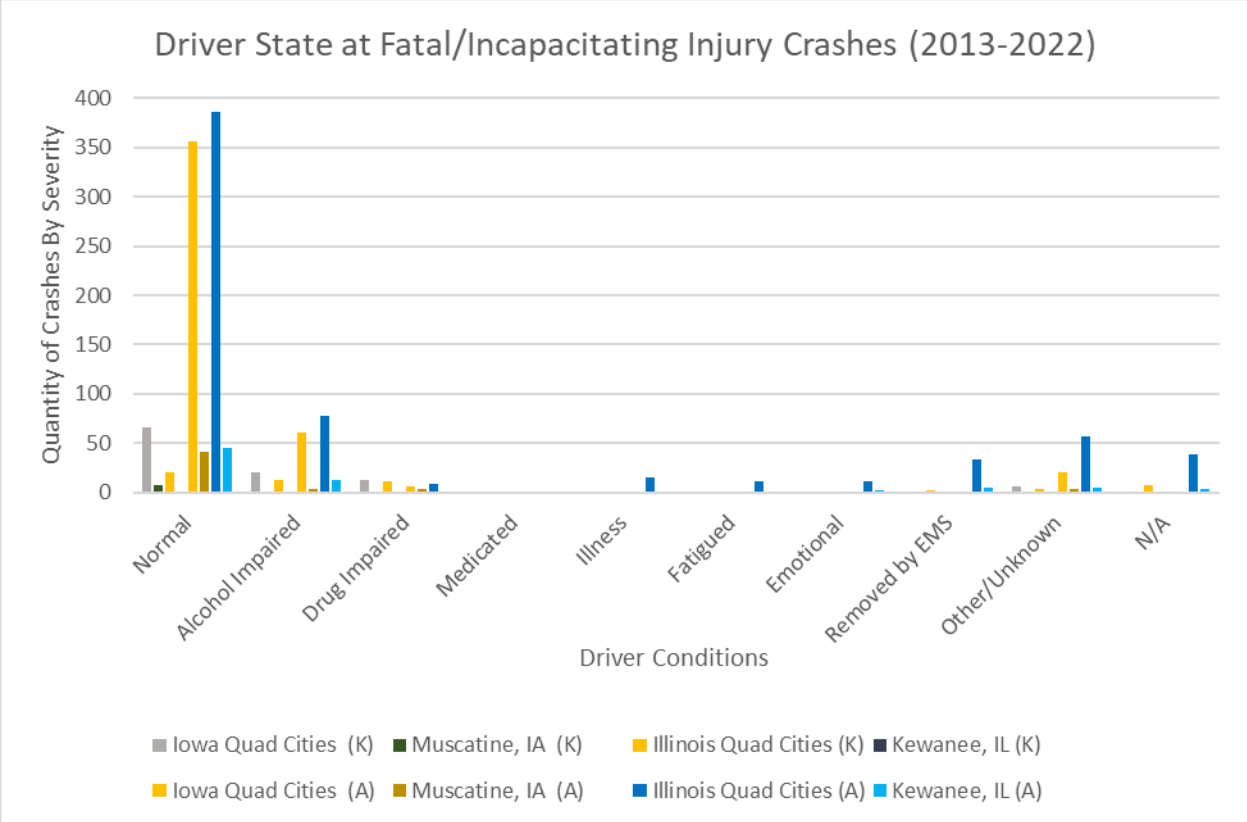
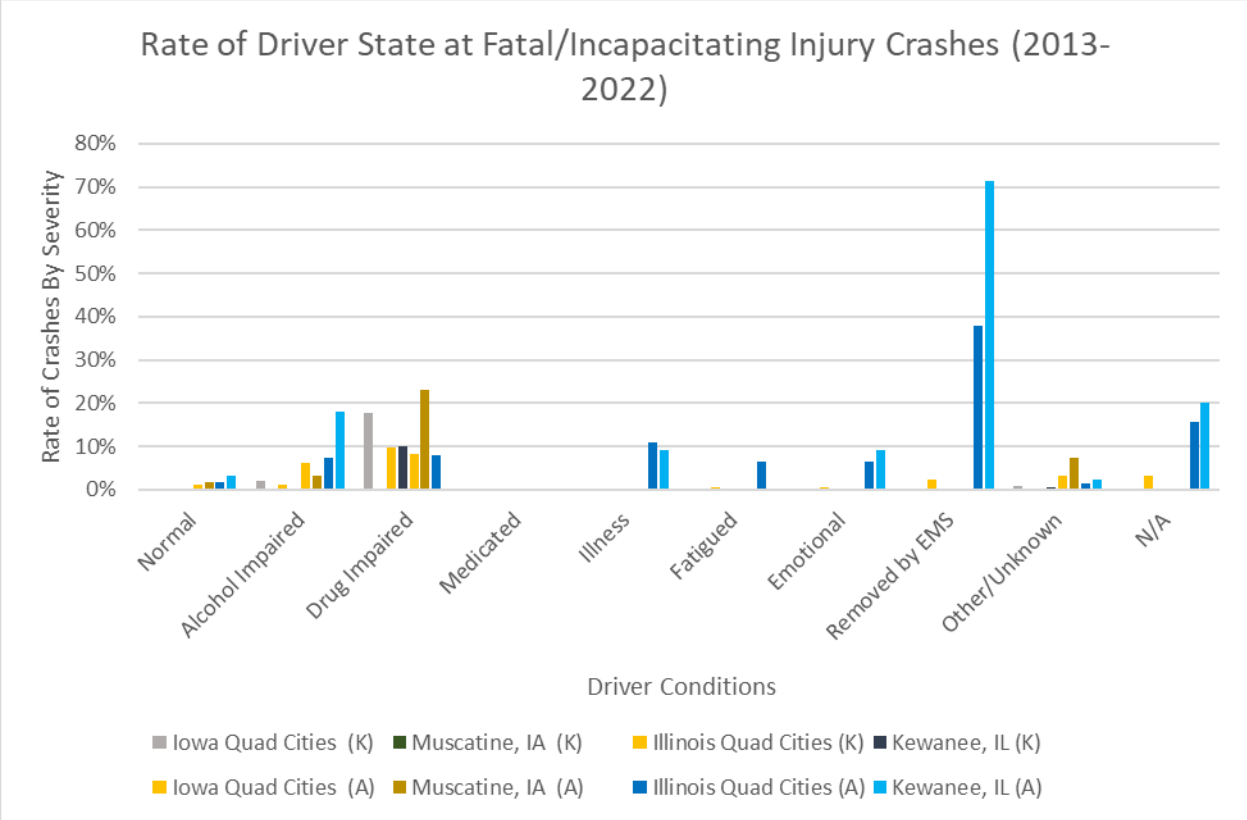


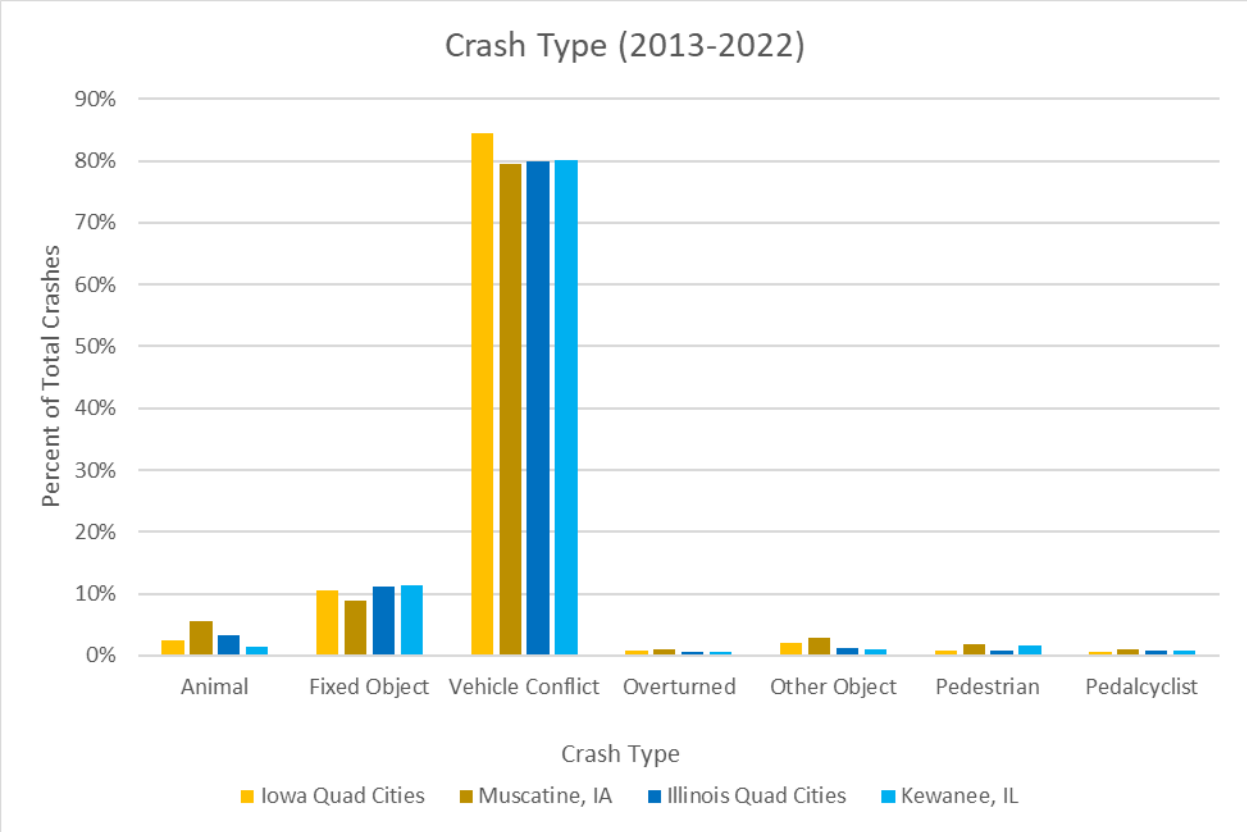
Figure 6.1.3.3: Rate of Fatal ("K" Injury) and Incapacitating Injury ("A" Injury) Crashes Among Total Crashes Per Driver State, 2013 – 2022



6.1.4 Crash Types

Figure 6.1.4.1 shows that the most common crash types are vehicle conflict and fixed objects, representing roughly 90% of all crashes in each subregion. All other crash types represent less than 10% of all crashes in any given subregion. Crashes related to vulnerable road users—namely pedestrians and pedalcyclists—represent less than 2% of all crash types in any given subregion.

Figure 6.1.4.1: Distribution of Total Crashes Based on Crash Type Within Each County, 2013 – 2022



When breaking out fatal and incapacitating injury crashes, new distributions emerge. Figure 6.1.4.2 shows that, in terms of quantity, vehicle conflict and fixed object crashes are still the most prevalent type of fatal and incapacitating injury crash, although the margin between the two is much smaller. Figure 6.1.4.3 shows that overturned crashes, although relatively infrequent among all crashes, have a higher likelihood of an incapacitating injury. Crashes involving vulnerable road users have a substantially higher likelihood of seeing a fatality or incapacitating injury than other crash types.

Figure 6.1.4.2: Quantity of Fatal ("K" Injury) and Incapacitating Injury ("A" Injury) Crashes by Crash Type, 2013 – 2022

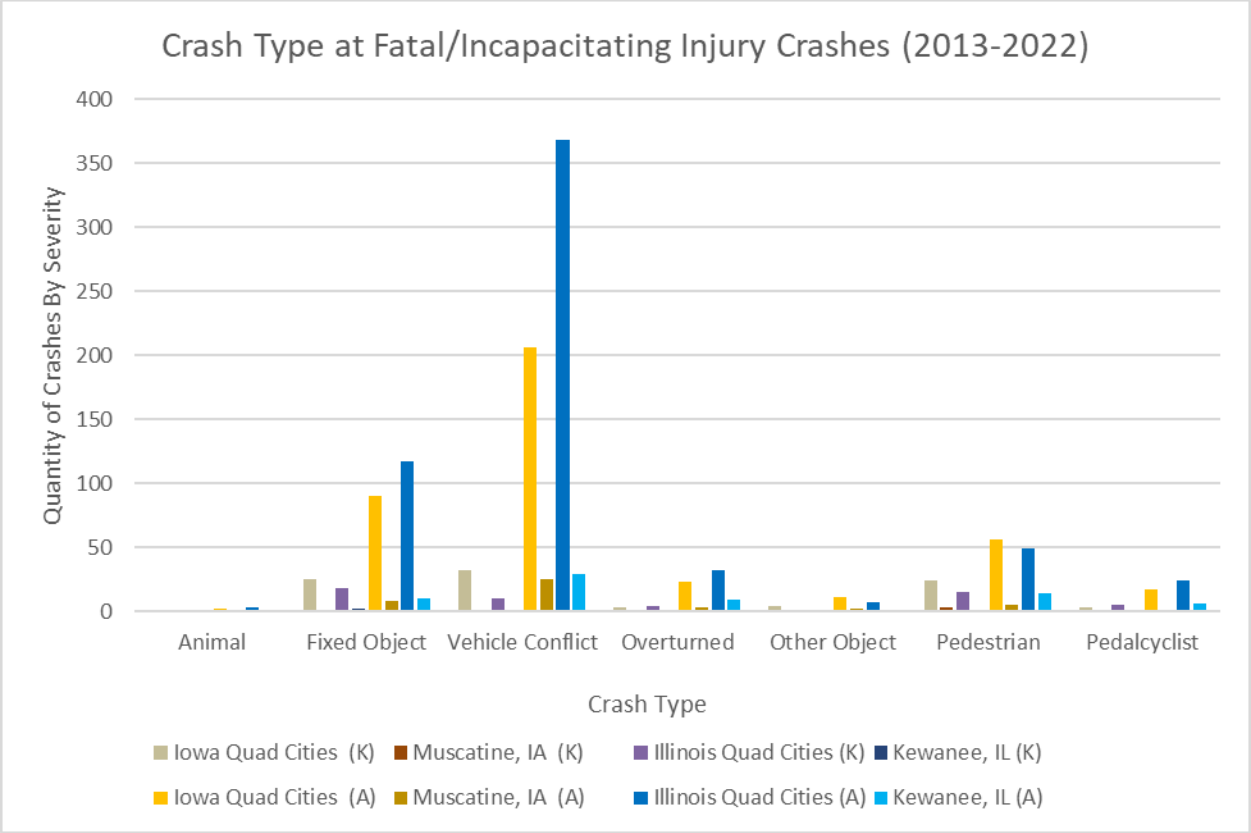
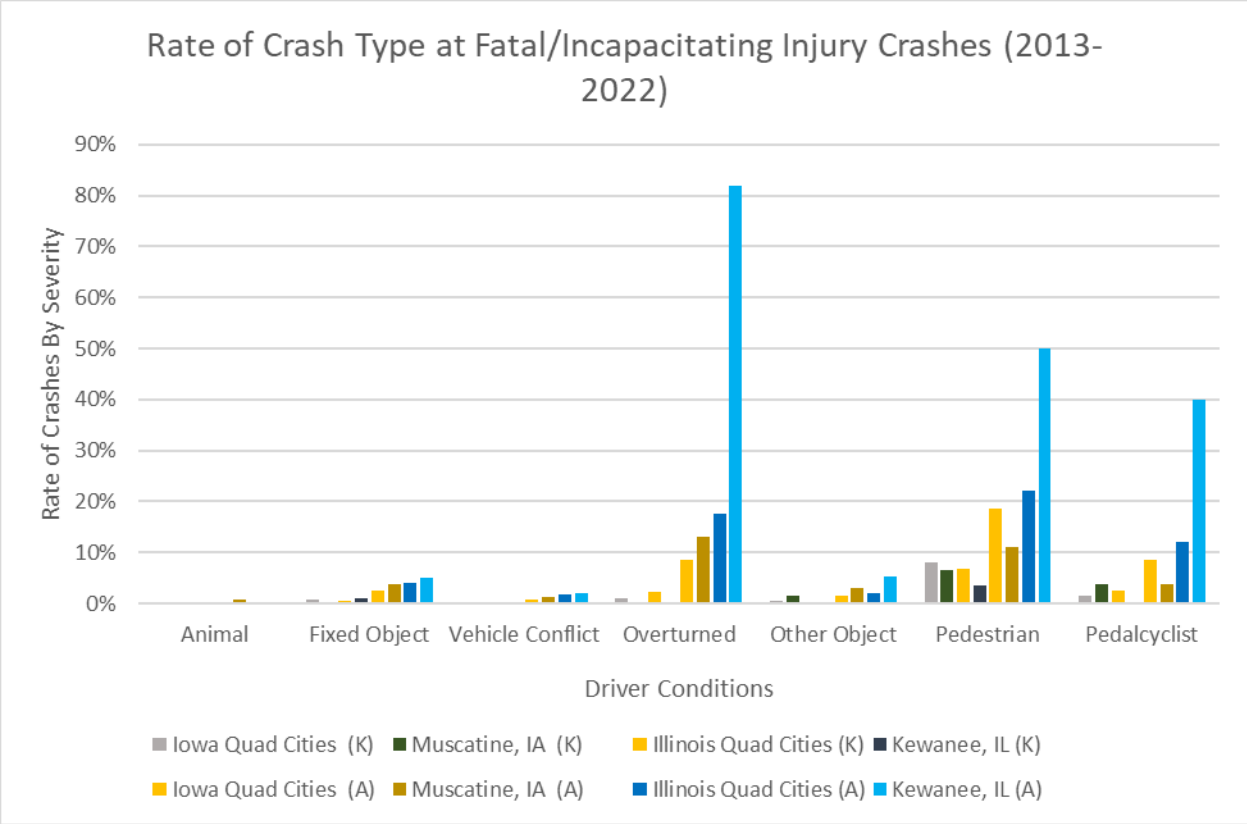
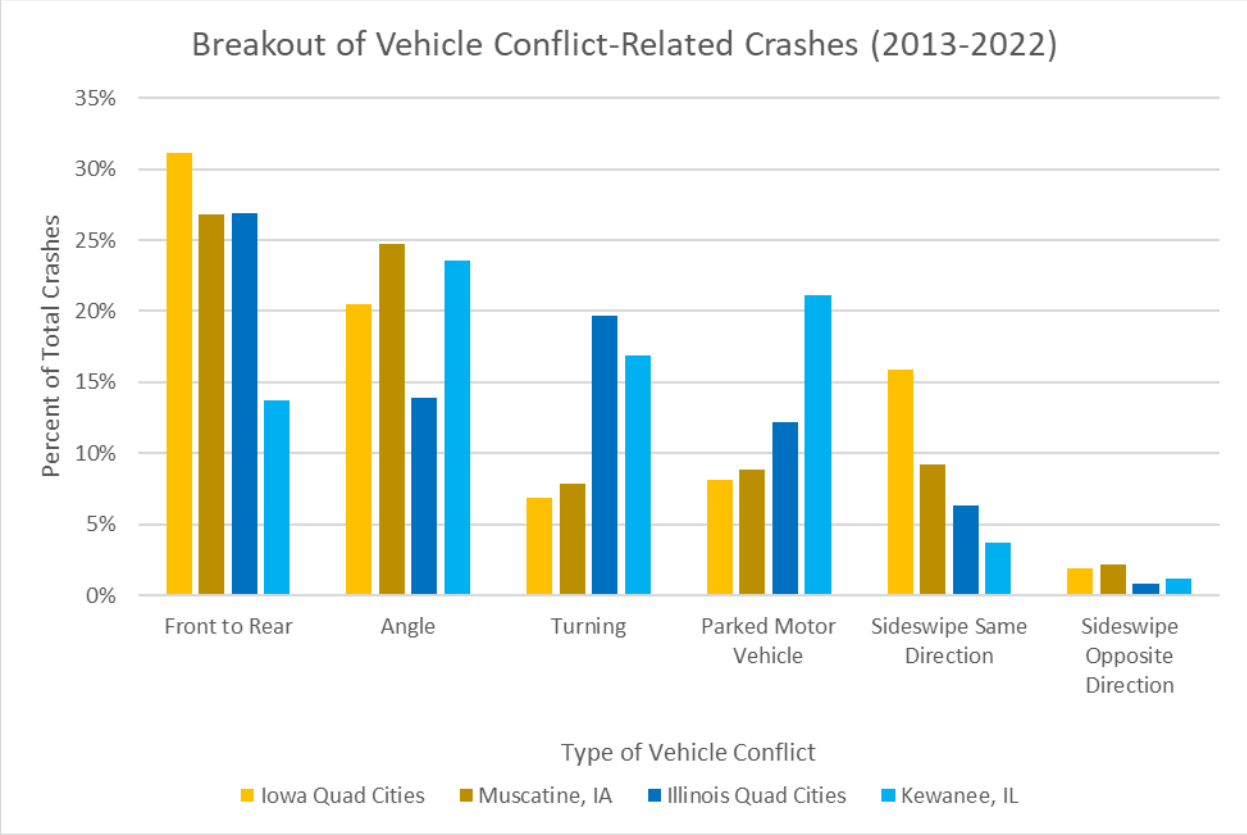


Figure 6.1.4.3: Rate of Fatal ("K" Injury) and Incapacitating Injury ("A" Injury) Crashes Among Total Crashes per Crash Type, 2013 – 2022



When splitting vehicle conflict crashes into specific vehicle-to-vehicle crash types, Figure 6.1.4.4 shows a near-even distribution among front-to-rear, angle, and turning crashes as leaders, representing over 50% of all crashes in each subregion. Parked motor vehicles and sideswipe (same direction) crashes are close secondary groups, with a high degree of variation among subregions. Sideswipe (opposite) are a fraction of the total crashes compared to the leaders, representing fewer than 5% of all crashes for each type.

Figure 6.1.4.4: Distribution of Total Vehicle Conflict-Related Crashes, 2013 – 2022



When breaking out fatal and incapacitating injury crashes, new rankings emerge. Figure 6.1.4.5 and Figure 6.1.4.6 show that angle and turning crashes see a high quantity and high rate of incapacitating injuries, but the front-to-rear crashes see significantly fewer.

Figure 6.1.4.5: Quantity of Fatal ("K" Injury) and Incapacitating Injury ("A" Injury) Crashes by Vehicle Conflict-Related Crash Type, 2013 – 2022

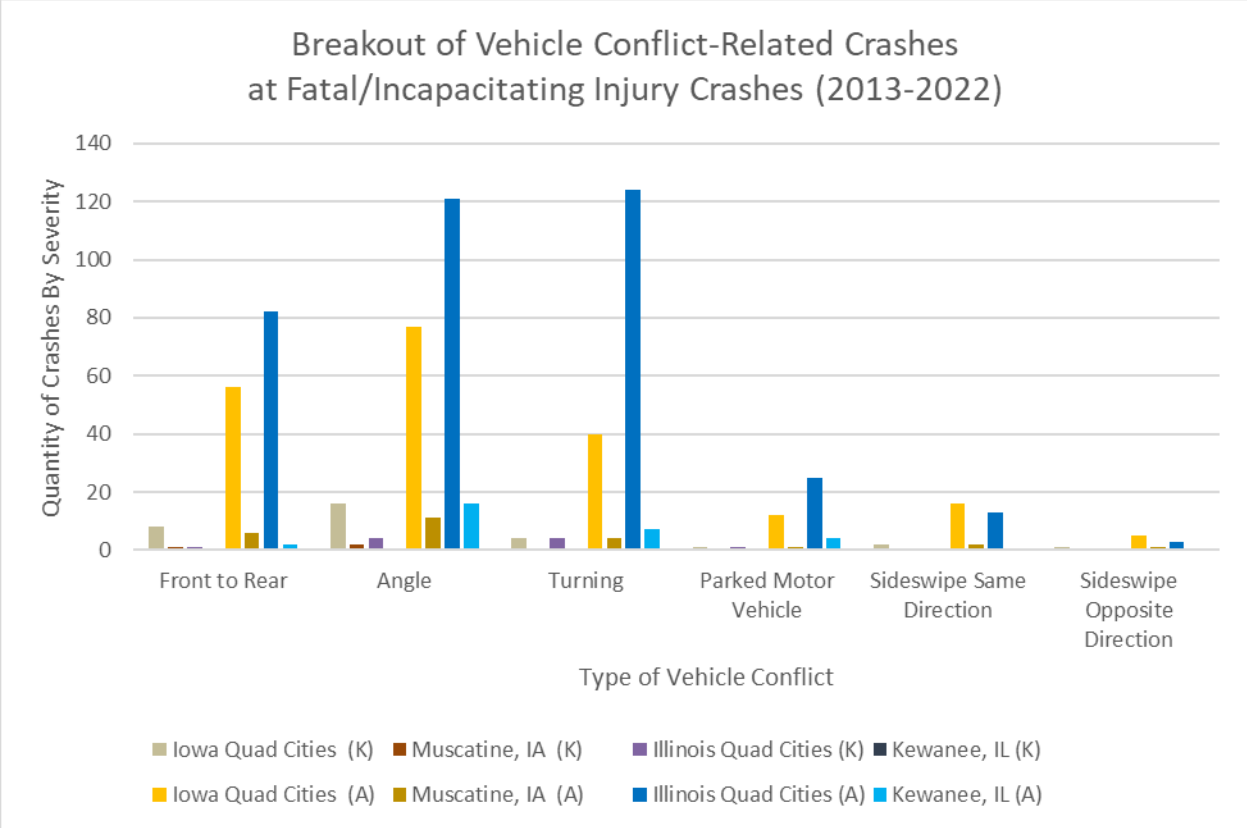
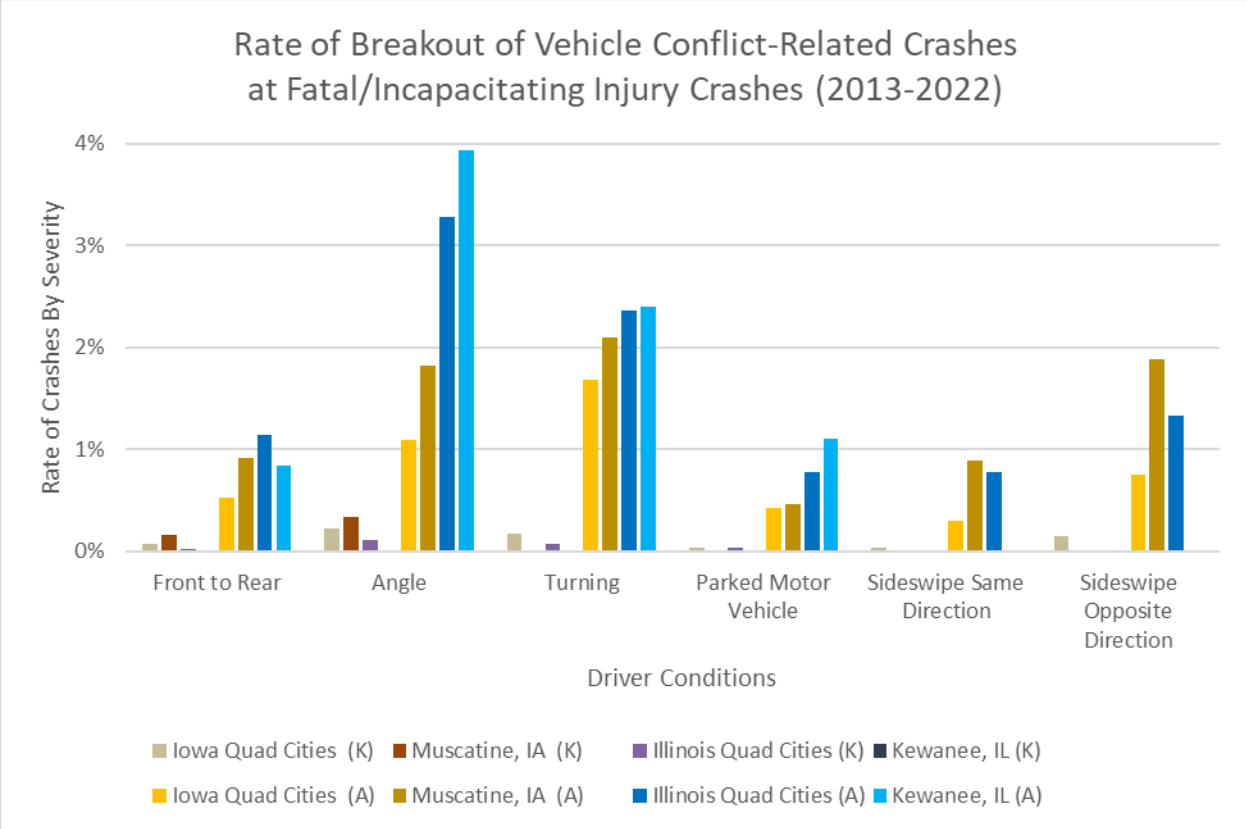


Figure 6.1.4.6: Rate of Fatal ("K" Injury) and Incapacitating Injury ("A" Injury) Crashes Among Vehicle Conflict-Related Crashes per Type, 2013 – 2022



6.1.5 Day-of-Week and Monthly Distribution of Crashes

Crashes were examined in the context of their temporal distribution, which provides a breakdown of the days of week and months in which crashes were reported over the 10-year period. This type of distribution is helpful for identifying if there is a particular day of the week that sees higher crashes (e.g. weekend days versus weekdays) or if this is a particular month of the year that sees higher crashes (e.g. summer periods when more travel occurs). Figure 6.1.5.1 shows that crash trends within a week split along weekday versus weekend trends. Mondays through Fridays in each subregion saw relatively higher crashes than on Saturday or Sunday. Within a given subregion, there is a degree of variation in terms of which days see higher crash rates, both within and between the weekly trends.

Figure 6.1.5.1: Distribution of Total Crashes by Day of Week, 2013 – 2022

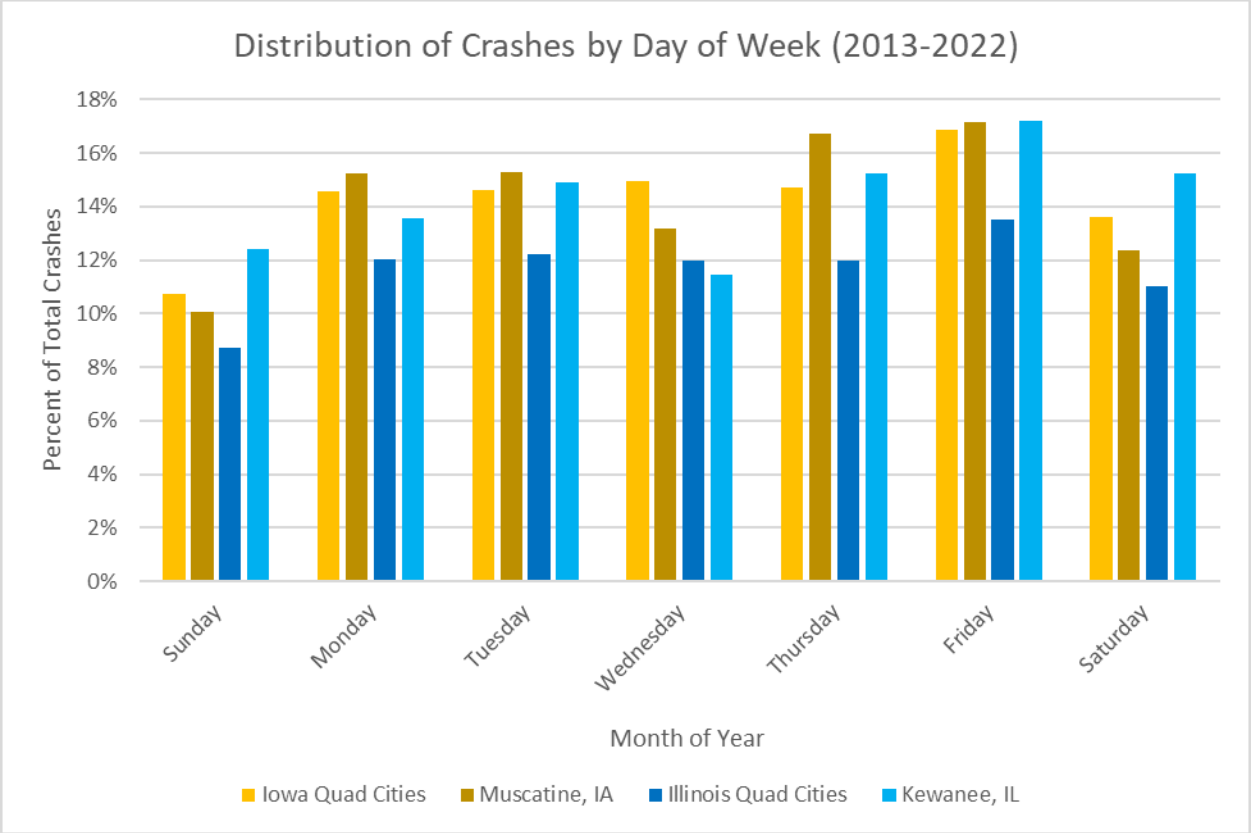


Figure 6.1.5.2 and Figure 6.1.5.3 show the breakdown of fatal and incapacitating injury crashes. Higher quantities of fatalities occur on Sundays, Mondays, and Thursday, which follows similar to the higher rates observed on those days. Incapacitating injuries see higher quantities on Fridays, Saturdays, and Sundays, which follows in alignment with higher crash rates on those days. Even though certain days see higher rates, the spread of crash rates for incapacitating injuries is only 1 to 3% of all crashes per day.

Figure 6.1.5.2: Quantity of Fatal ("K" Injury) and Incapacitating Injury ("A" Injury) Crashes by Day of Week, 2013 – 2022

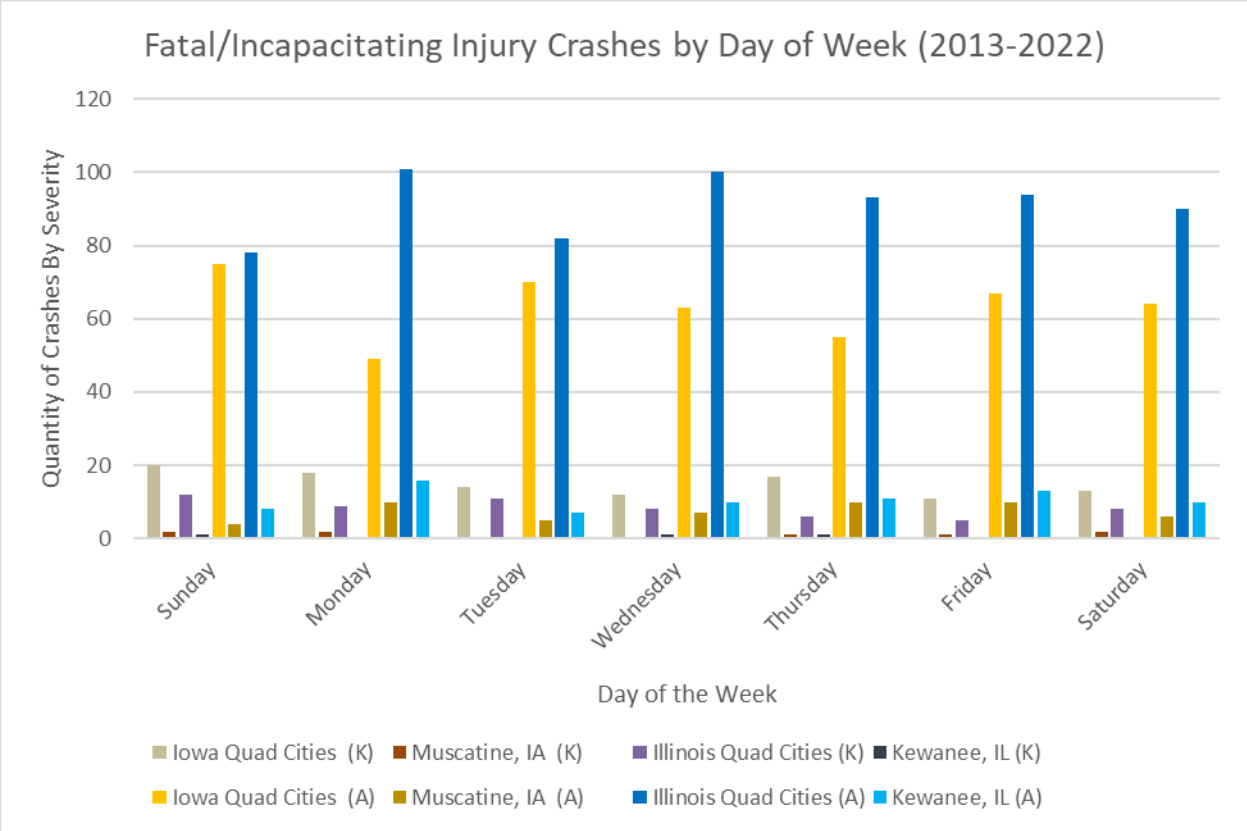
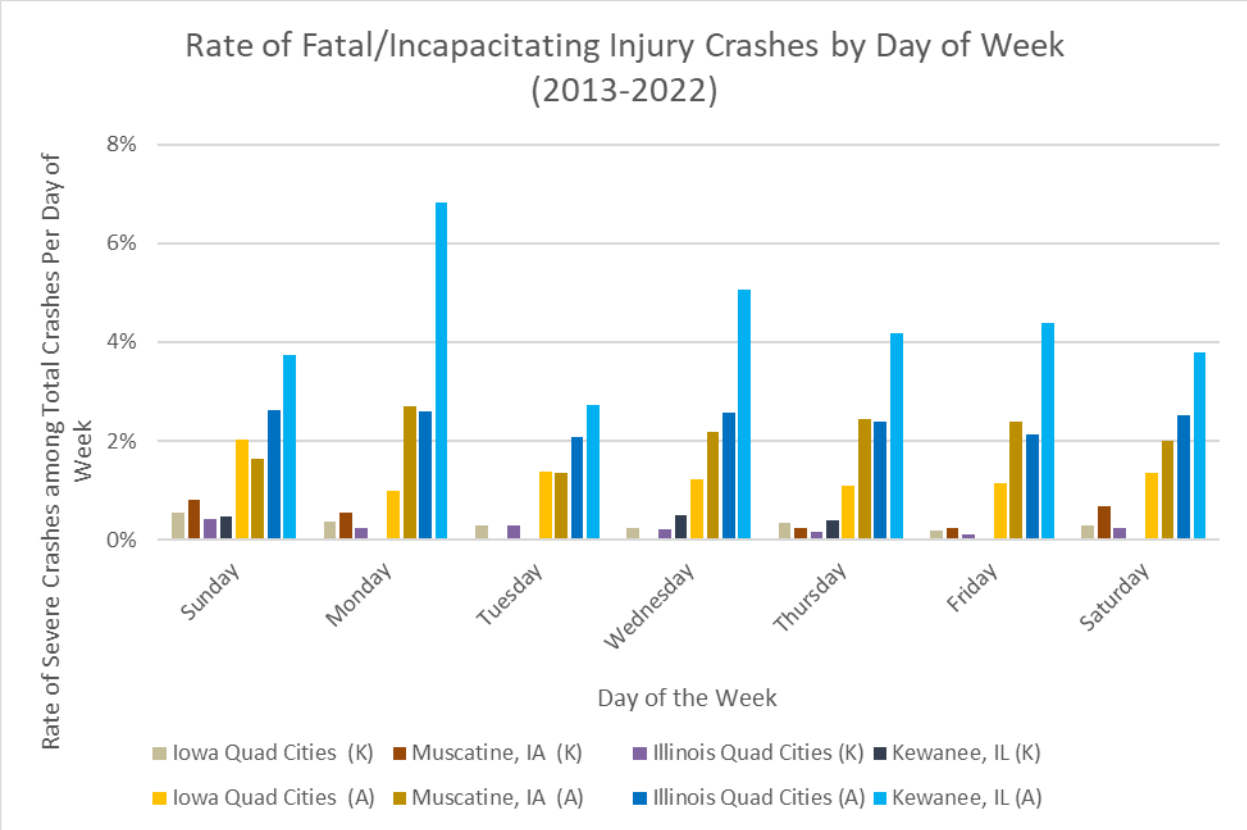


Figure 6.1.5.3: Rate of Fatal ("K" Injury) and Incapacitating Injury ("A" Injury) Crashes Among Crashes Per Day of Week, 2013 – 2022



When looking at the month of the year across each of the subregions in Figure 6.1.5.4, crashes are relatively lower between the months of March and September, and relatively higher between October and February. This is not uncommon, as daylight hours are shorter during this period and routine trips are more likely to occur during darkness when visibility is lower. Additionally, the end of daylight savings time in November is widely known to cause a higher rate of crashes in the following few days. Within a given subregion, there is a degree of variation in terms of which months see higher crash rates, both within and between the annualized trends.

Figure 6.1.5.4: Distribution of Total Crashes by Month of Year, 2013 – 2022

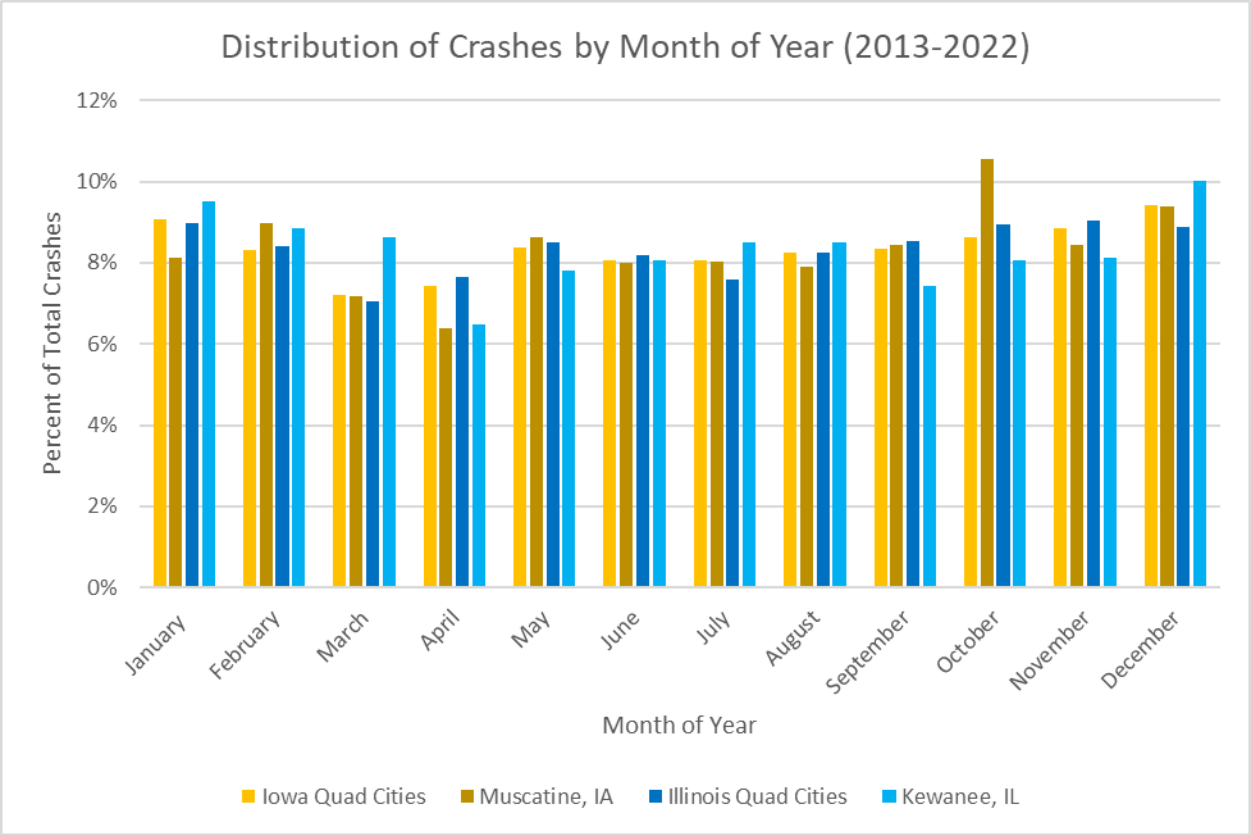


Figure 6.1.5.5 and Figure 6.1.5.6 show the breakdown of fatal and incapacitating injury crashes. Higher quantities of fatalities occur during summer months, which matches higher rates of fatal crashes when crashes occur in these months. Incapacitating injuries see higher quantities during summer months as well, whereas the highest rates occur between July and September. Winter periods, despite seeing higher rates of total crashes (in Figure 6.1.5.6), tend to see lower rates of fatal and incapacitating injury crashes, with a range of nearly 3 – 6% of crashes in a given month resulting in an incapacitating injury across the year.

Figure 6.1.5.5: Quantity of Fatal ("K" Injury) and Incapacitating Injury ("A" Injury) Crashes by Month of Year, 2013 – 2022

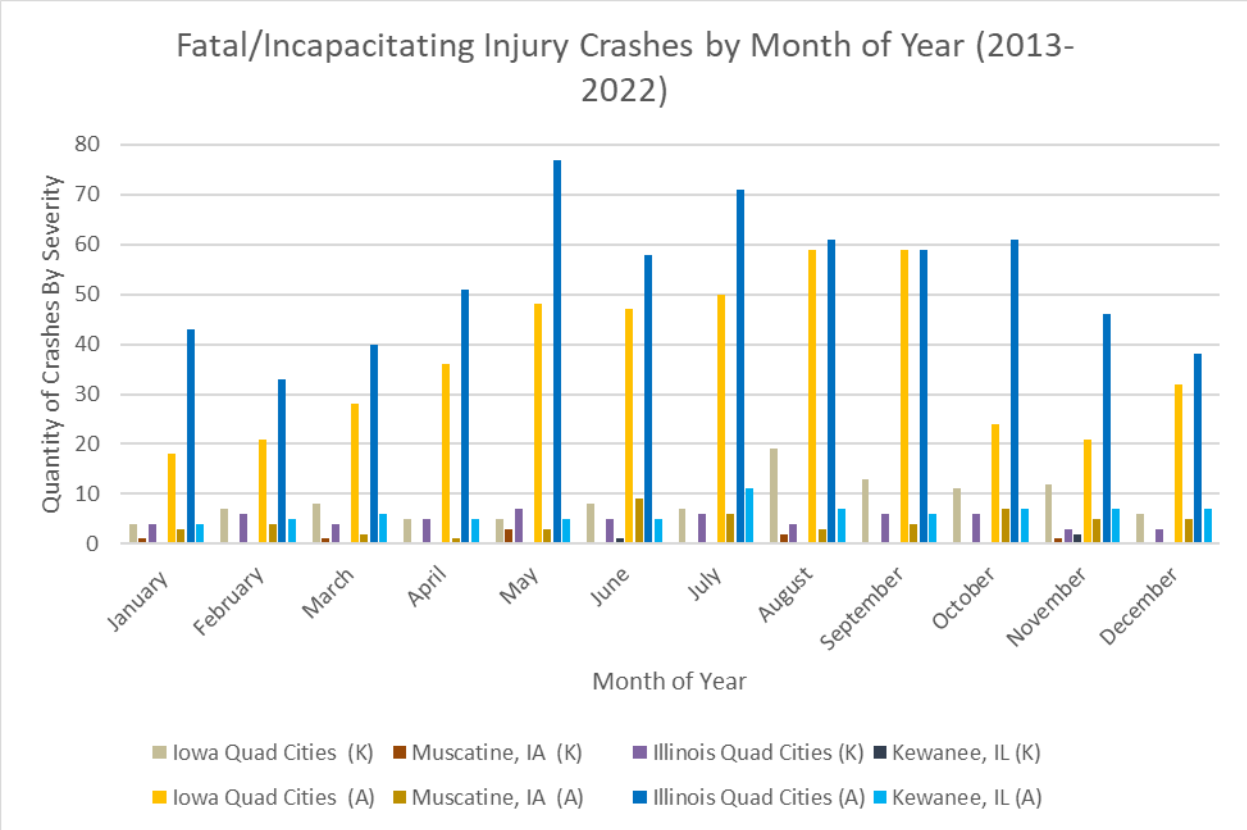
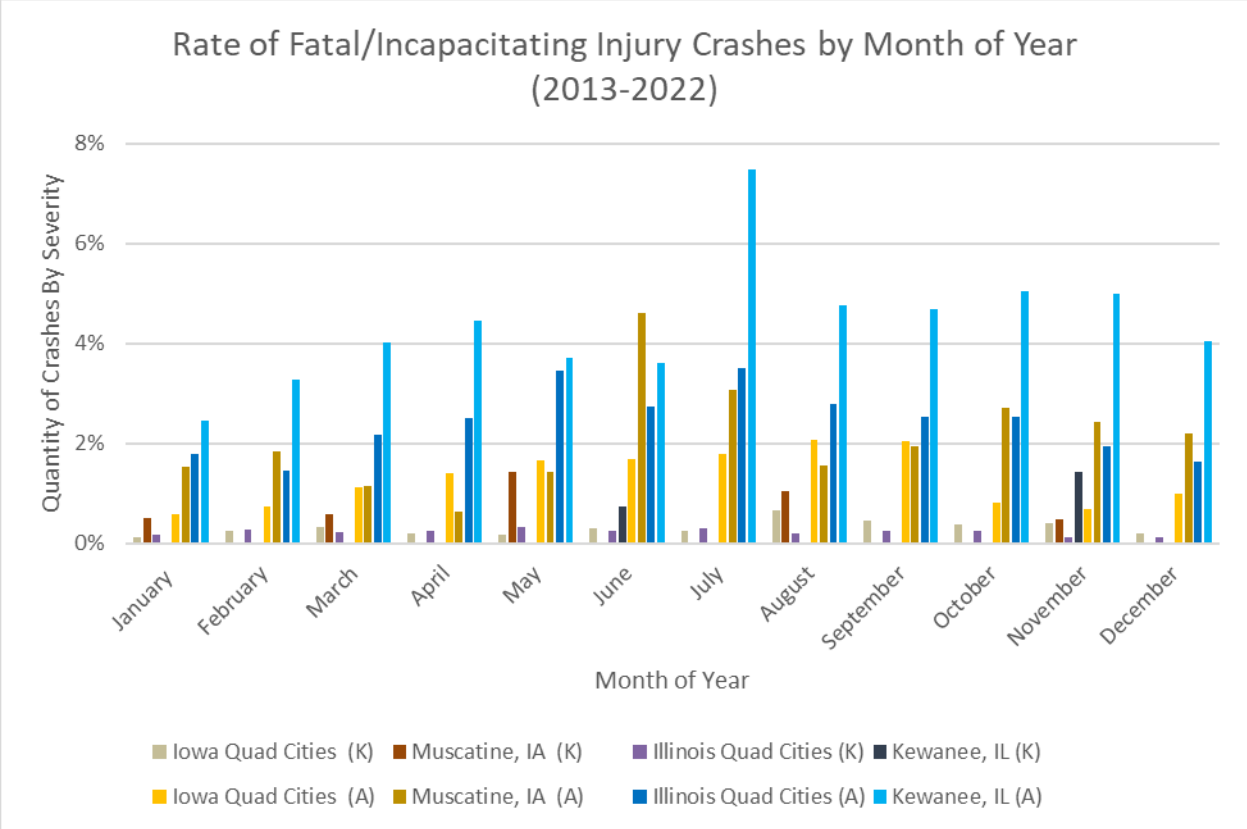


Figure 6.1.5.6: Rate of Fatal ("K" Injury) and Incapacitating Injury ("A" Injury) Crashes Among Crashes Per Month of Year, 2013 – 2022



6.1.6 Vulnerable Road User Impacts

Vehicle crashes that involve pedestrians and pedalcyclists are at a significantly lower quantity than other crash types – however, they disproportionately result in fatalities and injuries. The following Table 6.1.6.1 breaks down the fatal and incapacitating injury crashes that involved vulnerable road users by subregion over the 10-year study period by crash rate.

Table 6.1.6.1: Fatal and Incapacitating Injury Crashes Among Vulnerable Road Users by Location

	Fatal		Incapacitating Injury		Total
	Pedestrian	Pedalcyclists	Pedestrian	Pedalcyclists	Pedestrian and Pedalcyclists
Illinois Quad Cities	15	5	49	24	93
Iowa Quad Cities	24	3	56	17	100
Kewanee	1	0	6	2	9
Muscatine	3	1	5	1	10
Total	43	9	116	44	212

6.2 Safety Countermeasures

FHWA developed Proven Safety Countermeasures, a collection of 28 countermeasures and strategies effective in reducing roadway fatalities and serious injuries. Transportation agencies are strongly encouraged by FHWA to consider widespread implementation of Proven Safety Countermeasures to accelerate the achievement of local, State, and National safety goals. Countermeasures address at least one type of safety focus area such as speed management, intersections, roadway departures, or pedestrians/bicyclists – while others are crosscutting strategies that address multiple safety focus areas.

Packages of the Proven Safety Countermeasures were developed for this TSAP based on the collision history and infrastructure conditions in the study area.

A. Enhanced Signage and Pavement Markings
B. Roadway Departure Solutions
C. Divided Highway Crossing Improvements
D. Right Turn Slip Lane Improvements
E. Horizontal Curve Improvements
F. Median Barrier Improvements
G. Crosswalk Visibility Enhancements
H. Roundabouts

Enhanced Signage and Pavement Markings
Improved signage and pavement markings involve multiple low-cost countermeasures that can increase driver awareness and recognition of potential conflicts. Even if a particular location is currently meeting standards for signing and pavement marking, these extra enhancements provide targeted additional awareness and can be deployed as a treatment at many locations due to being a low-cost asset which are regularly implemented by agencies. Improvements will be location-specific: some engineering judgement will be necessary to determine if a particular signage or pavement marking improvement is useful. Estimated reductions in fatal and injury crashes are from 10% to 27%. Improvements include: • On through movements, doubled-up (left and right), oversized advance intersection or other warning signs, with supplemental street name plaques if relevant. Flashing beacons may be useful at high crash sites. At intersections that are stop-controlled, doubled-up oversized advance “Stop Ahead” intersection warning signs and stop signs can be useful. • Retroreflective sheeting on signposts. • Enhanced pavement markings that delineate through lane edge lines. • Properly placed visible stop bars at intersections • Removal of sight-line obstructions due to vegetation in right-of-way
B Roadway Departure Solutions
Roadway departure crashes often are a result of a driver misinterpreting the edge of the travel lanes for the road alignment ahead. Speed and impairment are often factors in the misjudgment of curves. Countermeasures to improve awareness of the roadway edge aid in providing a good understanding of where the vehicle is within the travel lane, reducing the likelihood of a driver veering too far to the side and losing control of the vehicle by slipping off the road. Various countermeasures can be applied to targeted crash corridors, as well as be adopted as part of a systemic improvement. Improvements include: • Wider edge lines, increasing from the normal line width of 4 inches to the maximum line width of 6 inches, improve driver perceptions of the edge of the travel lane and can provide safety benefit on all facility types (e.g., freeways, multilane divided and undivided highways, two-lane highways) in both urban and rural areas. Wider edge lines are most effective in reducing crashes on rural two-lane highways, especially for single-vehicle crashes. Reductions in fatal and injury crashes on rural roads can be up to 37%. • Longitudinal Rumble Strips and Stripes alert distracted, drowsy, or inattentive drivers who drift from their lane. Longitudinal rumble strips are milled or raised elements on pavement that alert drivers through vibration and sound if their vehicle as left the travel lane, and rumble strips are edge line or center line rumble strips where the pavement marking is placed over the rumble strip. Reductions in fatal and injury crashes on two-lane rural roads can be up to 64% with centerline rumble strips and 51% with shoulder rumble strips. • SafetyEdge technology shapes the pavement edge at approximately 30 degrees from the pavement cross slope during the pavement process to eliminate the potential for vertical drop-off at the pavement edge. Vertical drop-offs often create instability when a driver accidentally veers off the road, and SafetyEdge provides greater stability to allow a recovery. Reductions in fatal and injury crashes can be up to 11%.

C. Divided Highway Crossing Improvements
Reducing left-turn conflicts involves geometric improvements that alter how left-turn movements occur. These improvements are best utilized on major multilane divided highways that have high traffic volumes and a cross street with frequently left-turn or through movements. The two primary types of improvements can be applied depending on the conditions: For collisions involving turns from minor streets, restricted crossing U-turns, also called J-Turn, Superstreets, or Reduced Conflict Intersections modifies the direct left-turn and through movements from cross-street approaches. Minor road traffic makes a right turn followed by a downstream U-Turn at a designated location before being routed to the desired direction. These types of improvements require a large footprint in order to operate properly, but not as much of a footprint as an interchange. These improvements are best on corridors with divided highways and a high corridor-wide crash rate. Estimated reductions in fatal and injury crashes range from 22% to 63%. For collisions involving left-turning vehicles from the major street, Median U-Turn intersections modify the direct left turns from the major approaches by shifting vehicles to a U-Turn that is downstream and then subsequently routing them back to the main intersection. They are utilized for intersections with heavy through-traffic and moderate left-turn volumes. Similar to the other treatment, they require a large footprint in order to operate properly, but not as much of a footprint as an interchange. Estimated reductions in injury crashes are 30%.
D. Right Turn Slip Lane Improvements
Slip lanes installed at intersections with high volumes of right-turning vehicles can reduce delays for right-turning vehicles. These lanes can improve the outcomes of angled crashes as the angles between the vehicle are shallower than for a 90 degree turn. However, slip lanes not installed with downstream receiving lanes can result in higher crash rates as the turning vehicle has to navigate both the slip lane and the merge in a short period of time. This treatment is best applied systemically wherever slip lanes are present, where a short downstream receiving lane is added to gently merge turning vehicles into the mainline. Estimated collision reduction for right-turning vehicles is 43%.[i]

[i] https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=8429

E. Horizontal Curve Improvements
Horizontal curves inherently see higher crash rates due to the change in travel direction. Roadside design improvements at curves encompass several treatments that target the causes of roadway departures by improving awareness or implementing solutions to allow a driver to recover safely and reduce crash severity. Several treatments are available: Clear zone improvements reduce obstructions and allow a driver to stop safely if they leave the roadway. This can be a targeted or systemic improvement that avoids adding fixed objects, utility cabinets, and other assets within or outside of the clear zone, where possible. Removing roadside features can reduce crashes by up to 44%, depending on conditions. Slope flattening reduces the steepness of the sideslope to increase drivers' ability to keep the vehicle stable, regain control, and avoid obstacles. Slopes flatter than 1V:4H are considered recoverable, and slopes flatter than 1V:3H are traversable. Reductions in single-vehicle crashes can be up to 12%, depending on conditions. Adding or widening shoulders provides additional recovery area for drivers in the event of a roadway departure. Enhanced delineation signage or pavement markings help draw attention to the curve. Barrier Installation will significantly reduce roadway departures and is especially useful when the slope is steeper than 1V:3H.
F. Median Barrier Improvements
Median barriers are longitudinal barriers that physically separate opposing traffic on a divided highway and redirect vehicle striking either side of the barrier. This countermeasure is used to reduce cross-median crashes, which often involve head-on collisions with other vehicles or fixed object crashes in the median itself. Medians can be made of either cable, metal-beam, or concrete, which offer a wide variety of benefits depending on the desired deflection. Reductions in cross-median crashes can be up to 97% on rural four-lane highways.

G. Crosswalk Visibility Enhancements

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

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

H. Roundabouts

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

Individual crash locations can display patterns which would indicate the types of countermeasures which would be most effective in reducing fatal and severe injuries. The top crash locations in each study area were reviewed for the most effective countermeasures based on their crash history.

6.3 Top Crash Locations and Indicated Countermeasure

Top specific locations where crashes occurred over the ten-year crash data period were identified based on their geographic location. Crash data by type of collision and the severity outcomes for people were summarized by location of the roadway, county and jurisdiction. Potential countermeasures were recommended for this TSAP based on the crash history, a visual assessment of conditions, and expected countermeasure effectiveness in reducing the type and severity of collision crashes at each location. The top crash locations for unincorporated areas in both Iowa and Illinois were also identified. The top crash locations can be found in Appendix A listed by latitude and longitude coordinates.

6.4 Crash Analysis Review

During the winter of 2024, summaries of crash history and potential safety countermeasures were distributed to each member of the Steering Committee for their review and feedback. The crash analysis included formation about the draft High Injury Network system, top crash locations by severity and number of crashes, potential causes of the crashes, public comment concerns that overlapped with top crash location, and a list of countermeasures to consider aimed at eliminating, reducing, or lessening the severity of future crashes at the top locations. Locations and corridors with the highest crash history resulting in injuries were shown for each jurisdiction. This culminated in the Traffic Safety Summit on January 29th where small groups at tables organized by Illinois Quad Cities, Iowa Quad Cities, Muscatine IA, and Kewanee IL provided further detailed feedback on the best ways to address traffic safety issues. Topics were wide ranging and resulted in the development of several early action systemic improvement programs identified for corridors throughout the study area's jurisdictions where the improvements would be most effective in reducing injuries. These early action projects are suites of engineering, education, enforcement and emergency services countermeasures to address specific safety issues indicated by feedback from the Summit listed below with example countermeasures:

<u>Corridor Left-Turn Improvement Program</u>

- Purpose: to reduce the amount and severity of left-turn conflicts.
- Example countermeasures: restricted left turn intersections.

<u>Right-Turn on Red Improvements</u>

- Purpose: to address crashes due to right-turn on red conflicts.
- Example countermeasures: channelized right-turn lanes.

<u>Enforcement of Red Light/Stop Sign Running</u>

- Purpose: to address red light or stop sign running issues resulting in crashes.
- Example countermeasures: targeted enforcement campaigns.

<u>Enforcement of Speeding</u>

- Purpose: to address speeding on roadways with history of severe crashes.
- Example countermeasures: targeted enforcement campaigns.

Reduction in Traffic Flow interruption

- Purpose: to address hard breaking and rear-end collisions.
- Example countermeasures: traffic signal coordination along corridors.

7 The Development Process

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

7.1 Safe System Approach Strategy

The strategy for the study area – Quad Cities, Kewanee and Muscatine to achieve the goal of reducing fatal and serious injury crashes will follow the safe system approach adhering to the following practices, aligning with the aspiration to reach zero traffic related deaths in the study area, state and nation.

1. No one should experience death or serious injury while using the transportation system.
2. The transportation system should be designed to allow for human error without resulting in death or serious injury.
3. The transportation system should be designed in a way to limit crash forces within the tolerable limits of humans.
4. All stakeholders have a responsibility to ensure crashes do not result in fatal or serious injuries.
5. A proactive approach should be taken to ensure crash risks are mitigated, vs. a responsive approach to crash history.
6. A multi-layer approach to crash risk reduction should be taken where all parts of the transportation system are strengthened.
7. All agencies within the BSRC will be required to take a safe system approach to transportation related projects.

7.2 Project Selection Method

The project team reviewed crash trends to identify sites where proven safety countermeasures would likely reduce the number of severe (incapacitating) crashes. However, characteristics other than quantitative criteria like equity are not taken into account when rating locations based on crashes that result in fatalities or serious injuries. To incorporate additional elements, a scoring matrix was developed to broaden the analysis.

7.2.1 Project Selection Matrix

The scoring matrix assigns points based on historical crash severity, vulnerable road user crash history, high injury network overlap, public comments/local context, and equity considerations. Table 7.2.1.1 provides details on the matrix and scoring system.

Table 7.2.1.1: Scoring Matrix

Criterion	Rationale	Measure	Scoring Scale (Points Possible)				
			0	5	10	15	20
Fatal and Serious Vehicle Crashes	Prioritize target crashes	Total crashes over 10-year period	No fatal or serious crashes	1 fatal or serious crashes	2 fatal or serious crashes	3 fatal or serious crashes	4 fatal or severe crashes (five points for each additional)
Vulnerable Roadway User Fatal and Serious Crashes	Prioritize Pedestrian and Pedalcyclists crashes	Total crashes over 10-year period	No fatal or serious crashes	1 fatal or serious crashes	2 fatal or serious crashes	3 fatal or serious crashes	4 fatal or severe crashes (five points for each additional)
High Injury Network	Focus on crashes in high frequency locations	Project on high injury network (HIN)	Projected not located on HIN	Fifteen points if located on High Injury Network (HIN)			
Equity[13]	Prioritize projects that benefit disadvantaged communities	Projects located in Areas of Persistent Poverty and/or Historically Disadvantaged Community's	Not located in disadvantaged community	Five points if located in an Areas of Persistent Poverty or Historically Disadvantaged Community zone			
Public Concerns	Prioritize projects that align with public safety concerns	Public input	No public safety concern	Public safety concern			

[13] See footnotes, 10, 12, 14

7.2.2 Project Ranking

Each jurisdictions' top crash locations were put into the matrix to score additional factors, such as equity and public input. Tables 7.2.2.1 to 7.2.2.11 display project rank by jurisdiction using the scoring matrix.

Table 7.2.2.1: Muscatine, Iowa

LOCID	Type	Location	Potential Countermeasure	
IA148	Non-DOT	E 5TH ST & MULBERRY AVE	Signage, enforcement of stop sign running	30
IA430	DOT	US 61/GRANDVIEW AVE & IA 92 & DICK DRAKE WAY	Signage	30
IA753	DOT	US 61 & OAKVIEW DR	Add Traffic Signal	25
IA1012	DOT	33RD ST AND US 61/GRANDVIEW AVE SB	Crossing Divided Highway	20
IA1163	Non-DOT	E 7TH ST & MULBERRY AVE	Signage, enforcement of stop sign running	15
IA583	DOT	IA 22/PARK AVE	SB Protected Left, striping	15
IA272	DOT	US 61/GRANDVIEW AVE & 49TH ST S	Crossing Divided Highway	15
IA582	Non-DOT	E 8TH ST & CEDAR ST	Signage, enforcement	10
IA687	Non-DOT	67TH AVE W	Crossing Divided Highway, enforcement of speeding	10
IA691	Non-DOT	MULBERRY AVE	Improve sight distance/increase length of turn lanes	10

Table 7.2.2.2: Kewanee, Illinois

LOCID	Type	Location	Potential Countermeasure	
IL65	DOT	IL 78 & Prospect St	Signage, move or add reflective tape or crash bumpers around poles, add protected left turns	40
IL191	DOT	IL 78 & 2nd St	Signage, move or add reflective tape or crash bumpers around poles, curve improvements	35
IL138	DOT	IL 78 & 3rd St	Signage, Striping, protected left-turn phasing, high visibility crosswalks	35
IL126	Non-DOT	Division St & Chestnut St	Signage, Crosswalk Visibility Enhancement	30
IL139	Non-DOT	Vine St & 10th St	Improved	30
IL1300	Non-DOT	Prospect St & Tremont St	Signage	25
IL2278	Non-DOT	N Chestnut St & 3rd St	Signage, speed and visibility improvements, school zone designation	25
IL151	Non-DOT	Lakeview Ave & 3rd St	Signage	25
IL867	DOT	US 34 & South St	Right Turn Slip Lane, Signage, speed enforcement	20
IL640	DOT	US 34 & McClure St	Signage, Crosswalk Visibility Enhancement, speed enforcement, roundabout candidate	20

Table 7.2.2.3: Bettendorf, Iowa

LOCID	Type	Location	Potential Countermeasure	Score
IA30	Non-DOT	Utica Ridge Rd	Signage	20
IA33	Non-DOT	Devils Glen Rd	Signage, Right Turn Slip Lane Improvement	20
IA150	DOT	US 67 / Grant St & 14th St	Signage, Striping	20
IA161	DOT	US 67 / State St & 39th St	Signage	20
IA54	Non-DOT	14th St	Signage	15
IA61	DOT	I-74 & US 6 / Spruce Hills Dr	Signage	15
IA153	DOT	US 67 / State St & Devils Glen Rd	Signage	15
IA299	DOT	US 67 / S Grant St & US 67 / River Dr & 6th St	Signage	15
IA659	Non-DOT	Middle Rd	Signage	10

Table 7.2.2.4: Davenport, Iowa

LOCID	Type	Location	Potential Countermeasure	
IA9	Non-DOT	W Locust St	Signage, Crosswalk Visibility Enhancement	50
IA12	DOT	US 6 / W Kimberly Rd	Signage, Striping	50
IA11	DOT	IA 461 / Brady St / Welcome Way & 59th St	Signage	50
IA134	DOT	IA 461 / Brady St (745' S of IA 461 / Brady St)	Variable Speed/Warning signs	50
IA3	Non-DOT	W 2nd St	Signage, Right Turn Slip Lane Improvement	45
IA42	Non-DOT	W 7th St	Signage, Crosswalk Visibility Enhancement	40
IA62	Non-DOT	Gaines St	Signage, Crosswalk Visibility Enhancement	40
IA71	Non-DOT	W Locust St & Hickory Grove Rd & N Division St	Signage	35
IA90	Non-DOT	W Pleasant St & N Division St	Signage, Crosswalk Visibility Enhancement	35
IA722	Non-DOT	N Division St (236' S of N Division St & W 17th St)	Signage	35
IA58	DOT	IA 461 / Harrison St & W 6th St	Signage	35
IA68	Non-DOT	Marquette St	Signage, Crosswalk Visibility Enhancement	30
IA77	DOT	US 6 / E Kimberly Rd & E 36th St	Crossing Divided Highway, Signage	30
IA19	Non-DOT	W Locust St & N Lincoln Ave	Signage	25
IA47	Non-DOT	N Division St	Signage	25
IA98	DOT	US 6 / E Kimberly Rd & Jersey Ridge Rd	Signage, Striping	20
IA131	DOT	US 6 / E Kimberly Rd & Bridge Ave	Signage, pedestrian crossing	20
IA276	DOT	US 6 / W Kimberly Rd & N Elsie Ave	Signage	20
IA1311	DOT	US 61 / 140 St & Co Rd Y48 / 110 Ave	Signage, Right Turn Slip Lane Improvement	20
IA2	DOT	US 6 / E Kimberly Rd	Signage, Striping	15

Table 7.2.2.5: Eldridge, Iowa

LOCID	Type	Location	Potential Countermeasure	
IA1332	DOT	127 S US 61	Roadway Departure Solution	15
IA2286	Non-DOT	E Leclaire Rd & S Scott Park Rd	Signage, Right Turn Slip Lane Improvement	10
IA3024	Non-DOT	S Buttermilk Rd & W Lincoln Rd	Signage	10
IA1540	DOT	124 N US 61	Roadway Departure Solution	10
IA3030	Non-DOT	E Iowa St & S 9th Ave	Signage	5

Table 7.2.2.6: Le Claire, Iowa

LOCID	Type	Location	Potential Countermeasure	
IA2949	Non-DOT	8th St (359' N of Davenport St & 8th St)	Signage, Speed Enforcement	10
IA6503	DOT	US 67 / Cody Rd & Eagle Ridge Rd	Signage, Striping	10
IA385	DOT	I-80	Signage	10
IA682	Non-DOT	Valley Dr (342' W of Woodland Dr & Valley Dr)	Signage, Crossing Divided Highway	5

Table 7.2.2.7: East Moline, Illinois

LOCID	Type	Location	Potential Countermeasure	
IL3	Non-DOT	Avenue of the Cities / 42nd Ave & 7th St	Right Turn Slip Lane, Signage	75
IL2	Non-DOT	Avenue of the Cities & Archer Dr	Right Turn Slip Lane, Signage	70
IL28	Non-DOT	Avenue of the Cities / 42nd Ave & Kennedy Dr	Right Turn Slip Lane, Signage - automated traffic law enforcement system	60
IL240	DOT	IL 5 & 4th Ave	Crossing Divided Highway, Right Turn Slip Lane, Signage	50
IL601	DOT	IL 92 & Kennedy Dr	Crosswalk Visibility Enhancement, Signage	35
IL487	DOT	IL 5 & Hubbard Rd	Crossing Divided Highway	20

Table 7.2.2.8: Moline, Illinois

LOCID	Type	Location	Potential Countermeasure	
IL4	DOT	IL 5 & 60th St	Right Turn Slip Lane, Signage	55
IL590	Non-DOT	19th St & 7th Ave	**Improved**	45
IL11	DOT	IL 92 & 23rd St	Signage	40
IL553	Non-DOT	Avenue of the Cities & 41st St	Signage, Striping	35
IL25	Non-DOT	River Dr & 15th St	Crosswalk Visibility Enhancement, Signage	35
IL33	DOT	IL 5 & 16th St	Right Turn Slip Lane, Signage	35
IL30	Non-DOT	7th St & 35th Ave Pl	Right Turn Slip Lane, Signage	30
IL57	DOT	IL 5 & 53rd St	Right Turn Slip Lane, Signage	30
IL98	Non-DOT	48th St Pl & 20th Ave / 53rd St	Signage, Crosswalk Visibility Enhancement	25
IL183	DOT	IL 92 (4th Ave) & 19th St	Signage	25
IL6	DOT	River Dr & US 74 Ramp	Signage	25
IL17	DOT	IL 92 (4th Ave) & 6th St	Signage	25
IL7	Non-DOT	Avenue of the Cities & 53rd St	Right Turn Slip Lane, Signage	20
IL38	Non-DOT	Avenue of the Cities & 19th St	Right Turn Slip Lane, Signage	20
IL20	Non-DOT	Avenue of the Cities & 27th St	Signage, Crosswalk Visibility Enhancement	20
IL77	Non-DOT	Avenue of the Cities & 48th St	Signage	20
IL92	Non-DOT	70th St & 34th Ave	Signage	20
IL54	DOT	IL 92 (5th Ave) & 6th St	Signage	20
IL1	DOT	IL 5 & 41st St	Right Turn Slip Lane, Signage	20
IL13	DOT	IL 5 & 38th St	Signage	20

Table 7.2.2.9: Rock Island, Illinois

LOCID	Type	Location	Potential Countermeasure	
IL44	Non-DOT	30th St & 7th Ave	Signage	35
IL187	Non-DOT	17th St & 1st Ave	Signage	35
IL8	Non-DOT	16th St & 1st Ave	Right Turn Slip Lane, Signage	35
IL43	DOT	IL 5 & 38th St	Right Turn Slip Lane, Signage	35
IL203	Non-DOT	11th St (US 67) at 18th Ave	Right Turn Slip Lane, Signage	35
IL32	DOT	IL 5 & 44th St	Right Turn Slip Lane, Signage	30
IL47	Non-DOT	30th St & 18th Ave	Signage	15
IL14	Non-DOT	38th St & 18th Ave	Signage	15
IL130	DOT	US 67 & 31st Ave	Right Turn Slip Lane, Signage	15
IL109	DOT	US 67 & 25th Ave	Signage, Striping	15
IL2830	DOT	US 280 & IL 92	Signage	15
IL203	Non-DOT	11th St (US 67) at 18th Ave	11th St (US 67) at 18th Ave	15

Table 7.2.2.10: Silvis, Illinois

LOCID	Type	Location	Potential Countermeasure	
IL270	Non-DOT	19th St & 3rd Ave Ct	Signage	40
IL1781	DOT	IL 5 & Crosstown Ave	Right Turn Slip Lane, Signage	40
IL119	Non-DOT	Crosstown Ave & 11th St	Signage	35
IL132	DOT	IL 5 & 16th Ave	Right turn and intersection geometry improvements	30

Table 7.2.2.11: Milan, Illinois

LOCID	Type	Location	Potential Countermeasure	
IL342	DOT	78th Ave & Rock Island-Milan Pkwy (IL 5)	Right Turn Slip Lane	30
IL248	Non-DOT	1st St & 20th Ave	Crossing Divided Highway	20
IL407	DOT	US 67 & Rock Island-Milan Pkwy	Right Turn Slip Lane, Signage	20
IL27	Non-DOT	1st St & 4th Ave	Signage	15
IL127	Non-DOT	1st St & 28th Ave	Crossing Divided Highway	15
IL51	DOT	IL 78 (Rock Island-Milan Pkwy) & Tech Dr	Right Turn Slip Lane	15
IL244	DOT	78th Ave & Rock Island-Milan Pkwy (IL 5)		10

7.3 Early Action Systemic Improvements

The following early action systemic improvements were developed based on the input from participants in the Traffic Safety Summit that occurred on January 29th, 2025. The early action improvement near-term actions to bring safety benefits to the transportation system through systemic programs where improvements can be implemented across multiple locations and jurisdictions to address similar safety challenges.

In the summary of improvement programs, the location of crashes is identified by the state (Iowa: IA and Illinois: IL) and an identifier number (ID). Corridor locations on the High Injury Network have an additional "HIN" to distinguish corridor locations from singular, spot locations or clusters of crash locations. The corridors also are described by the roadway limits of the corridor. The intersections/clusters are identified by their primary roadway, which was included in the Iowa collision data and was geospatially joined to the Illinois collision data. These early action systemic improvements are programs that are recommended for development among corridor agencies and regional partners to address the safety emphasis areas developed through this TSAP.

7.3.1 Corridor Left-Turn Improvement Program

A program to review and prioritize improvements for left-turning vehicles through providing protected or enhanced turning conditions as well as the potential for limiting left-turns at some locations. Safety countermeasures to address the top safety emphasis area include Reduced Left-Turn Conflict

Intersections, Prohibited Left-Turns, Protected Left-Turn Phasing, Left-Turn Pockets, and Signalization. Both corridor and cluster/intersection locations are identified as part of this program. In some cases, clusters/intersections are within identified corridors, and in some cases, they are isolated locations with especially high issues as identified by this program. Maps showing the Left-Turn Improvement Program Locations can be found in Figures 7.3.1.1 and 7.3.1.3. The top individual locations (intersections) can be found in Tables 7.3.1.1 to 7.3.1.6.

Overall, in the study area nine corridors in the Iowa Quad Cities, eight in the Illinois Quad Cities, and one each in Kewanee and Muscatine as having a relatively high percentage of crashes involving left-turning vehicles. In addition, 56 intersections with a relatively high percentage of crashes involving left-turning vehicles—30 of the 56 intersections are located within the identified corridors.

Figure 7.3.1.1: Left-Turn Improvement Program Locations – Quad Cities

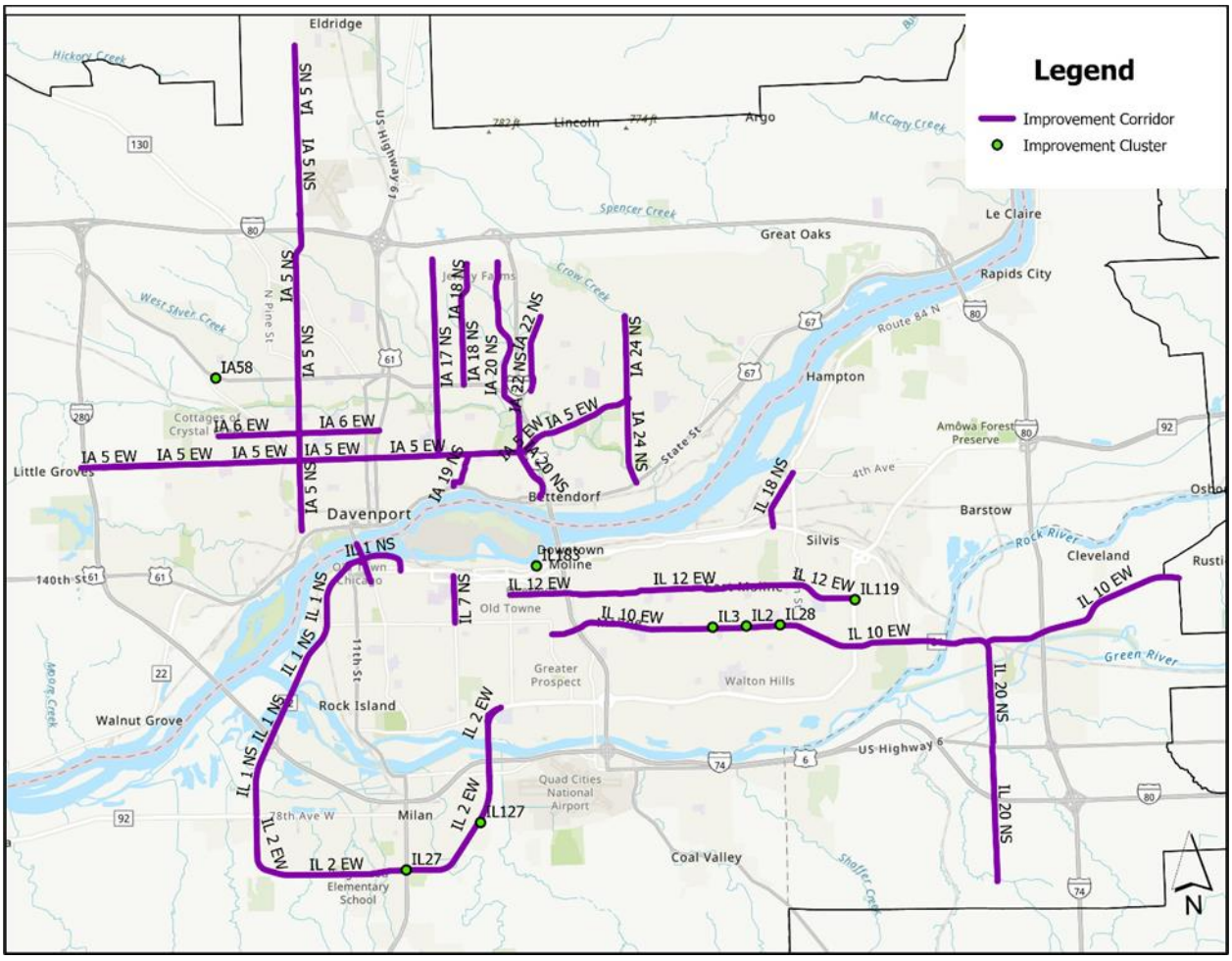


Figure 7.3.1.2: Left-Turn Improvement Program Locations – Muscatine

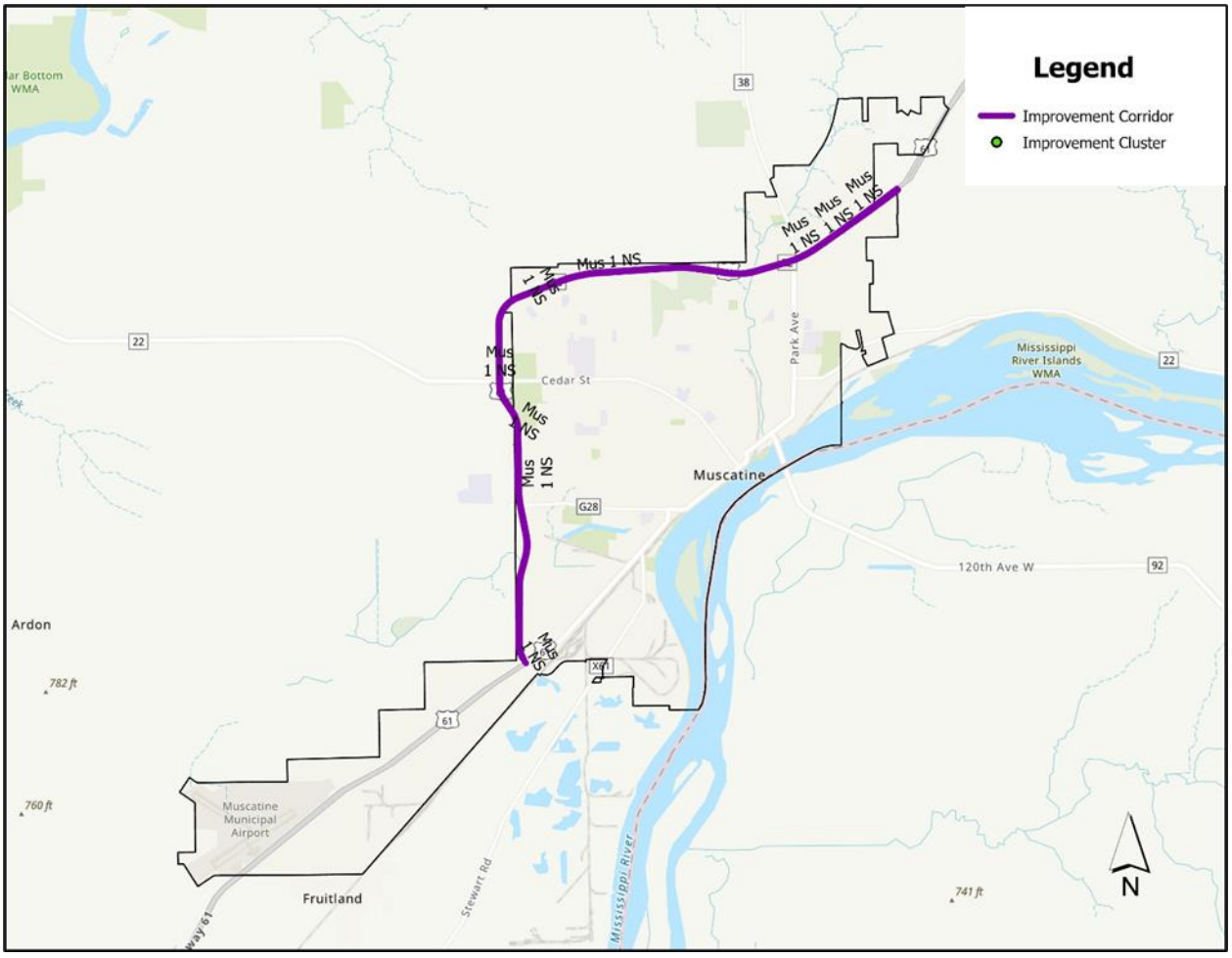


Figure 7.3.1.3: Left-Turn Improvement Program Locations – Kewanee

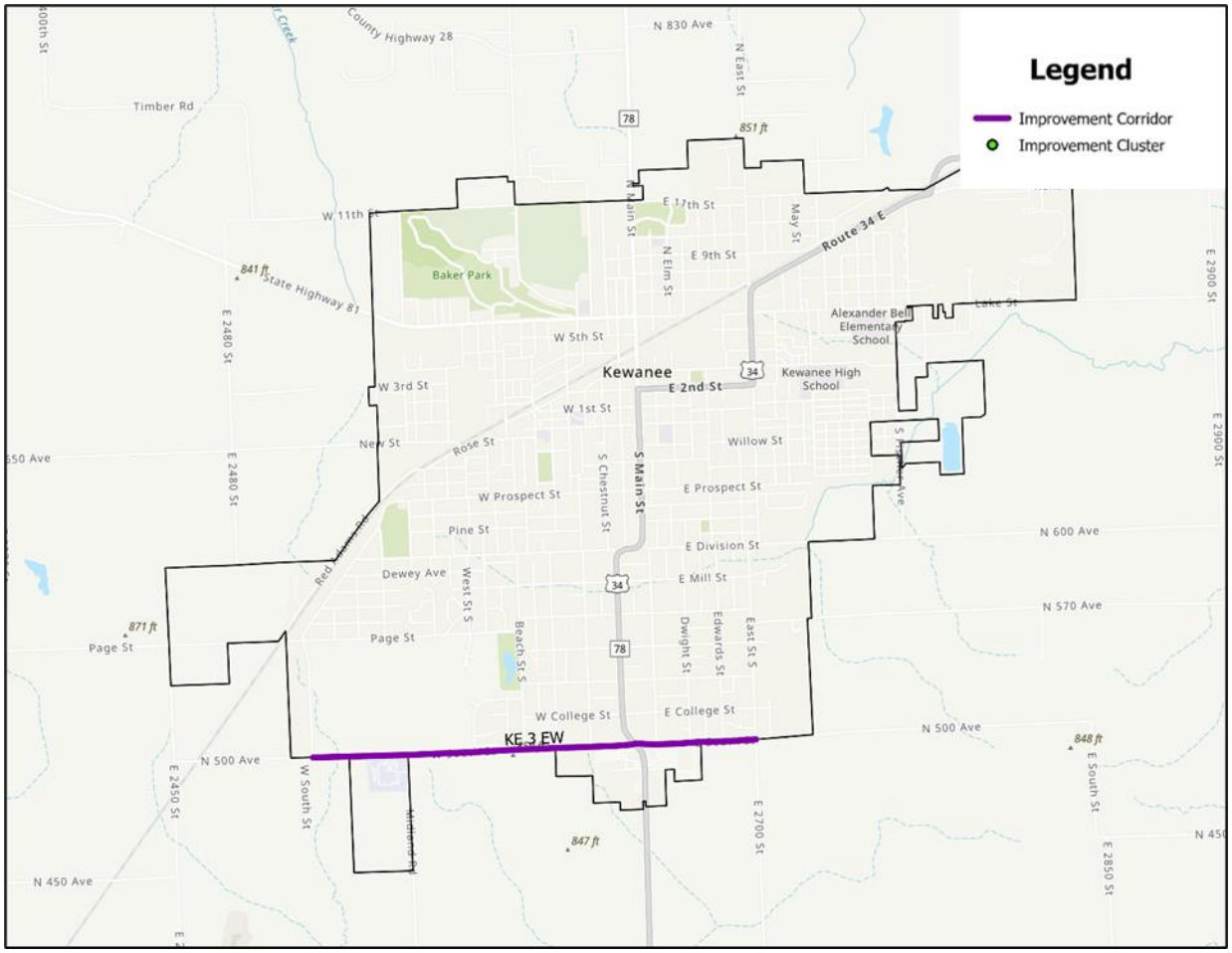


Table 7.3.1.1: Illinois Signalized Corridors for Left-Turn Improvements

Corridor	HIN	Corridor Length (Miles)	Corridor Crashes	Percent Left-Turning Vehicle Crashes
Centennial Expressway / Milan Beltway from 78th Avenue West to 52nd Avenue	IL 2 EW	8.1	306	19%
Avenue of the Cities/Colona Road from 16th Street to Cleveland Road, Cleveland Road/Wolf Road from Avenue of the Cities to City Line	IL 10 EW	12.1	2,268	16%
12th Avenue / 30th Avenue / Crosstown Avenue from 7th Street to John Deere Expressway	IL 12 EW	6.4	890	13%
1st Avenue/Centennial Expressway/IL 92W from 5th Avenue to 35th Street West	IL 1 NS	6.8	34	12%
US 67 / 15th Street from Mississippi River Bridge to 7th Avenue	IL 4 NS	0.75	456	11%
13th Street 18th Avenue to 19th Street	IL 18 NS	1.1	122	11%
38th Street from 7th Avenue to 18th Avenue	IL 7 NS	0.9	949	10%

Note: Table corresponds to Figure 8.3.1.1 where segment or intersection is associated with the High Injury Network (HIN) identifier

Table 7.3.1.2: Illinois Unsignalized / Uncontrolled Corridors for Left-Turn Improvements

Corridor	HIN	Corridor Length	Corridor Crashes	Percent Left-Turning Vehicle Crashes
East/West South Street East City Limit to County Highway 41	KE 3 EW	1.9	24	25%
1st Street / East 400th Street from Cleveland Road to North 1850th Avenue	IL 20 NS	4.3	87	9%

Note: Table corresponds to Figures 8.3.1.2 (Illinois Quad Cities) and 8.3.1.3 (Kewanee) where segment of intersection is associated with the High Injury Network (HIN) identifier

Table 7.3.1.3: Iowa Corridors for Left-Turn Improvements

Corridor	HIN	Corridor Length (Miles)	Corridor Crashes	Percent Left-Turning Vehicle Crashes
Utica Ridge Road from Spruce Hills Drive/US 6 to East 53rd Street	IA 22 NS	1.4	182	23%
W Central Park Avenue from North Fairmount Street to Brady Street	IA 6 EW	2.9	558	18%
Jersey Ridge Road from Veterans Memorial Parkway to East Kimberly Road	IA 18 NS	2.2	85	15%
Devils Glen Road from 53rd Avenue to State Street	IA 24 NS	3.3	263	15%
US 61	Mus 1 NS	16.7	290	13%
Locust Street / Middle Road from I-280/US 61 to Devils Glen Road	IA 5 EW	11.8	3045	13%
Kimberly Road /Elmore Avenue from Grant Street to Veterans Memorial Parkway	IA 20 NS	5.5	798	11%
Jersey Ridge Road, East 11th Street, Mound Street from East River Drive to East Locust Street	IA 19 NS	0.7	191	11%
Eastern Avenue from East Locust Street to Veterans Memorial Parkway	IA 17 NS	3.7	591	11%
South Buttermilk Road /North Division Street from West Spring Street to West 3rd Street	IA 5 NS	8.9	878	10%

Note: Table corresponds to Figure 8.3.1.1 (Iowa Quad Cities) or 8.3.1.2 (Muscatine) where segment or intersection is associated with the High Injury Network (HIN) identifier

Table 7.3.1.4: Illinois Signalized Intersections for Left-Turn Improvements

Primary Roadway at Intersection (State Highways Only)	City	ID	HIN	City	Total Crashes	Percent Left Turns
-	Moline	IL292		Moline	25	68%
IL768	Moline	IL1278	IL 12 EW	Moline	12	58%
-	Unincorporated	IL148		Unincorporated	16	50%
-	Unincorporated	IL827		Unincorporated	16	50%
US067	Milan	IL27	IL 2 EW	Milan	127	46%
IL756	Moline	IL183	IL 15 EW	Moline	22	45%
US08 B	East Moline	IL238		East Moline	27	44%
IL005	Silvis	IL132		Silvis	39	44%
-	East Moline	IL28	IL 10 EW	East Moline	100	42%
-	East Moline	IL2	IL 10 EW	East Moline	229	41%
-	Unincorporated	IL246	IL 3 EW	Unincorporated	29	38%
-	Moline	IL49		Moline	56	38%
-	Moline	IL42		Moline	69	36%
-	Moline	IL50	IL 12 EW	Moline	90	36%
IL849	East Moline	IL3	IL 10 EW	East Moline	261	35%
US006	Unincorporated	IL669	IL 20 NS	Unincorporated	23	35%
US067	Rock Island	IL203	IL 4 NS	Rock Island	32	34%
IL084	Unincorporated	IL1639		Unincorporated	12	33%
-	Silvis	IL438	IL 10 EW	Silvis	21	33%
IL005	Silvis	IL119	IL 8 EW	Silvis	33	33%
US067	Milan	IL167	IL 4 NS	Milan	48	33%
IL793	Milan	IL127	IL 1 EW	Milan	51	33%

Table 7.3.1.5: Illinois Unsignalized / Uncontrolled Intersections for Left-Turn Improvements

Primary Roadway at Intersection (State Highways Only)	City	ID	HIN	Total Crashes	Percent Left-Turn Crashes
-	Moline	IL250		12	50%
IL771	Moline	IL307	IL 7 EW	14	43%
IL814	Milan	IL1428		10	40%
-	Rock Island	IL448		11	36%
-	Moline	IL1548		11	36%
IL773	Moline	IL540	IL 10 EW	14	36%
IL330*	Moline	IL566		15	33%

Table 7.3.1.6: Iowa Intersections for Left-Turn Improvements

Primary Road of Intersection	City	ID	HIN	Total Crashes	Percent Left Turns
US 61 & Mulberry Ave	Muscatine	177	Mus 1 NS	36	58%
Co Rd F55/210 ST & Co Rd Y68/S Scott Park Rd	Davenport	426	-	19	53%
Utica Ridge Rd	Davenport	383	-	21	48%
Crow Creek Rd	Davenport	261	-	28	46%
Lincoln Rd & Kimberly Rd	Bettendorf	389	IA 20 NS	20	45%
E 35TH Ct & Elmore Ave	Davenport	86	-	61	44%
Utica Ridge Rd	Davenport	336	IA 22 NS	23	43%
I-80 & IA 130/New Liberty Rd	Davenport	78	-	66	41%
W Locust St	Davenport	234	IA 5 EW	30	40%
Elmore Ave	Davenport	883	IA 20 NS	10	40%
Deerbrook Dr & Devils Glen Rd & Halcyon Dr	Bettendorf	422	-	19	37%
US 61 & University Dr	Muscatine	229	-	30	37%
US 67/NW Loop	Davenport	771	-	11	36%
210 ST	Davenport	822	-	11	36%
Utica Ridge Rd	Davenport	619	IA 22 NS	14	36%
US 61	Muscatine	586	Mus 1 NS	14	36%
US 6/W Kimberly Rd & Fairmount St	Davenport	489	-	17	35%
W 38TH ST & N Division St	Davenport	486	IA 5 NS	17	35%
E 53RD ST & Ekstein Dr	Davenport	491	IA 8 EW	17	35%
Eastern Ave	Davenport	95	IA 17 NS	57	35%
US 6/W Kimberly Rd	Davenport	58	IA 7 EW	74	34%
IA 22/Park Ave	Muscatine	430	-	18	33%
W Central Park Ave & Clark St	Davenport	318	-	24	33%
IA 92/Grandview Ave & Warren St	Muscatine	688	-	12	33%
W Locust St	Davenport	445	IA 5 EW	18	33%
US 61 / University Ave	Muscatine	692	Mus 1 NS	12	33%
Middle Rd	Bettendorf	52	IA 5 EW	79	33%

The Iowa crash data set does not include information about the type of traffic control (signalized or unsignalized) at crash locations.

7.3.2 Right Turn on Red Improvements

These improvements provide for safer right turns at signalized intersections and include the potential safety countermeasures of Prohibit Right Turn on Red, Overlap Signal Phase, and Right-Turn Pockets. Tables 7.3.2.1 and 7.3.2.2 show the locations with 10 percent or greater proportion of right turn on red vehicles involved in collisions at signalized intersections, summarized by State and percent of collisions

with right-turn on red involved collisions. A map showing the locations with the top right turn on red crash clusters/intersections can be seen in Figure 7.3.2.1.

Sixteen intersections with a high percentage of collisions involving right-turn on red collisions—thirteen intersections in the Illinois Quad Cities and three in the Iowa Quad Cities.

Figure 7.3.2.1: Right-Turn on Red Improvement Program Locations – Quad Cities

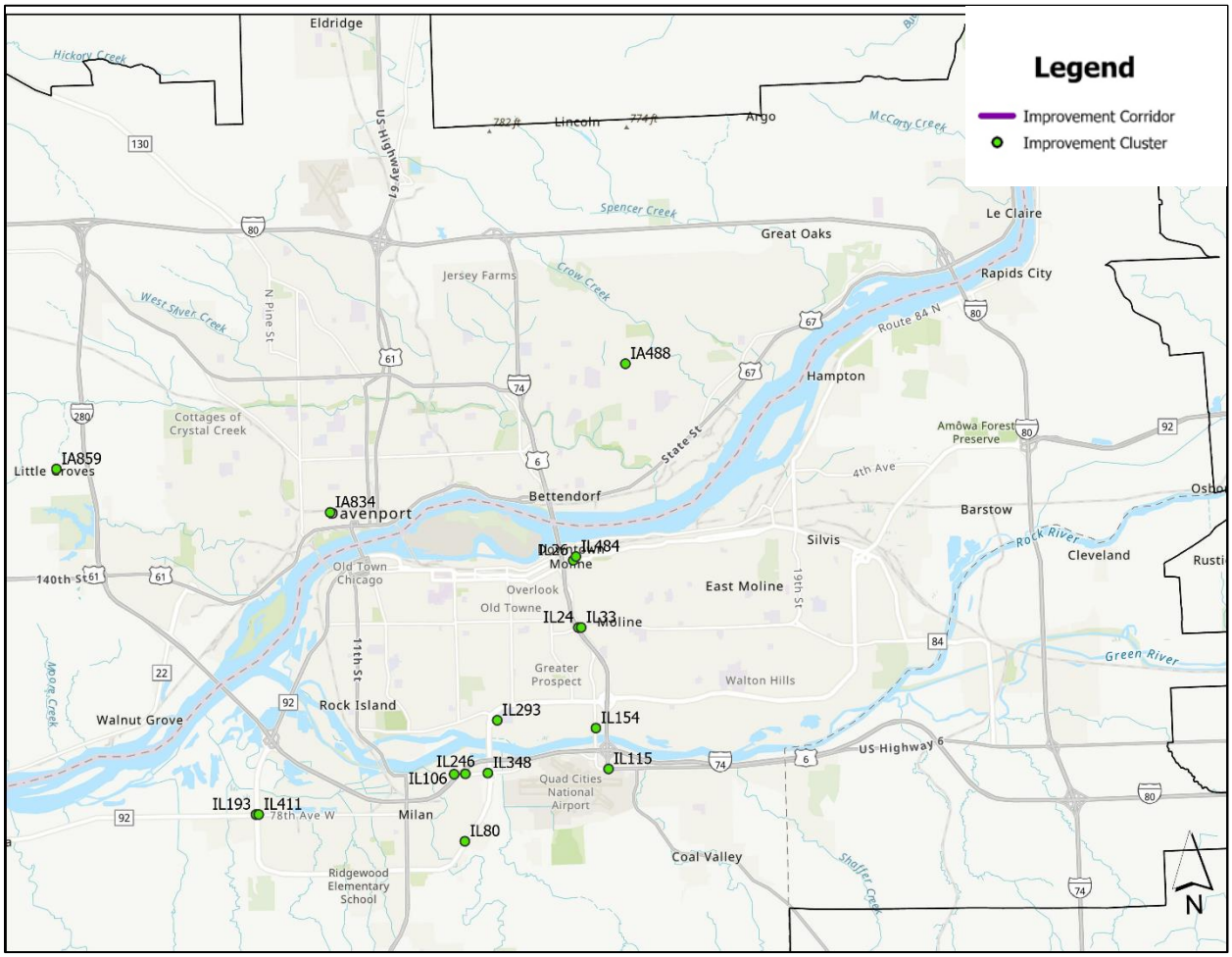


Table 7.3.2.1: Illinois Signalized Intersections for Right Turn on Red Improvements

Primary Roadway at Intersection (State Highways Only)	City	ID	Lat	Long	Total Crashes	Percent Right Turn on Red
IL092	Moline	IL26	41.509	-90.505	167	26%
IL822	Milan	IL348	41.453	-90.538	27	19%
US006	Moline	IL115	41.453	-90.495	69	16%
IL792	Unincorporated	IL80	41.435	-90.547	46	15%
-	Moline	IL293	41.467	-90.534	21	14%
IL092	Unincorporated	IL411	41.444	-90.62	14	14%
-	Unincorporated	IL106	41.453	-90.55	45	13%
IL092	Unincorporated	IL193	41.444	-90.621	31	13%
-	Moline	IL33	41.491	-90.503	84	11%
-	Unincorporated	IL246	41.453	-90.546	29	10%
IL834	Moline	IL24	41.491	-90.504	100	10%
IL834	Moline	IL154	41.464	-90.499	40	10%
-	Moline	IL484	41.51	-90.504	10	10%

Table 7.3.2.2 Iowa Signalized Intersections

Corridor	City	ID	HIN	Crashes	Percent Right Turn on Red
Tanglefoot Ln & Devils Glen Rd	Bettendorf	488	IA 24 NS	17	12%
Co Rd F65/160 St & Co Rd Y48/110 Ave	Davenport	859	0	10	10%
Marquette St Measuring 88 Feet North from W 4 1/2 St & Marquette St	Davenport	834	IA 7 NS	10	10%

7.3.3 Enforcement of Red Light/Stop Sign Running

These are locations that have a high percentage of collisions due to control device violation (Iowa) or had a high percentage of angle collisions where the first vehicle was moving straight ahead at a signalized location (Illinois). Due to a difference in the data used to identify these locations between the two states, the percent threshold used was 15 percent in Iowa and 10 percent in Illinois for corridors and 40 percent in Iowa and 35 percent in Illinois for cluster (intersection) locations. Potential safety countermeasures identified with the highest potential to reduce crashes related to red light running include Improved Signage and Striping, Signal Timing Adjustments, Enforcement, and Automated Traffic Enforcement. Both corridor and cluster/intersection locations are identified as part of this program. In some cases, clusters/intersections are within identified corridors, and in some cases, they are isolated locations with especially high issues as identified by this program. A map of the locations can be seen in Figures 7.3.3.1 and 7.3.3.2.

Thirteen corridors with a high percentage of red-light/stop-sign involved crashes were identified: six in the Iowa Quad Cities and seven in the Illinois Quad Cities. In addition, 37 individual locations were identified including 16 in Iowa Quad Cities, three in Muscatine, and 18 in the Illinois Quad Cities. No locations were identified in Kewanee. Tables 7.3.3.1 and 7.3.3.3 show the corridors and intersections identified as having the highest percentage of collisions due to red light violations.

Figure 7.3.3.1: Red Light/Stop Sign Improvement Program Locations – Quad Cities

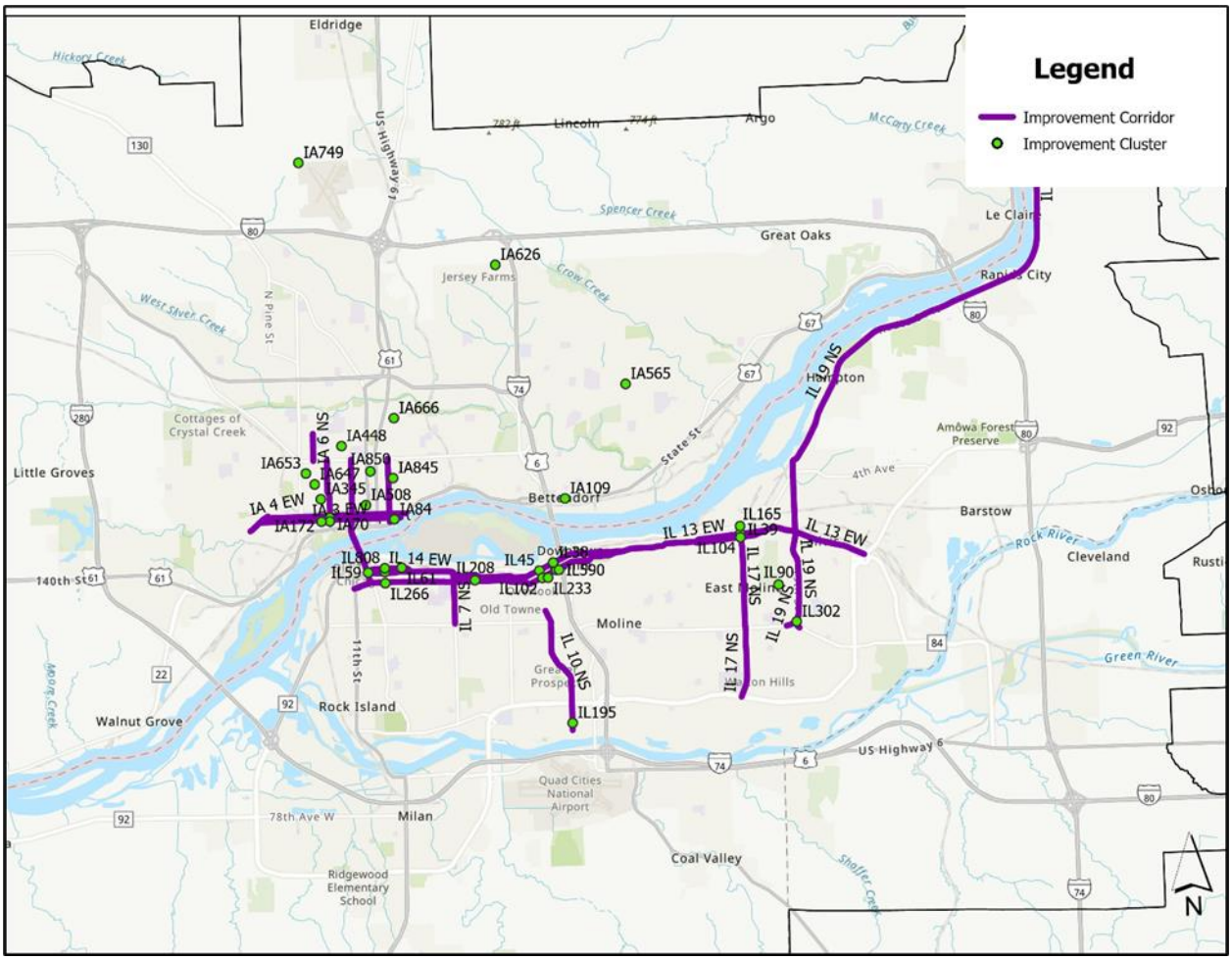


Figure 7.3.3.2: Red Light/Stop Sign Improvement Program Locations – Muscatine

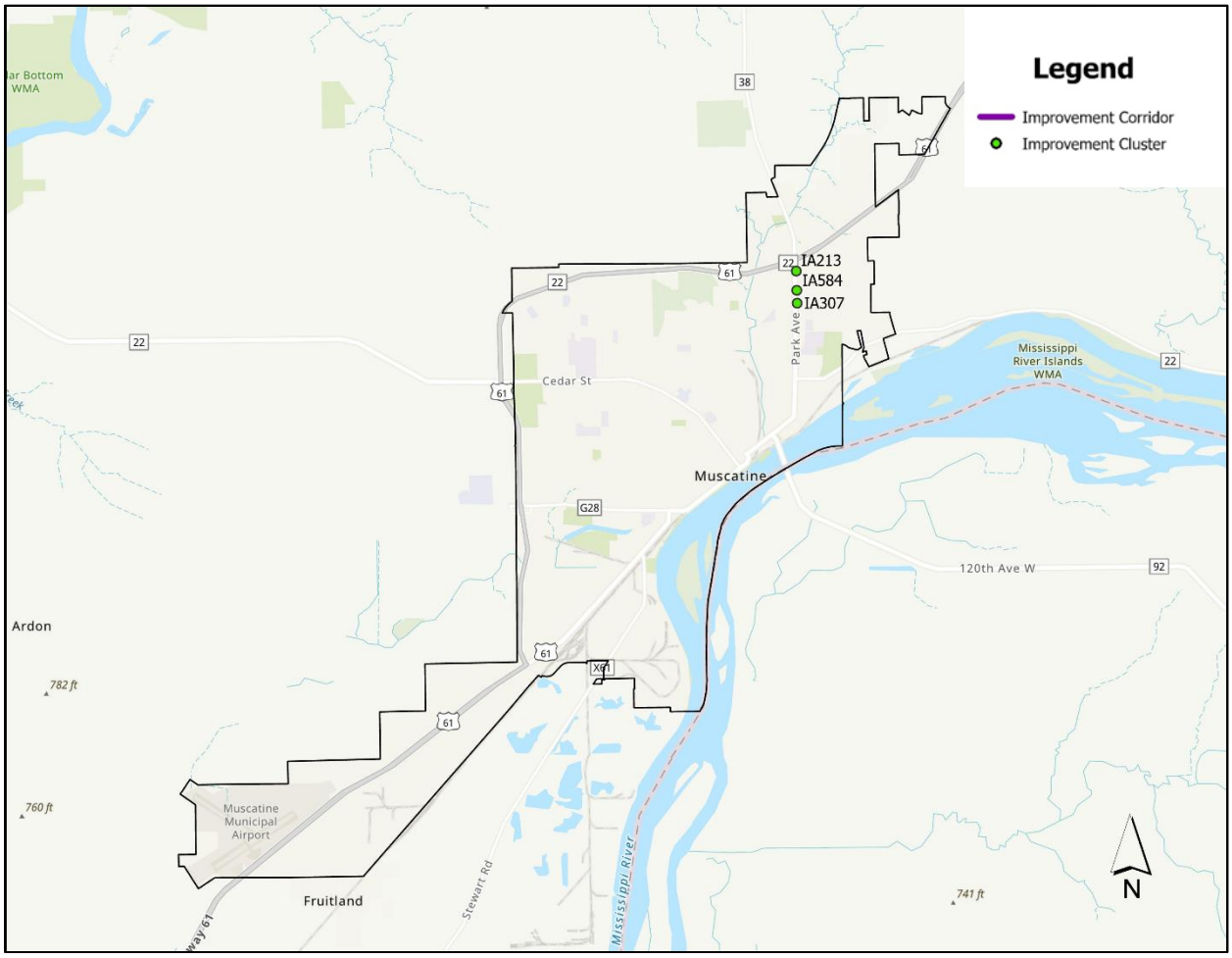


Table 7.3.3.1: Illinois Corridors

Corridor	HIN	Corridor Length (Miles)	Total Crashes	Percent Angle Collisions, by Straight Ahead Vehicles at Signalized Intersections
5th Avenue (IL 92)/6th Avenue/4th Avenue (Westbound) from 26th Street to East of 34th Street	IL 14 EW	5.9	189	26%
38th Street from 7th Avenue to 18th Avenue	IL 7 NS	0.9	949	15%
16th Street from 19th Avenue to 52nd Avenue	IL 10 NS	2.3	320	13%
7th Street/70th Street from 12th Avenue to John Deere Road (IL 5)	IL 17 NS	3.2	298	12%
IL 92: 7th Avenue/5th Avenue/6th Avenue/4th Avenue/16th Avenue/1st Avenue (Eastbound only for a portion) from 11th Street/US 67 to IL 5	IL 13 EW	11.1	396	12%
US 67 / 15th Street from Mississippi River Bridge to 7th Avenue	IL 4 NS	0.7	456	11%
North High Street/20th Street from 129 Avenue North to 20th Street and 19th Street from 20th Street to Avenue of the Cities	IL 19 NS	14.3	1715	10%

Table 7.3.3.2: Iowa Intersections

Primary Road of Intersection	City	ID	HIN	Total Crashes	Percent Control Device Violation
W 6th St	Davenport	508	-	16	63%
W 12th St & Washington St	Davenport	647	-	13	54%
E 29th St & Farnam St	Davenport	666	-	13	54%
W 4th St & Marquette St	Davenport	49	IA 4 EW	80	53%
US 67/Grant St & 18th St	Bettendorf	109	-	51	51%
IA 22/Park Ave & Ford Ave	Muscatine	584	-	14	50%
Sloper Town Rd	Davenport	749	-	12	50%
W 15th St & Main St	Davenport	850	IA 14 NS	10	50%
IA 22/Park Ave & Cleveland St	Muscatine	213	-	32	47%
W 15th St & Sturdevant St	Davenport	653	-	13	46%
W 3rd **St** & Marquette St	Davenport	70	IA 7 NS	68	46%
W Lombard St & Warrern St	Davenport	448	-	18	44%
Veterans Memorial Prky & Elmore Ave	Davenport	626	IA 9 EW	14	43%
IA 22/Park Ave & Lake Park Blvd	Muscatine	307	-	24	42%
W 8th St & Fillmore St	Davenport	345	-	22	41%
W 3rd St & Fillmore St	Davenport	172	IA 3 EW	37	41%
E 3rd St & Le Claire St	Davenport	84	IA 3 EW	62	40%
Devils Glen Rd & Belmont Rd	Bettendorf	565	IA 24 NS	15	40%
E 13th St & Le Claire St	Davenport	845	-	10	40%

Table 7.3.3.3: Illinois Intersections

City	ID	HIN	Total Crashes	Percent Angle Collisions, by Straight Ahead Vehicles at Signalized Intersections
Moline	IL233	IL 10 NS	15	60%
East Moline	IL39	IL 19 NS	43	59%
Moline	IL38	IL 19 NS	40	51%
Rock Island	IL384	IL 14 EW	8	50%
Moline	IL45	IL 19 NS	32	48%
Moline	IL102	IL 7 NS	24	47%
Rock Island	IL808	IL 14 EW	6	46%
Moline	IL195	IL 10 NS	15	45%
East Moline	IL104	IL 17 NS	25	45%
Moline	IL590	IL 7 NS	30	43%
Rock Island	IL59	IL 4 NS	25	43%
Unincorporated	IL165	IL 15 EW	11	42%
East Moline	IL90	IL 12 EW	18	42%
Rock Island	IL208	IL 7 NS	10	42%
East Moline	IL302	IL 19 NS	9	41%
Moline	IL15	IL 7 NS	28	39%
Rock Island	IL61	IL 14 EW	14	37%
Rock Island	IL266	IL 13 EW	5	36%

7.3.4 Enforcement of Speeding

These are locations with a high percentage of speeding by the first vehicle (Iowa) or a high percent of collisions where the first vehicle was proceeding straight ahead or braking (Illinois). Due to a difference in the data used between states the threshold percent of speeding in corridors in Iowa used was 10 percent and in Illinois was 60 percent. For intersection locations the percentage threshold used was 29 percent at Iowa locations and 80 percent at Illinois locations. Potential safety countermeasures identified with the highest potential to reduce crashes related to speeding include Improved Signage and Striping, Signal Timing Adjustments, Enforcement, Automated Traffic Enforcement, and Education. Both corridor and cluster/intersection locations are identified as part of this program. In some cases, clusters/intersections are within identified corridors, and in other cases they are isolated locations with especially high issues as identified by this program. A map of the locations can be seen in Figures 7.3.4.1 through 7.3.4.3. Tables 7.3.4.1 through 7.3.4.4 show the corridors and intersections identified as having the highest percentage of collisions due to speeding.

Overall, 19 corridors were identified as having high levels of speeding contributing to collisions: 11 corridors in the Illinois Quad Cities, six corridors in the Iowa Quad Cities and one each in Kewanee and Muscatine. In addition, 39 clusters/intersections were identified with high levels of speeding contributing to crashes: 26 in Illinois and 13 in Iowa. These locations were predominantly located in the corridors identified for speeding conditions.

Figure 7.3.4.1: Enforcement of Speeding Improvement Program Locations – Quad Cities

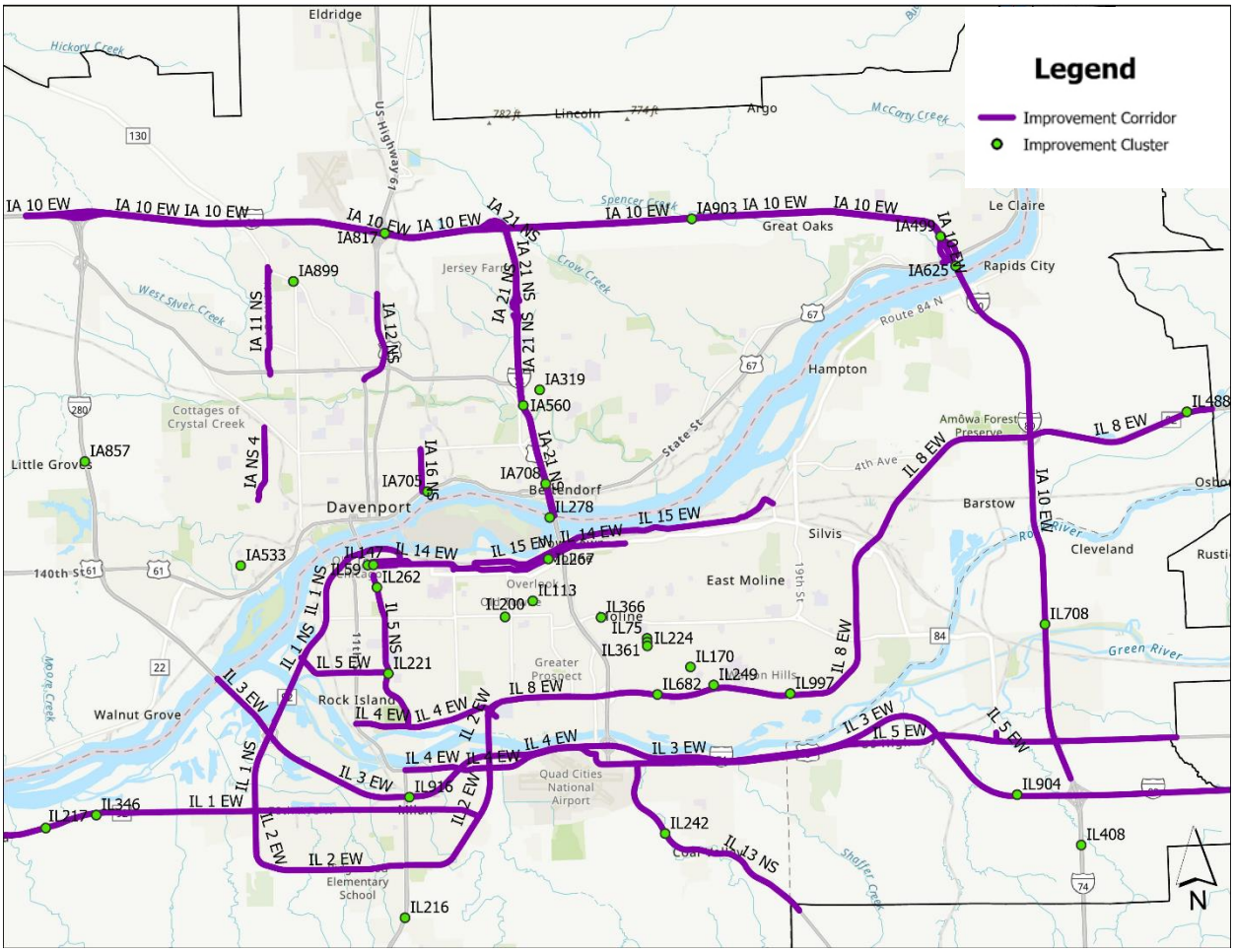


Figure 7.3.4.2: Enforcement of Speeding Improvement Program Locations – Muscatine

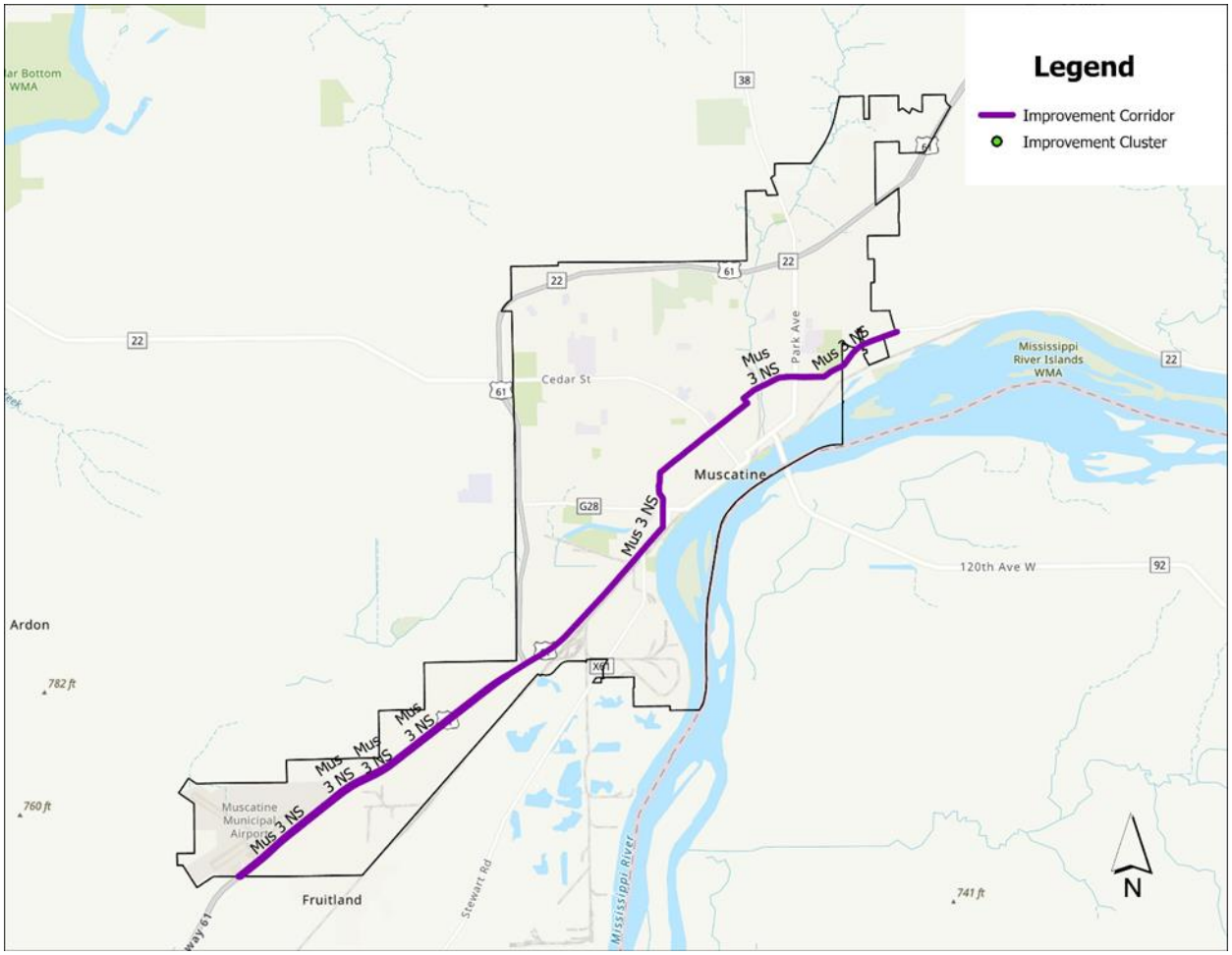


Figure 7.3.4.3: Enforcement of Speeding Improvement Program Locations – Kewanee

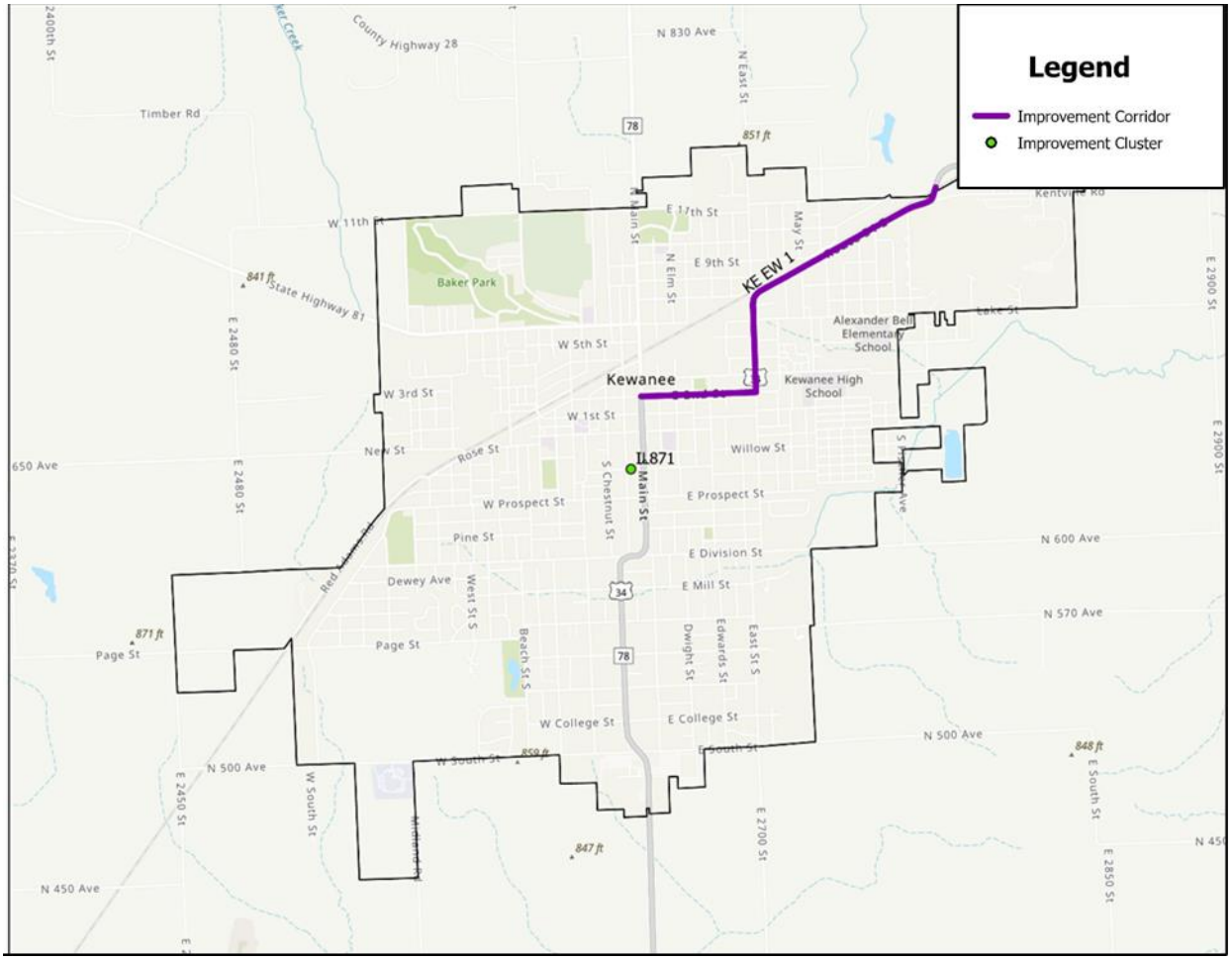


Table 7.3.4.1: Iowa Corridors Speed Enforcement

Corridor	HIN	Corridor Length (Miles)	Total Crashes	Percent Due to Speeding
I-74	IA 21 NS	13.4	722	15%
North Lincoln Avenue from Waverly Road to West Central Park Avenue	IA NS 4	1.3	120	13%
Bridge Avenue from East Locust Street to East River Drive	IA 16 NS	0.8	114	11%
Welcome Way / Harrison Street from West 53rd Street to West River Drive	IA 12 NS	1.7	154	11%
North Pine Street from Northwest Boulevard to West Kimberly Road	IA 11 NS	2.2	114	11%
I-80 from I-280 to Fred Schwengel Memorial Bridge (Mississippi River)	IA 10 EW	46.7	1160	11%
Muscatine: US 61/IA 92 Grandview Avenue/West 8th Street / Washington Street / Highway 22	Mus 3 NS	13.0	245	10%

Table 7.3.4.2: Illinois Corridors

Corridor	HIN	Corridor Length (miles)	Total Crashes	Percent Straight Ahead or Breaking
US 150 South of US 6	IL 13 NS	4.5	200	78%
Milan Beltway/92nd Avenue West from 35th Street West to 52nd Street	IL 3 EW	21.2	1380	71%
24th Street from Blackhawk Road (IL 5)	IL 5 NS	3.0	224	67%
1st Avenue/Centennial Expressway/IL 92W from 5th Avenue to 35th Street West	IL 1 NS	6.8	34	65%
US 34 from Kewanee Township Road to North Main Street (IL 78)	KE EW 1	1.9	110	65%
IL 5/IL 92/I-88	IL 8 EW	12.4	2185	63%
6th Avenue/7th Avenue (IL 92)/18th Avenue from Andalusia to Milan Beltway	IL 1 EW	10.6	925	62%
4th Avenue/River Drive/12th Avenue from 4th Street to 13th Street	IL 15 EW	5.8	542	61%
5th Avenue (IL 92)/6th Avenue/4th Avenue (Westbound) from 26th Street to East of 34th Street	IL 14 EW	5.9	189	61%
East 1st Street/Airport Road from 1st Street West (US 67) to 27th Street	IL 4 EW	6.3	457	61%
Centennial Expressway / Milan Beltway from 78th Avenue West to 52nd Avenue	IL 2 EW	8.1	306	61%
Sunset Lane/31st Avenue from Centennial Expressway to 17th Street	IL 5 EW	12.9	638	60%

Table 7.3.4.3: Iowa Intersections/Clusters

Primary Road of Intersection	City	ID	HIN	Total Crashes	Percent Due to Speeding
Rockingham Rd	Davenport	533	IA 2 EW	15	60%
Interstate 80/NE Loop	Davenport	817	IA 10 EW	11	45%
I-74	Bettendorf	708	IA 21 NS	12	42%
I-80	Le Claire	625	IA 10 EW	14	36%
I-80	Le Claire	499	IA 10 EW	17	35%
Summit Hills Dr & Spruce Hills Dr	Bettendorf	319	IA 7 EW	24	33%
I-74	Bettendorf	560	IA 21 NS	15	33%
US 67/E River Dr & College Ave	Davenport	705	IA 1 EW	12	33%
W Locust St & Interstate 280	Davenport	857	IA 5 EW	10	30%
Northwest Blvd	Davenport	899	IA 9 NS	10	30%
I-80	Bettendorf	903	-	10	30%
I-80	Unincorporated	907	-	10	30%
I-74	Bettendorf	374	IA 21 NS	21	29%

Table7.3.4.4: Illinois Intersections/Clusters

Primary Road of Intersection (if State Highway)	City	ID	HIN	Total Crashes	Percent Straight Ahead or Breaking
IL841	Moline	IL224	IL 14 NS	16	100%
IL092	Unincorporated	IL346	IL 1 EW	17	94%
-	Moline	IL361	IL 14 NS	17	94%
-	Kewanee	IL871	-	15	93%
IL95	Unincorporated	IL997	-	18	89%
IL092	Unincorporated	IL217	IL 1 EW	18	89%
-	Rock Island	IL147	IL 14 EW	26	88%
-	Moline	IL682	IL 8 EW	17	88%
IL771	Moline	IL200	IL 7 EW	23	87%
-	Moline	IL170	-	35	86%
US067	Unincorporated	IL216	IL 4 EW	26	85%
I 074	Unincorporated	IL904	IL 3 EW	18	83%
-	Rock Island	IL221	IL 5 NS	23	83%
I 4 B*	Unincorporated	IL408	IL 3 EW	17	82%
IL841	Moline	IL75	IL 14 NS	72	82%
I 080	Unincorporated	IL708	IL 3 EW	16	81%
I 4 B*	Moline	IL278	IL 3 EW	16	81%
I 280	Milan	IL916	IL 3 EW	16	81%
IL99	Rock Island	IL59	IL 4 NS	58	81%
-	Rock Island	IL262	IL 5 NS	21	81%
US150	Unincorporated	IL242	IL 13 NS	21	81%
-	Moline	IL113	IL 9 NS	35	80%
IL092*	Moline	IL267	IL 19 NS	20	80%
-	Unincorporated	IL488	IL 8 EW	15	80%
IL773	Moline	IL366	IL 10 EW	15	80%
-	Moline	IL249	IL 16 NS	30	80%

7.3.5 Reduction in Traffic Flow Interruption

These are locations where a lack of signal coordination, closely spaced signals or multiple driveways can cause collisions from closely following vehicles. For collisions in Iowa, a metric of following too closely was used with a threshold of 15 percent for corridors and 60 percent for intersections was used. For collisions in Illinois, a metric of front to rear collisions was used with a threshold of 30 percent for corridors and 65 percent for intersections was used. Potential safety countermeasures identified with the highest potential to reduce crashes related to traffic flow interruptions include Traffic Signal Coordination, Intersection Control Design Modification, Turning Pocket Installation, Access Management, Enforcement, and Education. Both corridor and cluster/intersection locations are identified as part of this program. In some cases, clusters/intersections are within identified corridors, and in other cases they are isolated locations with especially high issues as identified by this program. A map of the locations can be seen in Figures 7.3.5.1 through 7.3.5.3. Tables 7.3.5.1 through 7.3.5.4 show the corridors and intersections identified as having the highest percentage of collisions due to red light violations.

Overall, 27 corridors with high levels of traffic flow interruption contributing to collisions were identified: 12 in the Iowa Quad Cities, 13 in the Illinois Quad Cities, and one in each of Muscatine and Kewanee. There are 51 individual clusters/intersections identified with traffic flow interruption contributing to crashes: 17 in the Iowa Quad Cities, 33 in the Illinois Quad Cities, and one in Kewanee.

Figure 7.3.5.1: Traffic Flow Improvement Program Locations – Quad Cities

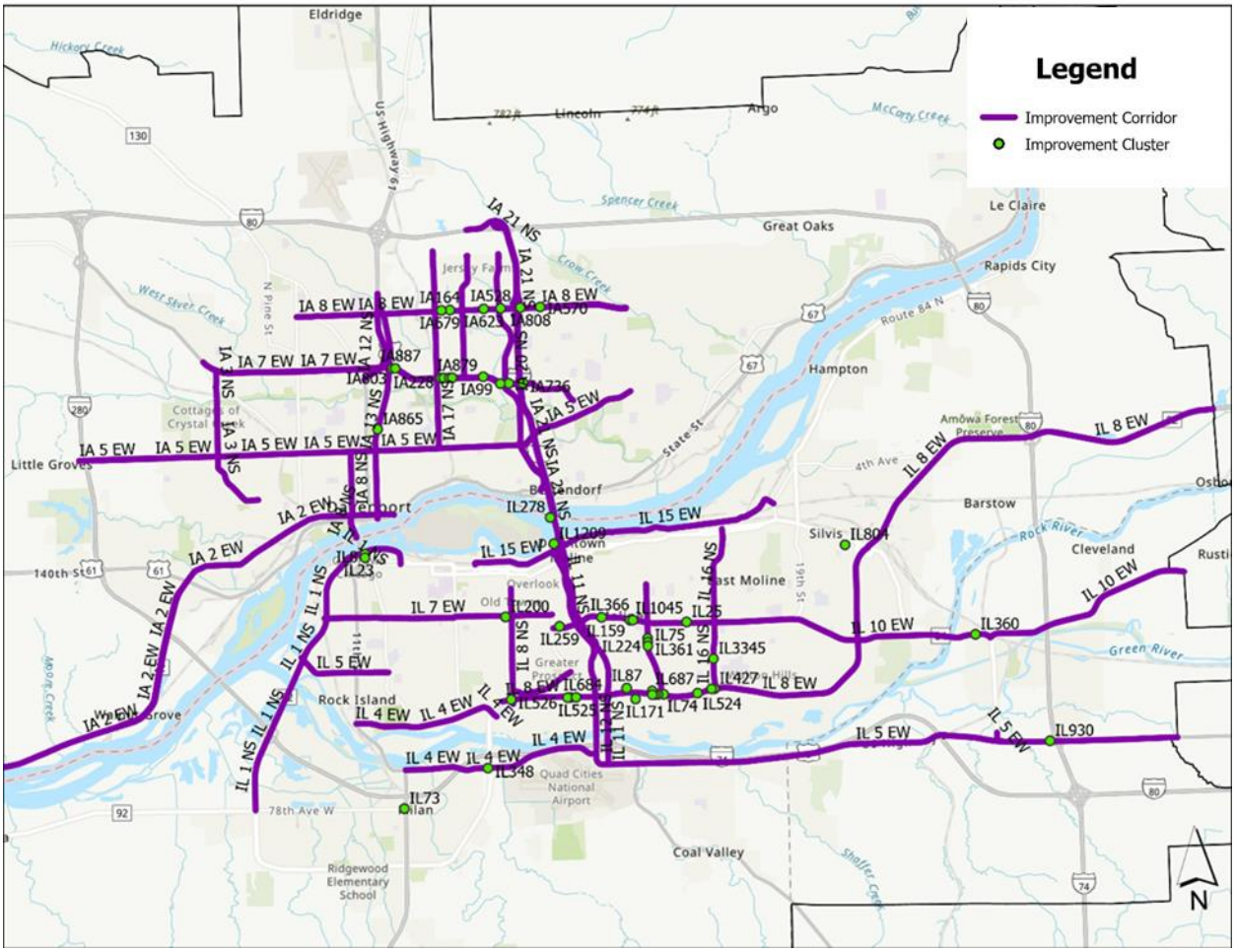


Figure 7.3.5.2: Traffic Flow Improvement Program Locations – Muscatine

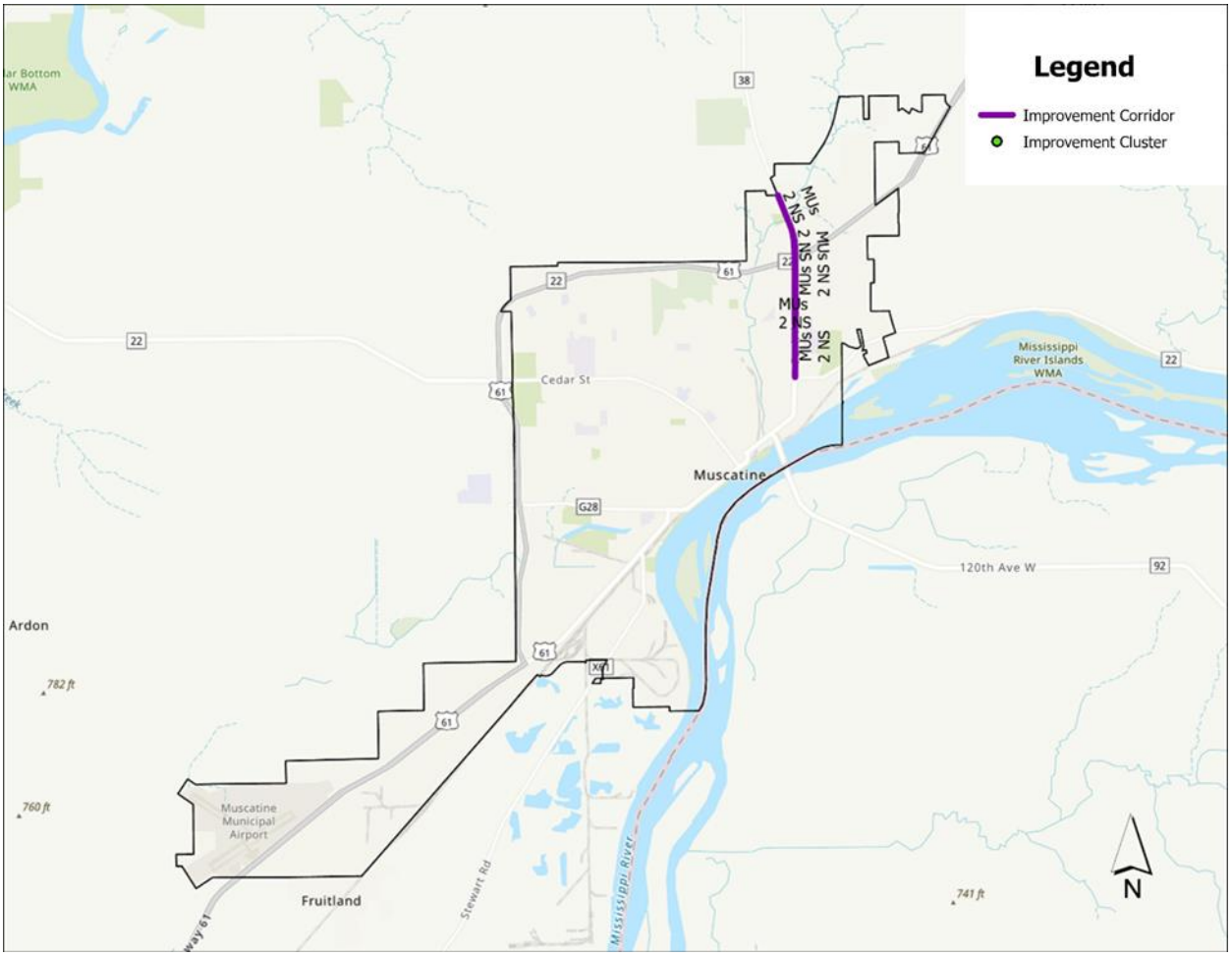


Figure 7.3.5.3: Traffic Flow Improvement Program Locations – Kewanee

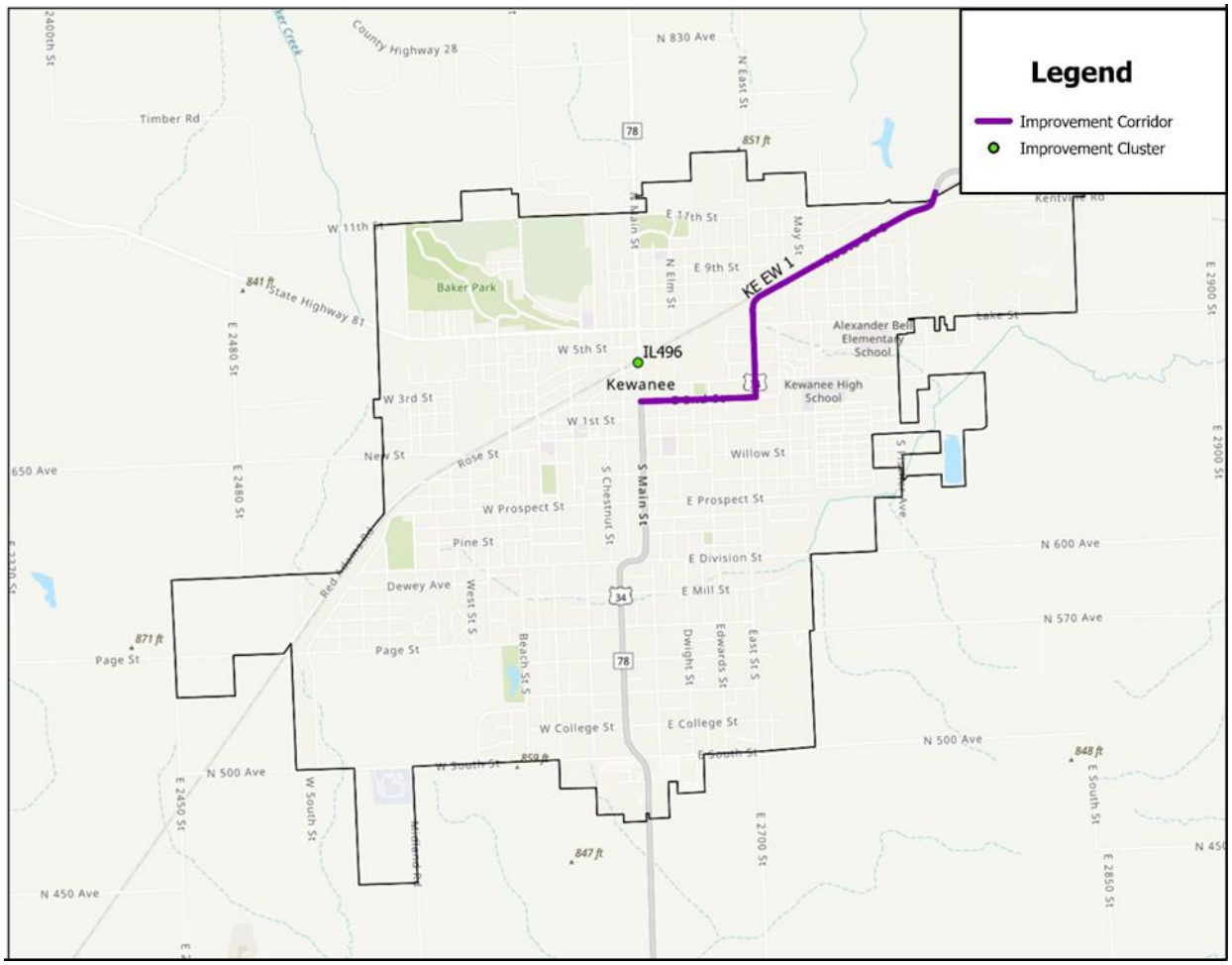


Table 7.3.5.1: Iowa Corridors (Following Too Closely)

Corridor	HIN	Corridor Length (Miles)	Total Crashes	Percent Following Too Close
53rd Street from North Division Street to Devils Glen Road	IA 8 EW	8.1	2147	37%
US 6/West Kimberly Road from Hickory Grove Road to I-74 and Spruce Hills Drive to 18th Street	IA 7 EW	12.7	1675	31%
Jersey Ridge Road from Veterans Memorial Parkway to East Kimberly Road	IA 18 NS	2.2	85	26%
Eastern Avenue from East Locust Street to Veterans Memorial Parkway	IA 17 NS	3.7	591	24%
Muscatine: Park Avenue / IA 38	MUs 2 NS	2.9	72	24%
I-74	IA 21 NS	13.4	722	21%
Locust Street / Middle Road from I-280/US 61 to Devils Glen Road	IA 5 EW	11.8	3045	21%
Kimberly Road /Elmore Avenue from Grant Street to Veterans Memorial Parkway	IA 20 NS	5.5	798	19%
Brady Street from West 53rd Street to West River Drive	IA 13 NS	4.1	1287	18%
Welcome Way / Harrison Street from West 53rd Street to West River Drive	IA 12 NS	1.7	154	18%
Waverly Road / North Fairmount Street from North Lincoln Avenue to US 6	IA 3 NS	2.8	156	17%
Gaines Street (US 67) from Mississippi River Bridge to West Locust Street	IA 8 NS	2.0	473	17%
2nd Street/ Rockingham Road (US 6)	IA 2 EW	16.2	950	16%

Table 7.3.5.2: Illinois Corridors (Front to Rear Crashes)

Corridor	HIN Corridor	Length (Miles)	Total Crashes	Percent Front to Rear
41st Steet from 12 Avenue to IL 5: John Deere Road	IL 14 NS	2.1	991	49%
35th Avenue Place from 7th Street 16th Street	IL 6 EW	1.2	229	48%
IL 5/IL 92/I-88	IL 8 EW	12.4	2185	43%
Avenue of the Cities/Colona Road from 16th Street to Cleveland Road, Cleveland Road/Wolf Road from Avenue of the Cities to City Line	IL 10 EW	12.1	2268	40%
18th Avenue/19th Avenue from IL 92 to 15th Street/16th Street	IL 7 EW	4.2	915	39%
4th Avenue/River Drive/12th Avenue from 4th Street to 13th Street	IL 15 EW	5.8	542	39%
US 6 from Mississippi River Bridge to 19th Street	IL 11 NS	6.1	26	38%
27th Street 19th Street from Airport Road to 2nd Avenue	IL 12 NS	5.2	666	37%
US 34 from Kewanee Township Road to North Main Street (IL 78)	KE EW 1	1.9	110	36%
1st Avenue/Centennial Expressway/IL 92W from 5th Avenue to 35th Street West	IL 1 NS	6.8	34	35%
East 1st Street/Airport Road from 1st Street West (US 67) to 27th Street	IL 4 EW	6.3	457	33%
7th Street from 12th Avenue to John Deere Road (IL 5)	IL 8 NS	2.1	681	32%
Sunset Lane/31st Avenue from Centennial Expressway to 17th Street	IL 5 EW	12.9	638	30%
Kennedy Drive/60th Street from 16th Avenue to John Deere Road (IL 5)	IL 16 NS	2.9	231	30%

Table 7.3.5.3: Iowa Clusters/Intersections (Following Too Closely)

Primary Road of Intersection	City	ID	HIN	Crashes	Percent Following Too Close
E 53rd St	Davenport	528	IA 8 EW	16	81%
US 6/E Kimberly Rd	Davenport	614	IA 7 EW	14	79%
E 53rd St Measuring 550 Feet East from Lorton Ave & E 53rd St	Davenport	623	IA 8 EW	14	79%
E 53rd St Measuring 511 Feet East from Eastern Ave & E 53rd St	Davenport	679	IA 8 EW	13	77%
US 6/Spruce Hills Dr	Davenport	227	IA 7 EW	31	74%
US 6/E Kimberly Rd	Davenport	228	IA 7 EW	31	71%
US 6/E Kimberly Rd	Davenport	879	IA 7 EW	10	70%
US 6/E Kimberly Rd	Davenport	887	IA 7 EW	10	70%
E 53RD ST & Belle Ave	Davenport	164	-	39	67%
US 6/ Spruce Hills Dr	Bettendorf	736	IA 7 EW	12	67%
US 6/E Kimberly Rd	Davenport	260	IA 7 EW	28	64%
Kimberly Rd	Davenport	612	IA 7 EW	14	64%
E 53rd St	Davenport	808	IA 8 EW	11	64%
US 6/E Kimberly Rd	Davenport	803	IA 7 EW	11	64%
US 6/E Kimberly Rd & Forest Rd	Davenport	99	-	54	61%
E 53rd St Measuring 145 Feet West from E 53rd St & Utica Ridge Rd	Davenport	570	IA 8 EW	15	60%
IA 461/Brady St	Davenport	865	IA 13 NS	10	60%

Table 7.3.5.4: Illinois Clusters/Intersections (Front to Rear Crashes)

Primary Road of Intersection (if State Highway)	City	ID	HIN	Crashes	Percent Front to Rear
IL841	Moline	IL224	IL 14 NS	16	100%
IL95	Moline	IL525	IL 8 EW	12	92%
US067	Rock Island	IL8	-	165	88%
IL95	Moline	IL155	IL 8 EW	23	87%
IL773	Moline	IL366	IL 10 EW	15	87%
I 2 B	Kewanee	IL496	KE 1 NS	14	86%
-	Moline	IL687	-	12	83%
-	Moline	IL361	IL 14 NS	17	82%
-	Moline	IL682	IL 8 EW	17	82%
IL95	Moline	IL1547	IL 8 EW	11	82%
IL005	Moline	IL427	IL 8 EW	20	80%
IL95	Moline	IL683	IL 8 EW	14	79%
US067	Rock Island	IL23	-	68	76%
I 4 B*	Moline	IL278	IL 3 EW	16	75%
US010	Silvis	IL804	-	12	75%
IL005	Moline	IL74	IL 8 EW	37	73%
IL005	Moline	IL974	IL 8 EW	11	73%
IL95	Moline	IL524	IL 8 EW	11	73%
IL822	Milan	IL348	IL 4 EW	28	71%
-	Moline	IL259	IL 10 EW	14	71%
IL95	Moline	IL526	IL 8 EW	17	71%
-	Unincorporated	IL3345	IL 16 NS	10	70%
IL005	Moline	IL684	IL 8 EW	10	70%
IL773	Moline	IL1045	IL 10 EW	10	70%
IL841	Moline	IL75	IL 14 NS	72	69%
I 074	Moline	IL1209	-	16	69%
US067	Milan	IL73	IL 4 EW	36	67%
IL95	Moline	IL171	-	27	67%
IL95	Colona	IL360	IL 10 EW	21	67%
US006	Colona	IL930	IL 5 EW	12	67%
IL844	Moline	IL25	IL 10 EW	108	66%
IL773	Moline	IL159	IL 10 EW	29	66%
-	Moline	IL87	IL 6 EW	26	65%
IL771	Moline	IL200	IL 7 EW	23	65%

7.3.6 Additional Early Action Systemic Countermeasures

In addition to the site-specific early action systemic countermeasure programs listed above additional early action countermeasures were identified and are recommended for implementation at the system level. These countermeasures include Road Diets, School Resource Officer Programs, Emergency Service Access, and Safe Route to School Programs. FHWA's Proven Safety Countermeasures[14] and the FHWA description of the safety planning process[15] are resources for further explaining and determining the applicability of safety countermeasures and programs.

7.3.7 Kewanee Specific Programs

Additionally specific programs for the city of Kewanee were identified and recommended that would improve safety along major roadways in the city limits. Countermeasures that were identified to improve safety within the city limits of Kewanee include utility pole relocation or reflective marking if relocation is unattainable, speed reducing designs, speed enforcement, and pedestrian and bicycle facilities. Table 7.3.7.1 lists locations that were identified for countermeasure implementation and include the need for a traffic study along East Street.

Table 7.3.7.1: Kewanee Specific Programs and Locations

Kewanee Main Street (IL 78) Pole Program
Kewanee East Street Traffic Study
Kewanee IL 34 Speed Reduction and Enforcement Program
Kewanee Lake Street Sidewalk Installation

7.4 Performance Measures

To assess their effectiveness, improvements must be tracked. The committee will monitor and assess the crash history after a countermeasure is put in place to see if the anticipated decrease in crashes has been achieved. If certain site features make it impossible to achieve the crash reduction, further countermeasures might be taken into consideration.

In order to address the Zero Vision Goal for 2040, tracking five year rolling averages of crash history will be compiled to monitor toward the 2 percent per year reduction in crashes.

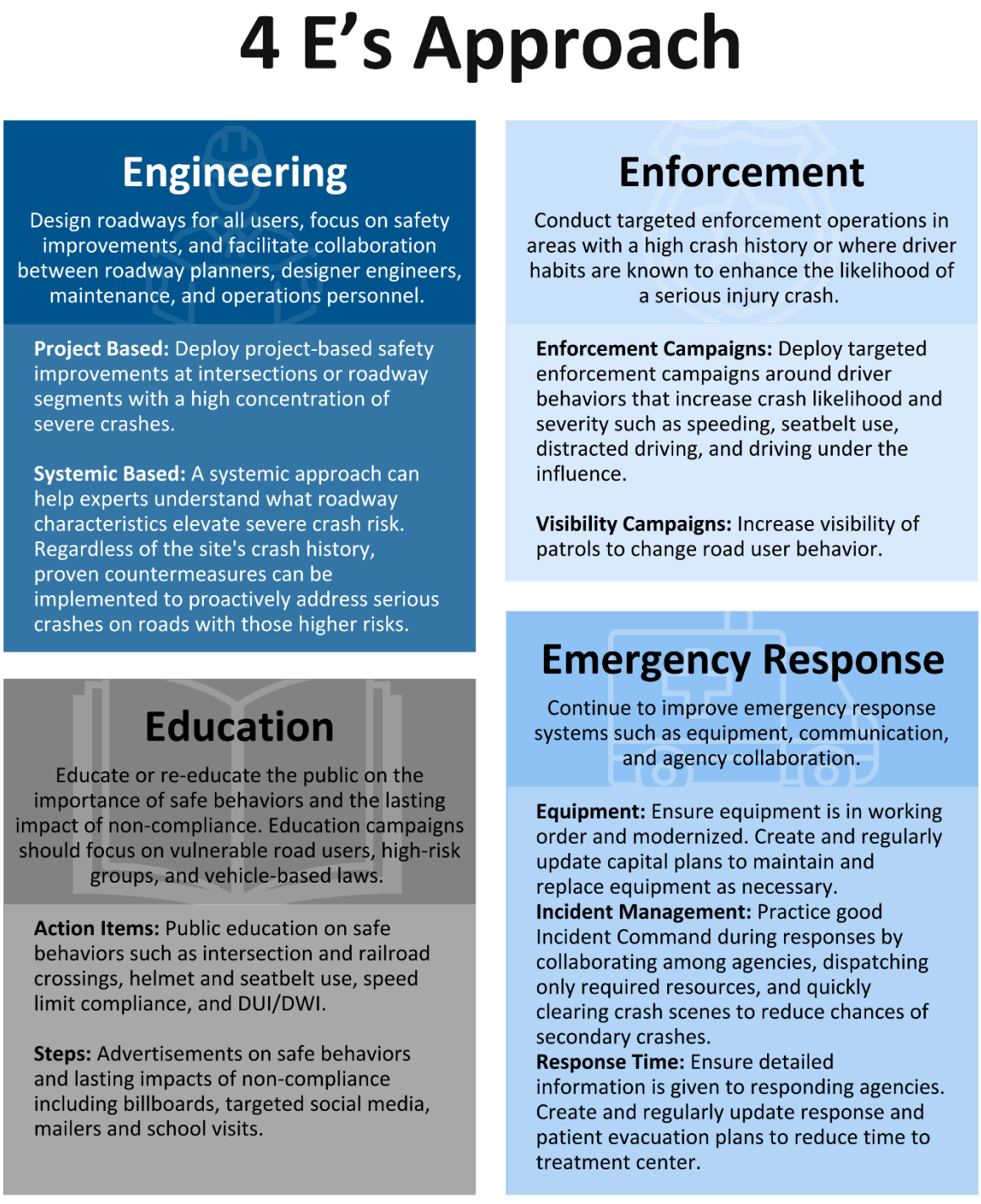
8 Taking Action with Comprehensive Traffic Safety

Obtaining the goal of improving safety on roadways for all users is a shared responsibility of both public agencies and roadway users. Goals were established to offer a structured plan to obtain the desired reduction in fatal and serious injury crashes in the study area and are outlined in the following section.

[14] https://highways.dot.gov/safety/proven-safety-countermeasures
[15] https://highways.dot.gov/tsp-and-zero-deaths-vision-guide-metropolitan-planning-organizations-and-local-communities/chapter

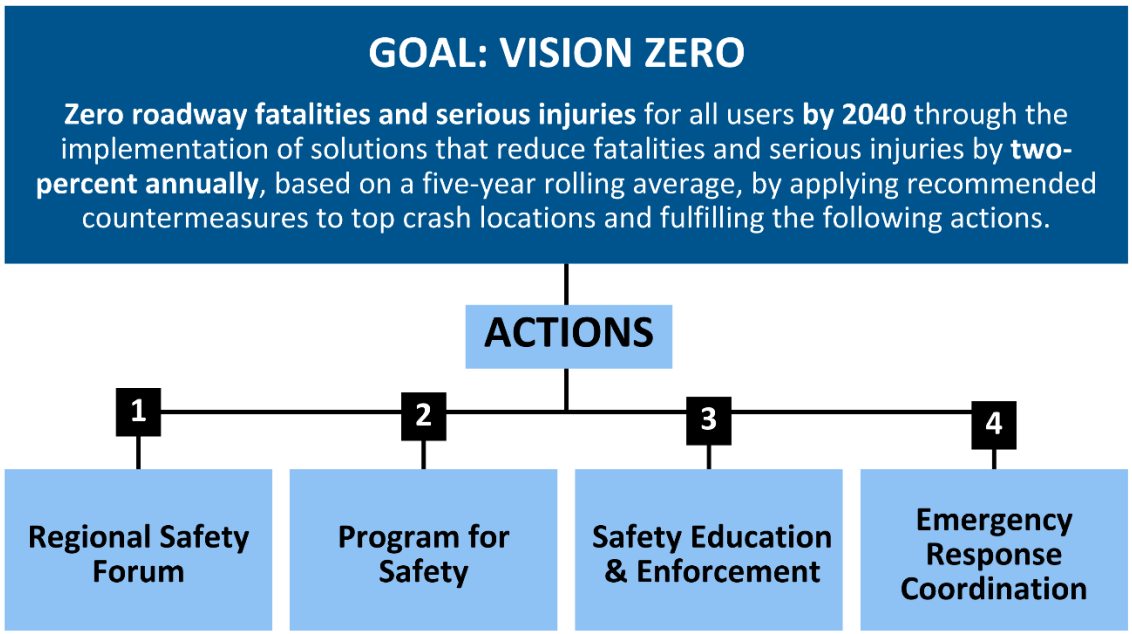
8.1 Four E's Approach

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



8.2 Regional Goals

Based on the study findings performed as part of this TSAP, the Steering Committee members have committed to a Vision Zero goal to achieve zero traffic-related fatalities or serious injuries through targeted safety improvements and implementation of the following goals:



Action 1: Regional Safety Forum

Create a forum utilizing existing partnerships that will meet twice-yearly hosted by the Bi-State Regional Commission where the Illinois and Iowa Departments of Transportation, regional Counties, Municipal representatives and Township representatives meet to discuss priority safety projects, regional safety education campaign messaging, funding options and partnerships needed to address top crash locations. The forum will be utilized for programing safety, safety education and enforcement, and emergency response coordination.

Action 2: Program for Safety

i. Cooperatively, and individually by jurisdiction, pursue and devote funding to the implementation of projects to eliminate incapacitating and fatal injuries to support each States' respective traffic safety reduction targets.
ii. Prioritize the implementation of safety projects that focus on preventing accidents for pedal cyclists and pedestrians because of the increased likelihood of a death or serious injury occurring.
iii. Implement proven safety countermeasures based on local and systemic conditions and cost-effectiveness with a focus on the early-action program areas.

iv. Prioritize project funding and countermeasure applications equitably, considering areas where impacts have been disproportionate over time, particularly in economically depressed, underserved or disadvantaged communities.
v. Identify and prioritize areas where speed reductions, lane reductions and traffic enforcement may have positive safety benefits, using the data analysis provided in this plan, and through subsequent data analysis in the future.
vi. Prioritize safety in school areas by developing and implementing Safe Routes to School plans to address improving signage and striping for crosswalks and access and egress, reducing vehicle speeds, and establishing consistent enforcement practices in these areas.
vii. Implement more protection for turns, such as left-turn exclusive signals, prohibition of conflicting movements, and improved signage and striping.
viii. Adjust traffic signal timing and implement signal synchronization coordination to manage speed and/or delays in corridors.
ix. Monitor the effectiveness of applied countermeasures for crash reduction to determine if the expected crash reduction was accomplished and review potential additional interventions if expected crash reduction was not met, such as through traffic safety audits.

Action 3: Safety Education and Enforcement

Work with the diverse representatives of the TSAP Project Advisory Committee (PAC) to utilize existing groups or partnerships of health and safety professionals, educators, emergency responders, and other local and regional representatives to establish priority areas for the establishment and adoption of region wide safety education and enforcement campaigns to increase driver awareness of regional safety priorities and encourage safe practices. The regional forum can be used to bring partners together to incorporate and build upon existing traffic safety committees at the jurisdictional level where safety education and enforcement campaigns may already be underway or in discussion.

Action 4: Emergency Response Coordination

Identify stakeholders and use the regional traffic safety forum or utilize existing groups or partnerships, such as county emergency planning committees, to assess and address emergency response times and partnerships, personnel and equipment needed to improve areas of concern. This emergency response coordination should incorporate and build upon existing emergency response organizations and committees where emergency response coordination and improvements may already be underway or in discussion to reduce duplication and to extend beneficial efforts toward Vision Zero.

The study area crash history currently averages 176.3 fatal or severe injuries per year but sees variability of 20-30 fatalities and severe injuries on an annual basis, so the use of a five-year rolling average to assess the performance of the TSAP implementation is intended to smooth out data over a reasonable time period to provide for the implementation of countermeasures and programs. By applying the Proven Safety Measure effectiveness to the indicated potential countermeasures at each of the top crash locations by jurisdiction, and using an assumption each jurisdiction can implement one safety improvement per year at a local location and one state location, in conjunction with IDOT, per year, a three-year average reduction in fatal and severe (incapacitating) injuries would be 2 percent per year.

9 Monitoring Implementation and Effectiveness

As part of the goals and expectations set in this TSAP, progress will be regularly monitored and publicly disclosed. The following section outlines this process, which includes keeping the public informed, tracking project status and measuring effectiveness, regularly updating the TSAP, regularly reviewing current policies for necessary changes, implementing proven countermeasures, and bi-annual meetings of the safety forum.

9.1 Progress and Transparency

The following steps are recommended to monitor progress and transparency in realizing the TSAP goals and will serve as a guide to the safety forum:

- ☑ Disclose projected safety impacts of potential projects.
- ☐ Track project status through all phases.
- ☐ Review the TSAP on a five-year basis.
- ☐ Post the TSAP online and provide annual progress reports.
- ☐ Amend local policies to comply with new technologies and proven crash reducing countermeasures.
- ☐ Meet bi-annually to discuss priority safety projects, regional safety education campaign messaging, funding options and partnerships.

9.2 Goal Review and Tracking

To support fulfillment of Vision Zero, the following TSAP goals will be tracked and evaluated for effectiveness and progress annually:

1. Vision Zero: Ensure there is a two percent annual reduction of fatalities and serious injuries crashes (based on a five-year rolling average), trending towards zero in 2040.
2. Regional Traffic Safety Forum: Hold two yearly productive forums discussing priority safety projects, regional safety education campaign messaging, funding options and partnerships needed to address top crash locations across jurisdictions.
3. Program for Safety: Cooperatively pursue funding for safety projects, prioritize safety projects, implement safety countermeasures, prioritize vulnerable roadway users, prioritize safety in school areas, prioritize speed management, review the success of countermeasures.
4. Safety Education and Enforcement: Address system wide safety through education and enforcement activities via the regional traffic safety forum or via safety education partners. Establish priority areas for application of education and enforcement.
5. Emergency Response Coordination: Maintain the developed regional traffic safety forum to regularly assess and address emergency response times, agency partnerships, personnel and equipment needs.

The Commitment that the Quad Cities – Illinois and Iowa, and the Cities of Kewanee and Muscatine have made to programming for safety and working towards Vizion Zero through the development of this TSAP can have lifesaving outcomes for the years to come. The collaboration of municipalities, counties, IDOT, IowaDOT, enforcement and emergency responders, and citizens is essential to achieve the outlined TSAP goals and to continually improve traffic safety, with the overall goal of working towards zero fatalities and serious injury crashes in the study area.

Appendix A 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		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		Middle Rd	41.543	-90.511	Signage	Yes	1	1	0	0	0	27	n/a	41	39	1	1	0	0
IA161		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		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		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		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		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

Average Annual Fatal and Severe Collisions

The average annual fatal and severe collisions occurring within the study area and its constituent geographic was calculated using a five-year rolling annual average. The five-year rolling annual average was calculated by adding a five-year period of collisions together and dividing by the five years. This was calculated for each time period after the first full five-year period of data collected – 2013-2017.

Table 1: Five Year Rolling Annual Average Fatal and Severe (K+A) Injury Collisions

Time Period	2013-2017	2014-2018	2015-2019	2016-2020	2017-2021	2018-2022
Illinois Quad Cities	77.8	72.2	73.2	68	66.6	61.6
Kewanee, IL	8.8	7.8	8.8	8.4	7.6	6.8
Iowa Quad Cities	51.4	51.8	53.2	53	55.6	58.2
Muscatine, IA	5.8	6.6	7.2	5.8	6.4	6.2
Total	143.8	138.4	142.4	135.2	136.2	132.8

The percent change in fatal and severe collisions from the previous analysis period was calculated and showed the study area to have a reduction in collisions of two percent in the most recent time period.

Table 2: Percent Change from Previous Period

Time Period	2013-2017	2014-2018	2015-2019	2016-2020	2017-2021	2018-2022
Illinois Quad Cities	0%	-7%	1%	-7%	-2%	-8%
Kewanee, IL	0%	-11%	13%	-5%	-10%	-11%
Iowa Quad Cities	0%	1%	3%	0%	5%	5%
Muscatine, IA	0%	14%	9%	-19%	10%	-3%
Total	0%	-4%	3%	-5%	1%	-2%

As each new year of data is collected the first year of the previous time period can be substituted for the new year of data.

Appendix B County Resolutions

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

Appendix C 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 D Stakeholder Engagement Plan

Bi-State Regional Commission

SAFE STREETS FOR ALL

STAKEHOLDER ENGAGEMENT PLAN

LAST UPDATED:

May 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.

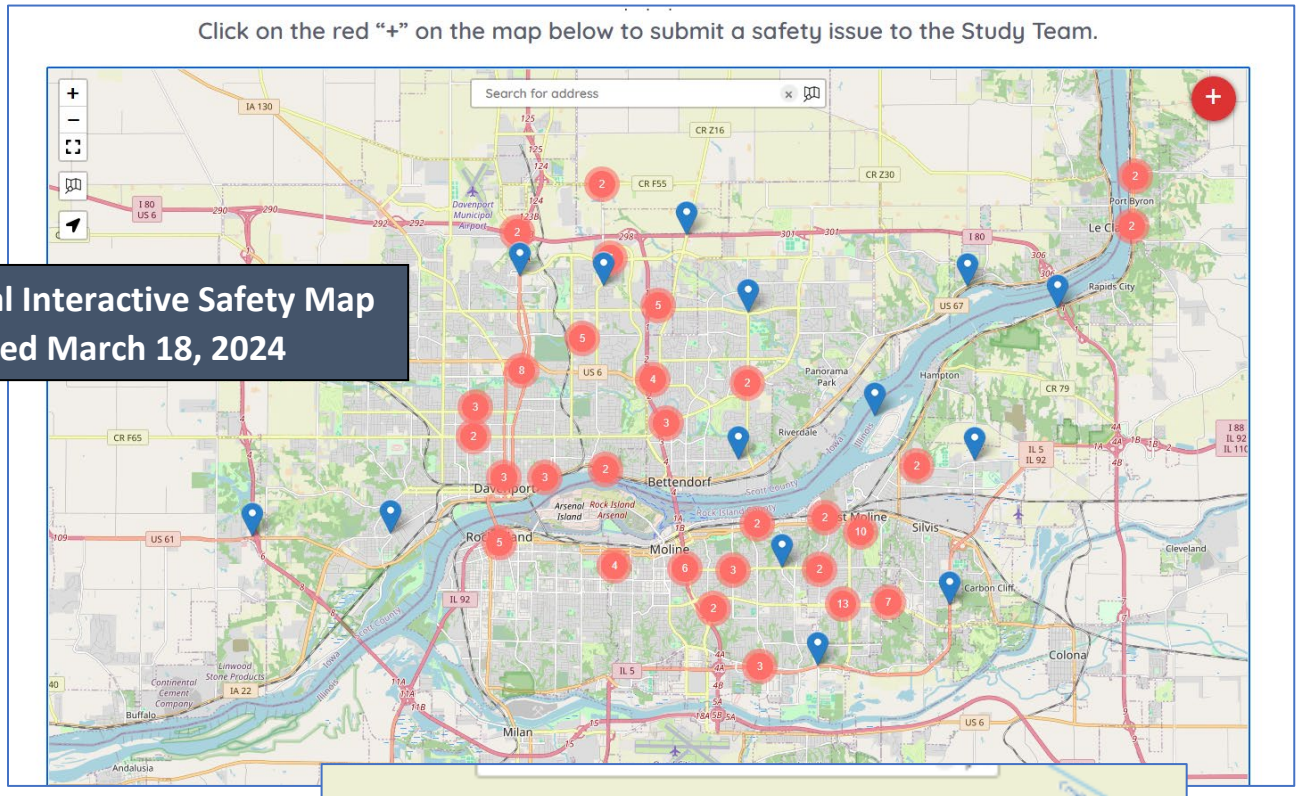
Figure 2

SCAN ME

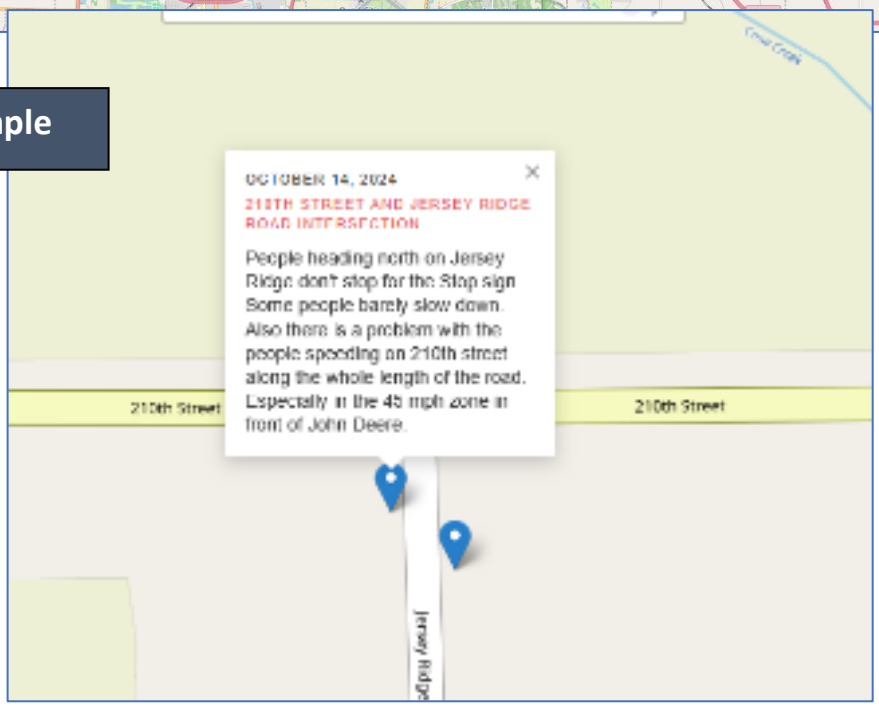
Virtual, Interactive Safety Map

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.

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

A Virtual Public Meeting was held on April 30, 2025, beginning at 5pm. Emailed invitations were sent out prior to the event to the entire stakeholder and project contact list, as well as a press release that received local publication. During the meeting, the Study Team presented the plan to the public, explained the origin of the study, and received feedback regarding the plan and its contents. A 2-week comment period followed this meeting. Invitations to the meeting and the presentation from the meeting are included as Appendix E.

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.

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.

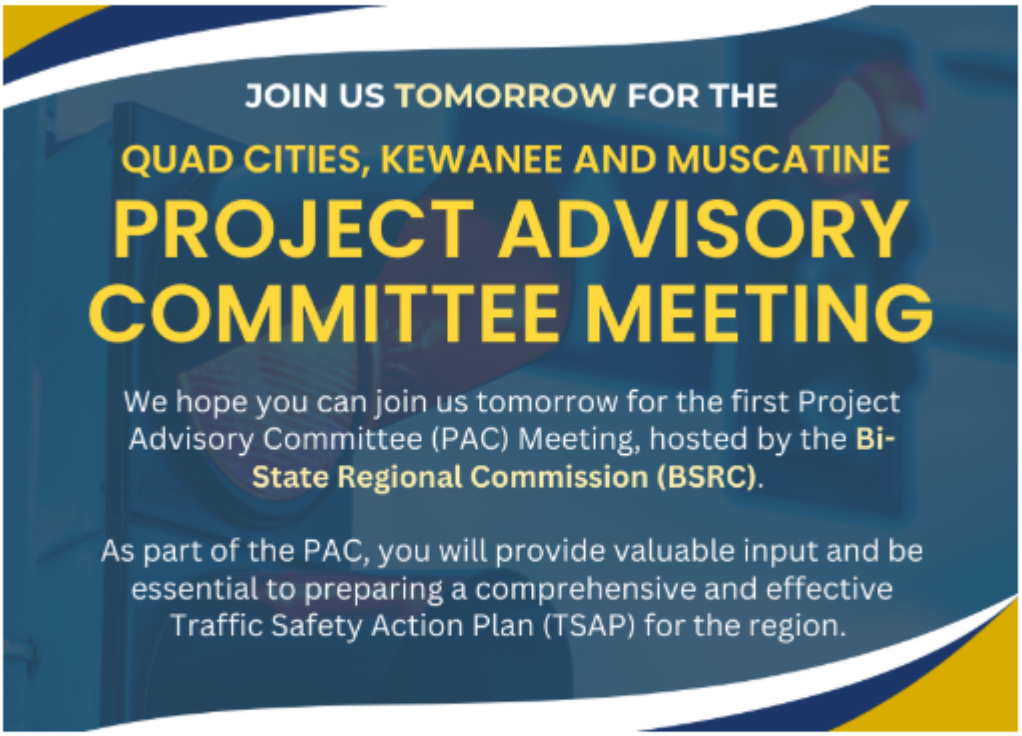
Our mailing address is:

208 East Main Street, Suite 100

Belleville, Illinois 62220

PAC Meeting 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

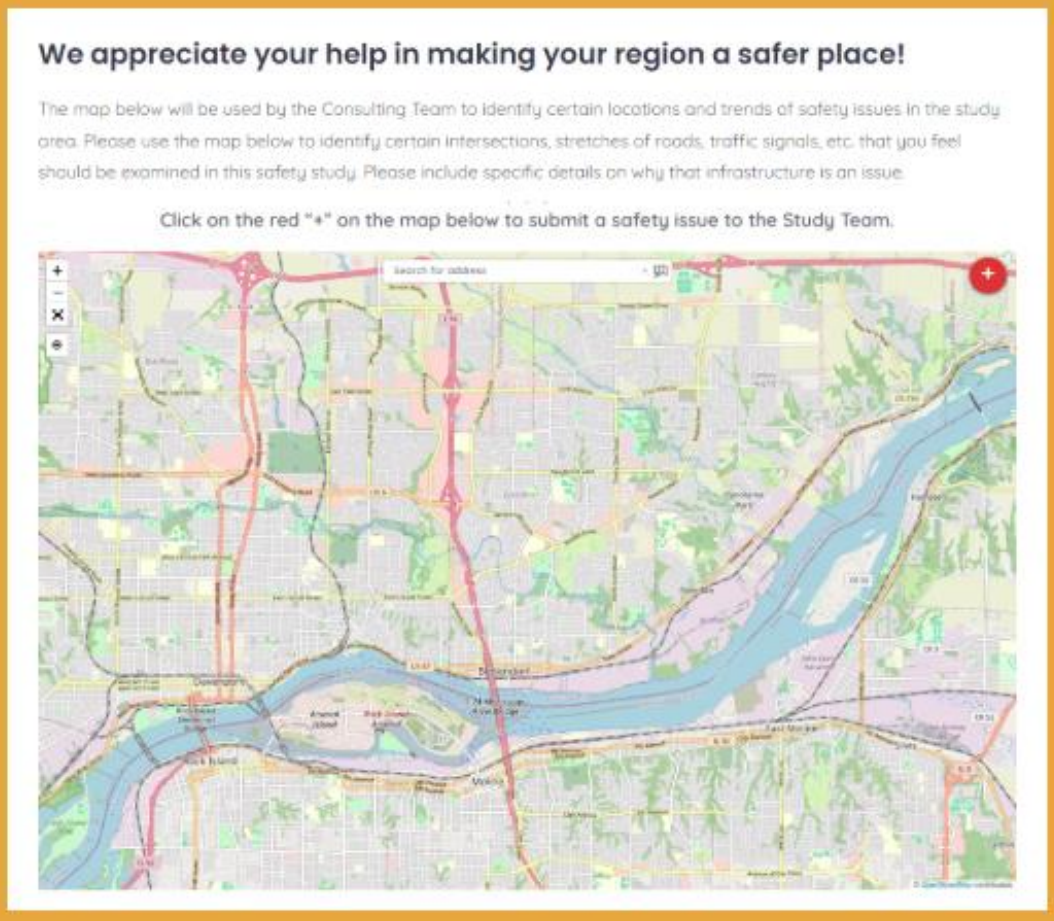
Let your voice be heard!

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.

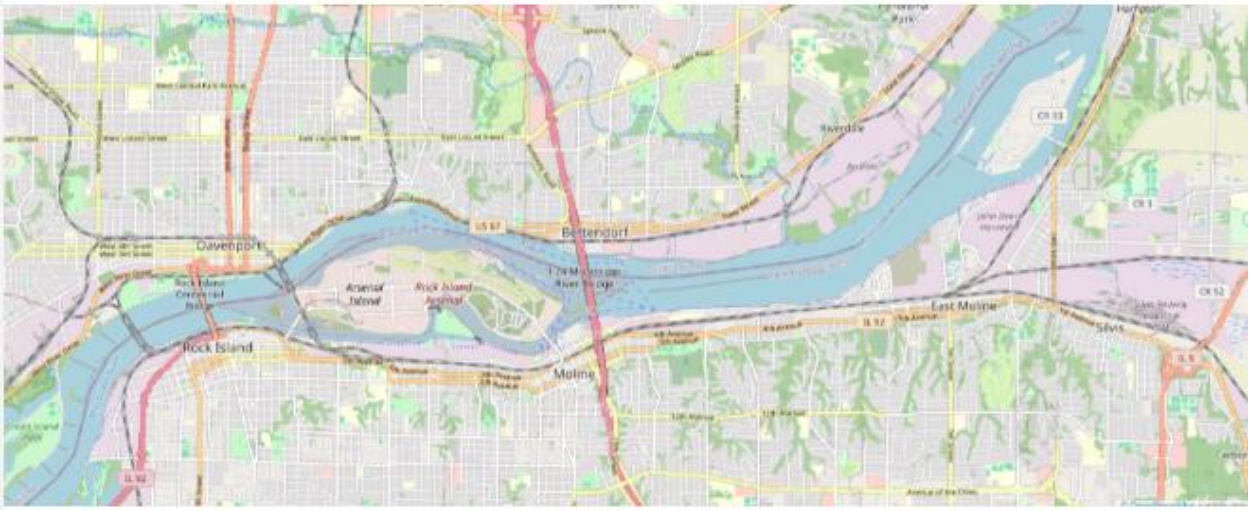
Our mailing address is:

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?

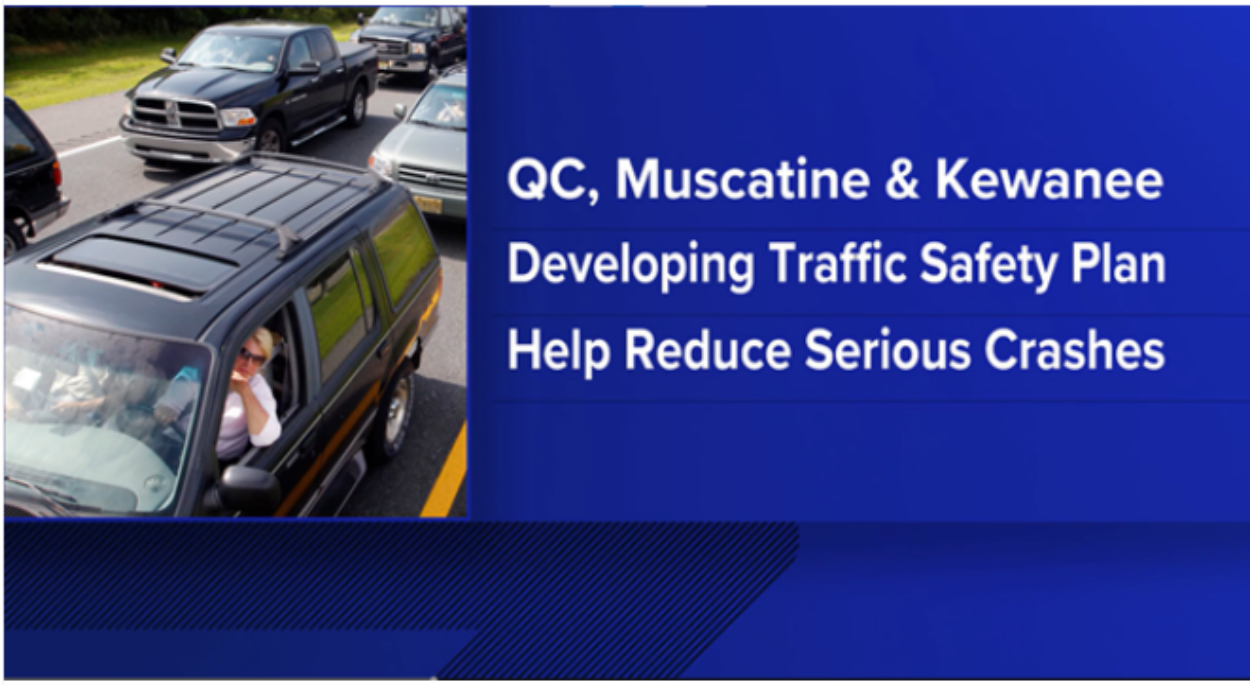
You can update your preferences or unsubscribe

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**:

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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
If you'd like to learn more about the Traffic Safety Action Plan and this project, click here to go to our website.

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

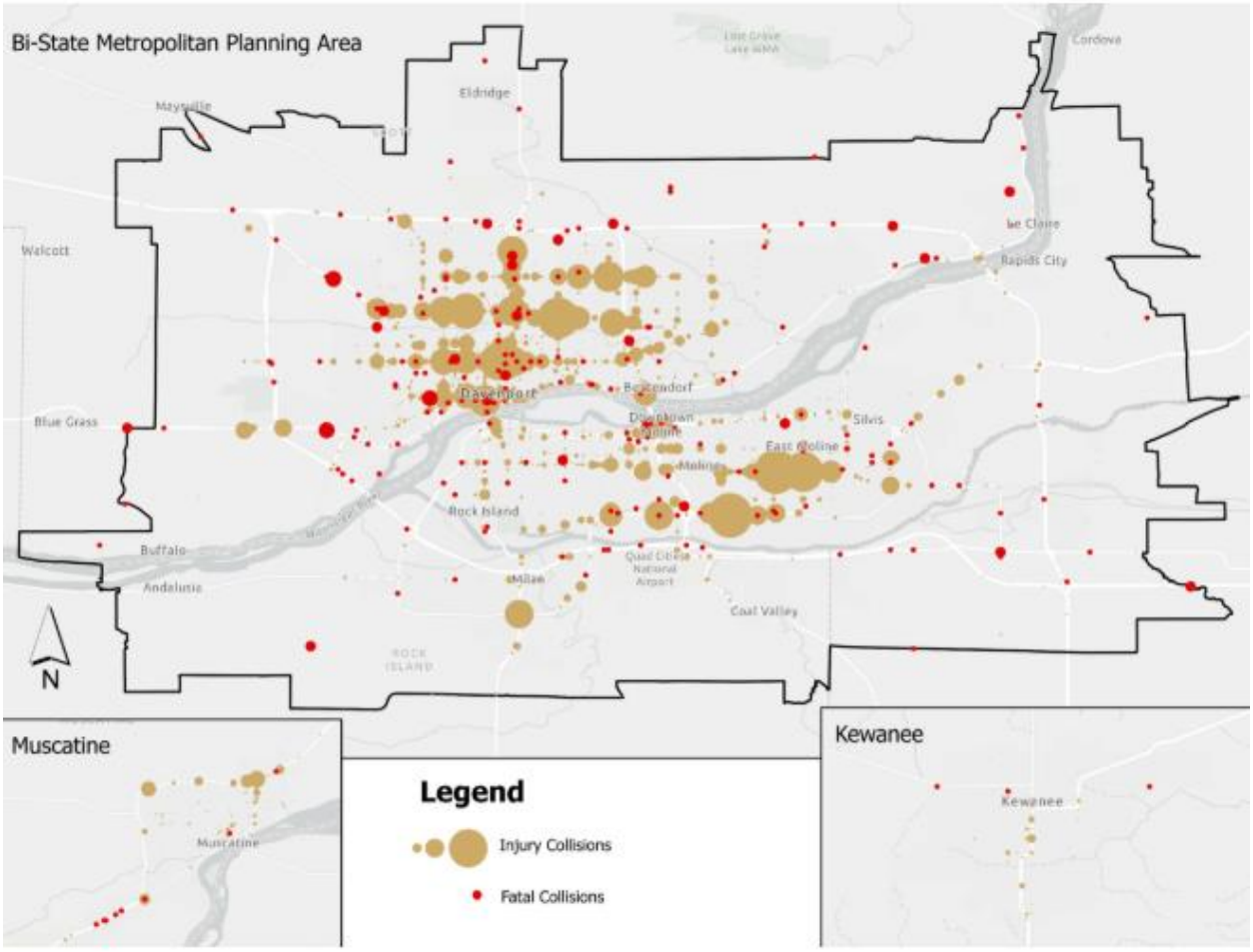
Want to change how you receive these emails?

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

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Learn More About the Project
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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 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**

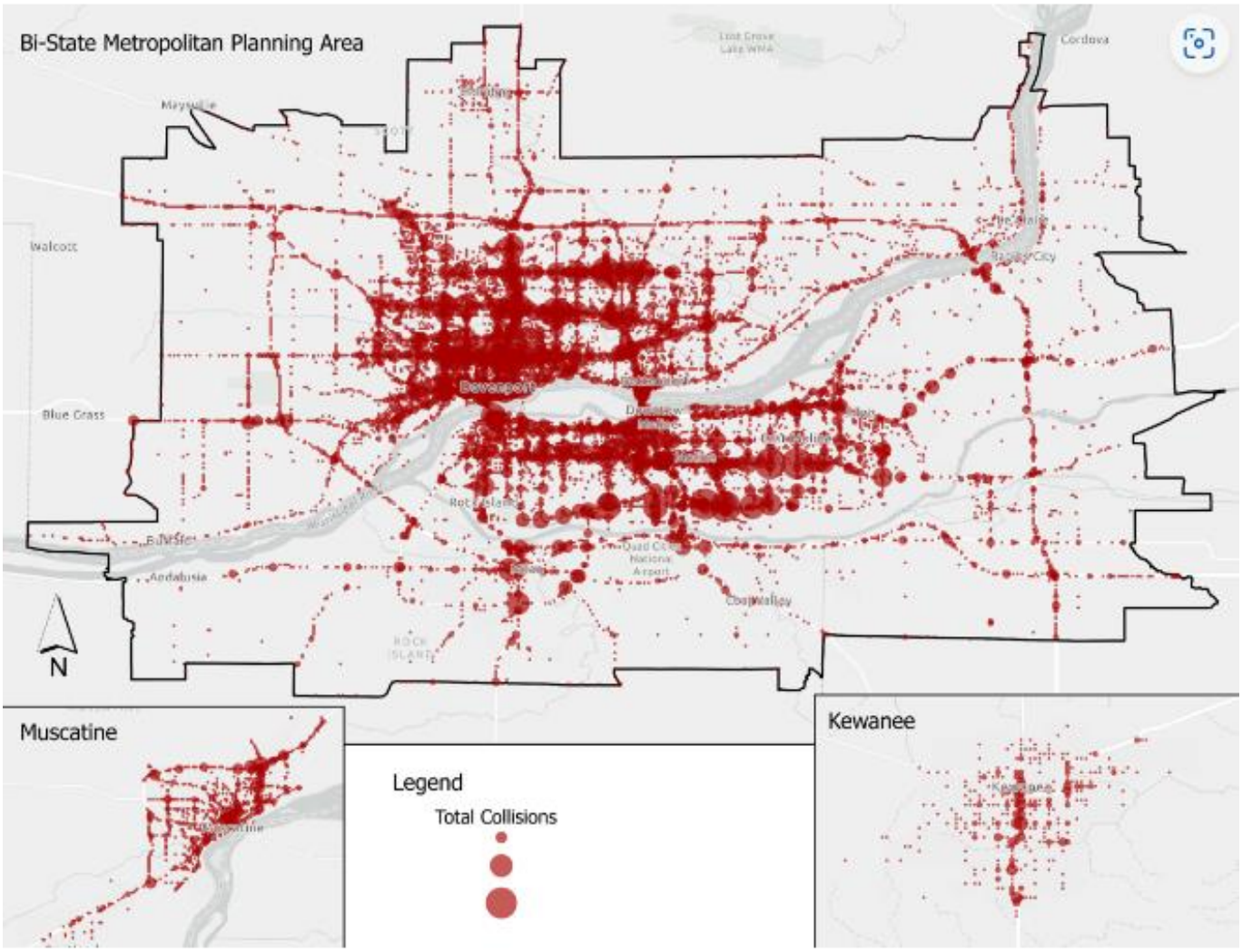
Click here to RSVP and create safer streets for all!

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
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Stakeholder Engagement Plan
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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 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
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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.

Leave a Comment
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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

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.

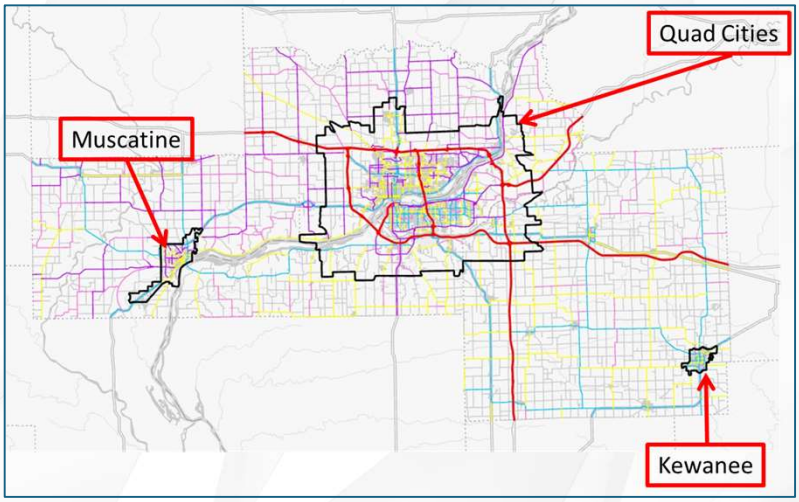
Polling will take place throughout the presentation.

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

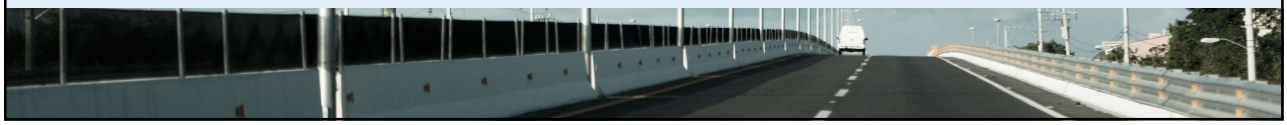
Bryan Donze PE, RSP
Senior Engineer

Michael Williamson PE, RSP
Project Engineer

Sean Daly, AICP, PTP
Deputy Project Manager

Adam Danczyk PE, PTOE
Senior Engineer

Sarah Wells
Public Involvement



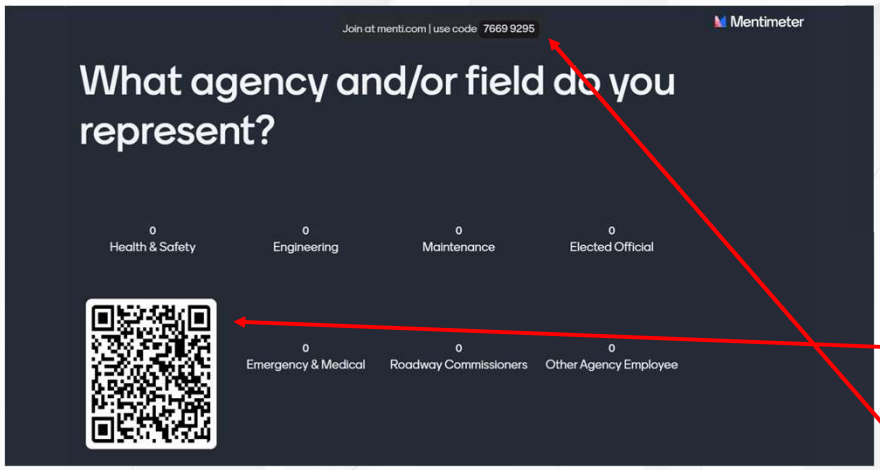
5

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

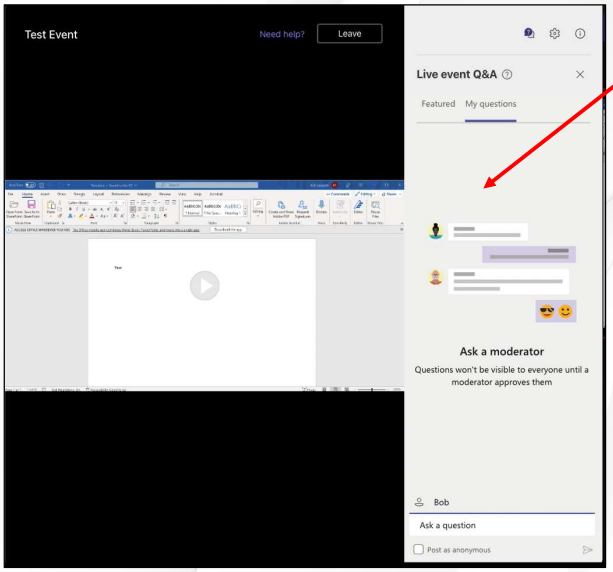
HOW TO USE POLLS



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

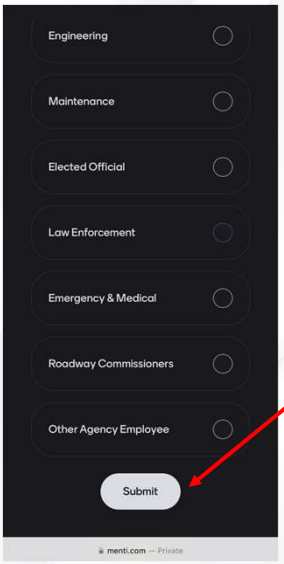
HOW TO USE POLLS



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!

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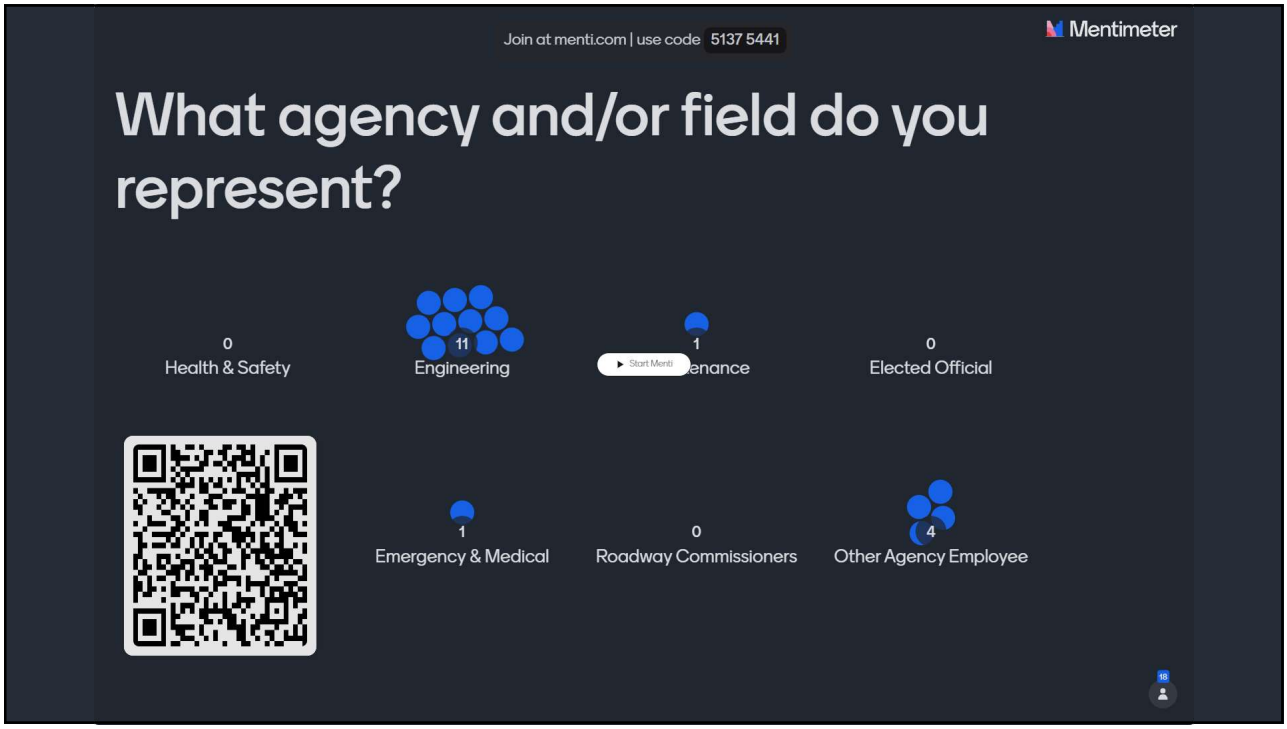

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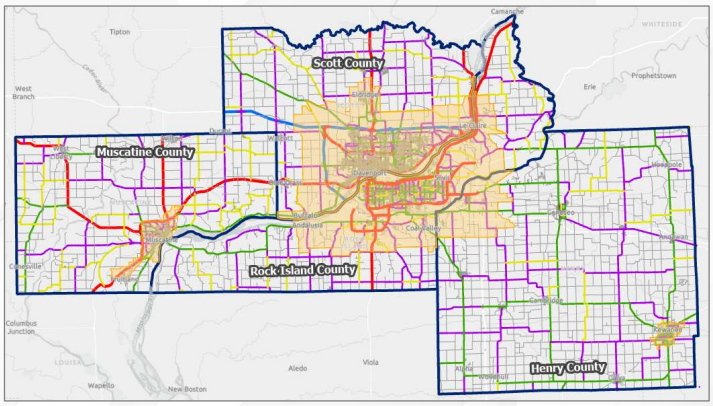
SS4A OVERVIEW & BACKGROUND

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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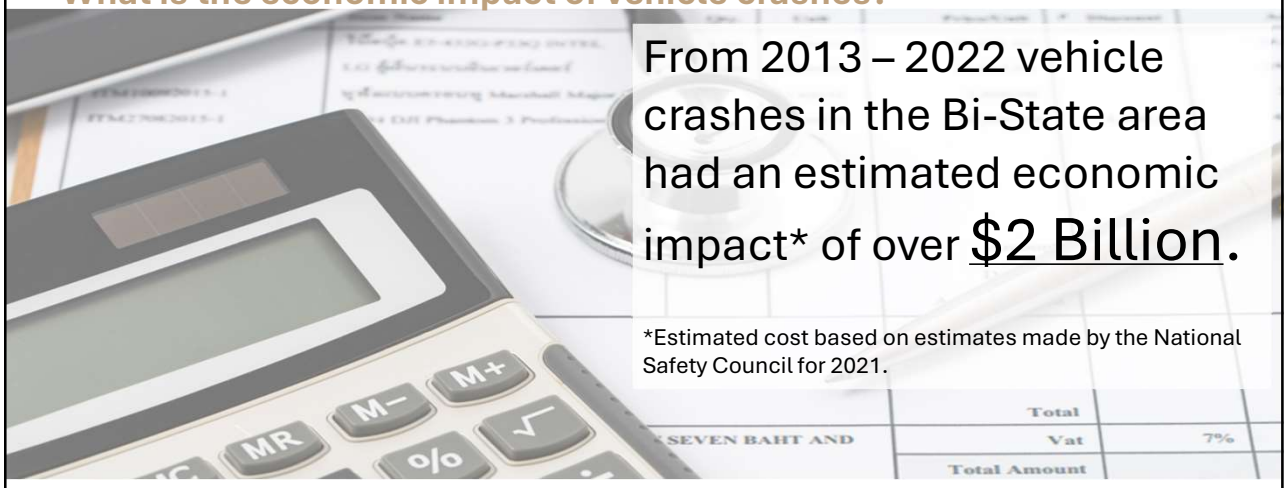
TSAP OVERVIEW & BACKGROUND

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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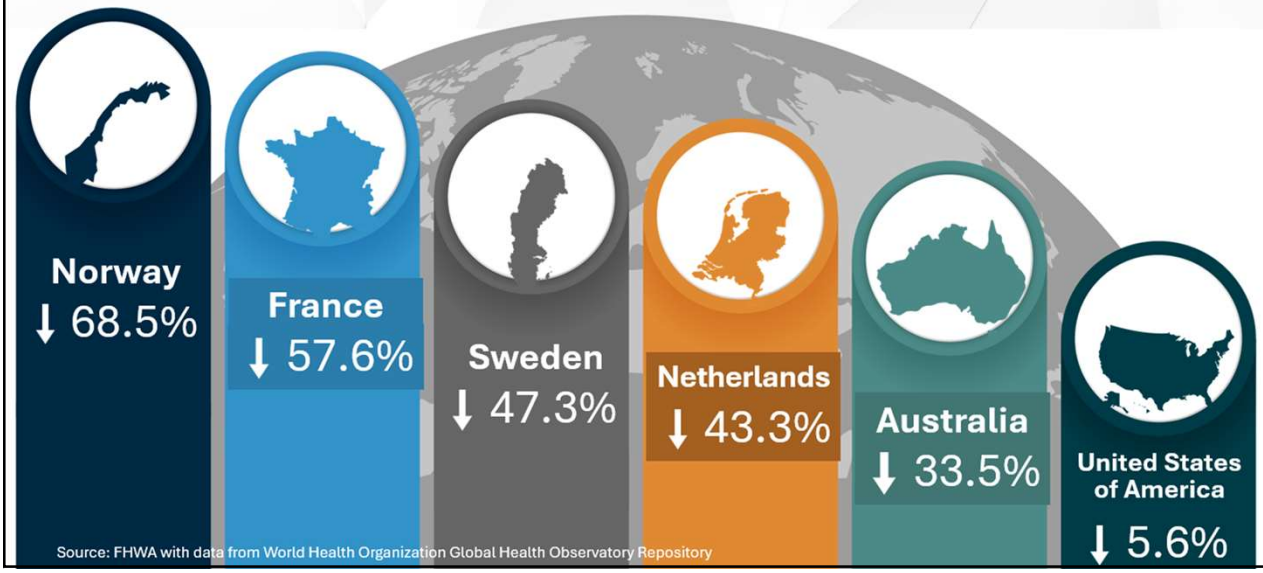
TSAP OVERVIEW & BACKGROUND

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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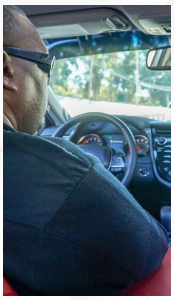
TSAP OVERVIEW & BACKGROUND

Safer People

Walk

Bike



Drive

Transit

Other

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

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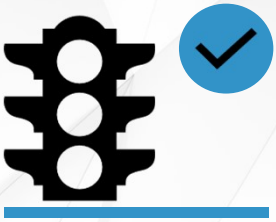
TSAP OVERVIEW & BACKGROUND

Safer People

Not distracted or impaired



Follow rules

Act within the limits of the road design

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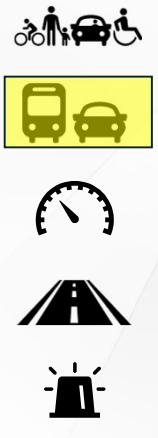
TSAP OVERVIEW & BACKGROUND

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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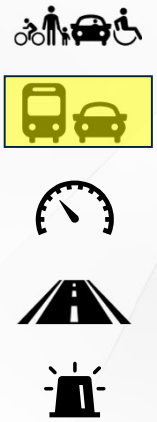
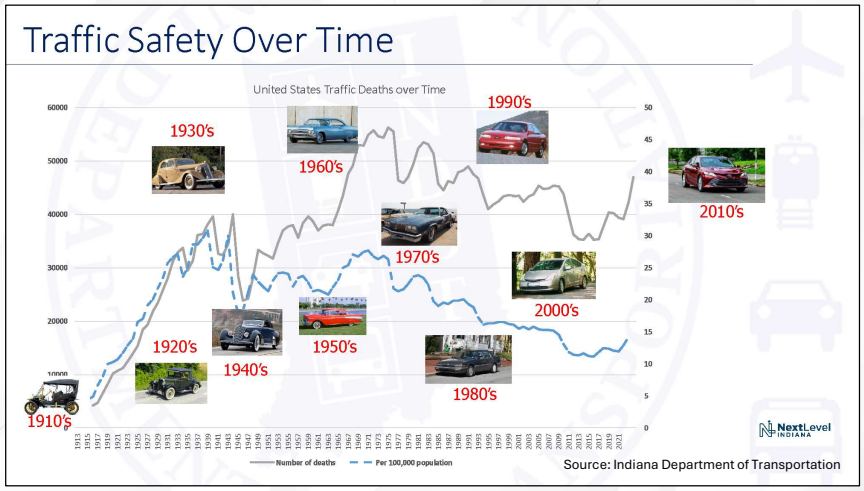
TSAP OVERVIEW & BACKGROUND

Safer Vehicles

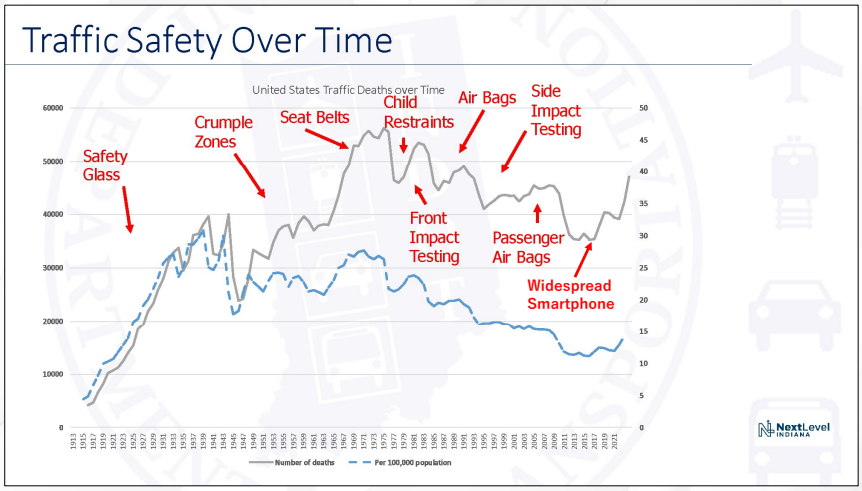




Source: Indiana Department of Transportation

TSAP OVERVIEW & BACKGROUND

Safer Vehicles

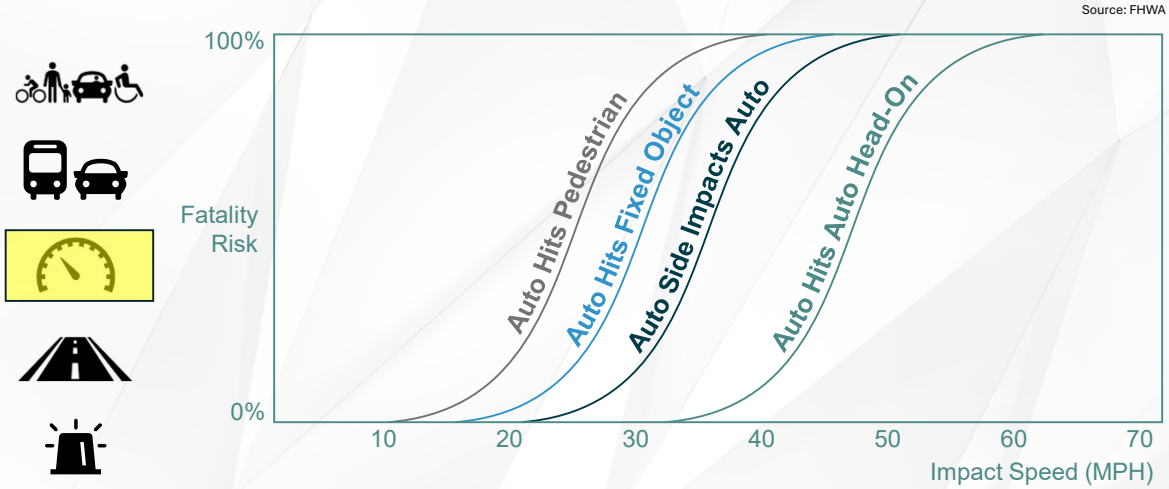


Source: Indiana Department of Transportation

TSAP OVERVIEW & BACKGROUND

Safer Speeds

Source: FHWA



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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

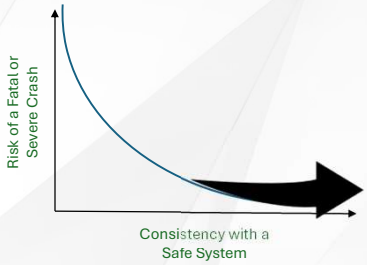
Safer Roads

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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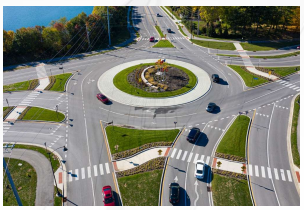
TSAP OVERVIEW & BACKGROUND

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℠
- Backplates with Retroreflective Borders
- Systemic 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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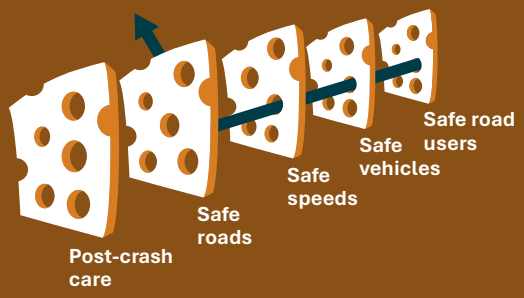
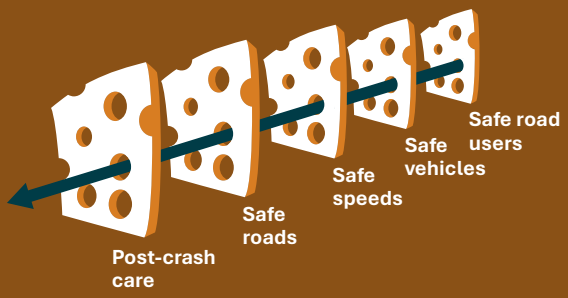
TSAP OVERVIEW & BACKGROUND

The Safe System Elements Create Redundancy

The "Swiss Cheese Model" of redundancy creates layers of protection



Death and serious injuries only happen when all layers fail



Source: FHWA

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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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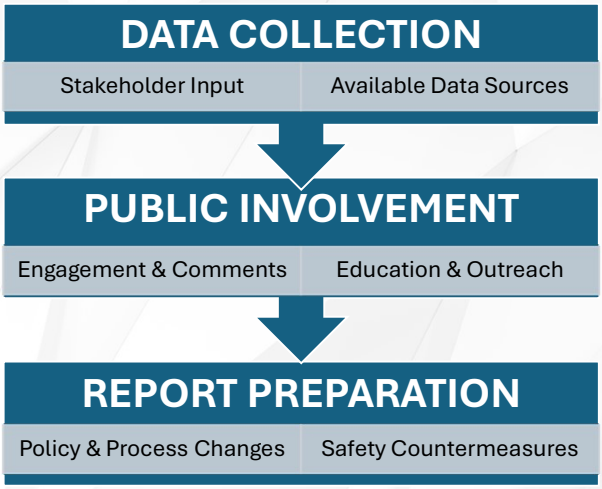
TSAP OVERVIEW & BACKGROUND

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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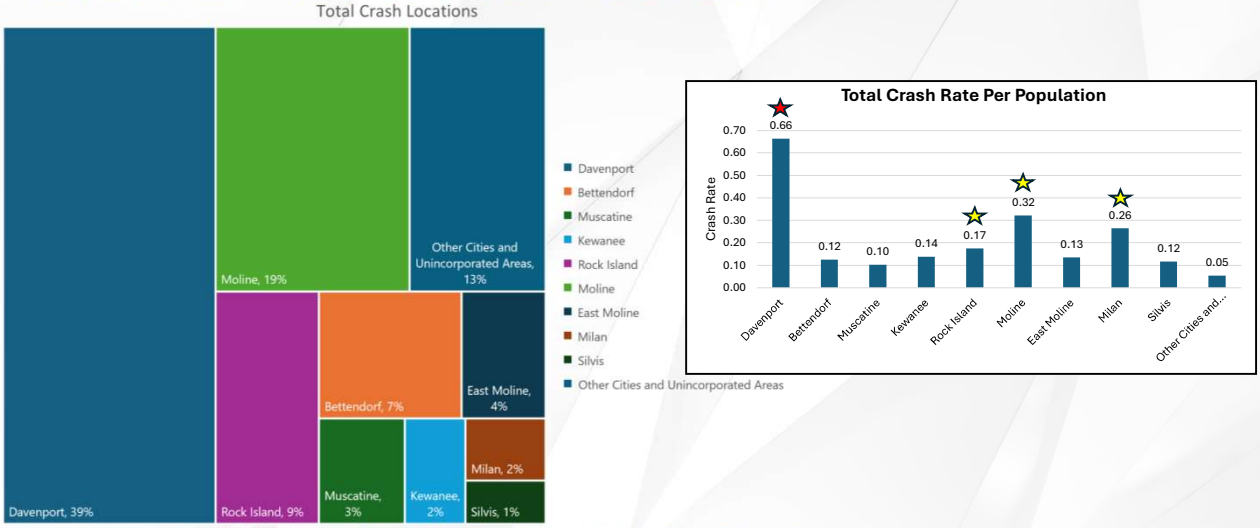
IDENTIFYING SAFETY ISSUES

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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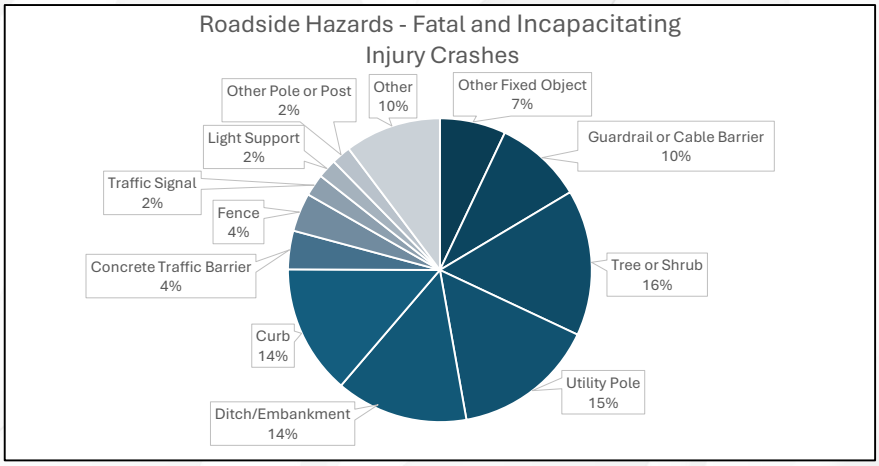
IDENTIFYING SAFETY ISSUES

What are the fixed object types?



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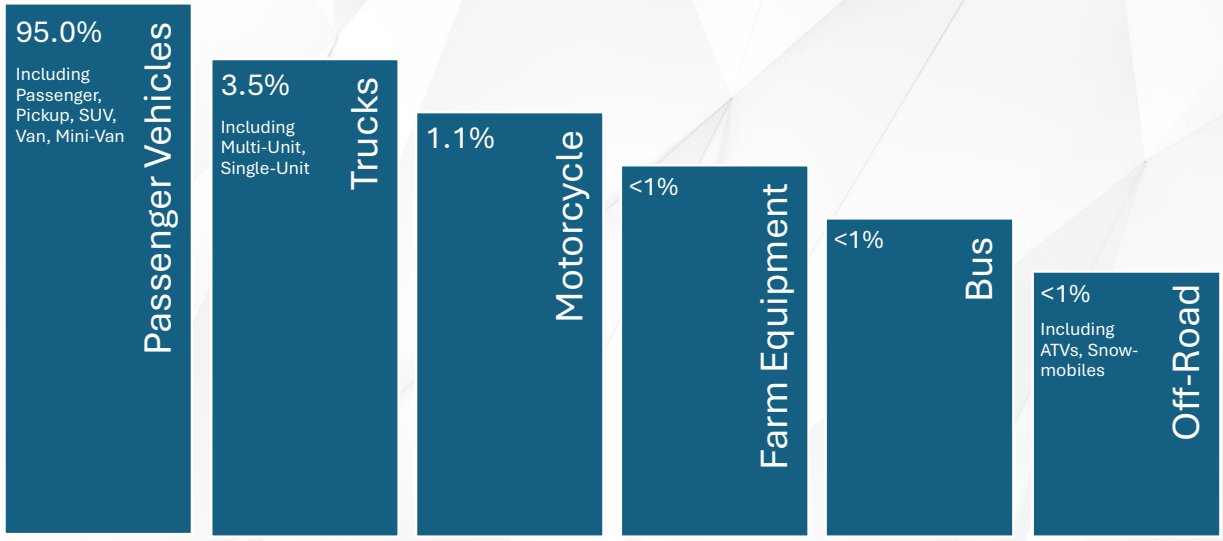
IDENTIFYING SAFETY ISSUES

What vehicle types are involved in crashes?



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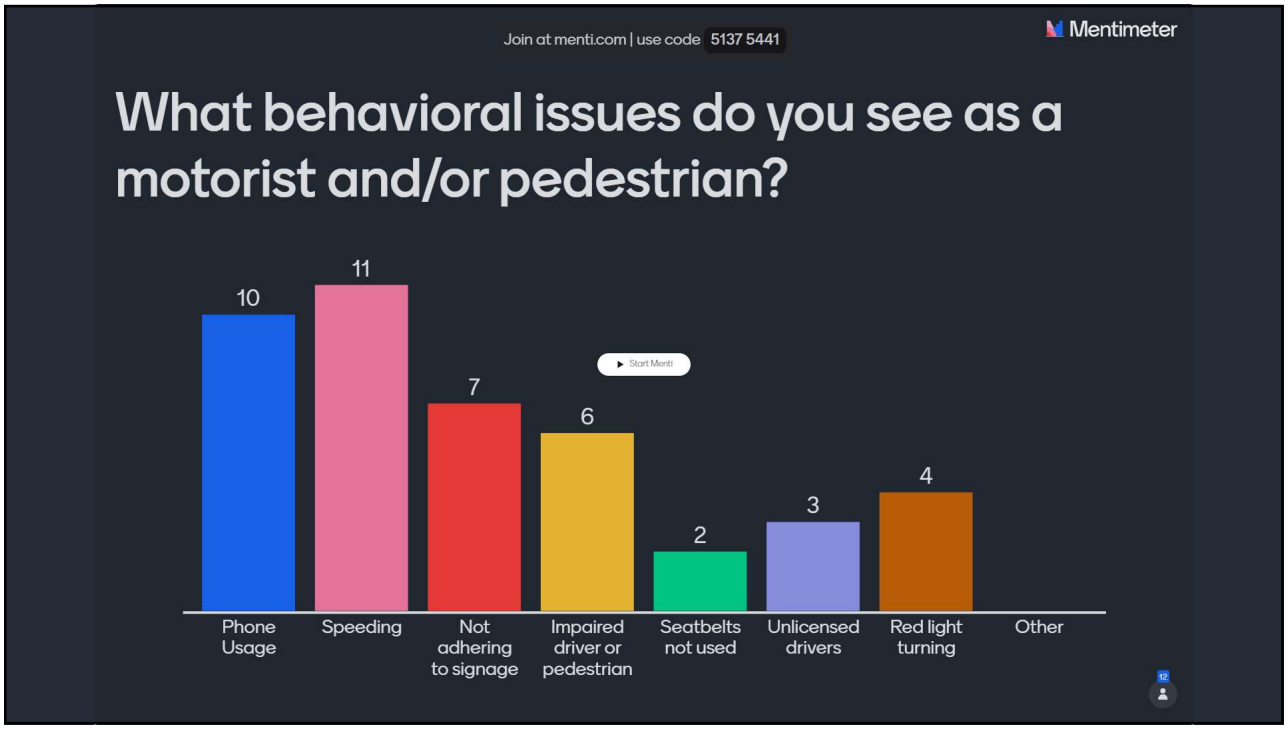

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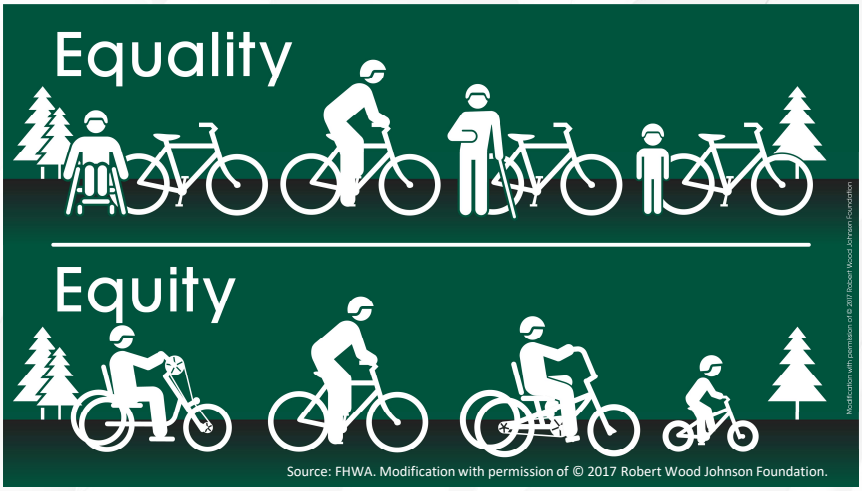
EQUITY CONSIDERATIONS

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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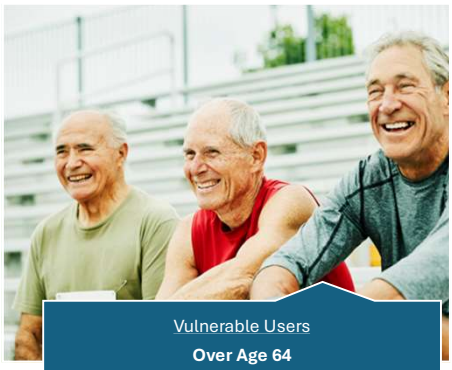
EQUITY CONSIDERATIONS

OVER AGE 64

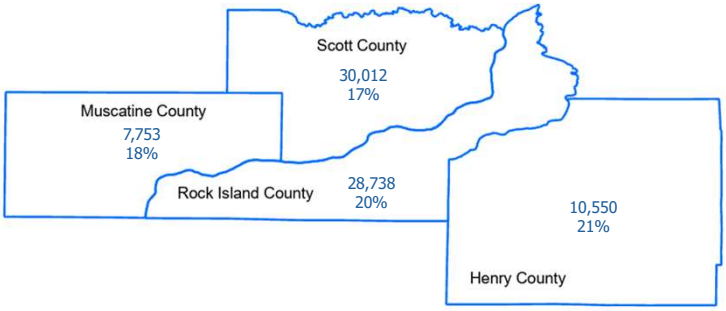


Vulnerable Users

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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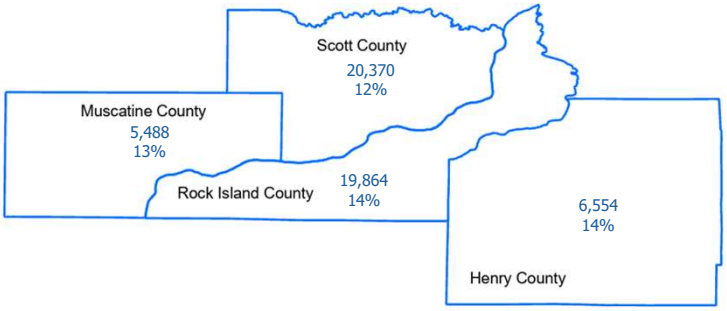
EQUITY CONSIDERATIONS

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

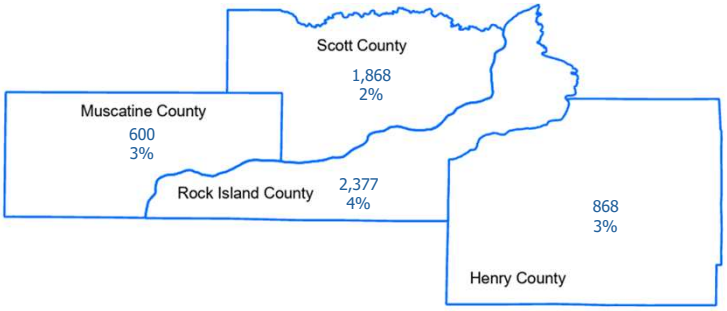
Sample Cities:

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%)

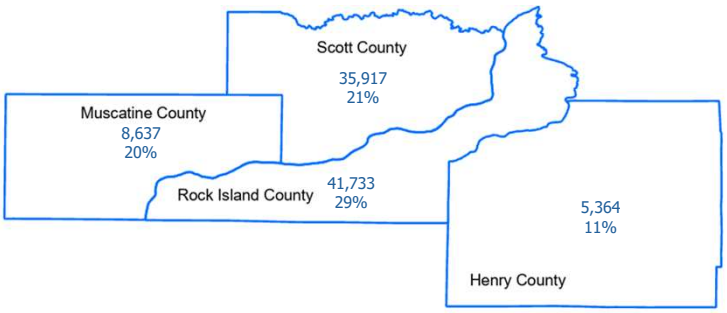
Source: U.S. Census Bureau
2018-2022 ACS 5-Year Estimates

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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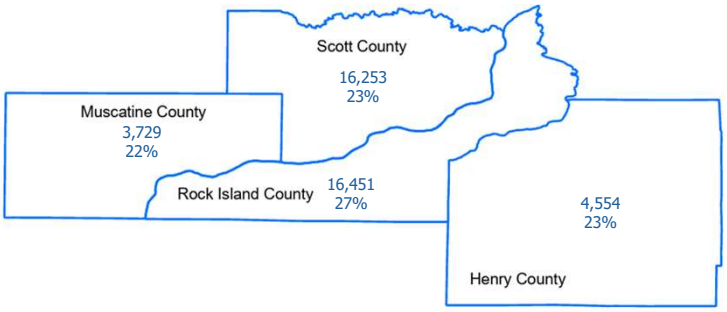
EQUITY CONSIDERATIONS

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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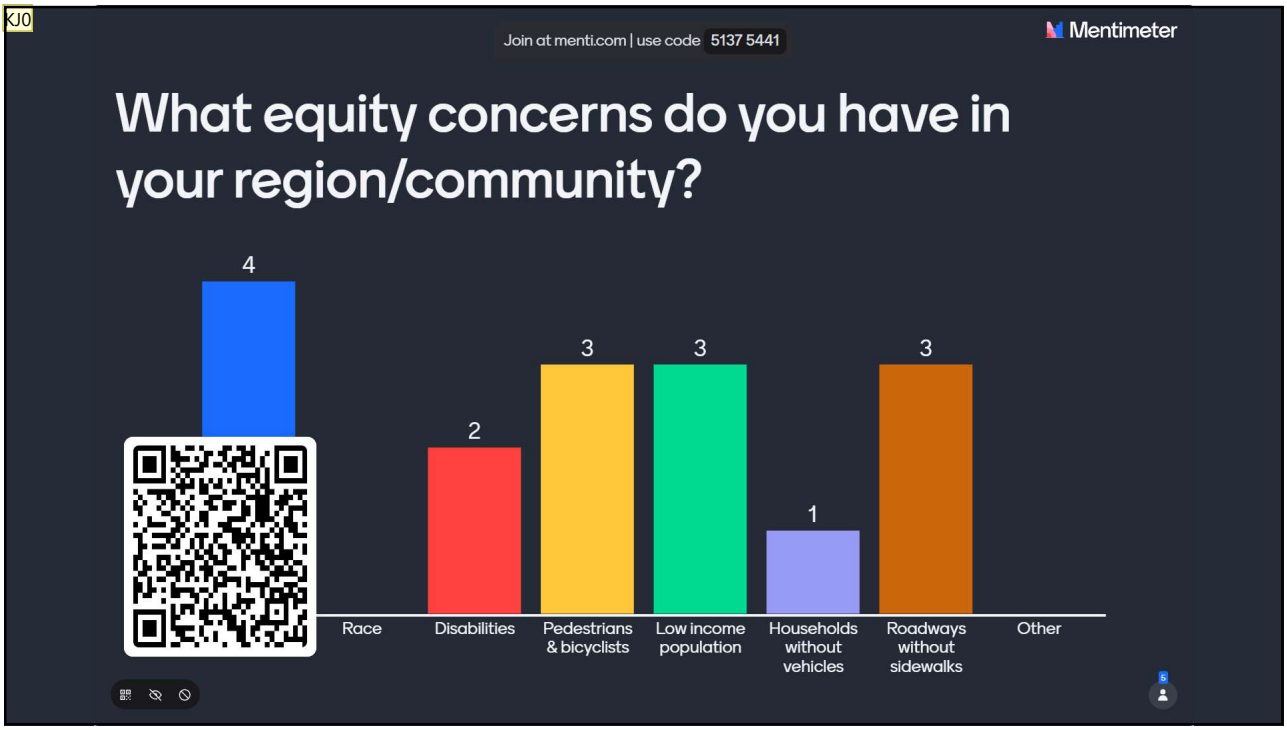

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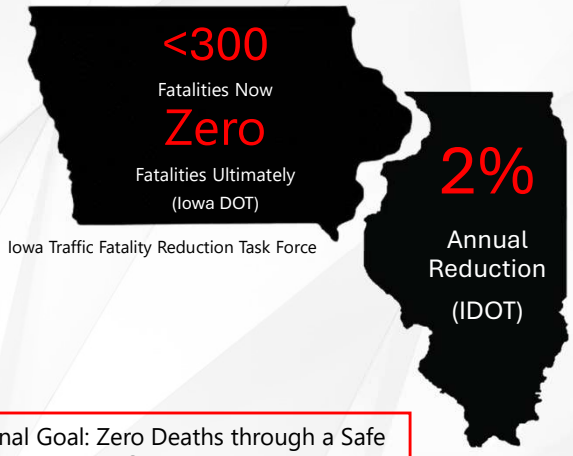
GOAL SETTING

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.*

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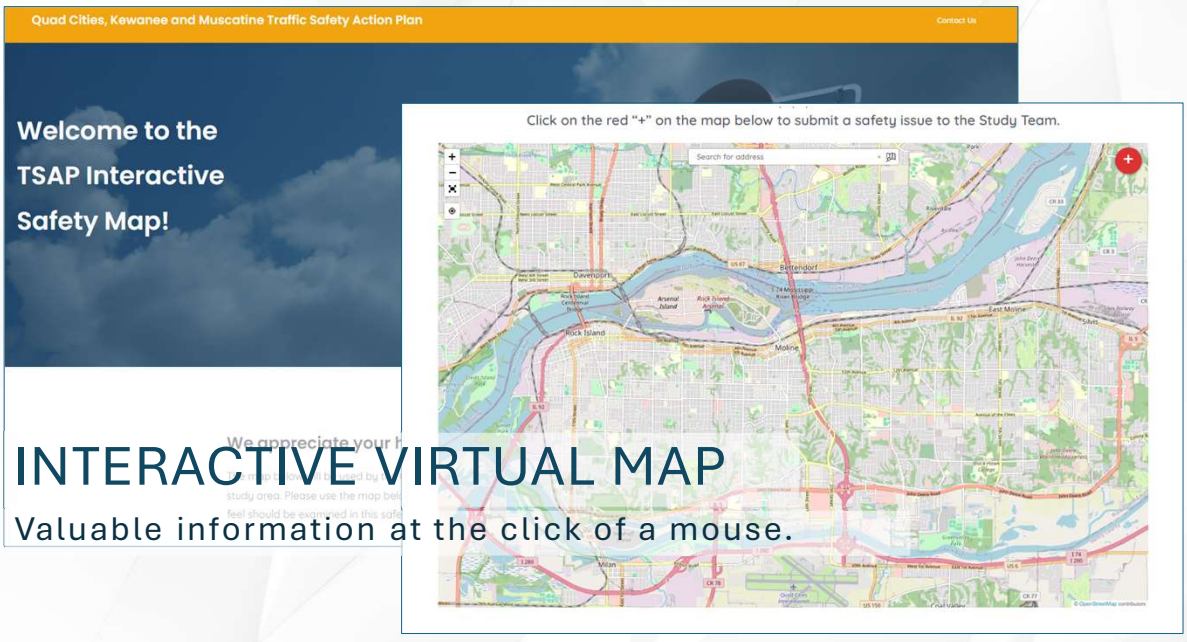


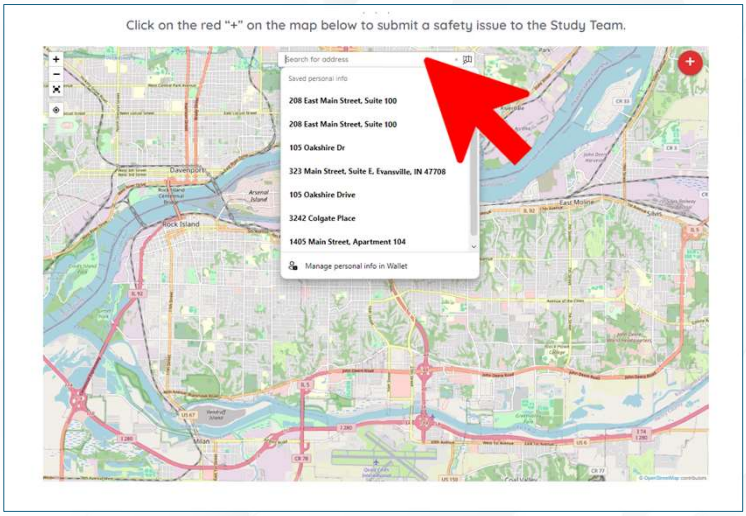
INTERACTIVE VIRTUAL MAP

Valuable information at the click of a mouse.

52

INTERACTIVE VIRTUAL MAP

Valuable information at the click of a mouse.

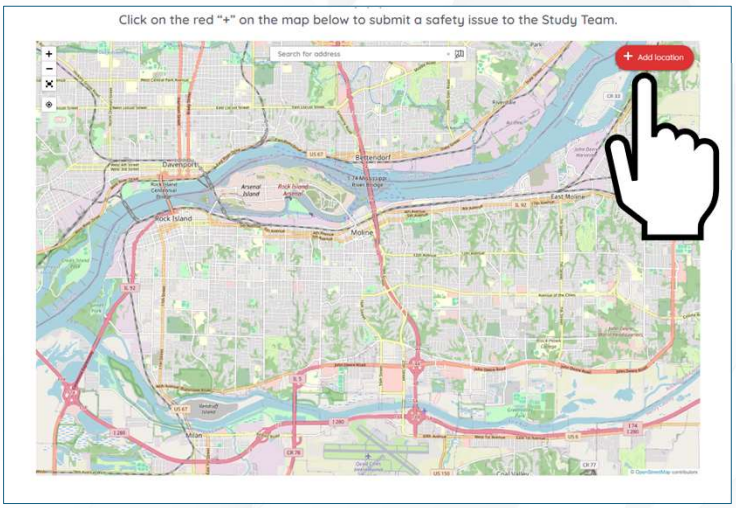


- To search for a specific address, click the box at the top of the map.

53

INTERACTIVE VIRTUAL MAP

Valuable information at the click of a mouse.



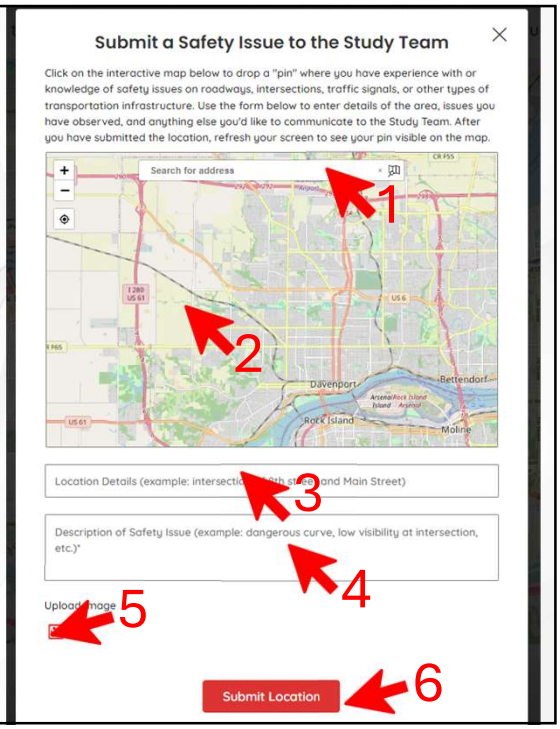
- When you're ready to add a specific location with a transportation safety issue, click the red circle "Add a location".

54

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



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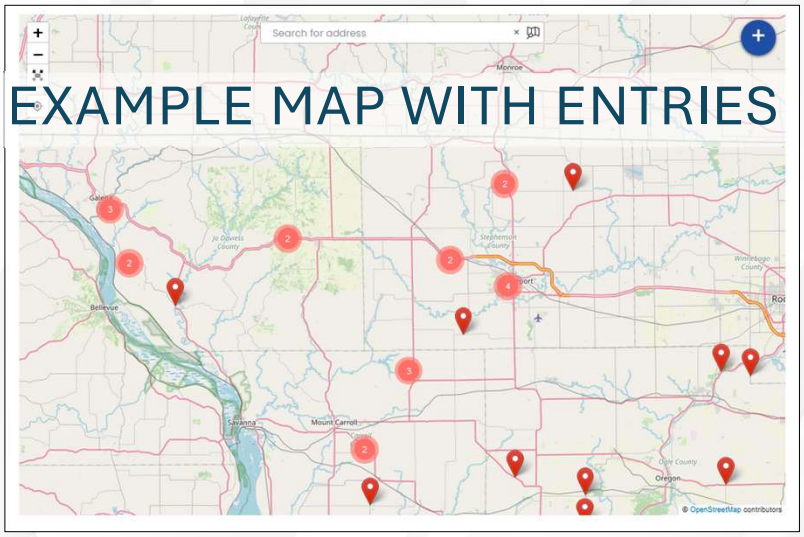
INTERACTIVE VIRTUAL MAP

Valuable information at the click of a mouse.

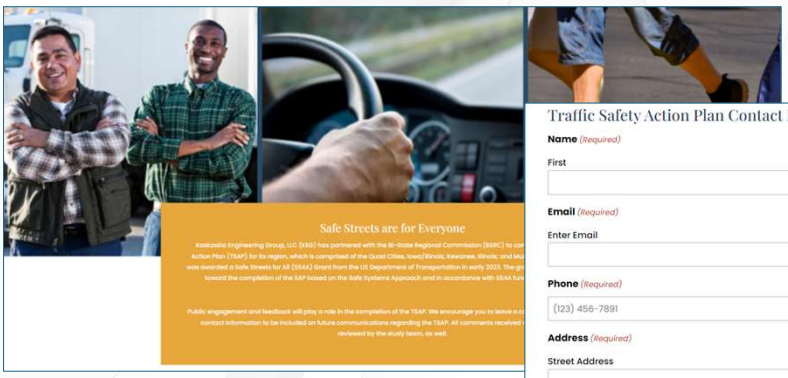


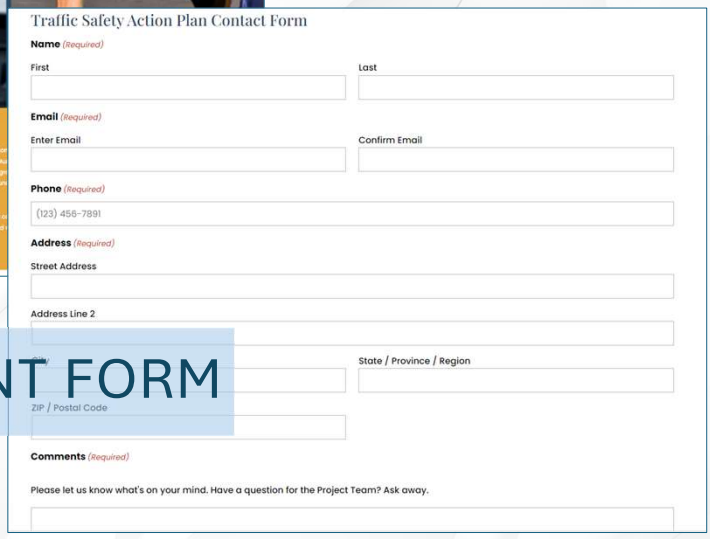
56

STUDY WEBSITE

Educational Resources

57



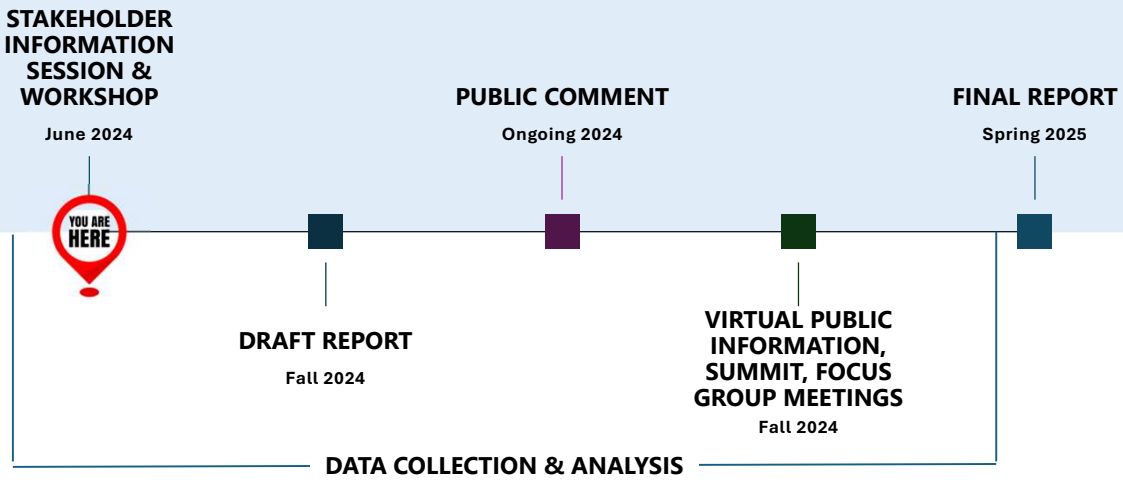


VIRTUAL COMMENT FORM

Submit comments directly to Study Team

58

WHAT TO EXPECT



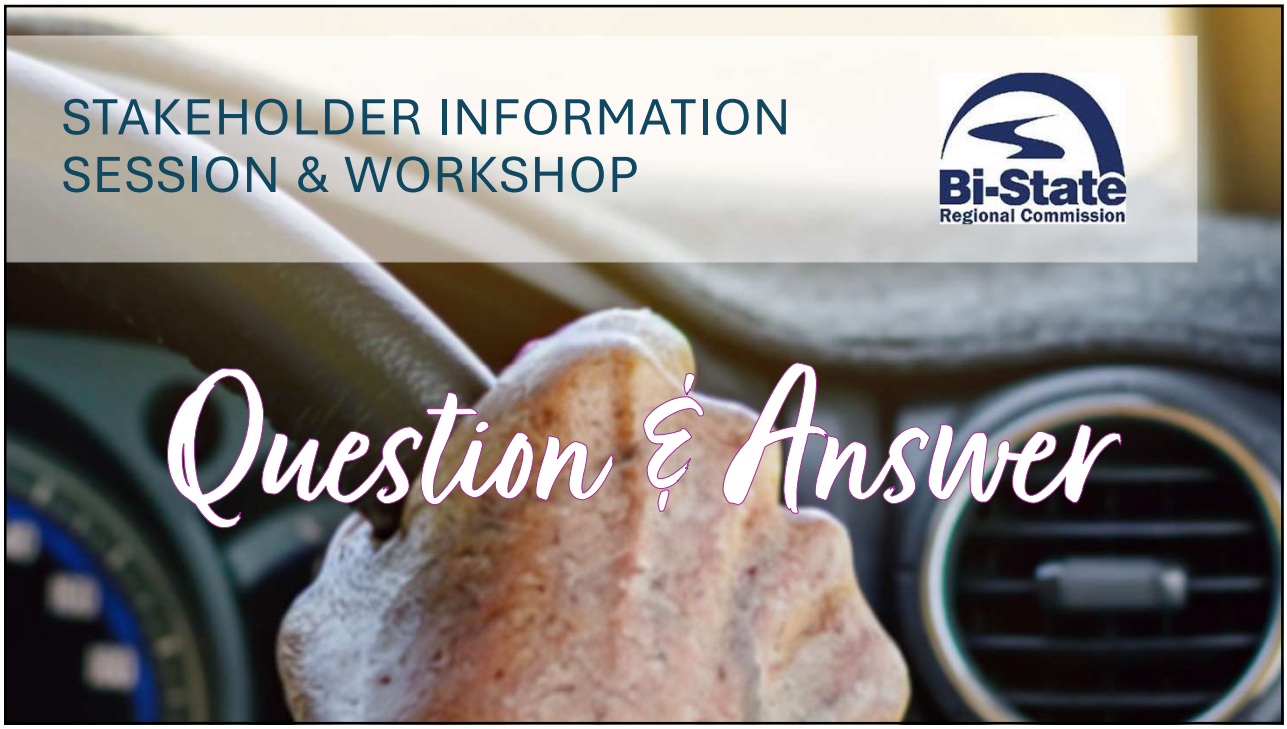
59

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?

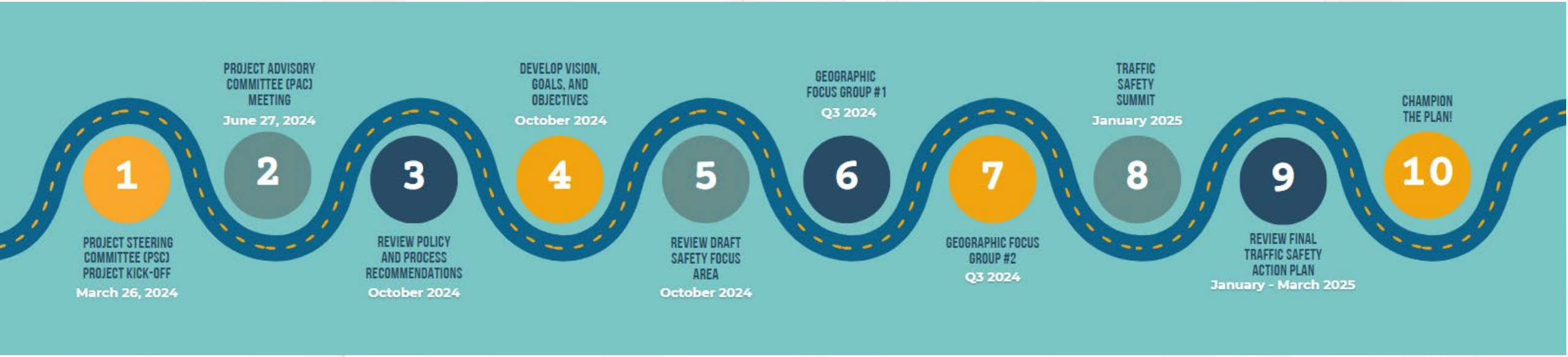
Who's on the PAC?

77 Members invited, representing:

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

What is the Role of the PAC?

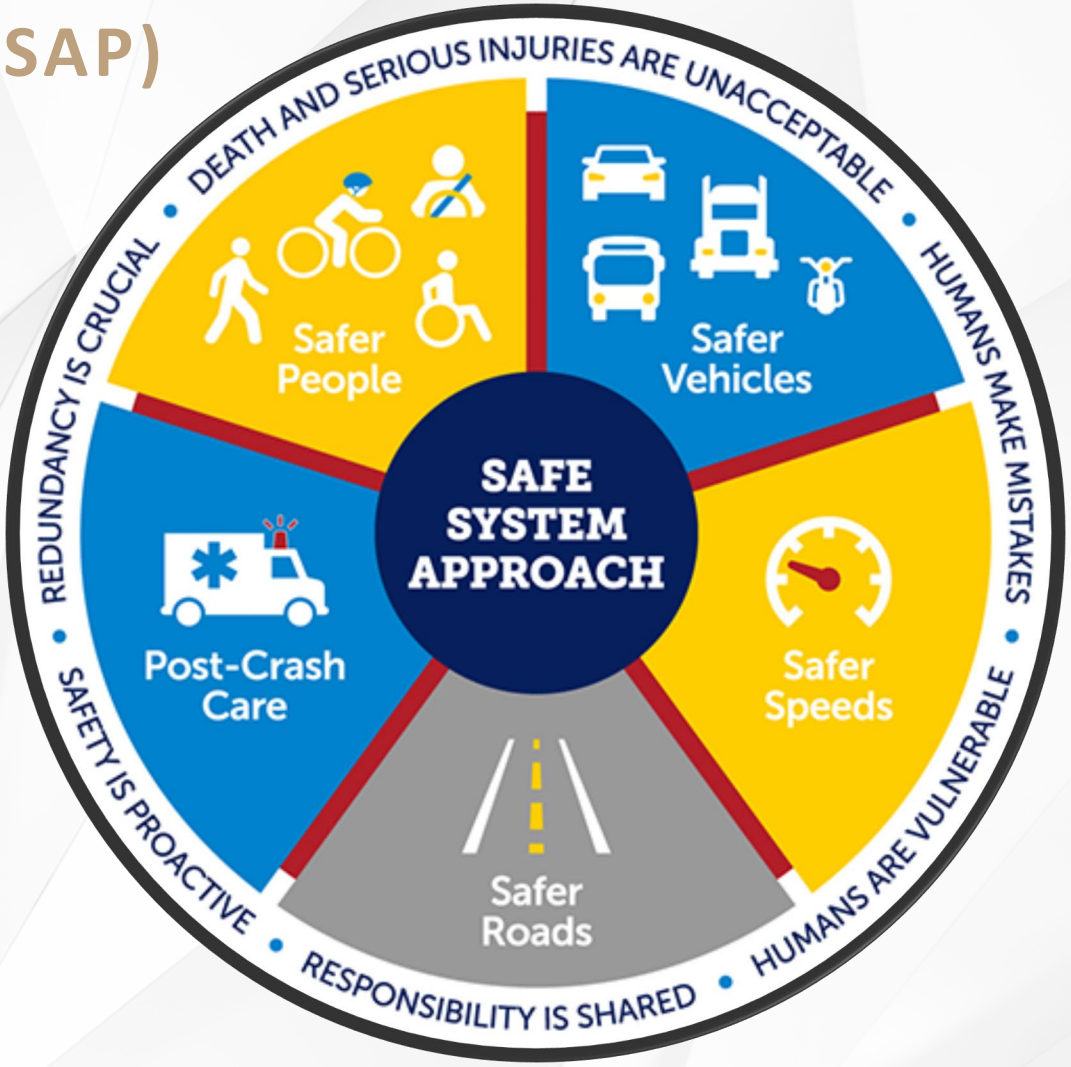
- Provide Input
- Review/Input Draft Policy and Process Recommendations
- Review/Input Vision, Goals and Objectives
- Review/Input Draft Safety Focus Area
- Attend/Input Safety Summit
- Review/Input Draft TSAP
- Review/Input Final TSAP
- Champion the Plan



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.

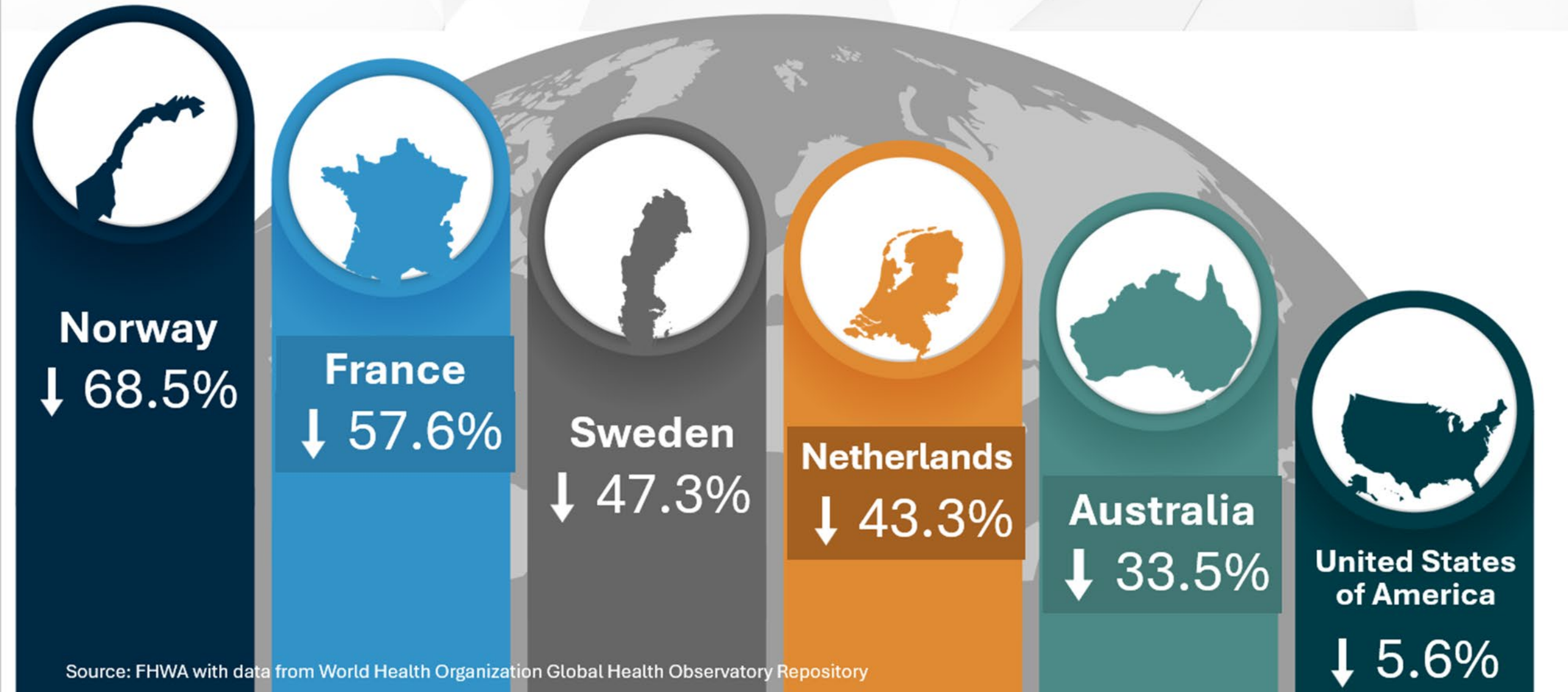


Safe System Principles:

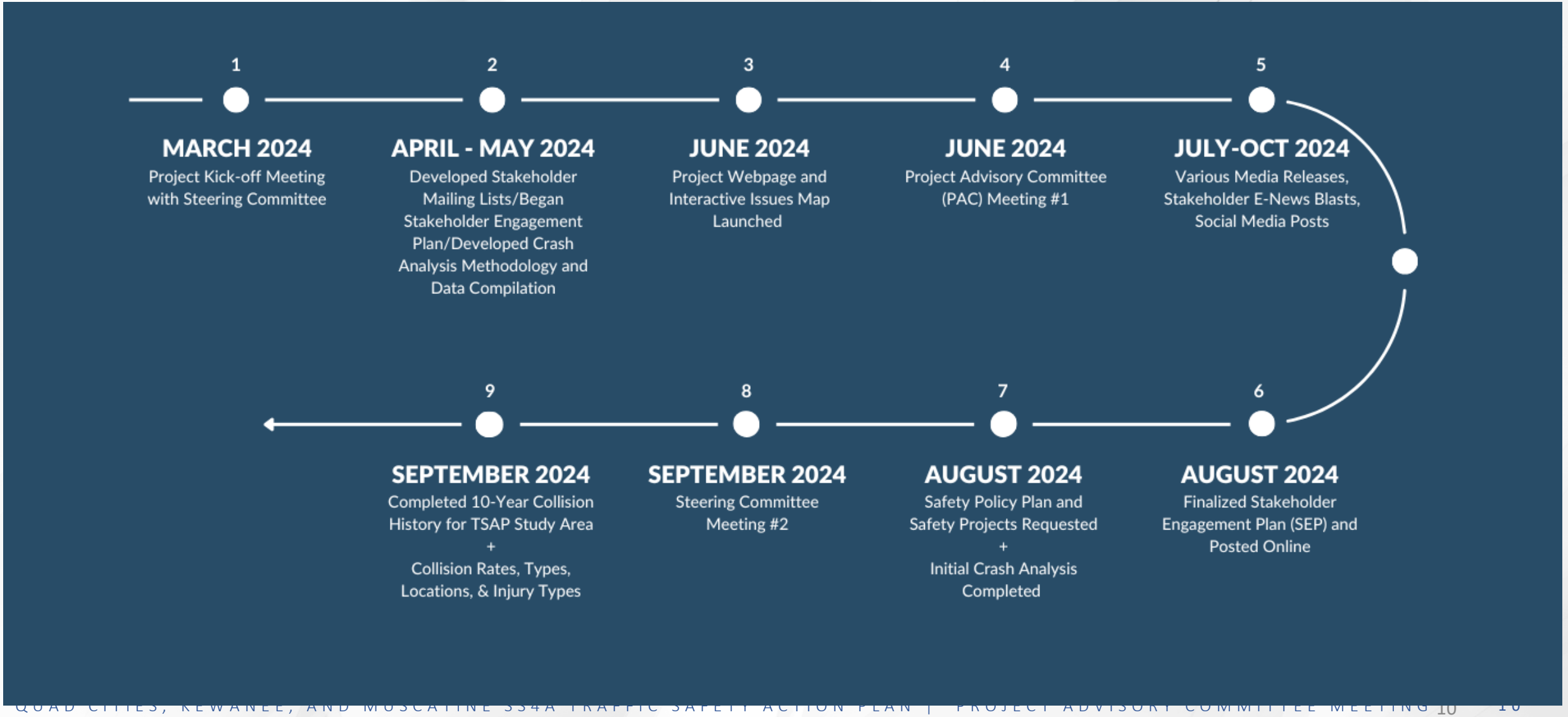
- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes
- Humans Are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial

TSAP OVERVIEW & BACKGROUND

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



ACTIVITES TO DATE



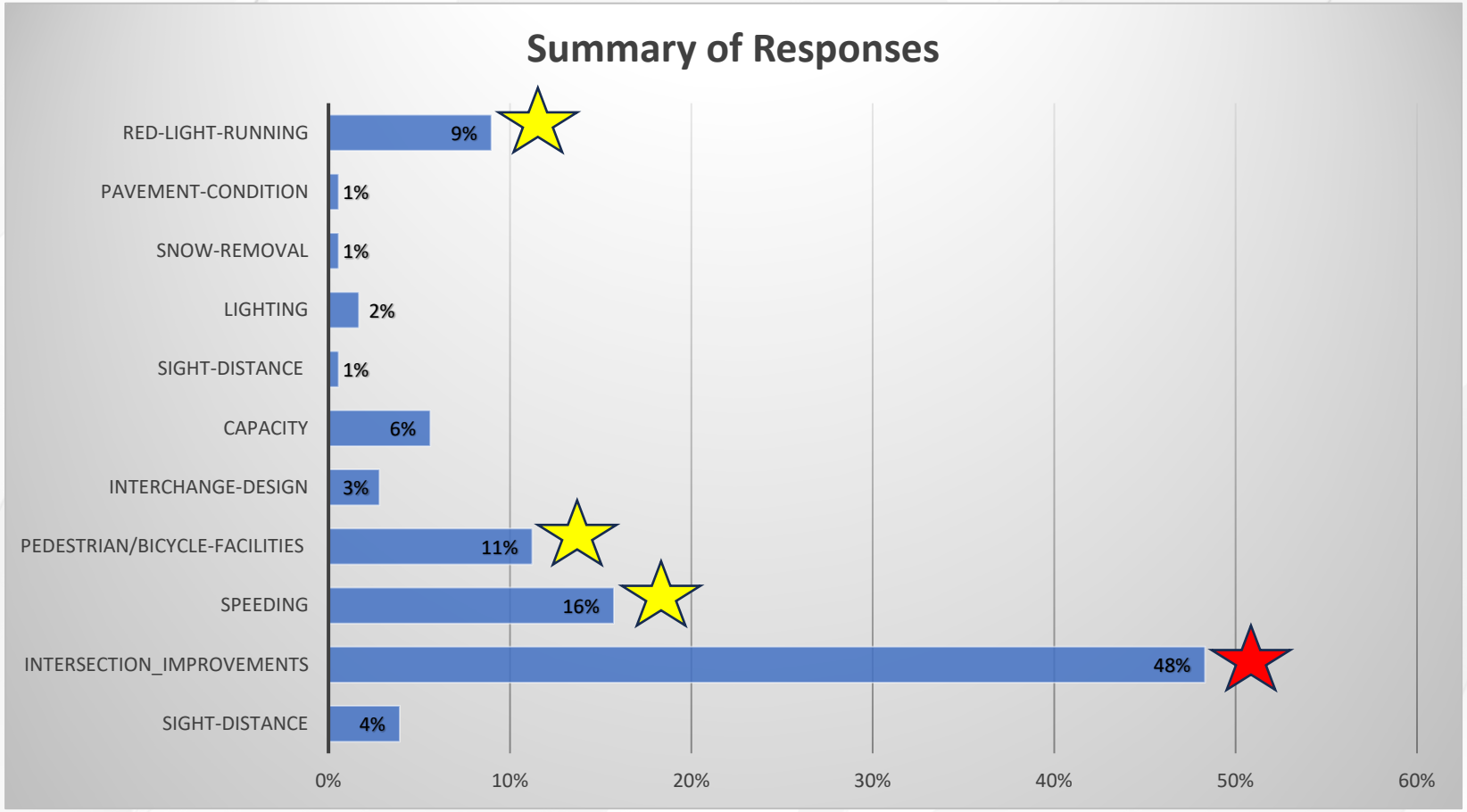
DETAILED TIMELINE

STAKEHOLDER ENGAGEMENT

INTERACTIVE MAP – FEEDBACK TO DATE

STAKEHOLDER ENGAGEMENT

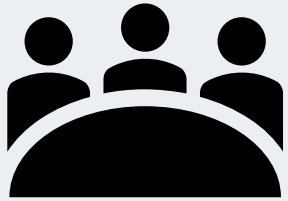
INTERACTIVE MAP – COMMENT CATEGORIES



STAKEHOLDER ENGAGEMENT: NEXT STEPS

Virtual Focus Group

11.14.2024
11 AM – 1 PM
Via Microsoft Teams

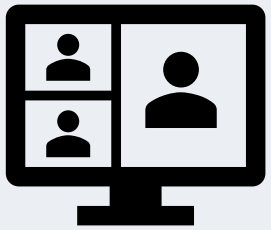


In-Person Focus Group #1

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

In-Person Focus Group #1

11.14.2024
9 AM – 11 AM
@Moline Library



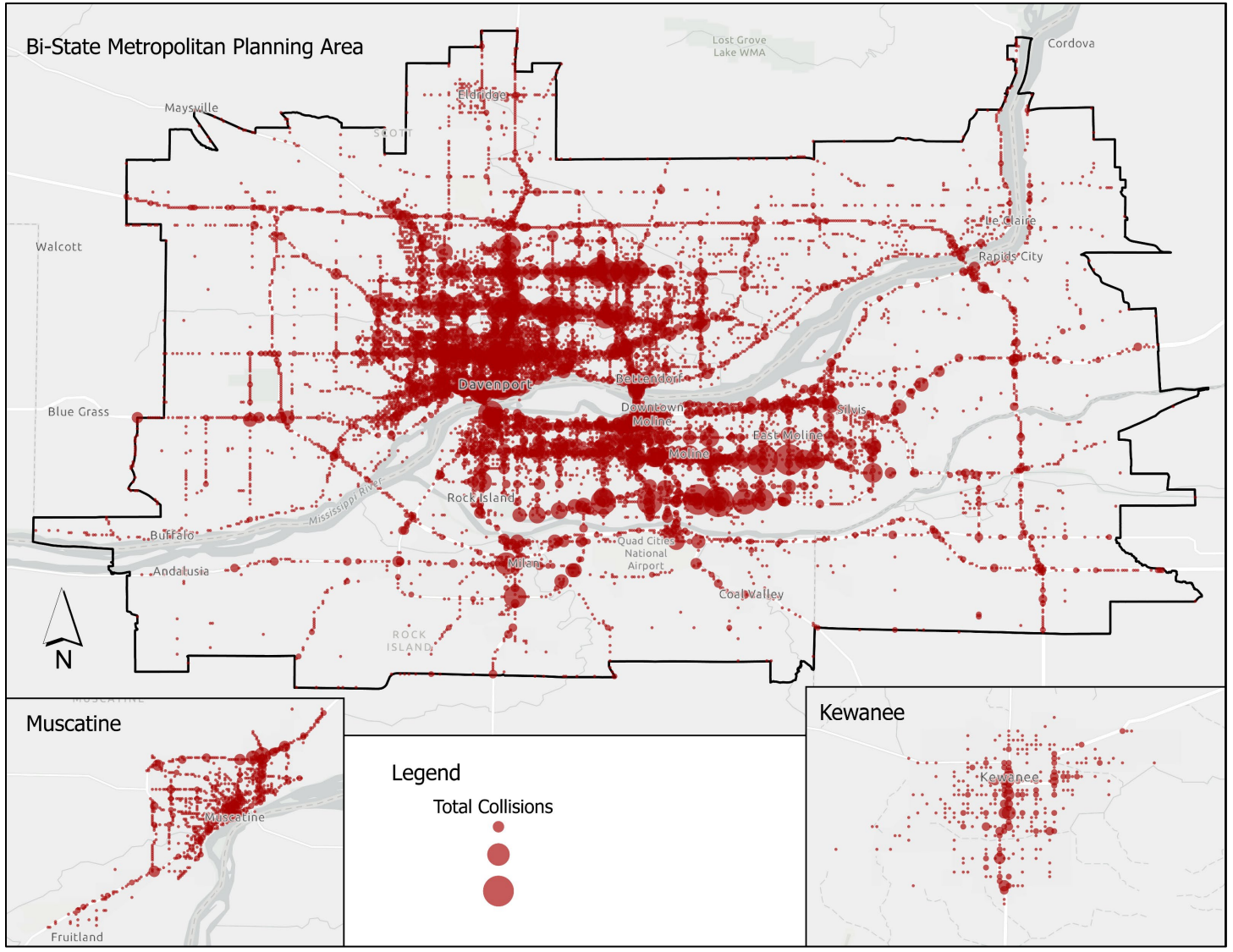
Virtual Public Meeting

1st Quarter 2025
Via Microsoft Teams

AREA CRASH ANALYSIS

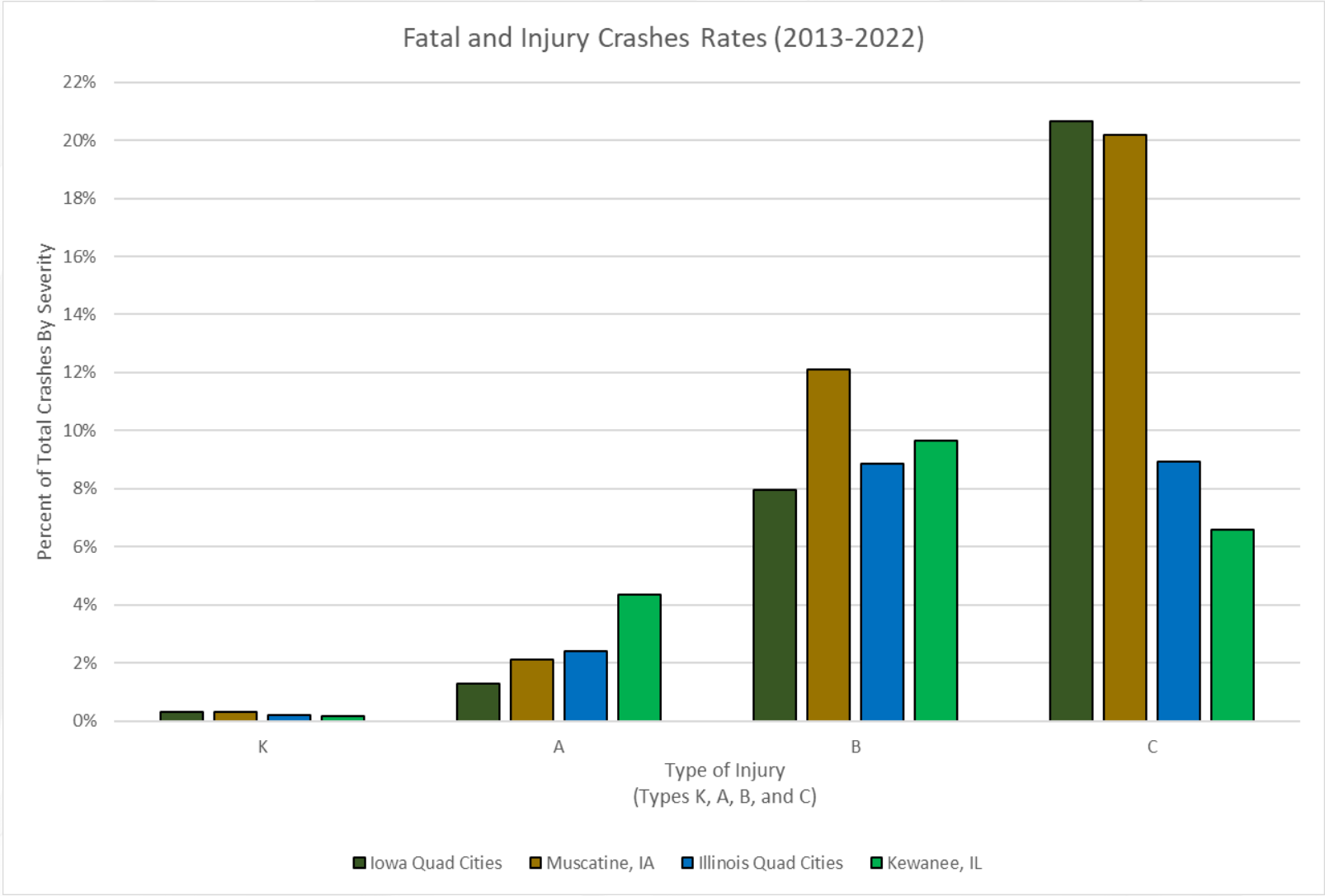
OVERVIEW

- 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

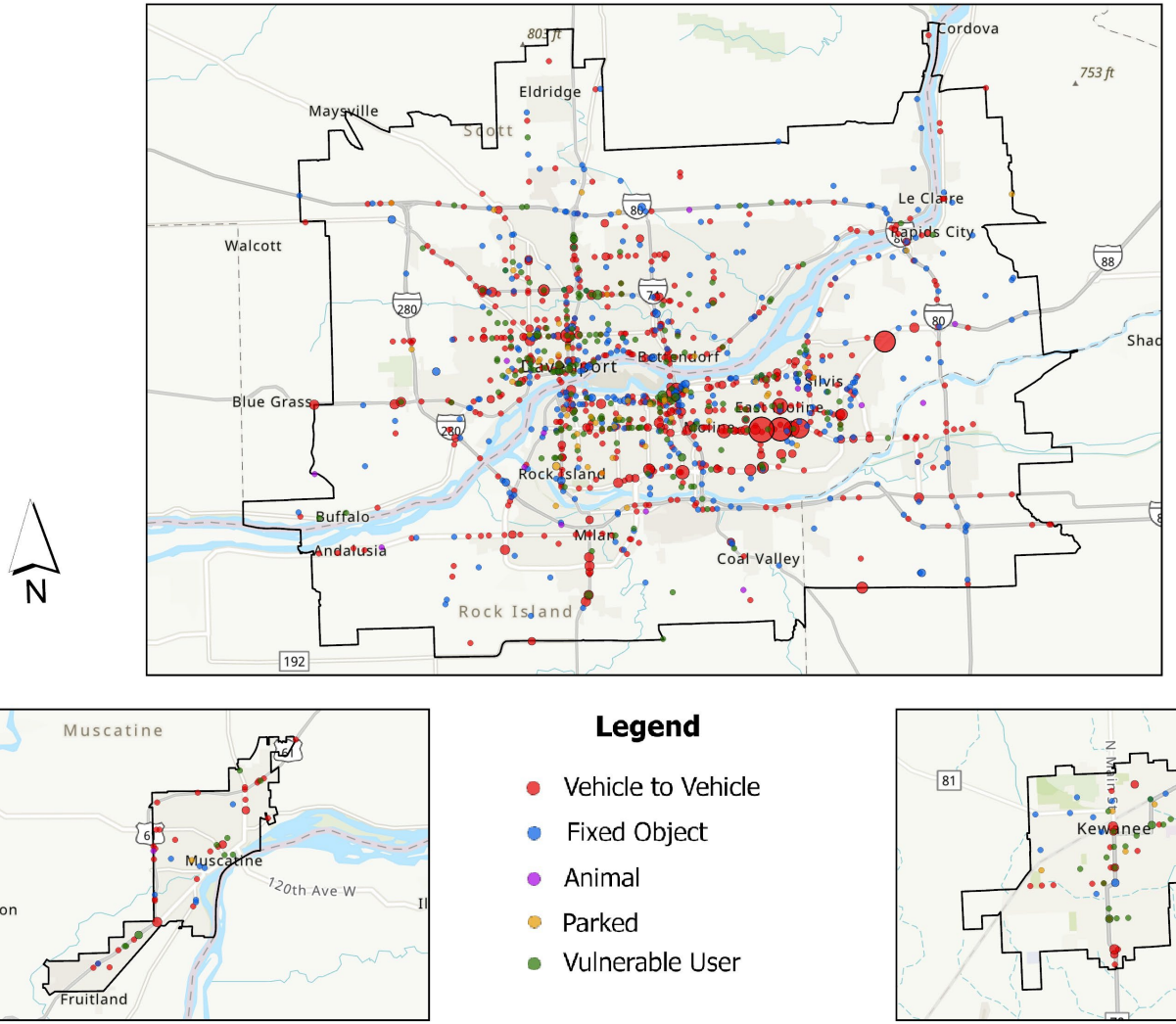


AREA CRASH ANALYSIS

OVERVIEW

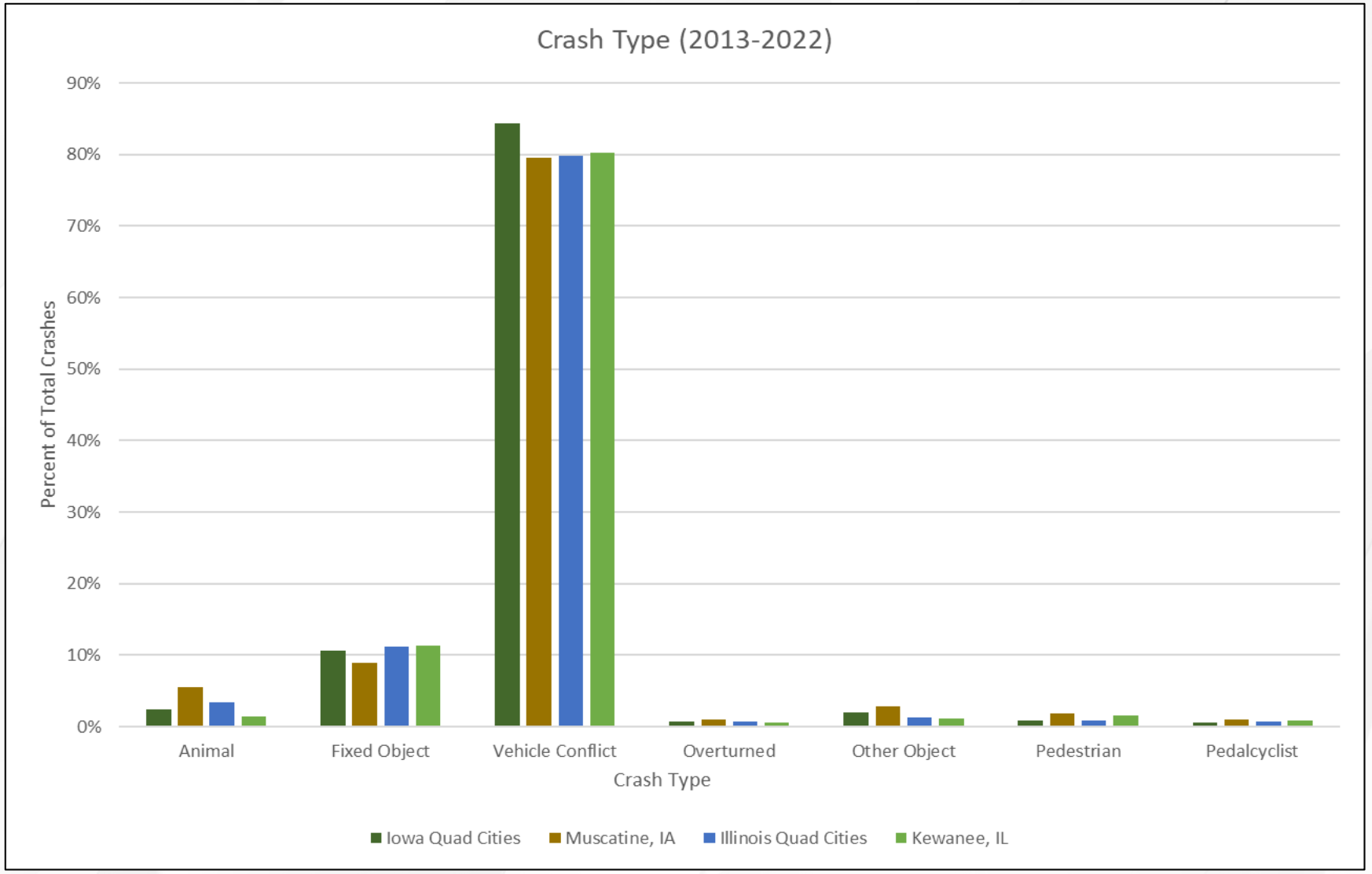
- 2,500 traffic injuries per year
  - 24 fatalities per year
  - 150 major/incapacitating injuries per year
- Less than 1% of locations where collisions occurred (100 of 12,000) account for 16% of collisions and 19% of injuries

Fatal and Incapacitating Injury Crashes by Type



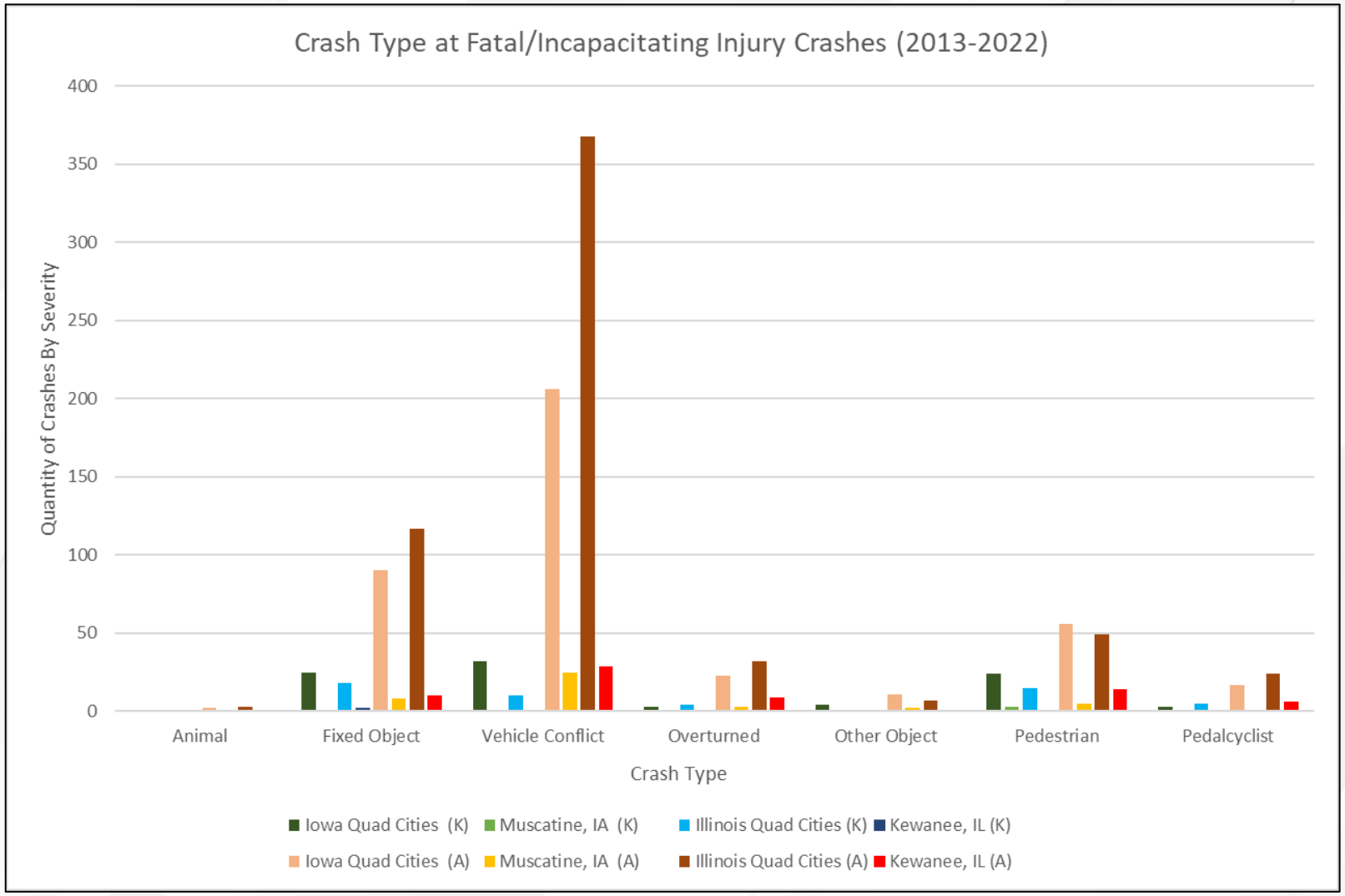
AREA CRASH ANALYSIS

DISTRIBUTION OF ALL CRASHES



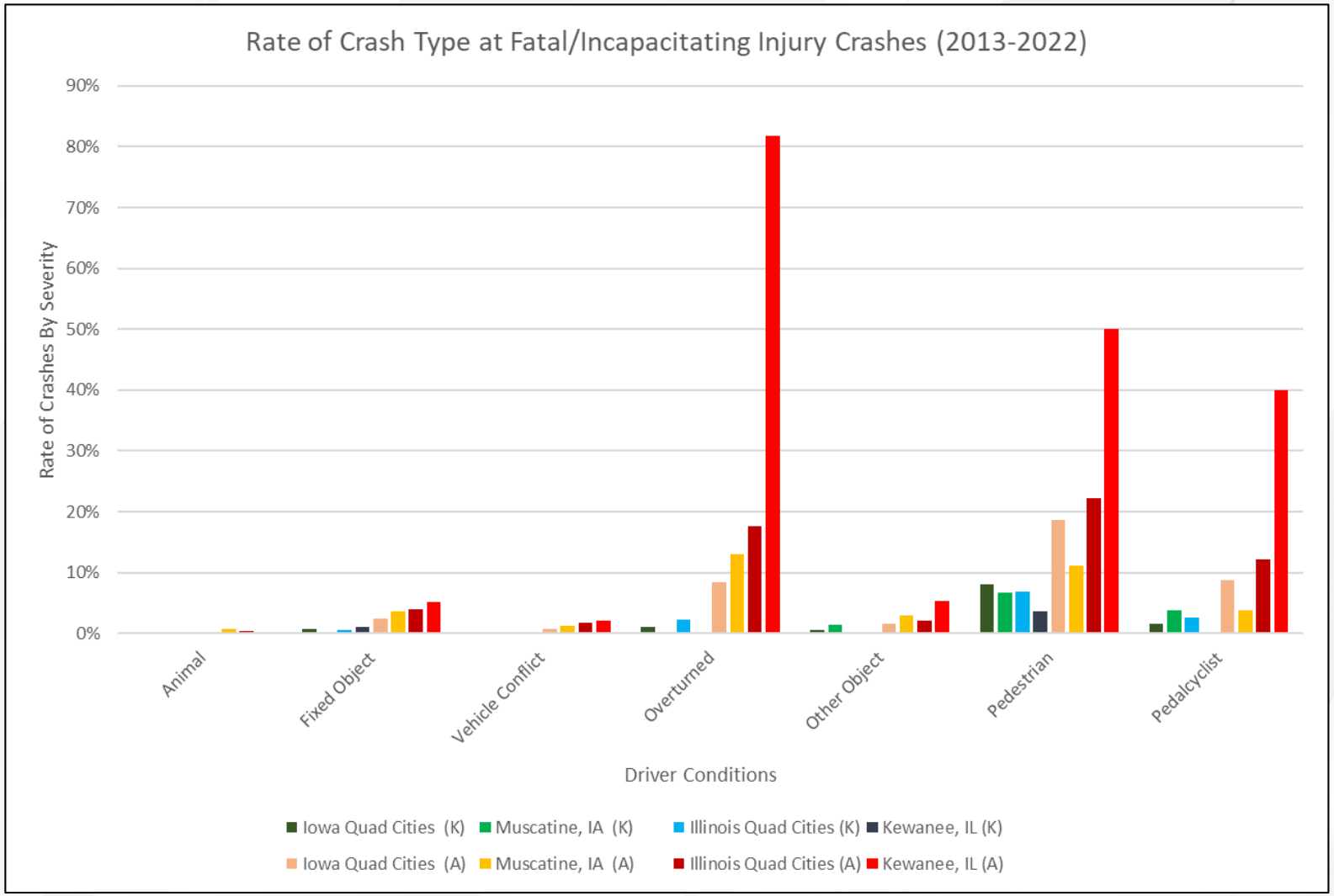
AREA CRASH ANALYSIS

DISTRIBUTION OF FATAL/INCAPACITATING INJURY



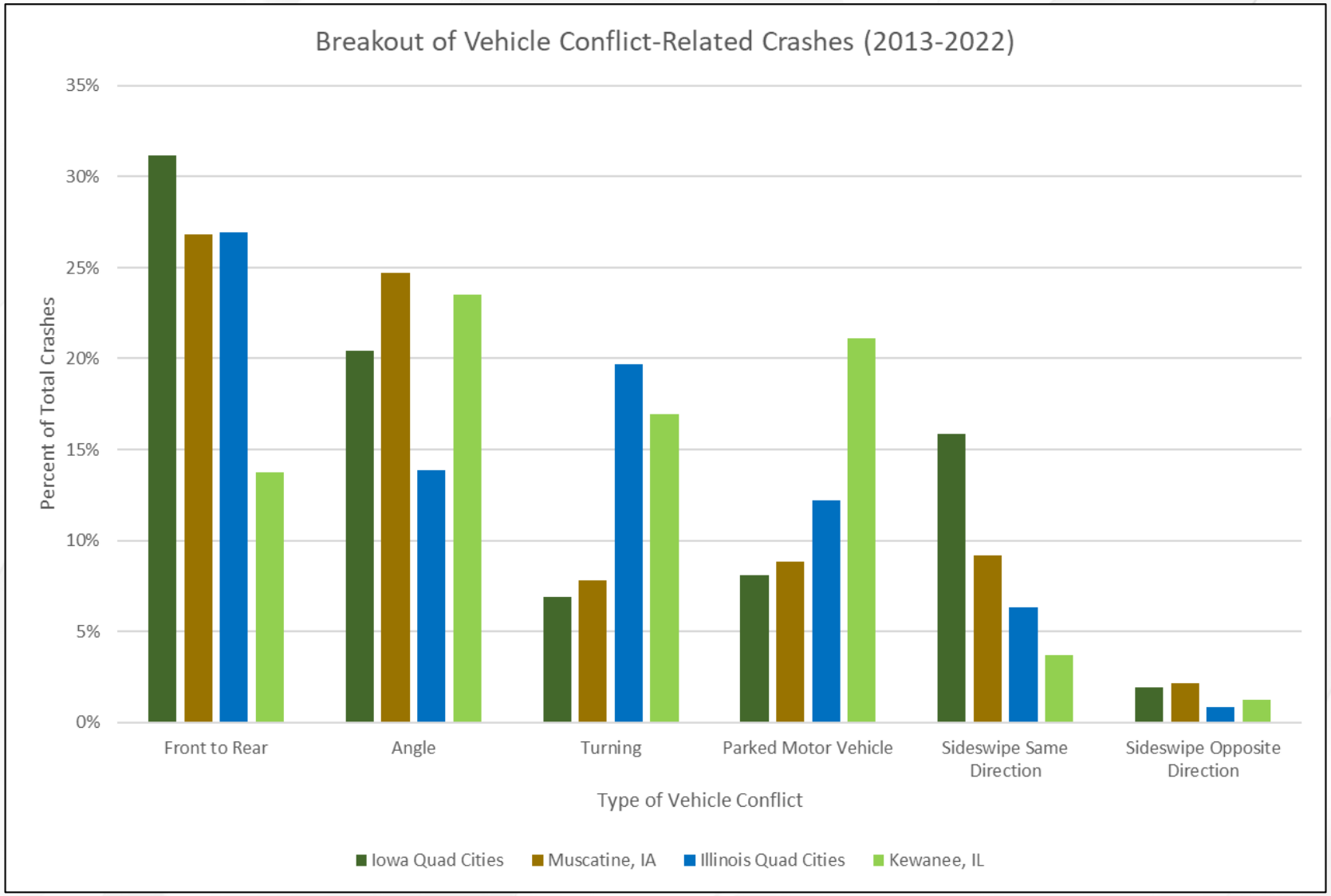
AREA CRASH ANALYSIS

RATE OF FATAL/INCAPACITATING INJURY CRASHES



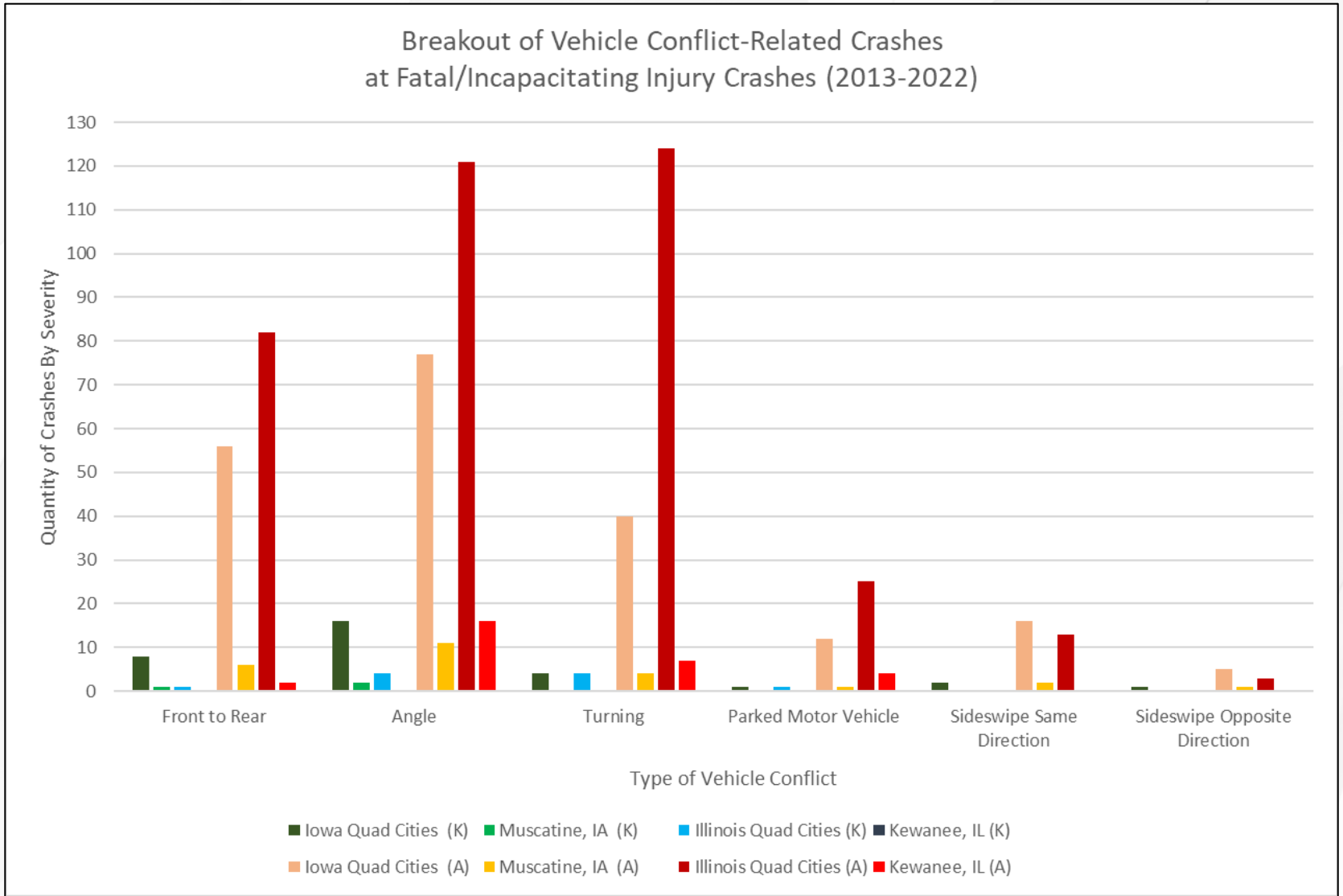
AREA CRASH ANALYSIS

VEHICLE CONFLICT CRASHES



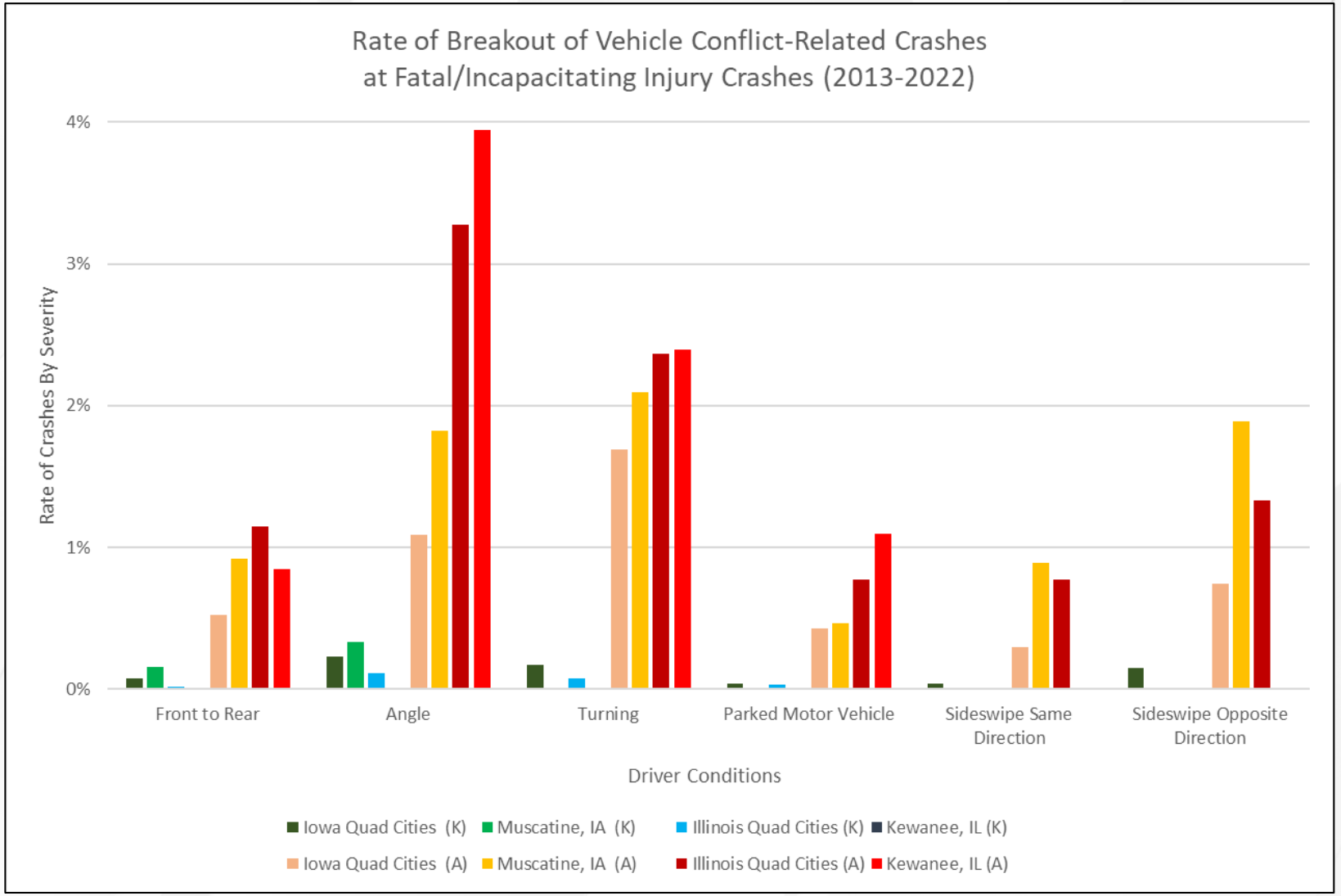
AREA CRASH ANALYSIS

VEHICLE CONFLICT CRASHES



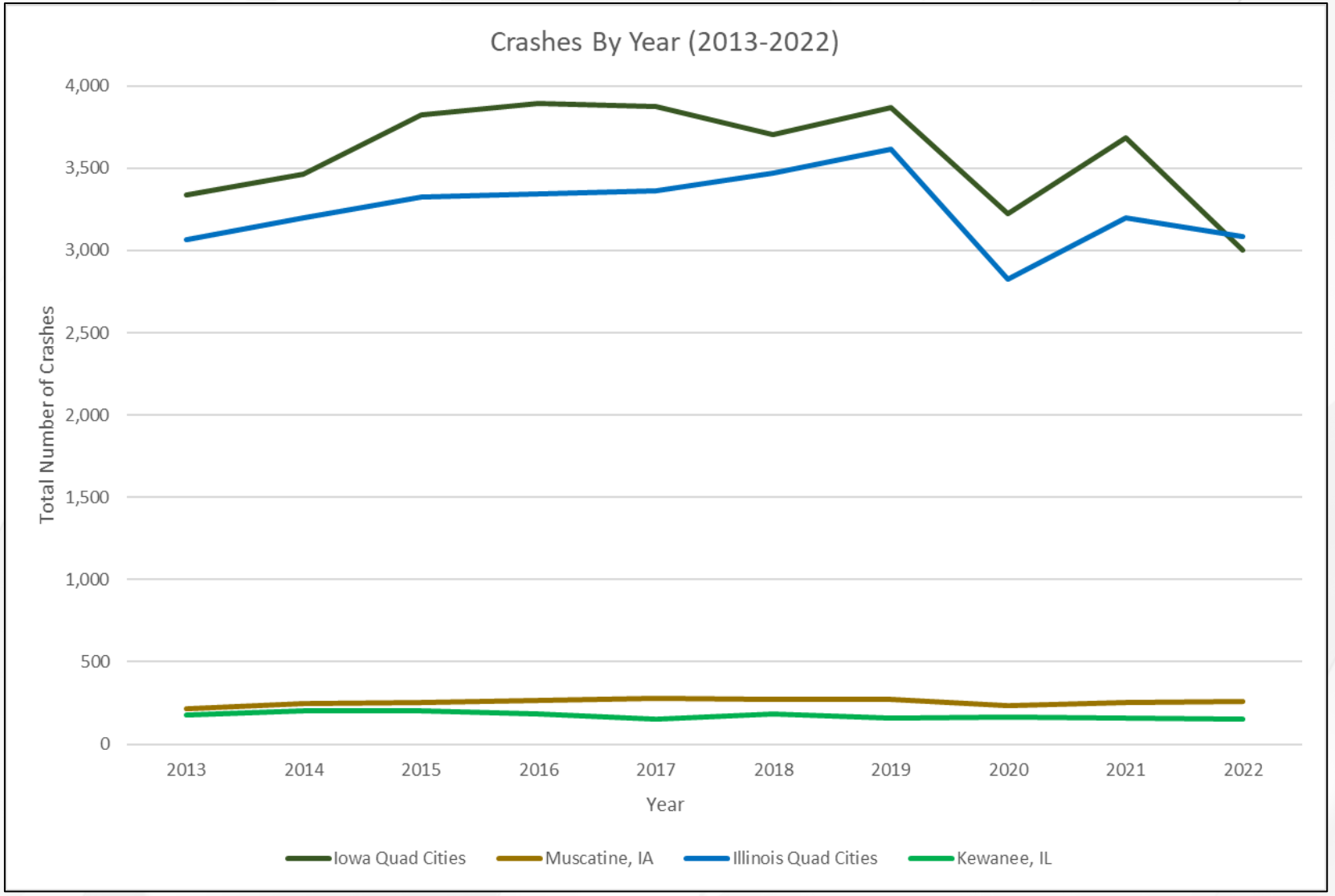
AREA CRASH ANALYSIS

VEHICLE CONFLICT CRASHES



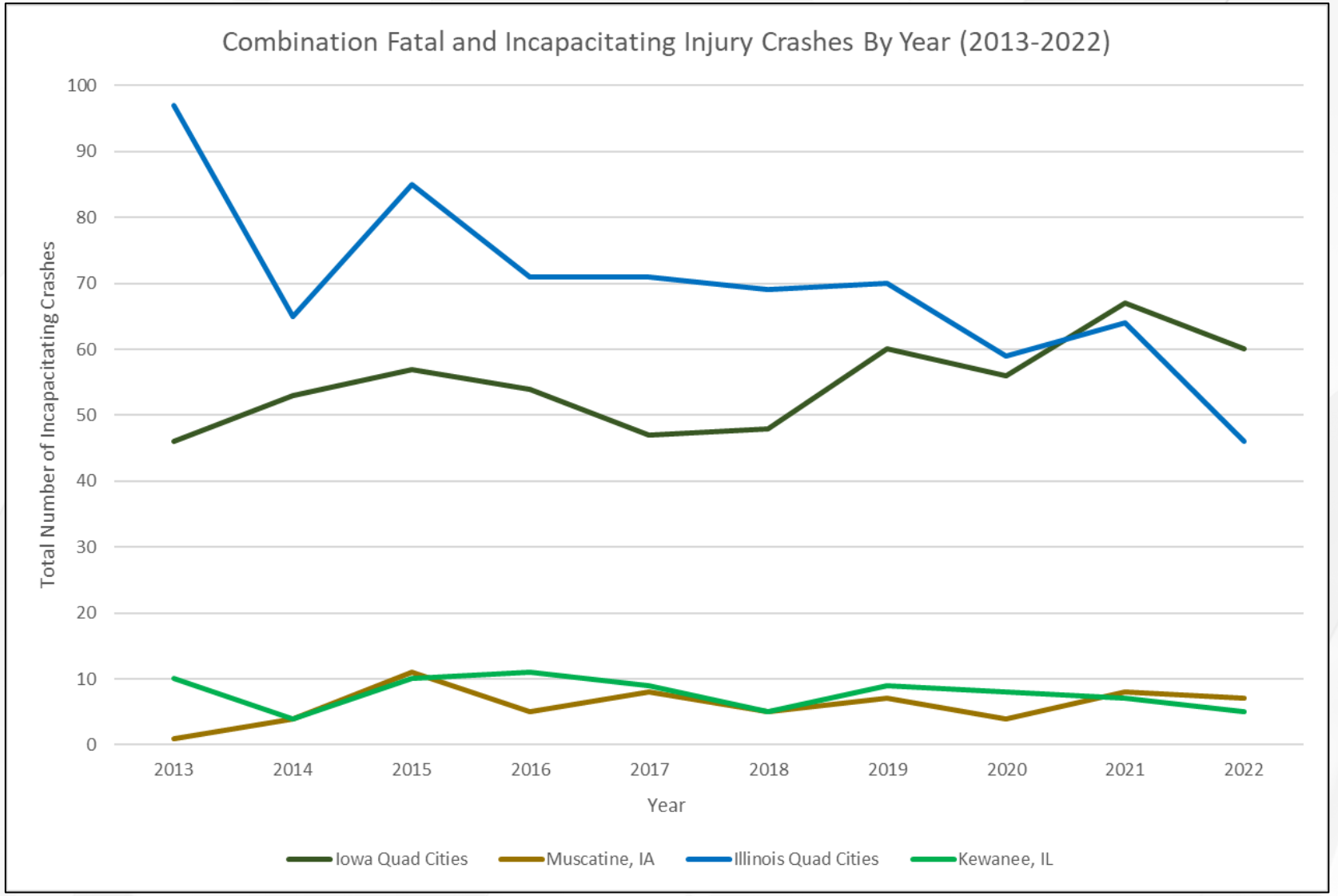
AREA CRASH ANALYSIS

ANNUAL CRASH TRENDS



AREA CRASH ANALYSIS

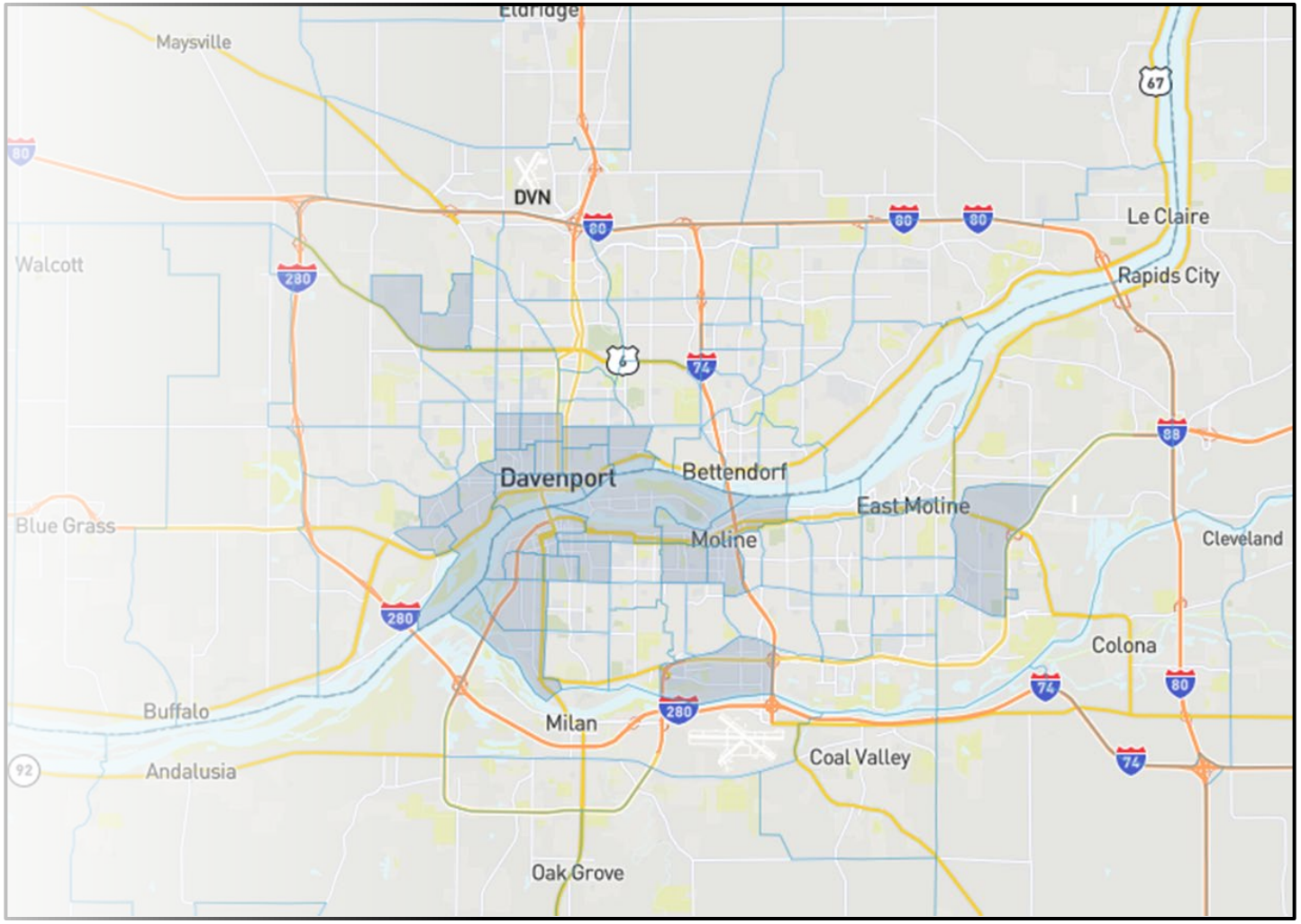
ANNUAL CRASH TRENDS



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

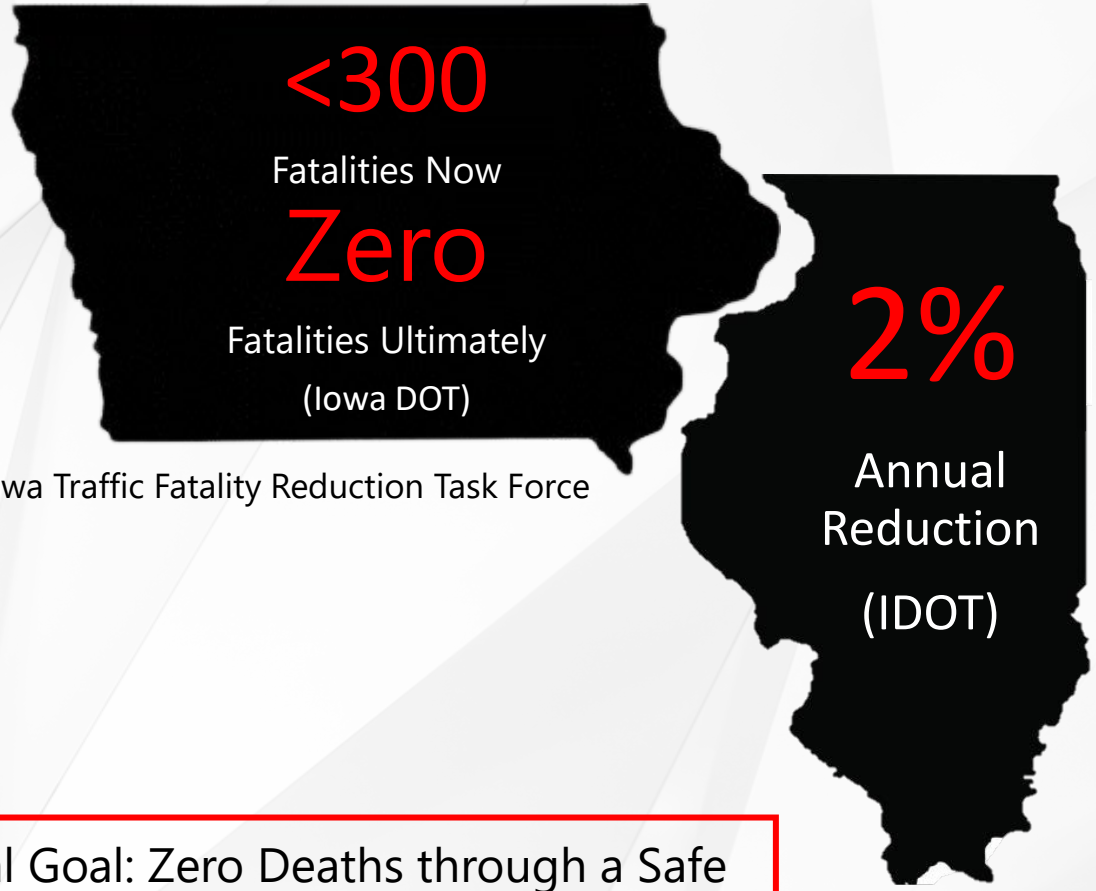
Making roads safer and protecting users.

- ✓ 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



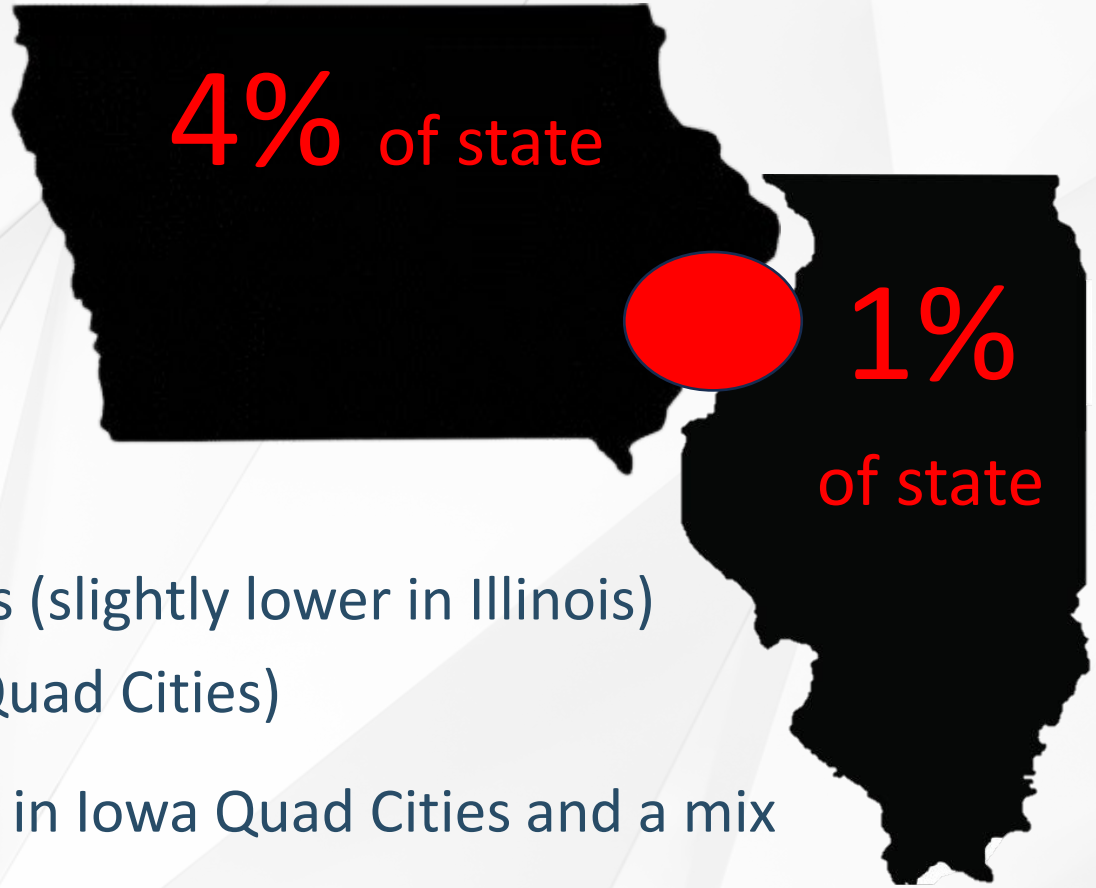
Iowa Traffic Fatality Reduction Task Force

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

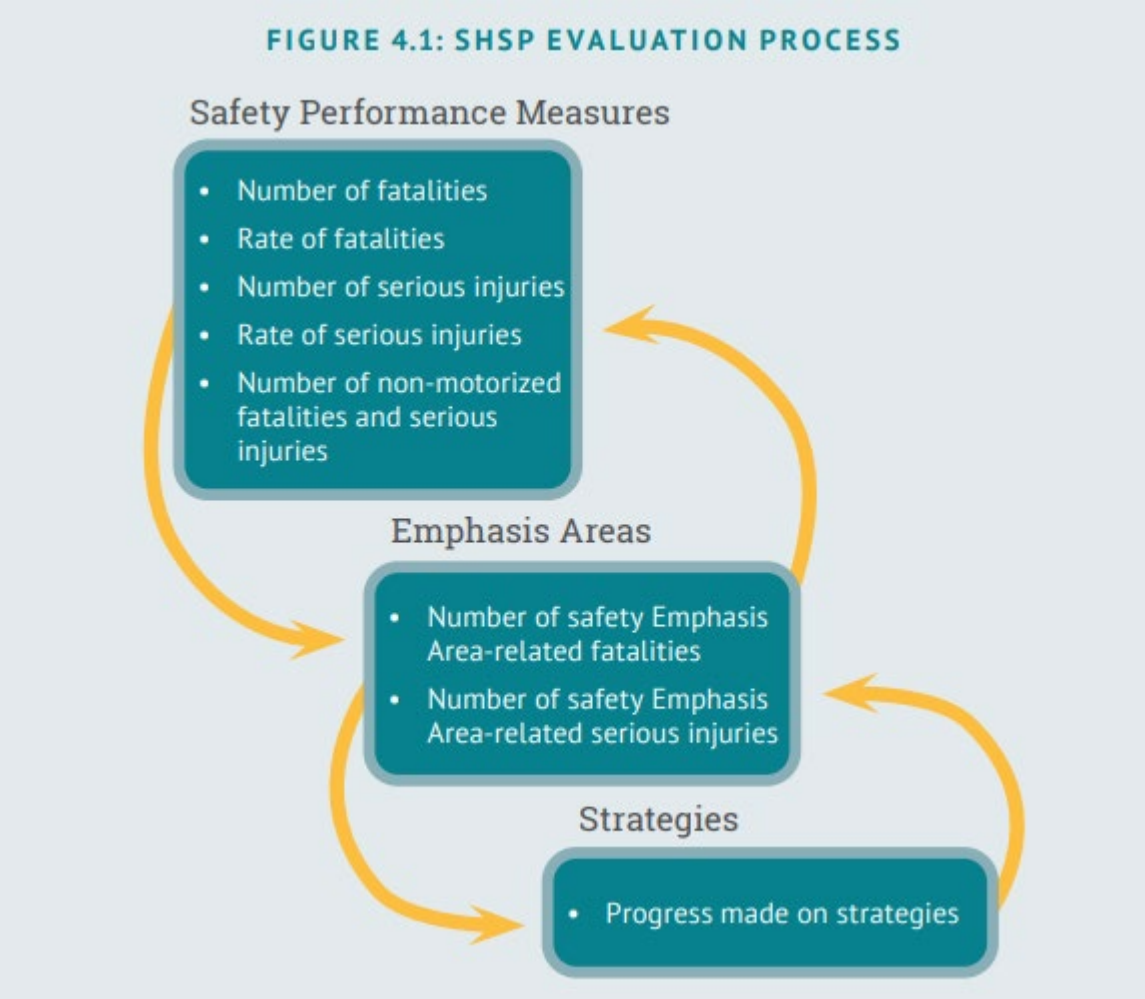
STATEWIDE DATA

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

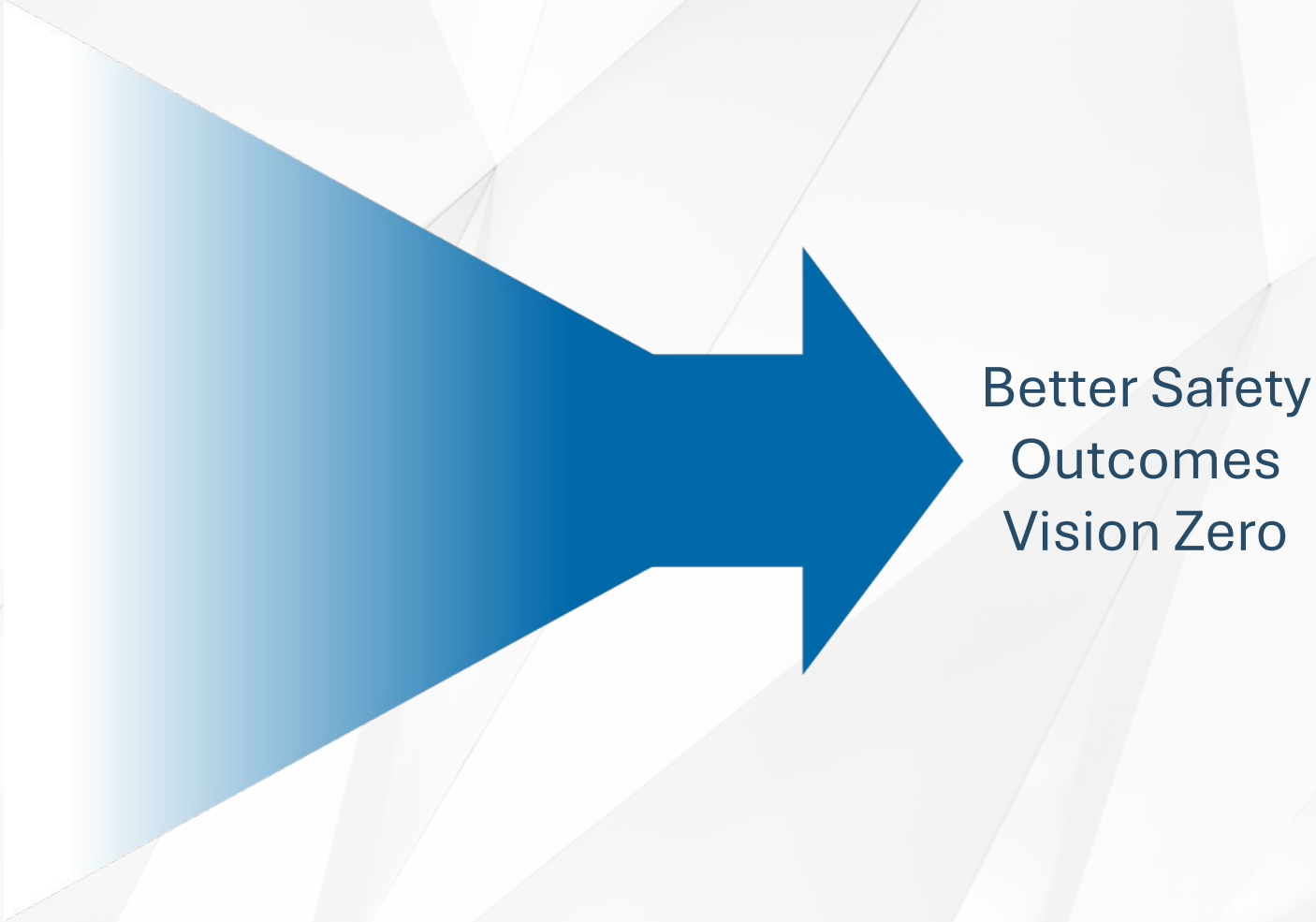
Enforcement
- Behavior

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

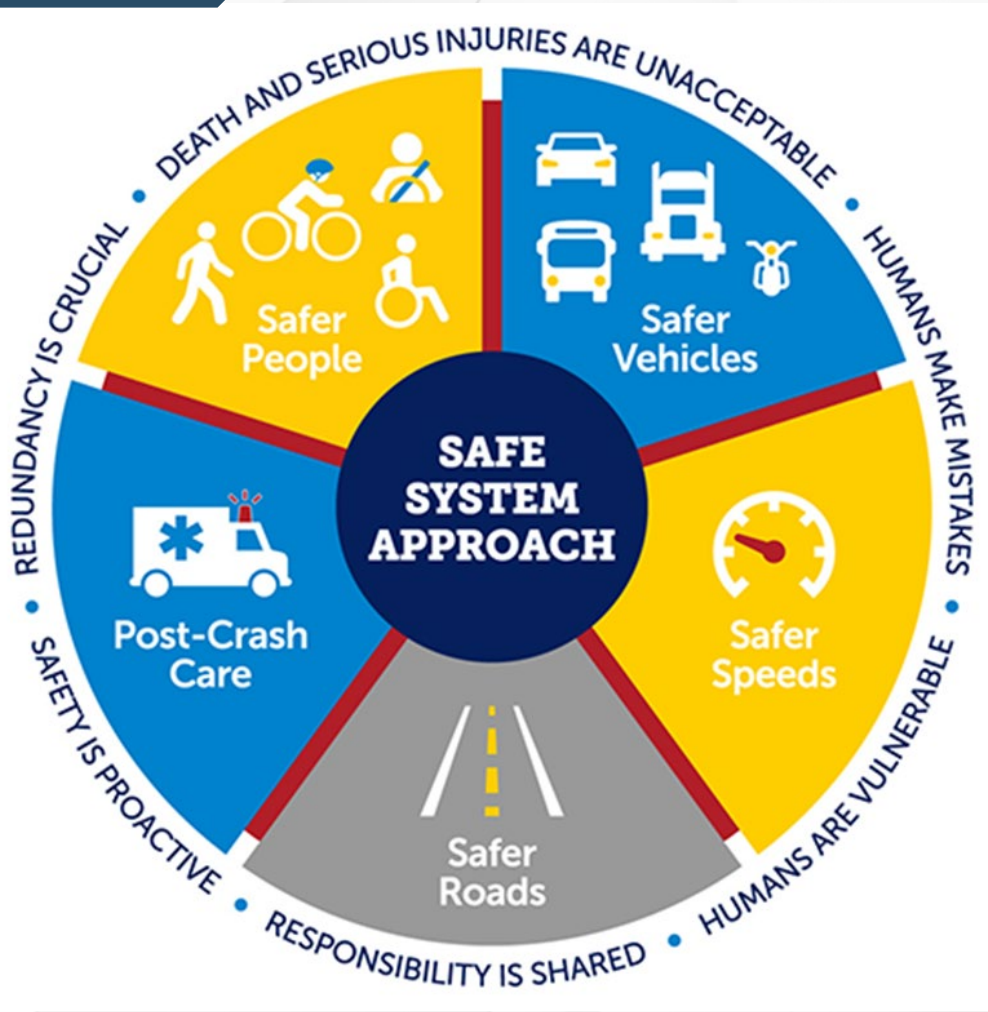
Refining Emphasis Areas

- ✓ 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

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


Question & Answer

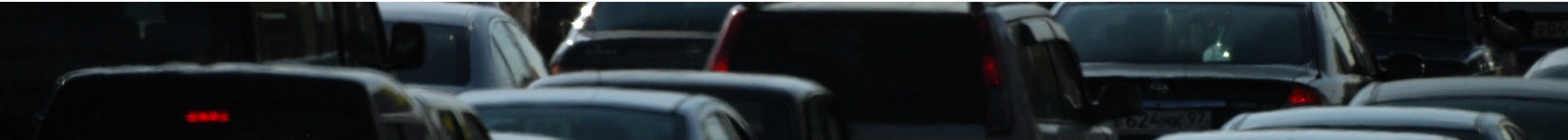
HOW TO REACH US

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

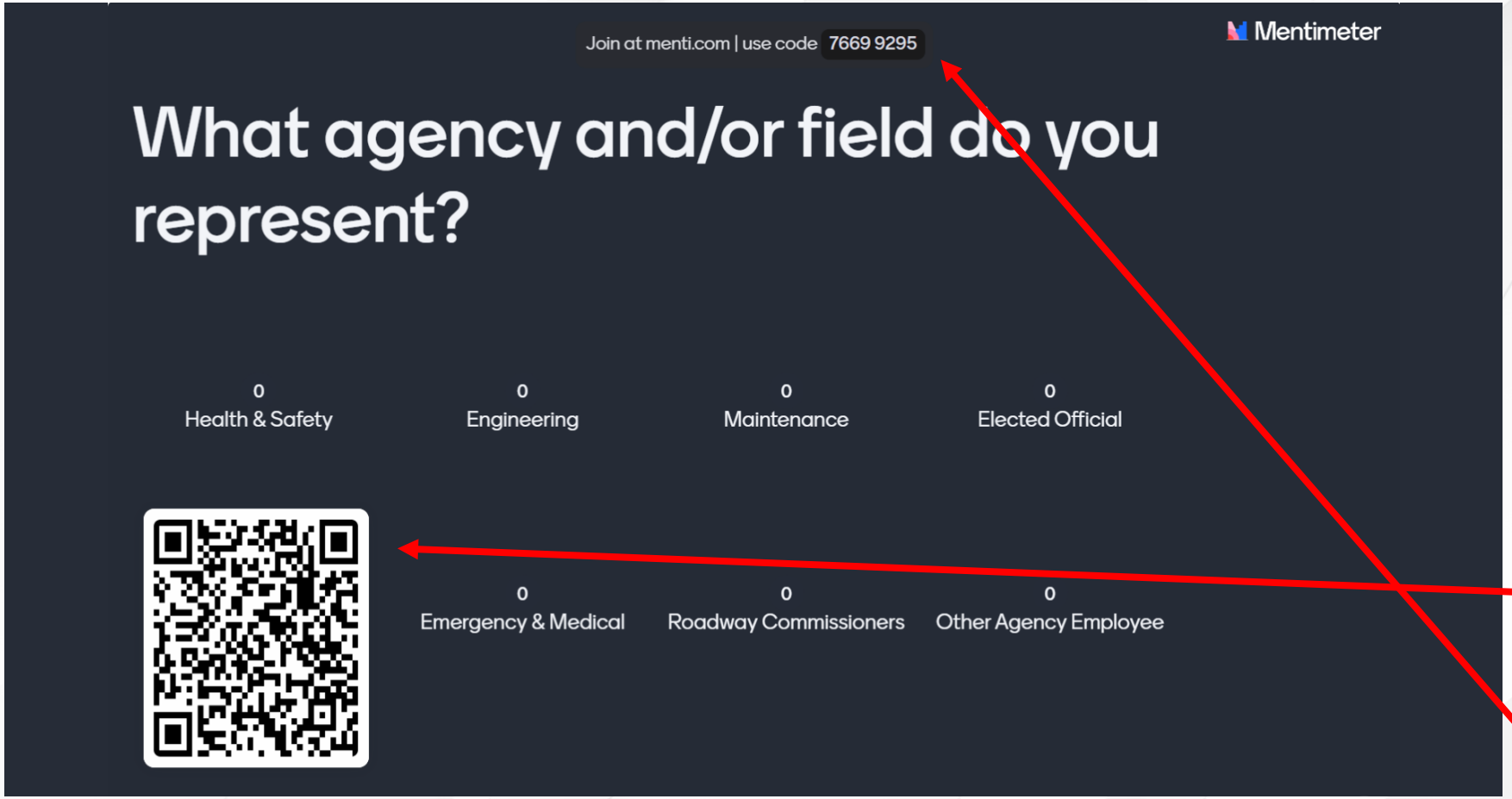
Please make sure you are on mute.

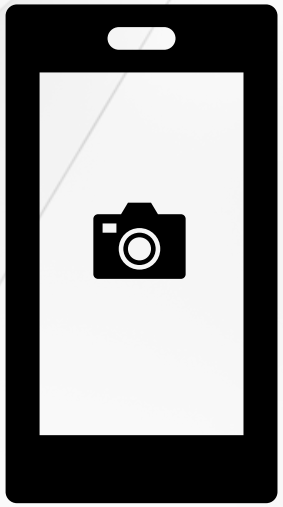
Raise your hand if you have a question or comment, and then you may unmute.

To encourage engagement, we'd prefer cameras on.

Polling will take place throughout the presentation.

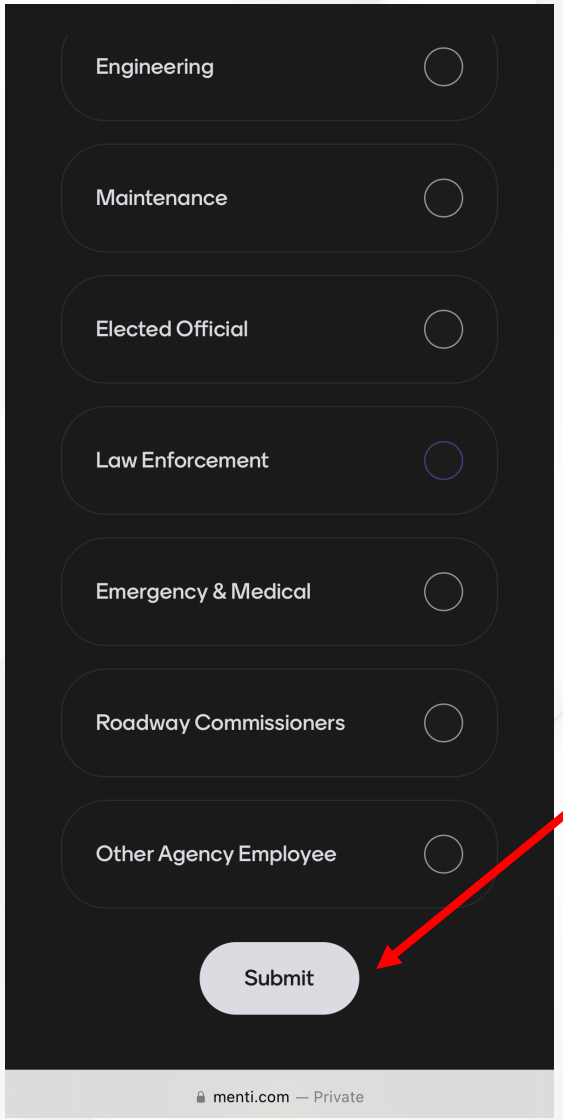
HOW TO USE POLLS





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

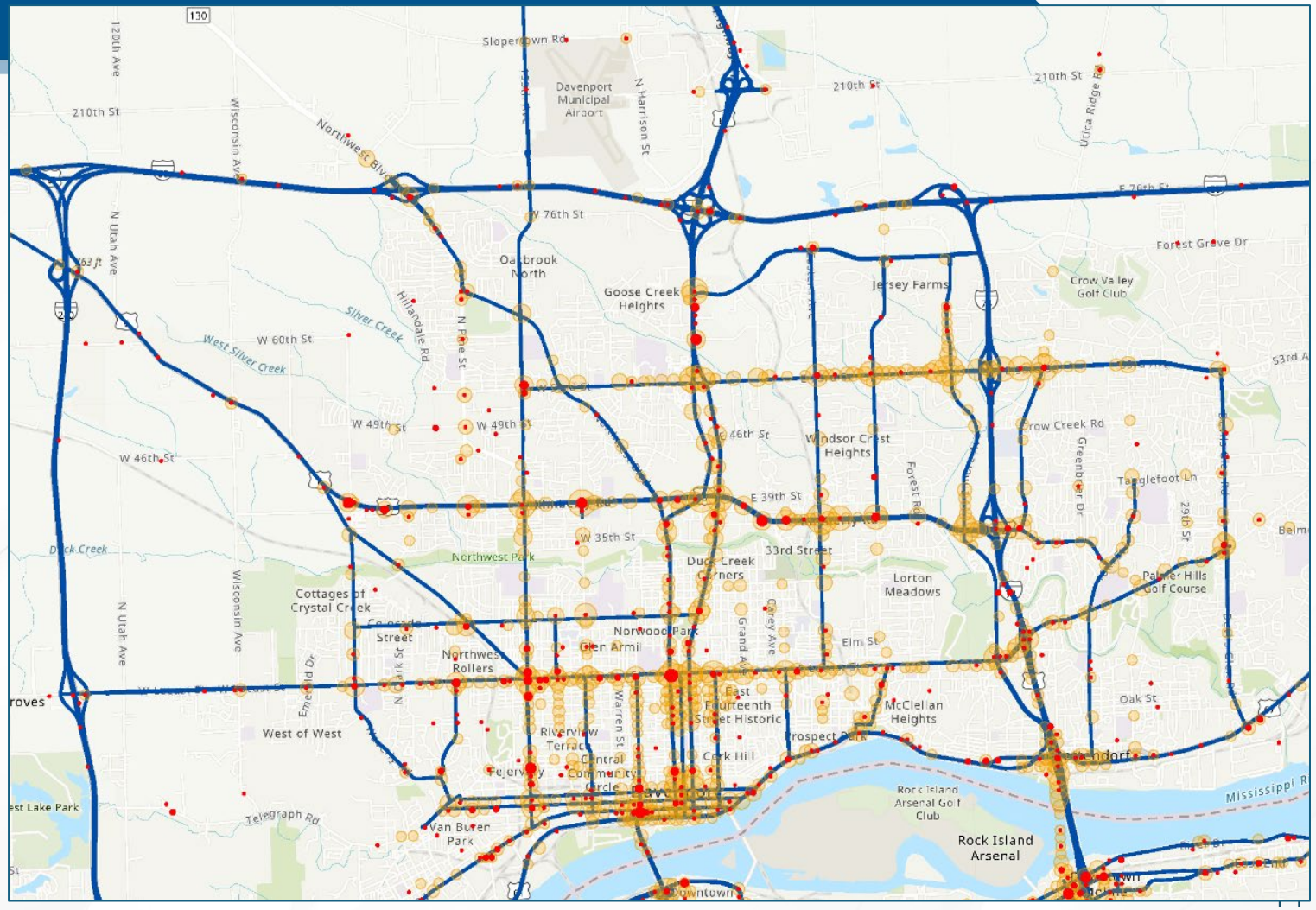
- ✓**64%** of collisions
- ✓**68%** of fatal and serious injuries

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

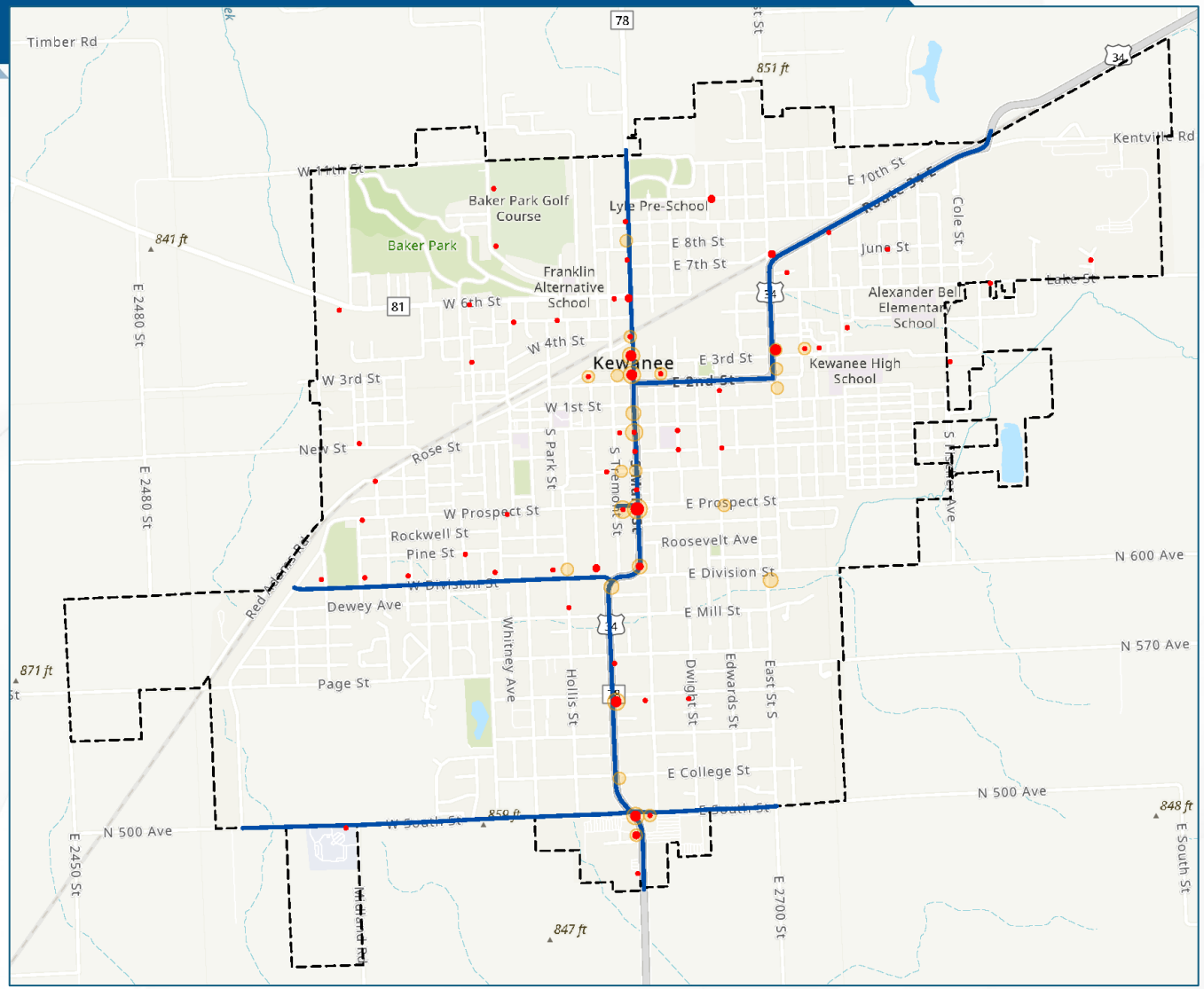


High Injury Network

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

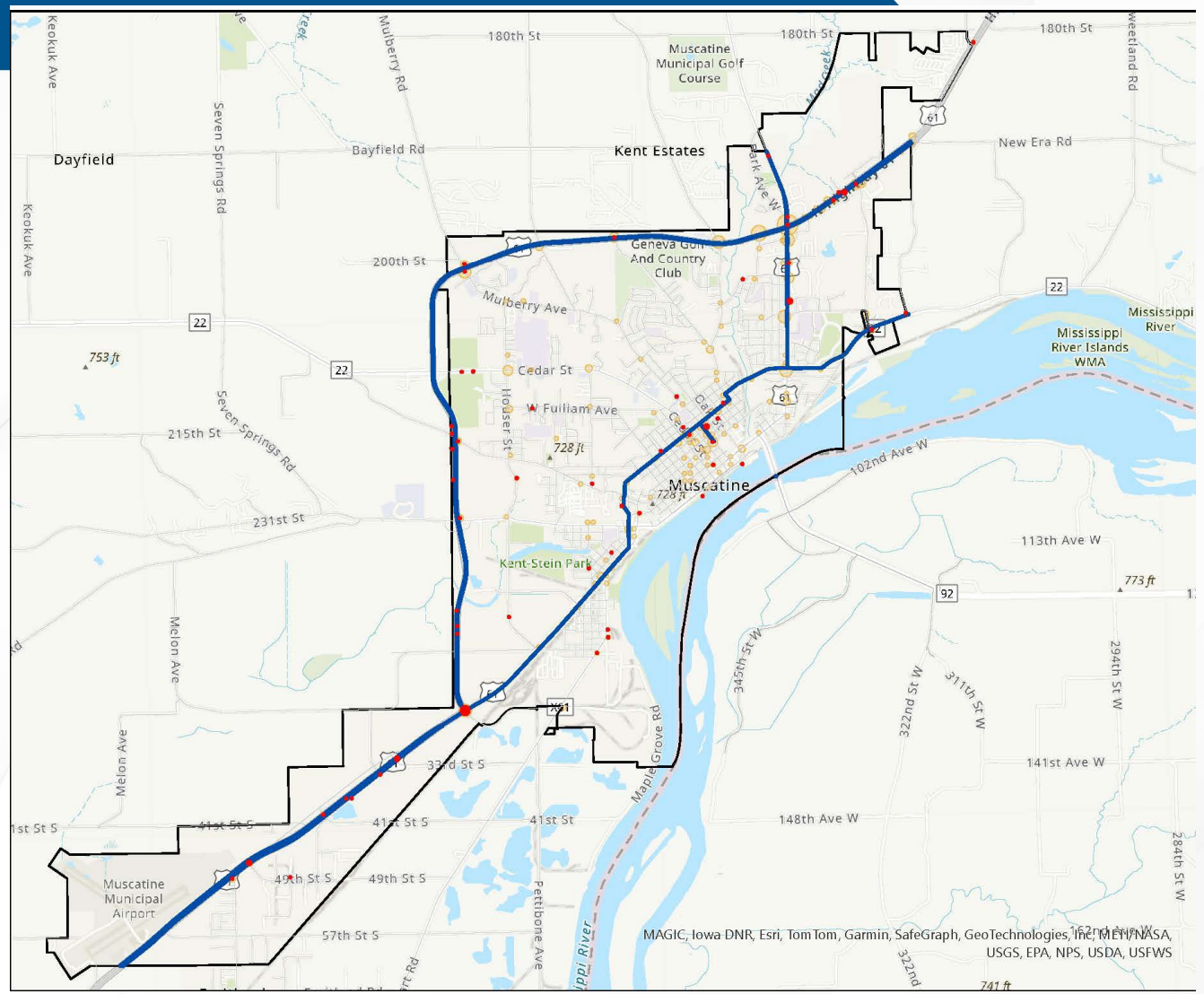


High Injury Network

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

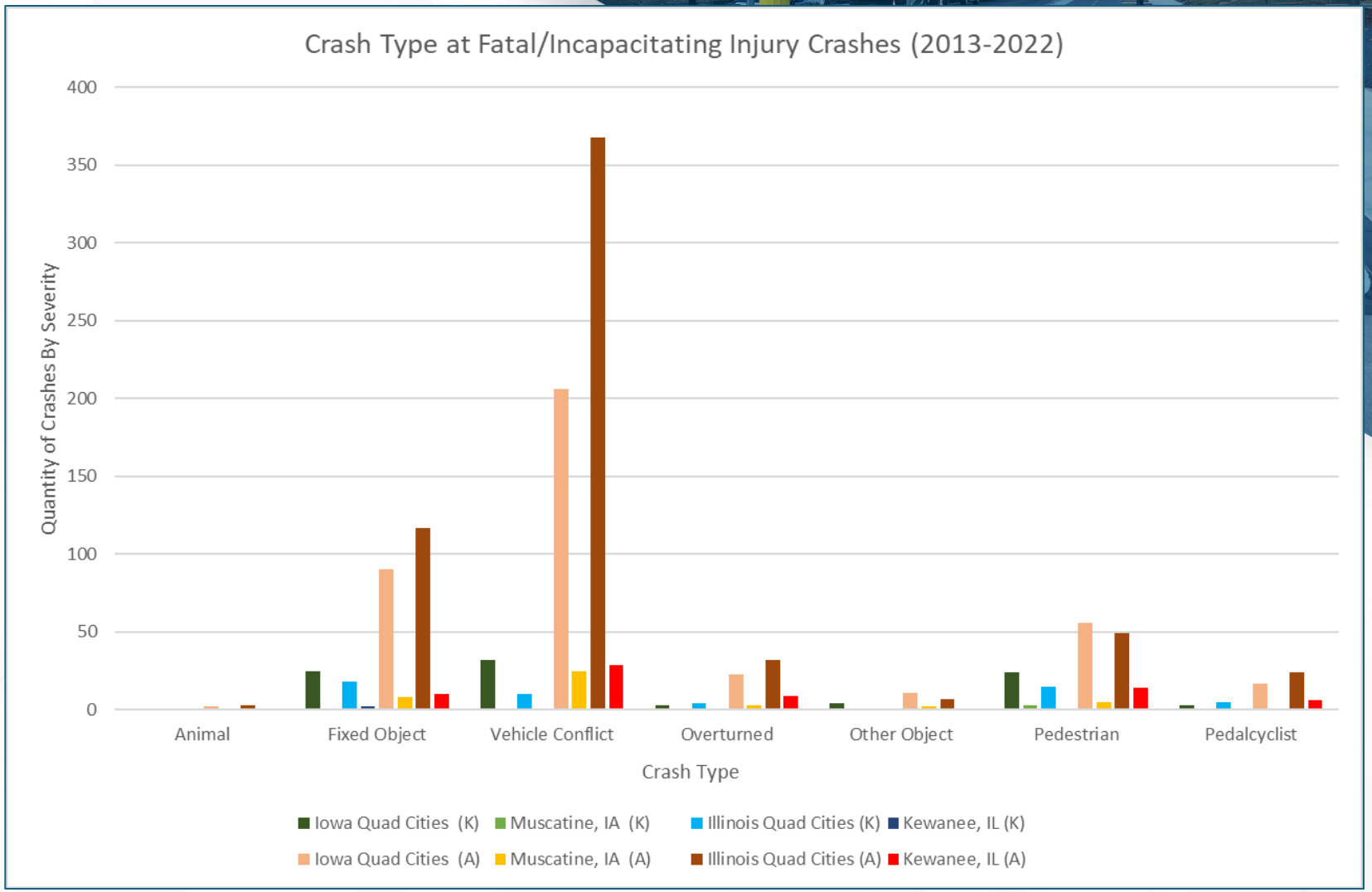


Bi-State Regional Commission

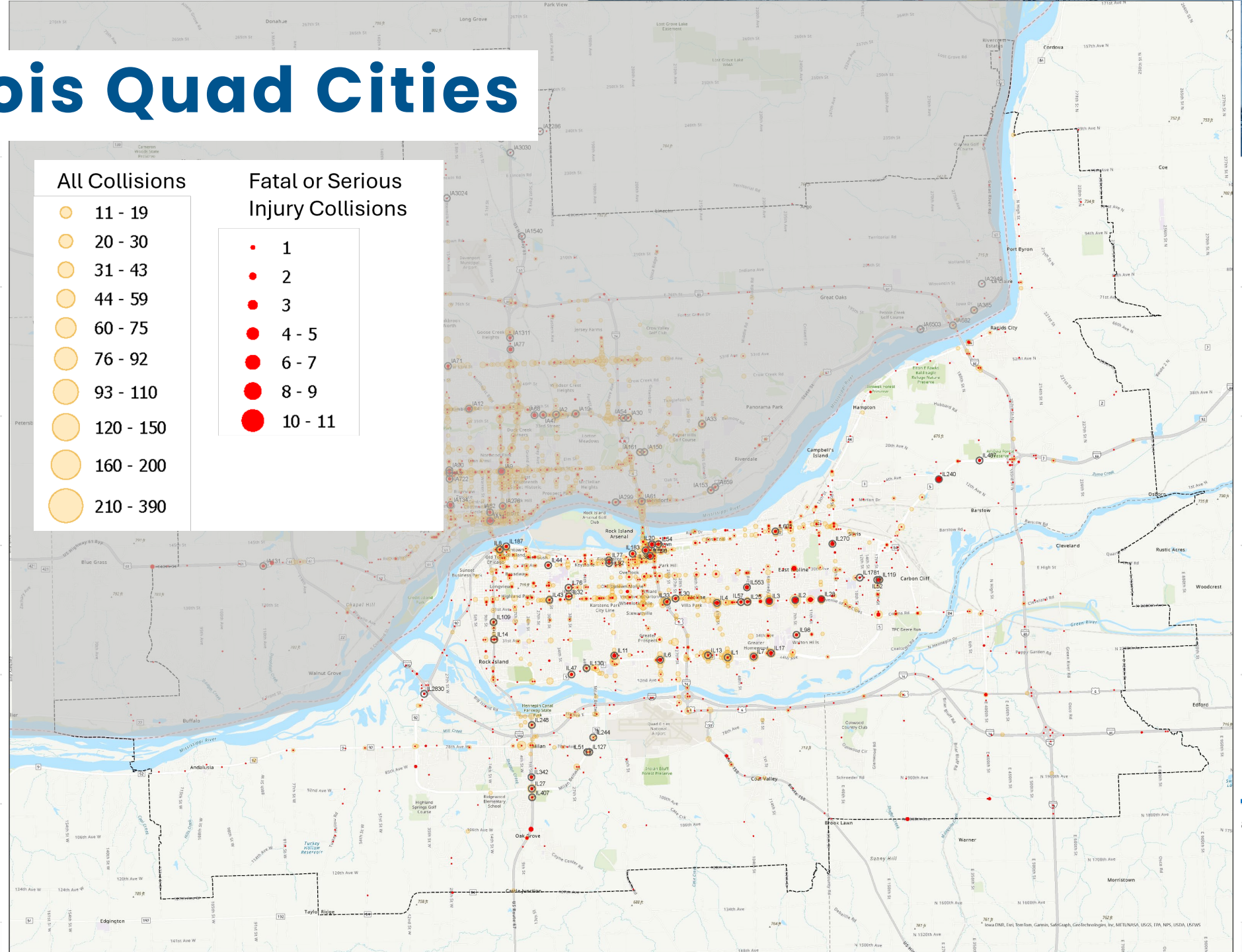
TOP CRASH LOCATIONS

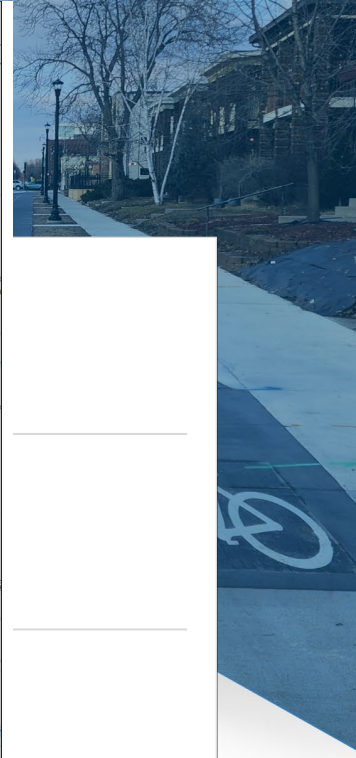
Fatal and Serious Injuries are Concentrated

- ✓ 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%

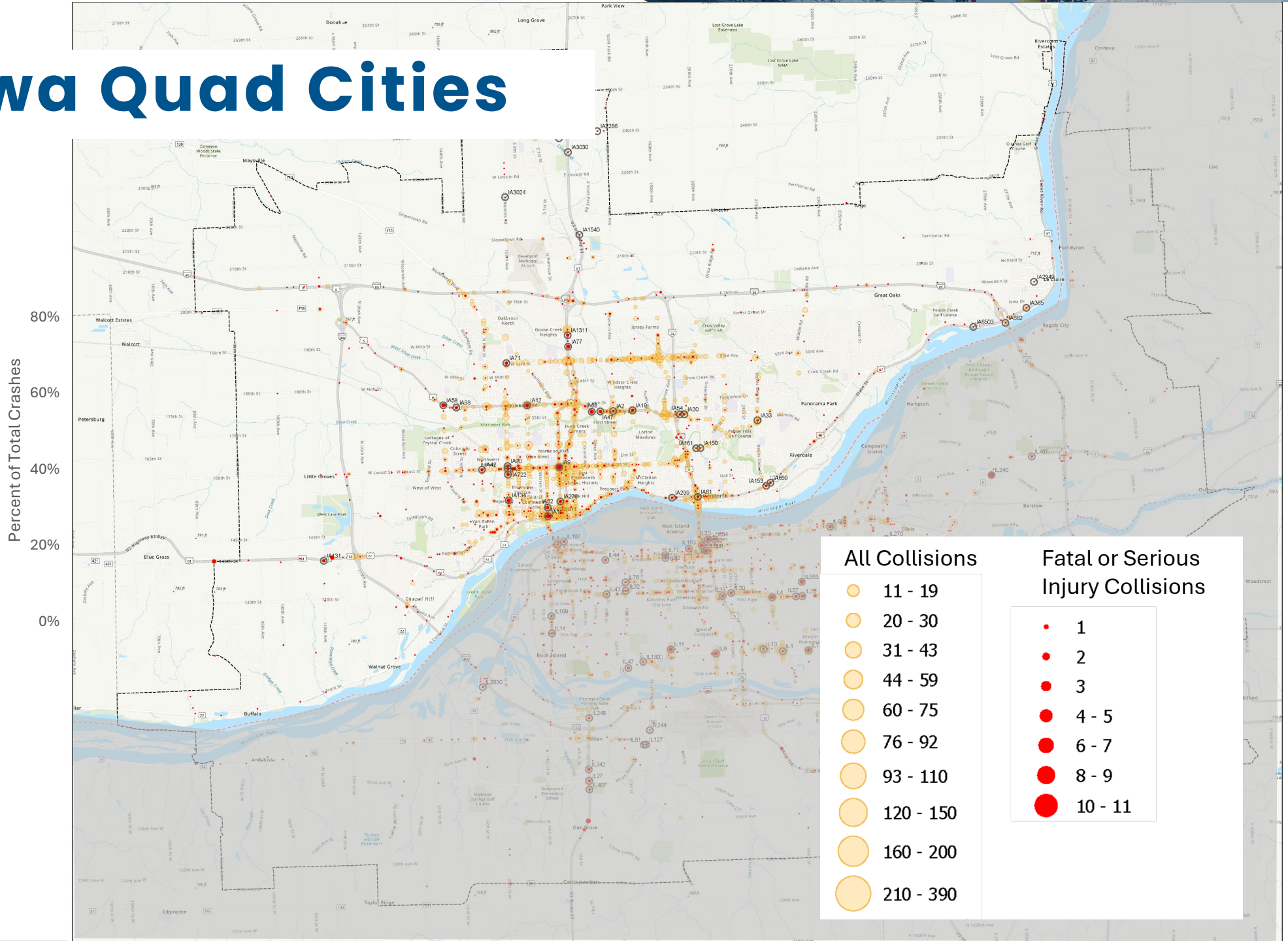
40%

20%

0%

alcyclist

Iowa Quad Cities



Percent of Total Crashes

80%

60%

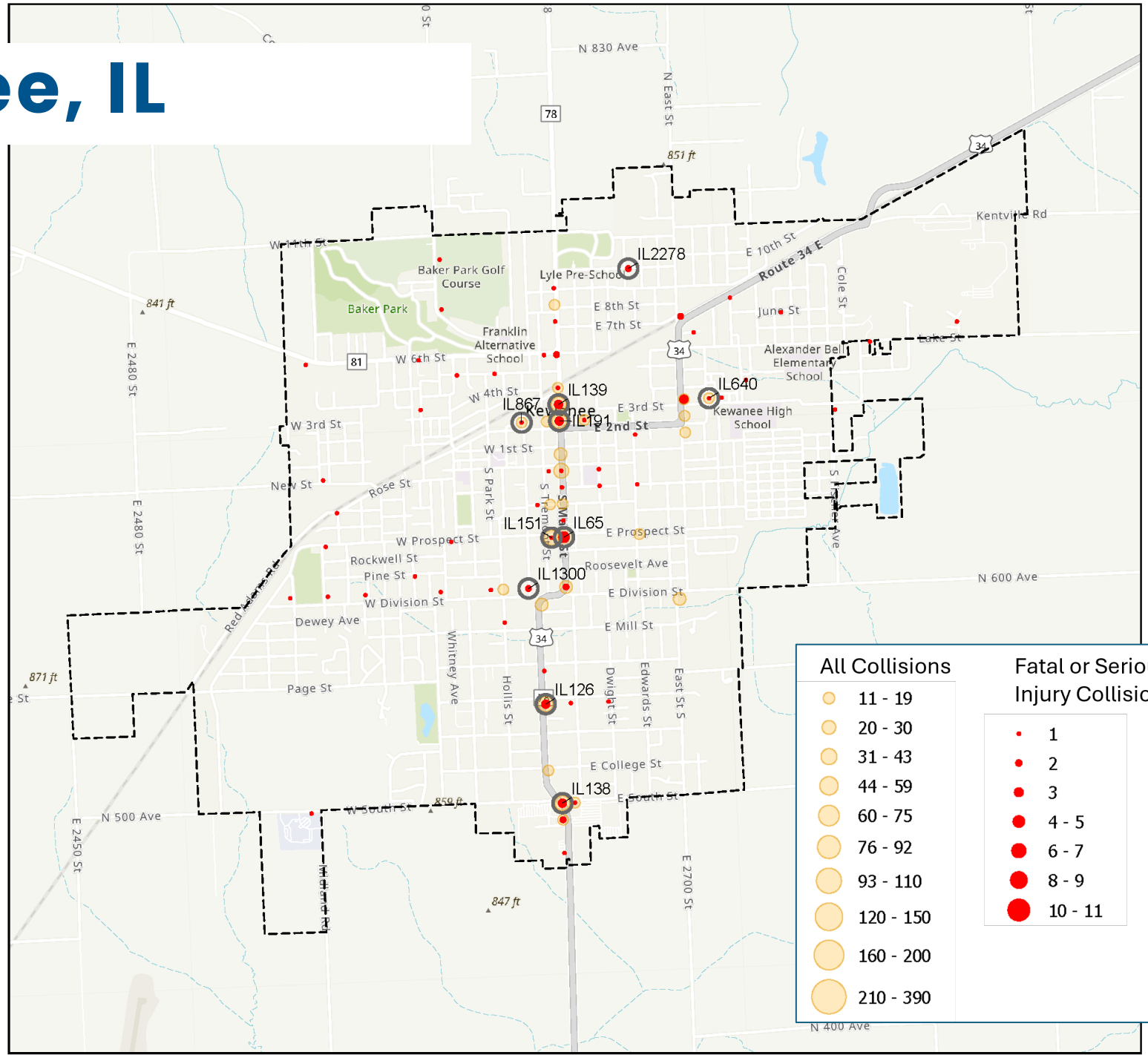
40%

20%

0%

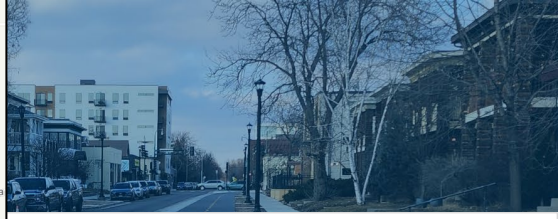
Pedalcyclist

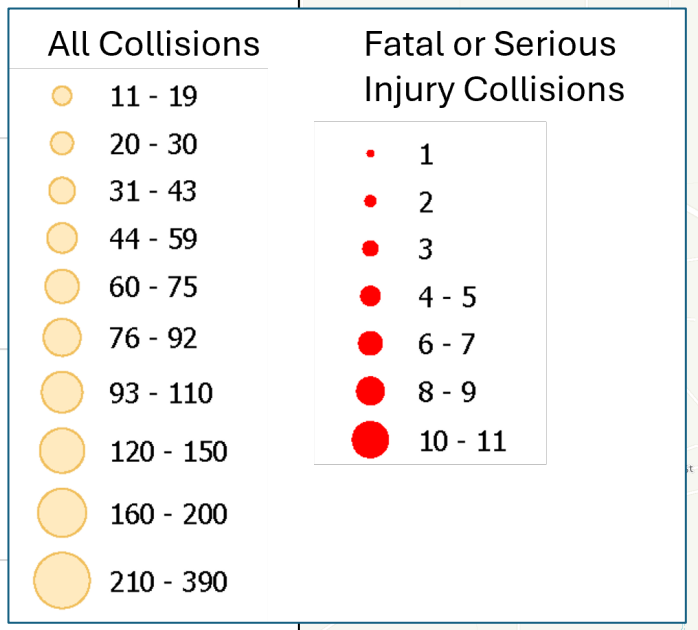
Kewanee, IL

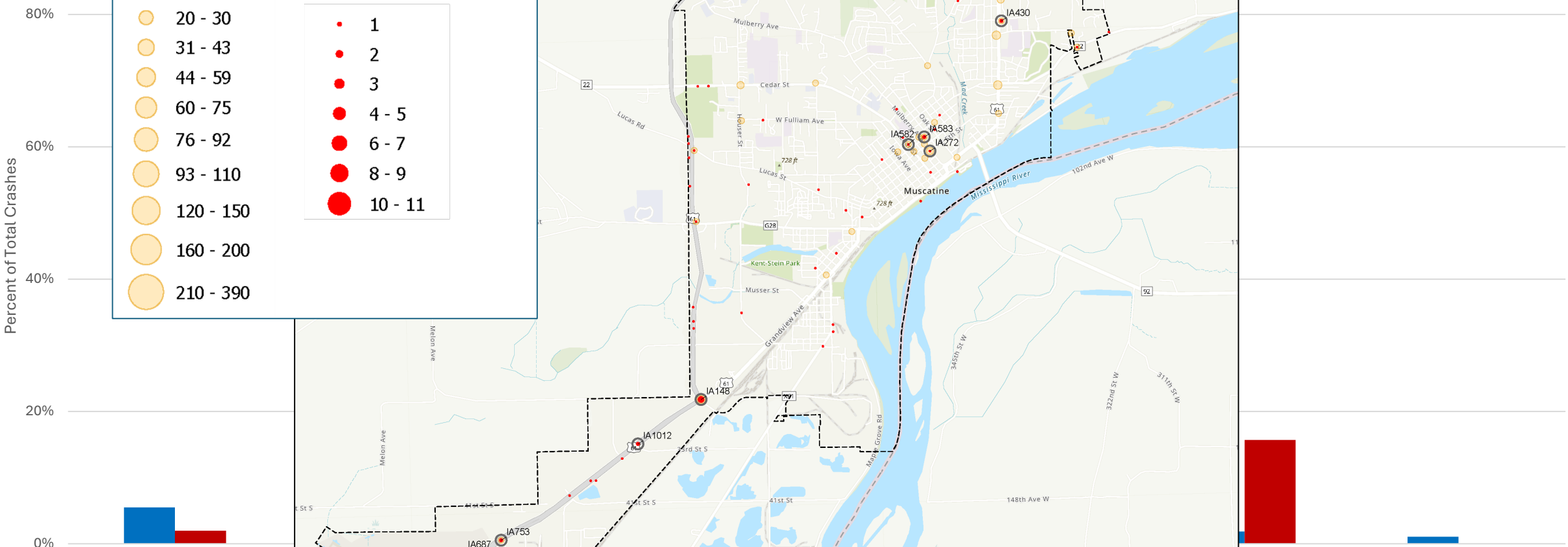

N 830 Ave
78
N East St
851 ft
Kentville Rd
E 10th St
Route 34 E
34
Baker Park Golf Course
Lyle Pre-School
IL2278
Baker Park
E 8th St
E 7th St
June St
Cole St
841 ft
E 2480 St
W 6th St
Franklin Alternative School
81
Alexander Bell Elementary School
Lake St
W 4th St
IL139
IL867
IL640
E 3rd St
W 3rd St
IL191
E 2nd St
Kewanee High School
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
Pine St
Roosevelt Ave
IL1300
N 600 Ave
E Division St
W Division St
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
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

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

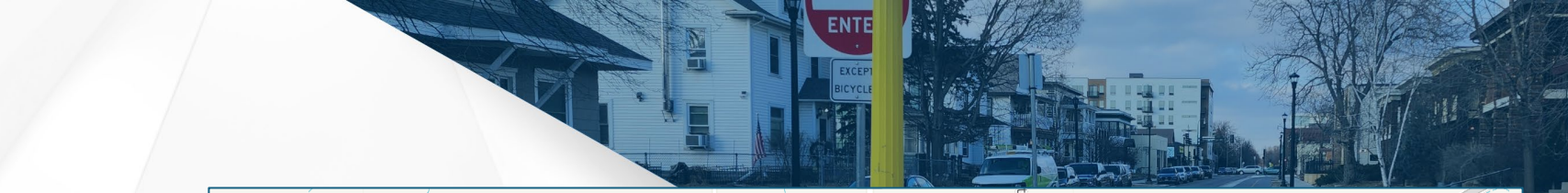
* *Occupant Protection formerly known as Unprotected Persons.*

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%)



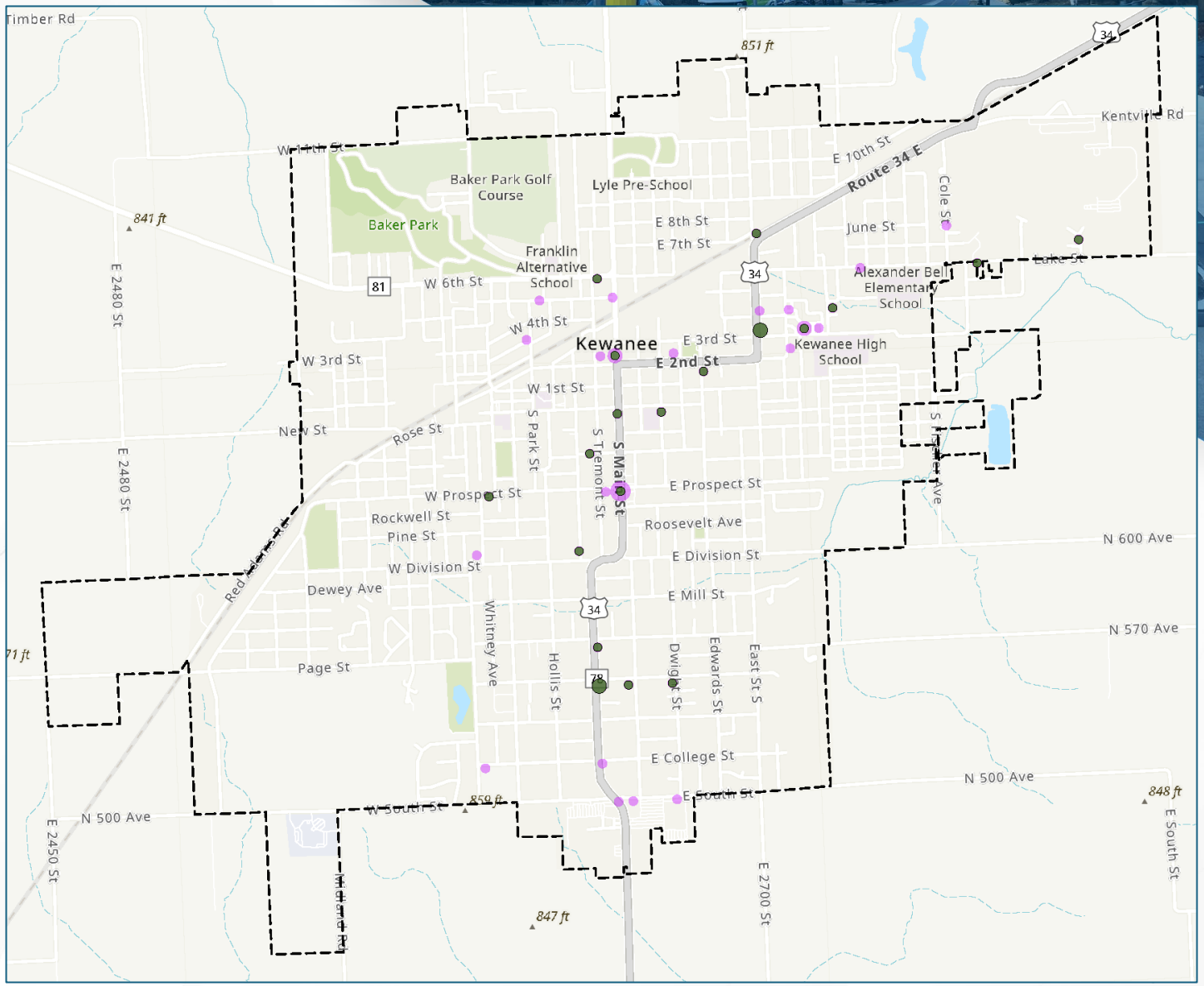
Vulnerable Users

Vulnerable User – All Collisions

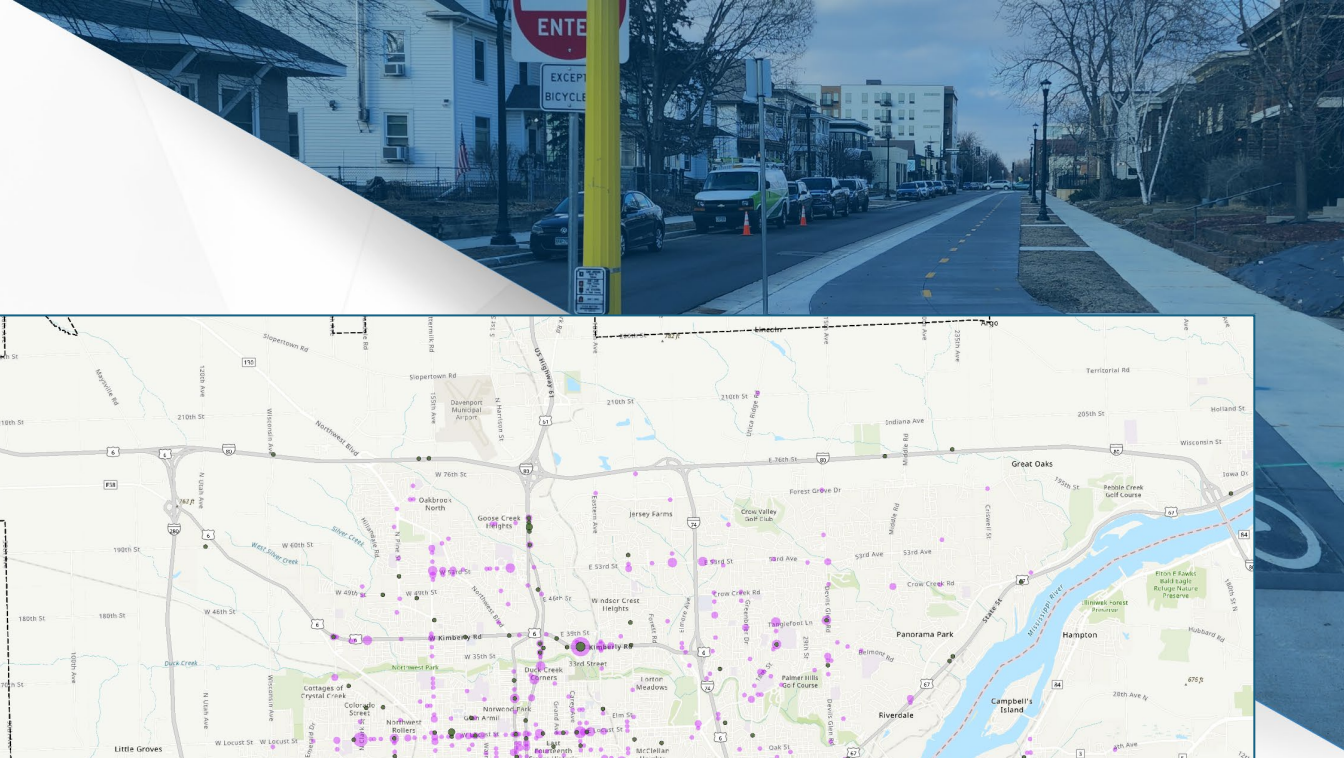
- 1
- 2
- 3
- 4
- 5
- 6 - 8

Vulnerable User – Fatal or Serious Injury Collisions

- 1
- 2
- 3



Vulnerable Users



Vulnerable User – All Collisions

- 1
- 2
- 3
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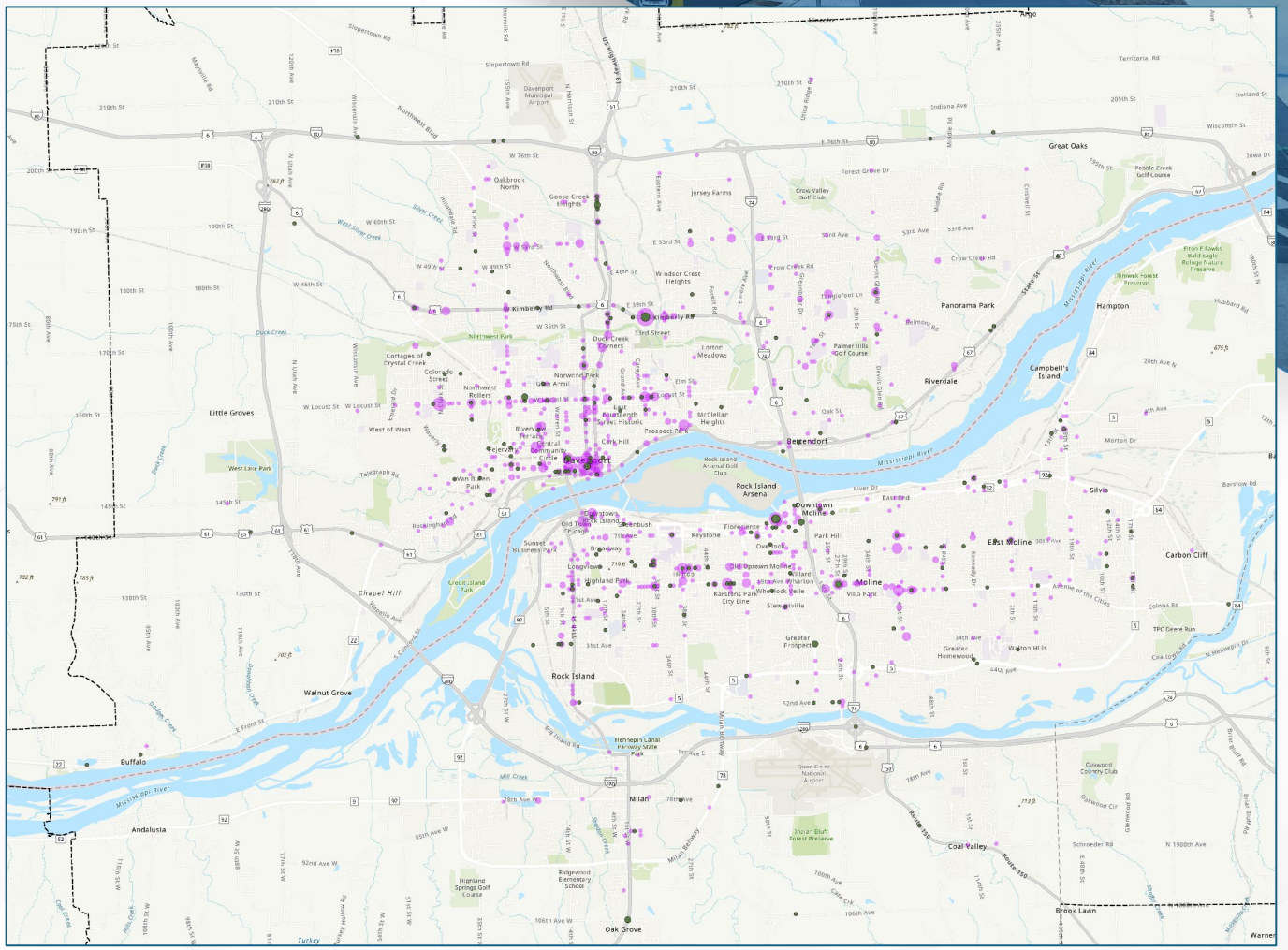
Vulnerable User – Fatal or Serious Injury Collisions

- 1
- 2
- 3



Vulnerable Users

Vulnerable User – All Collisions

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

Vulnerable User – Fatal or Serious Injury Collisions

- 1
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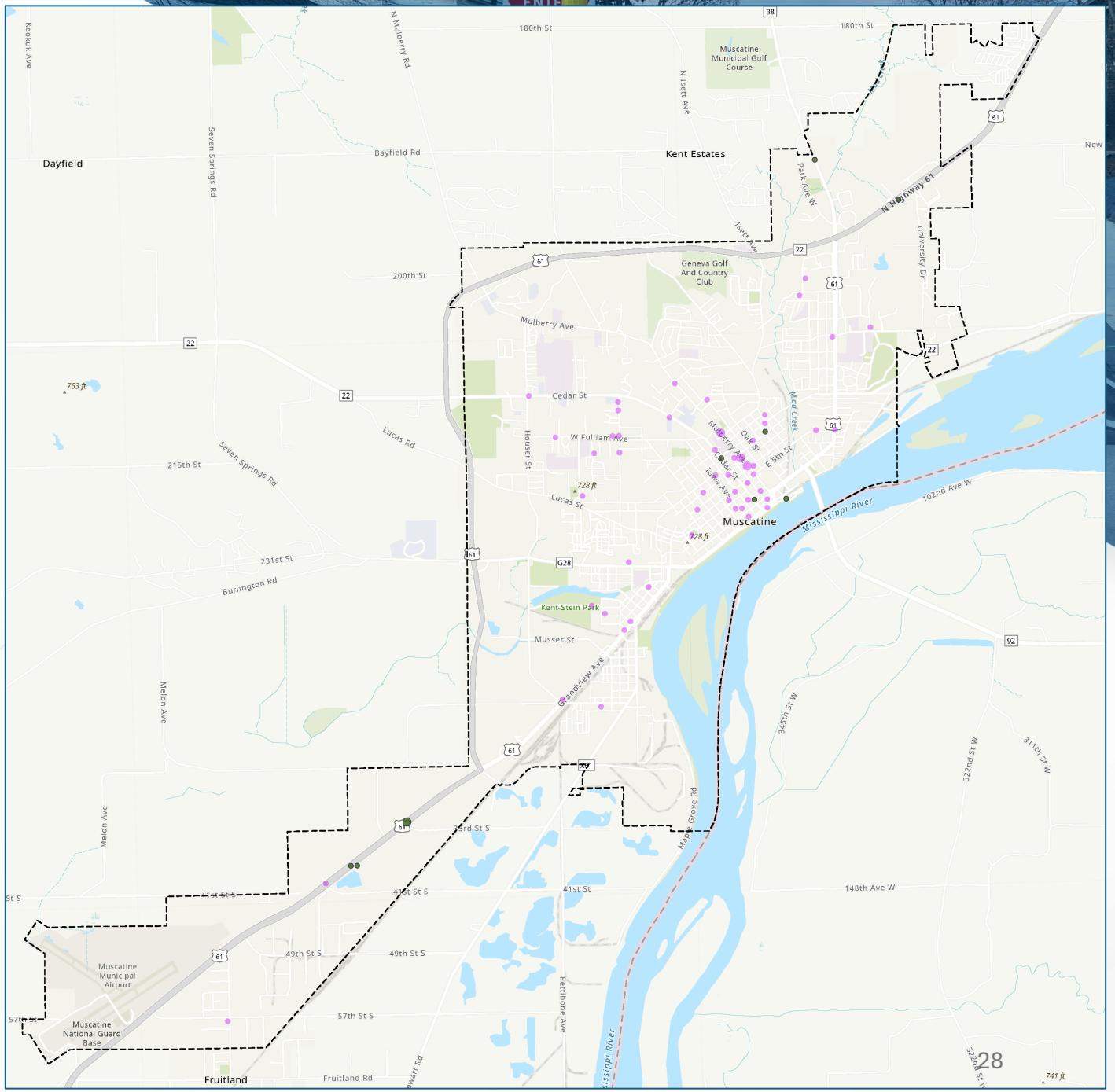
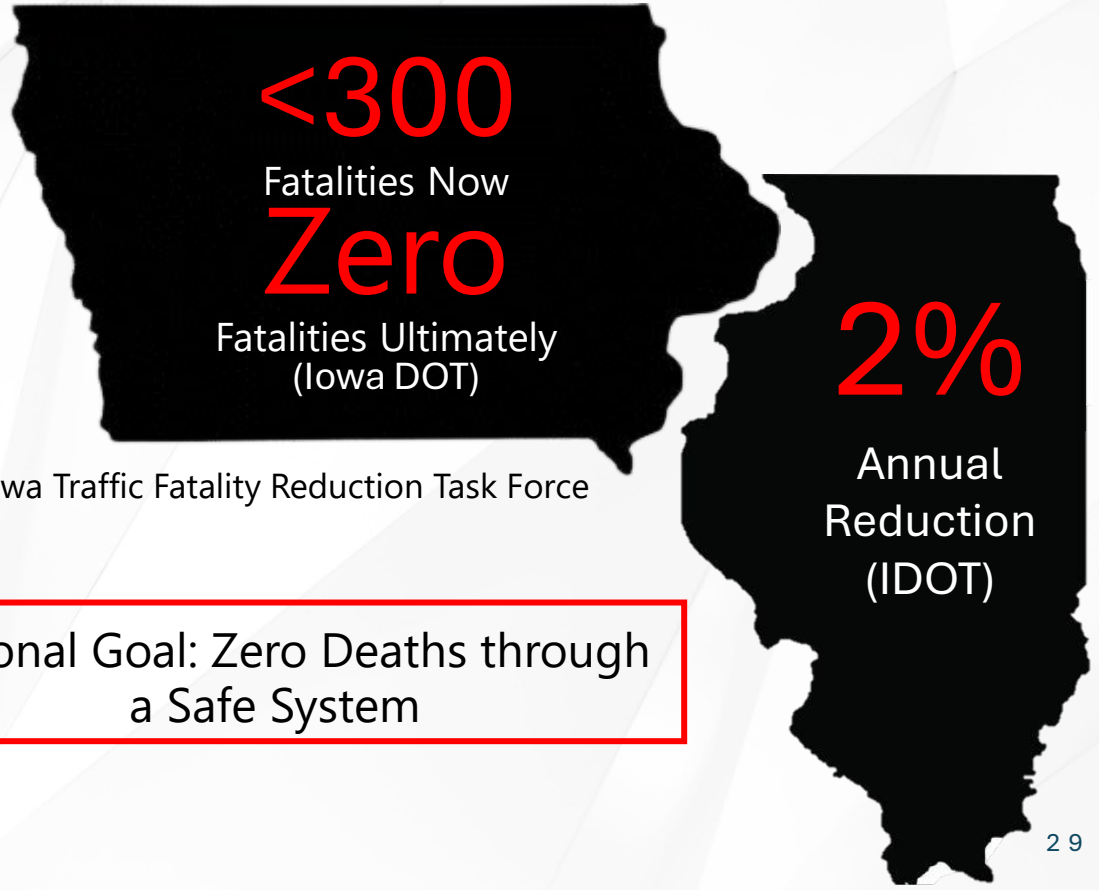
- 3



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

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

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

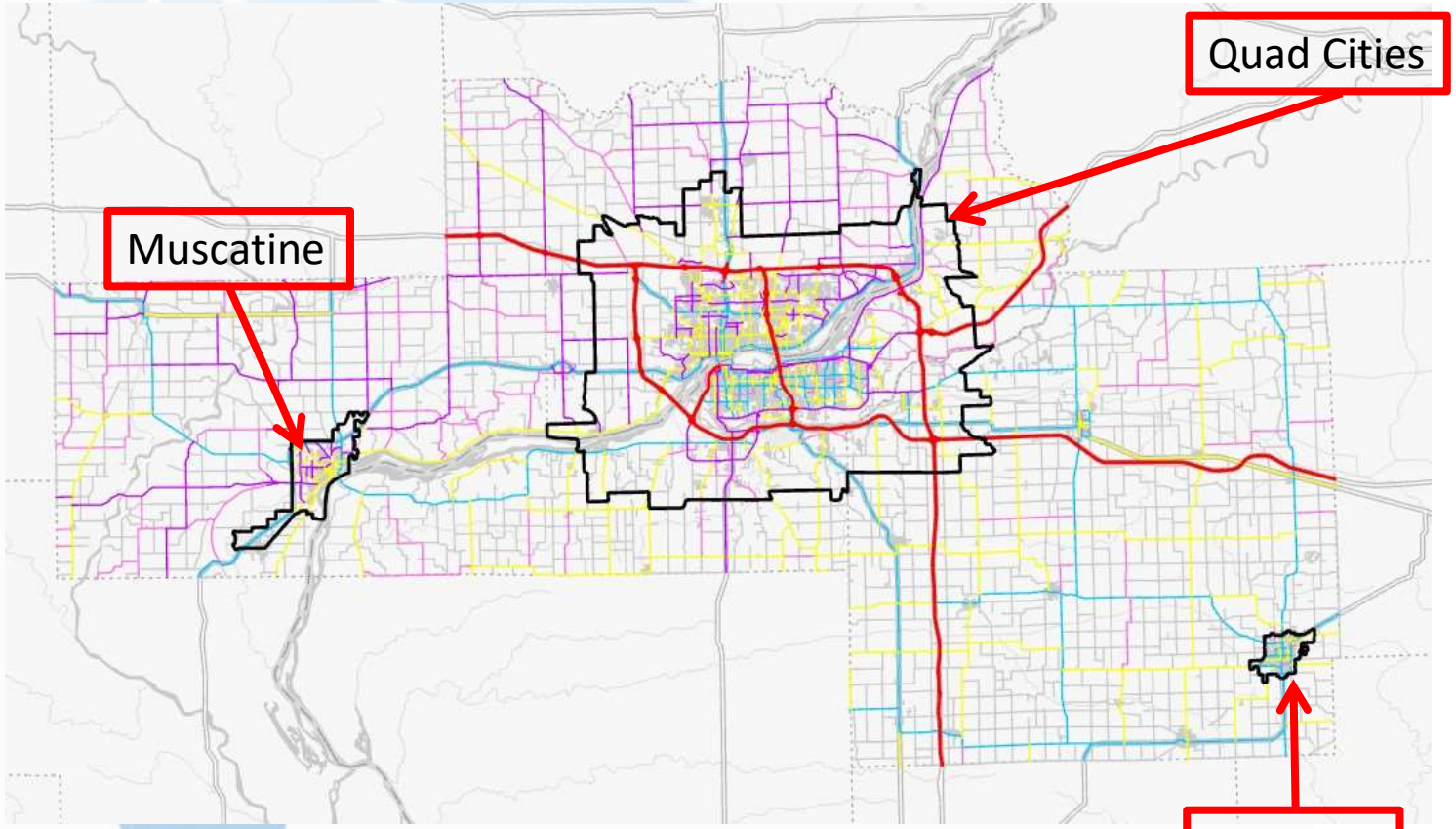
9:00 AM – 12:00 PM

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

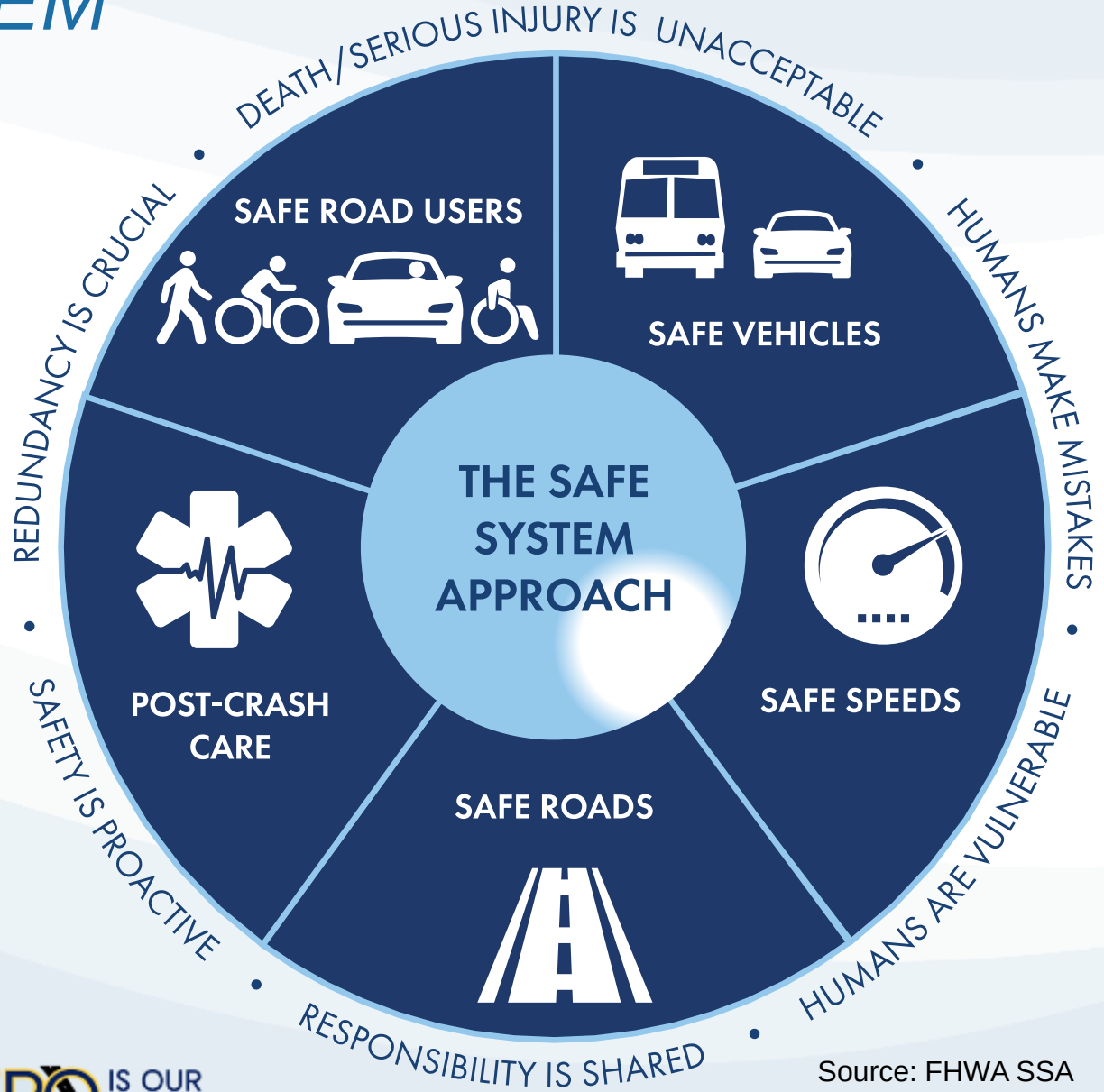
presented by

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



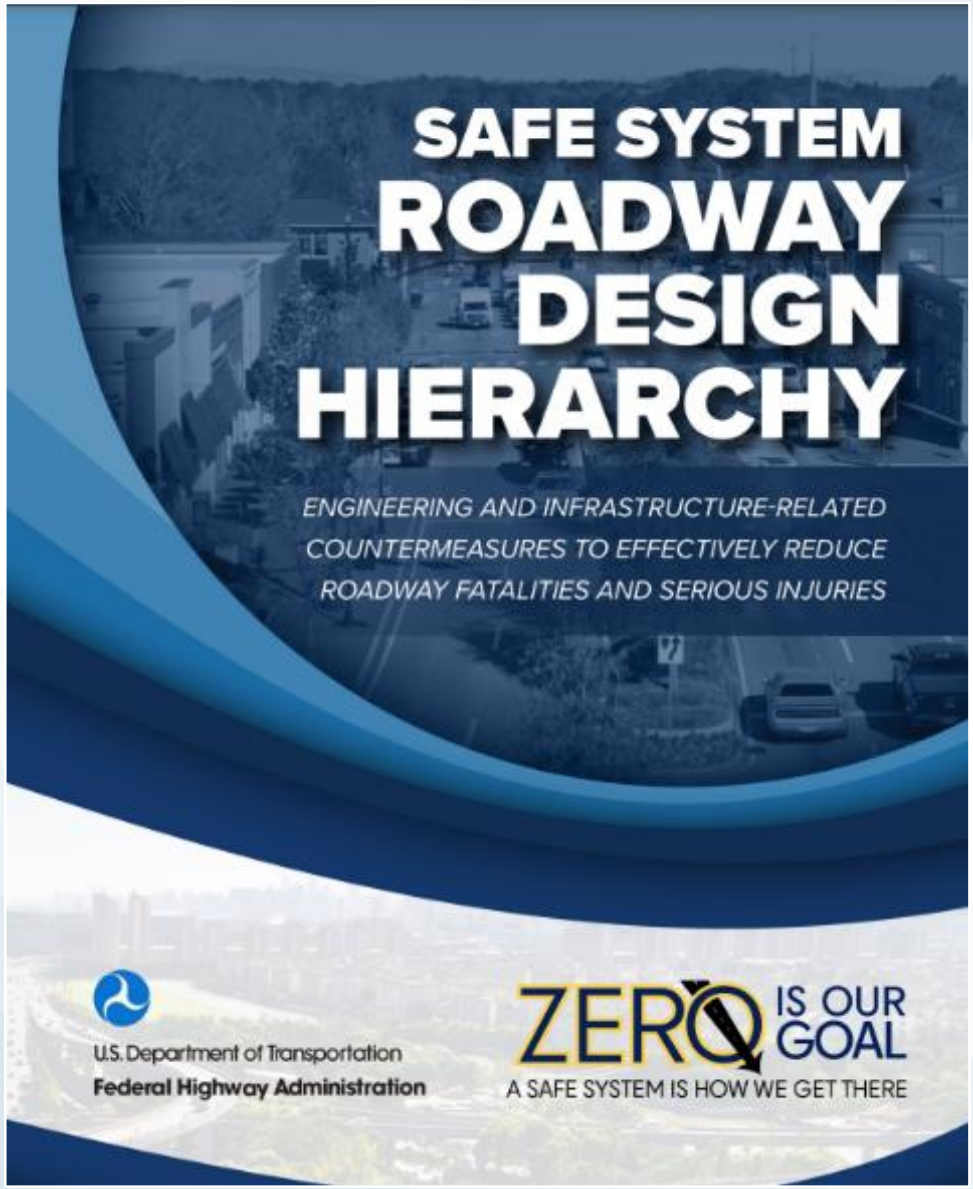
Source: FHWA SSA

SAFE SYSTEM APPROACH

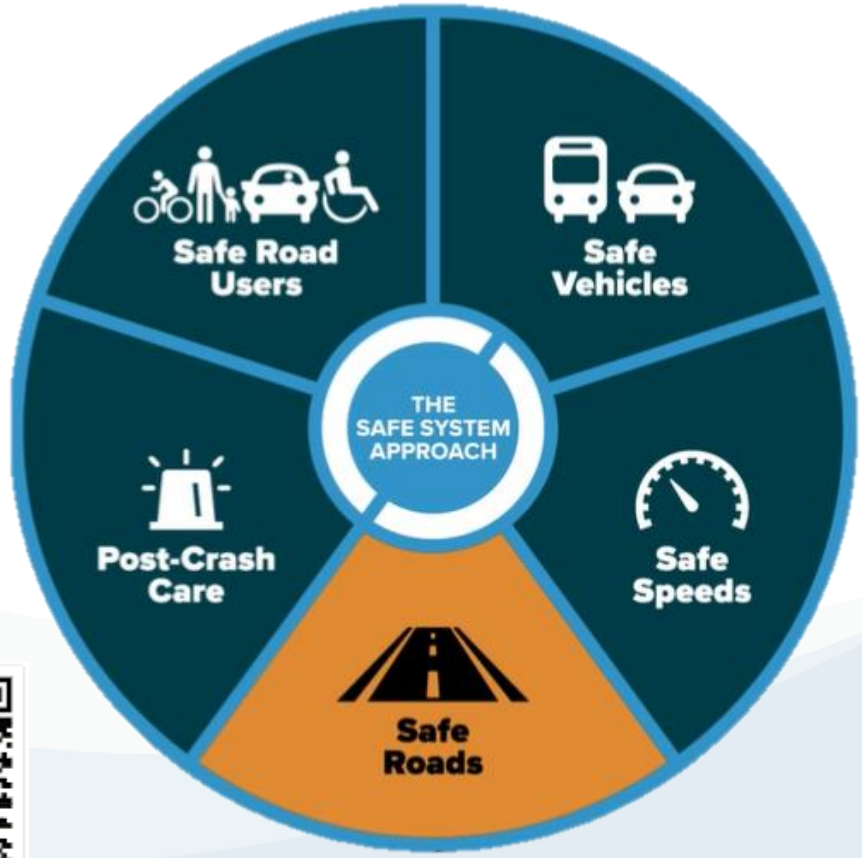
Choose Your Own Pathway

"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)



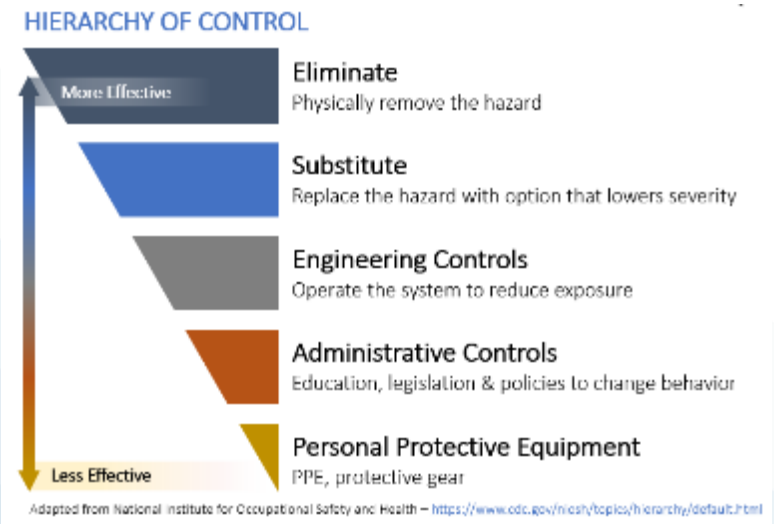
Advancing the Safe Roads Element in the SSA



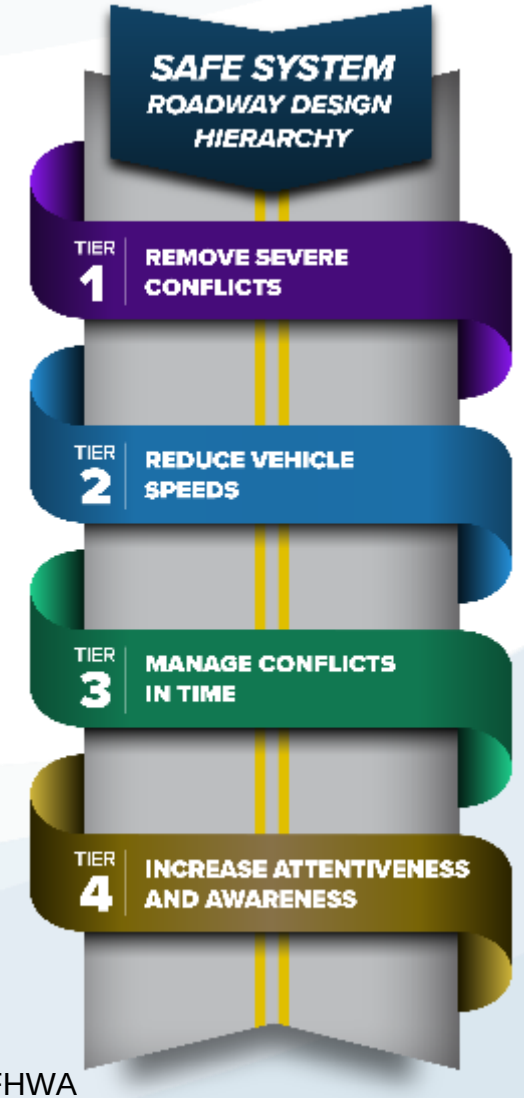
https://highways.dot.gov/sites/fhwa.dot.gov/files/2024-01/Safe_System_Roadway_Design_Hierarchy.pdf

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 Countermeasures 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]

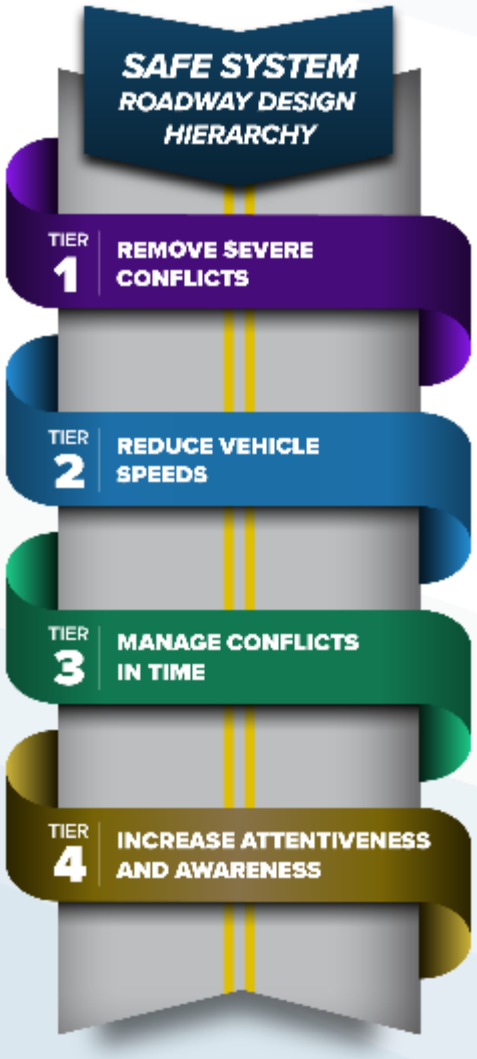
ROUNDABOUTS MAY ADDRESS THE FOLLOWING RISK FACTORS:
Lack of Pedestrian/Cyclist Space Separation, Undivided Roadway, Permissive Left Turn Conflicts, Intersection Crossing Conflict, and High/Excessive Vehicle Speeds.

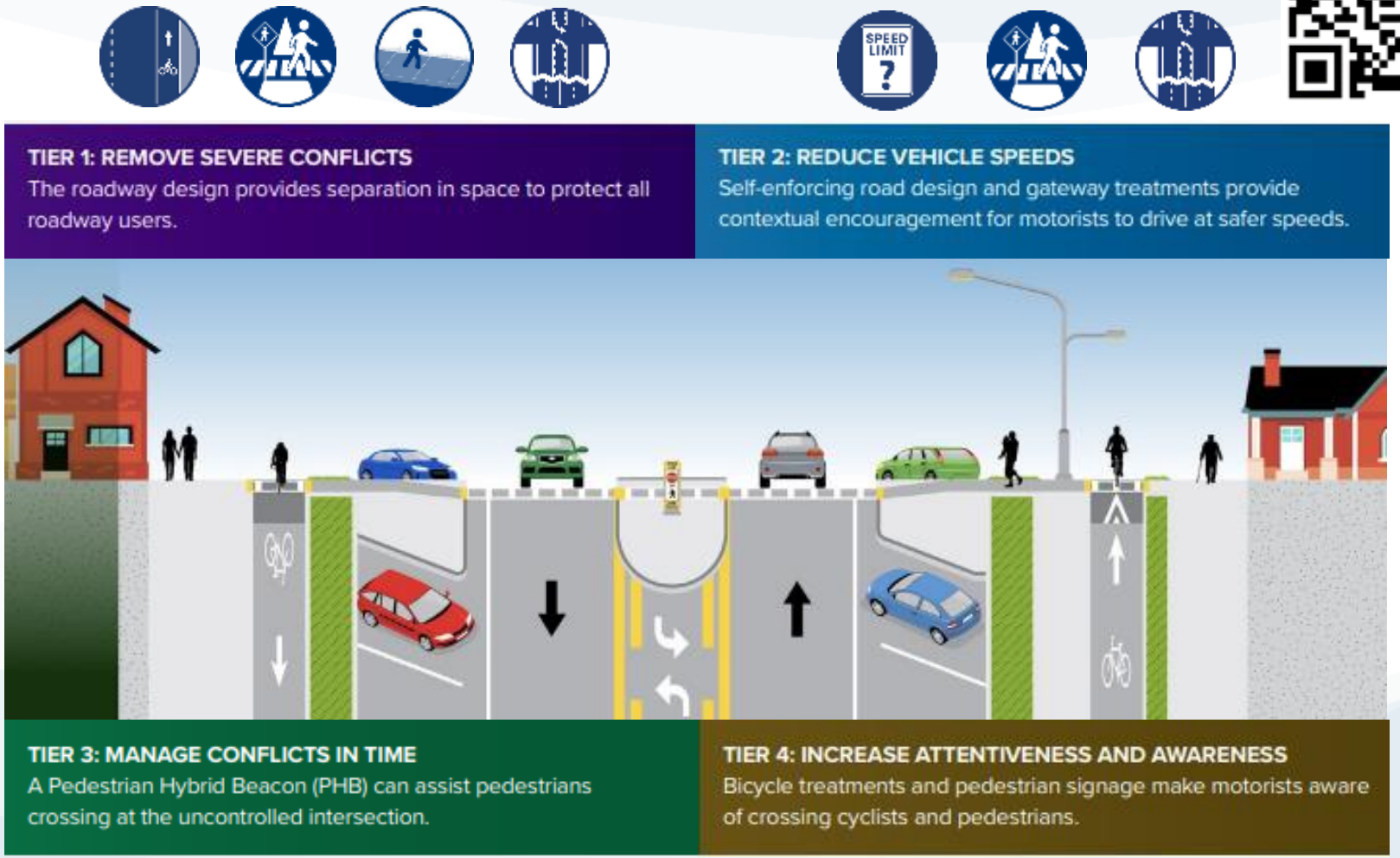
Based on studies in Europe, roundabouts may also reduce pedestrian crashes by 75 percent.[3] In Belgium, traditional signalized intersections were replaced by roundabouts with separated bicycle pathways, reducing vehicle/bicycle fatal and serious injury crashes by 44 percent.[4]

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)

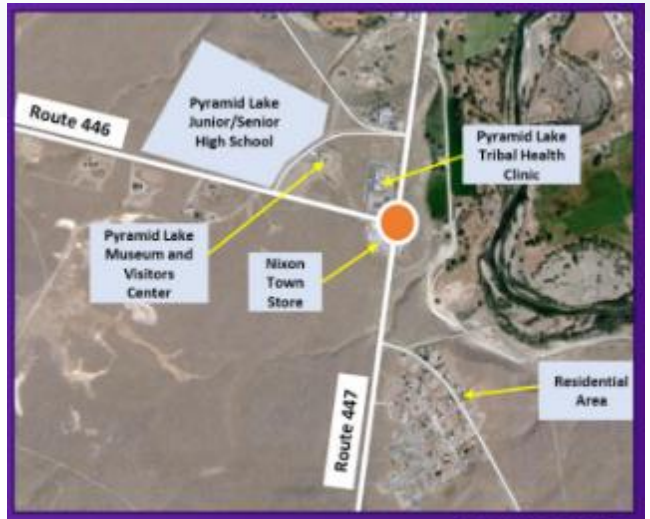


Figure 1. Map. Study area map.


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

Child Passenger Safety Technicians in Iowa


madd


ServSafe Alcohol
IOWARESTAURANT
ASSOCIATION™
PROTECT PROMOTE EDUCATE ADVOCATE


EVERY TRIP.
BUCKLEUP
EVERY TIME.
Traffic Safety Marketing

GTSB

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?

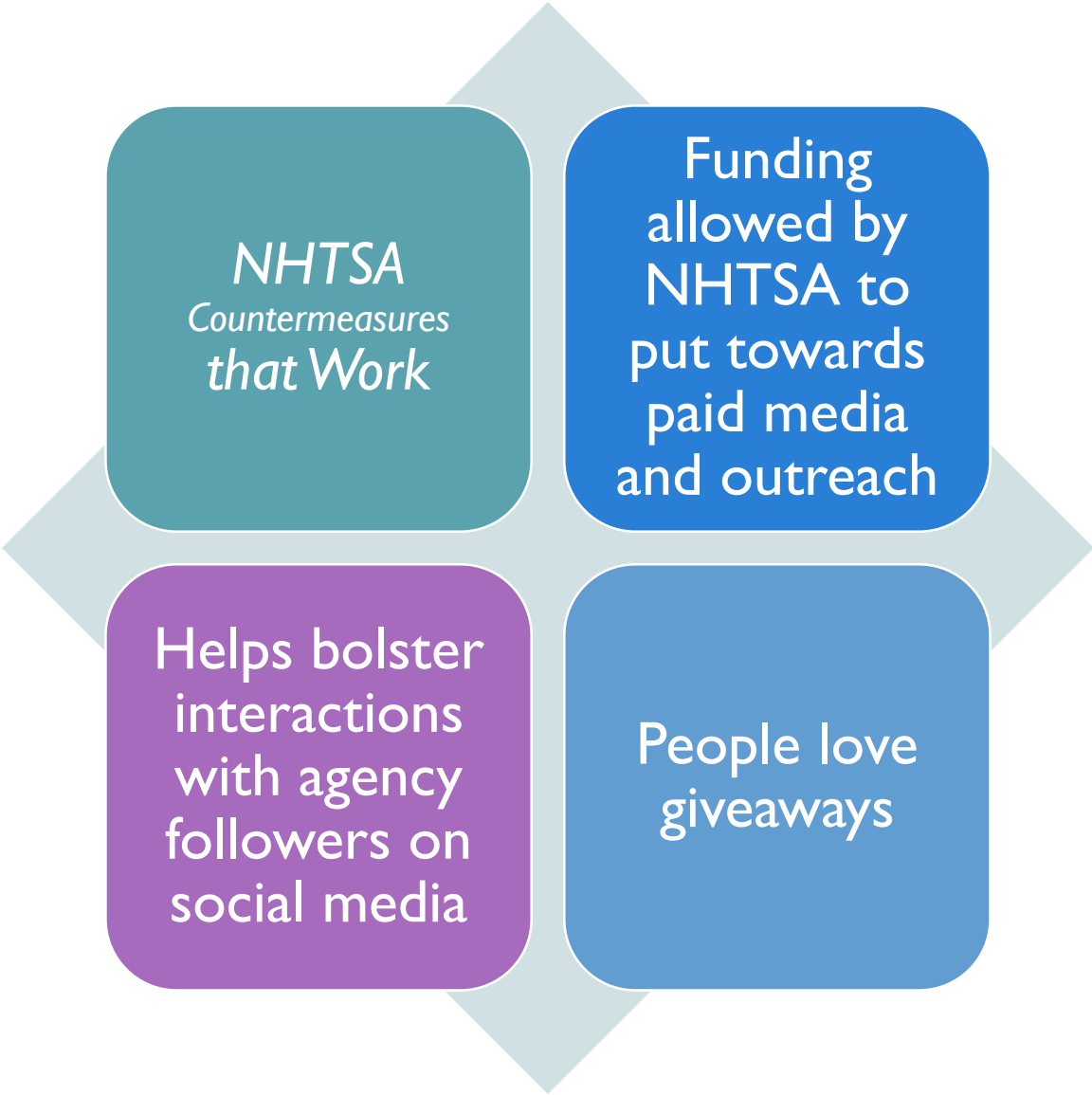
Data in advertising

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

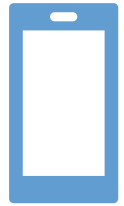
IDOT only concentrates on this demographic*

18-34 YEAR OLD MALES

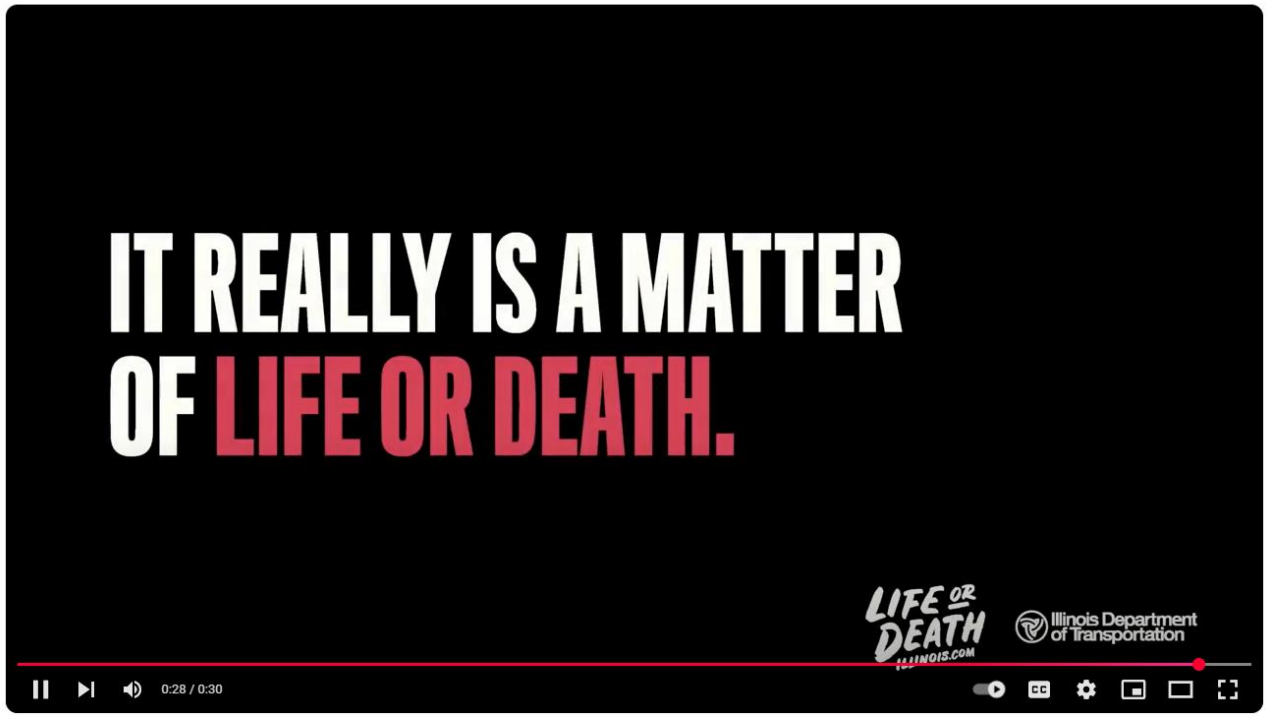
Love video games

Appreciate retro arcade vibe

Enjoy themed characters



Speak the generational “language”

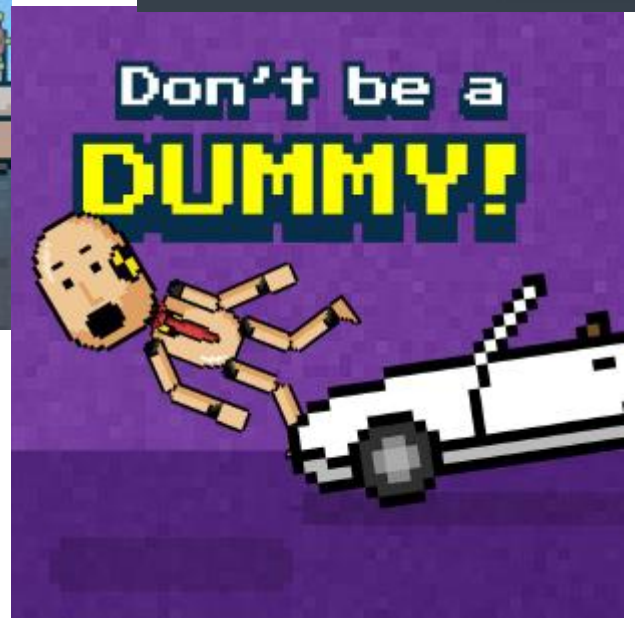


OLD OUTREACH THEME

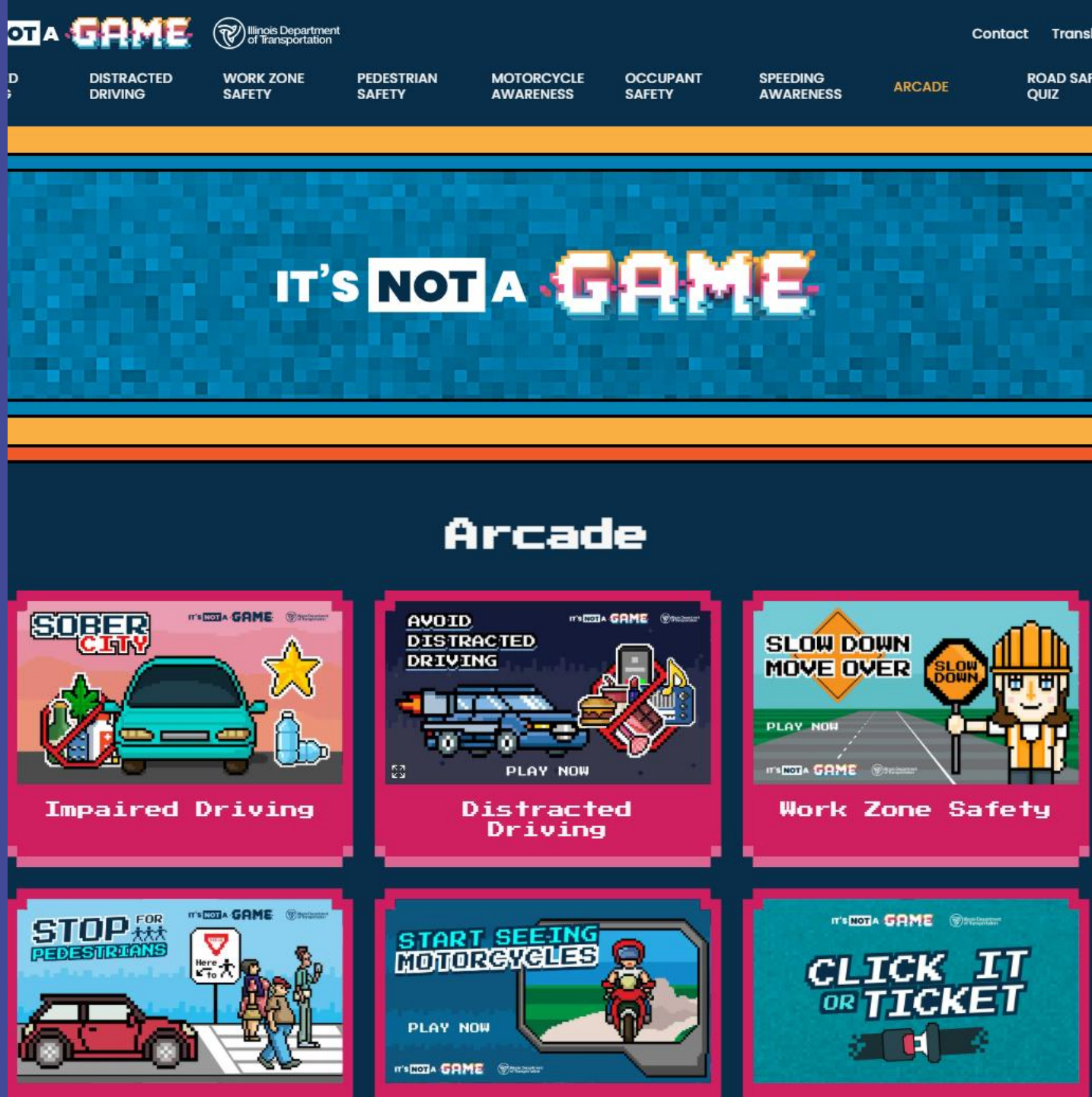
- Previous campaign was very dark and heavy
  - Audience ready for a change

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

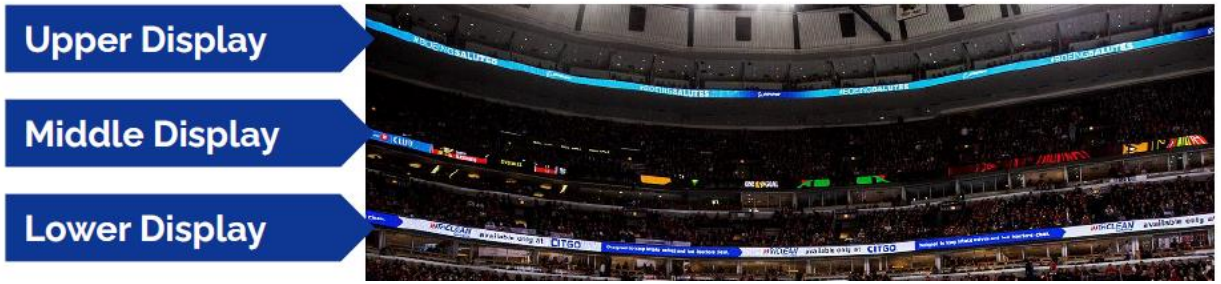
Mia Townes

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

APPENDIX E

VIRTUAL PUBLIC MEETING MATERIALS

Email Sent 04.10.2025

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

VIRTUAL PUBLIC MEETING - SAVE THE DATE

Presentation of the **Draft Traffic Safety Action Plan** for the Quad Cities-Kewanee-Muscatine Region

The **Draft Traffic Safety Action Plan (TSAP)** for your region is ALMOST available for public view, and your presence is requested at the **Bi-State Regional Commission's Virtual Public Meeting.** The Study Team will be in attendance, ready to answer questions and address public comments about the Draft TSAP.

Email Sent 04.22.2025

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

VIRTUAL PUBLIC MEETING - YOU'RE INVITED

Presentation of the **Draft Traffic Safety Action Plan** for the Quad Cities-Kewanee-Muscatine Region

The **Draft Traffic Safety Action Plan (TSAP)** for your region is available for public review, and you are invited to the **Bi-State Regional Commission's Virtual Public Meeting.** The Study Team will be in attendance, ready to answer questions and receive public comments about the Draft TSAP.

Virtual Public Meeting

Click here to join the Virtual Public Meeting

Can’t make the public meeting? We still want your feedback!

The Study Team has posted the **Draft Traffic Safety Action Plan (TSAP) to the project website for your review and comments.** The Draft TSAP will be available for review and public comment until 11:59 PM on May 7, 2025.

Click here to review the Draft TSAP

Click here to leave a comment on the TSAP

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

~~April 30th, 5:00-6:30pm~~

Click here to join the Virtual Public Meeting

Click here to learn more about the Traffic Safety Action Plan

---

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

Email Sent 04.29.2025

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Right-click on the image to download it or view this email in your browser.

VIRTUAL PUBLIC MEETING - TOMORROW

Presentation of the **Draft Traffic Safety Action Plan** for the Quad Cities-Kewanee-Muscatine Region

The **Draft Traffic Safety Action Plan (TSAP)** for your region is available for public review, and you are invited to the **Bi-State Regional Commission's Virtual Public Meeting.** The Study Team will be in attendance, ready to answer questions and receive public comments about the Draft TSAP.

Virtual Public Meeting

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You can update your preferences or unsubscribe

Bi-State Regional Commission

VIRTUAL PUBLIC MEETING

REVIEW OF THE DRAFT TRAFFIC SAFETY ACTION PLAN

Quad Cities-Iowa/Illinois, Muscatine, Iowa, and Kewanee, Illinois
April 30, 2025
5:00 PM

Kaskaskia Engineering Group, LLC

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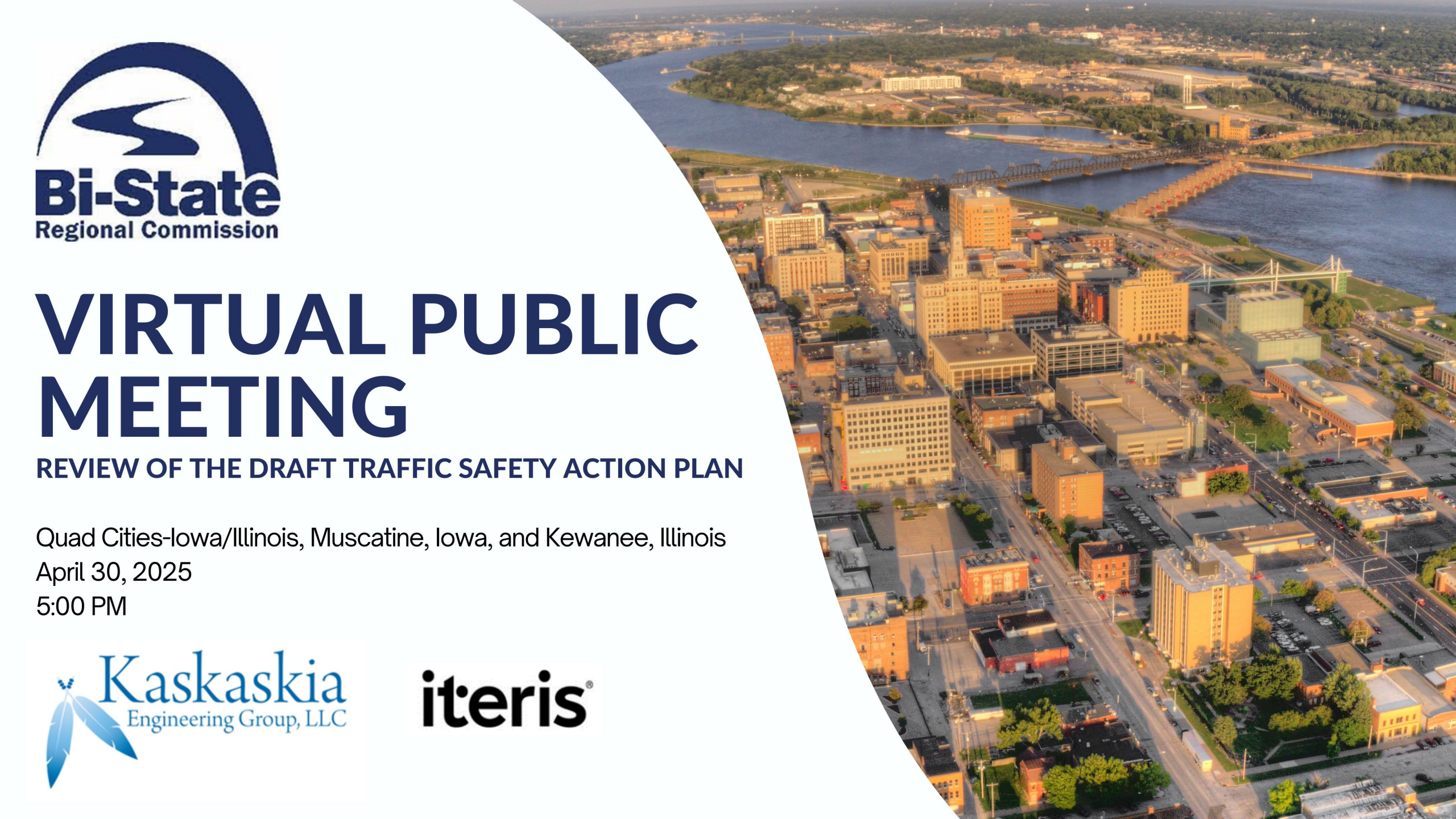


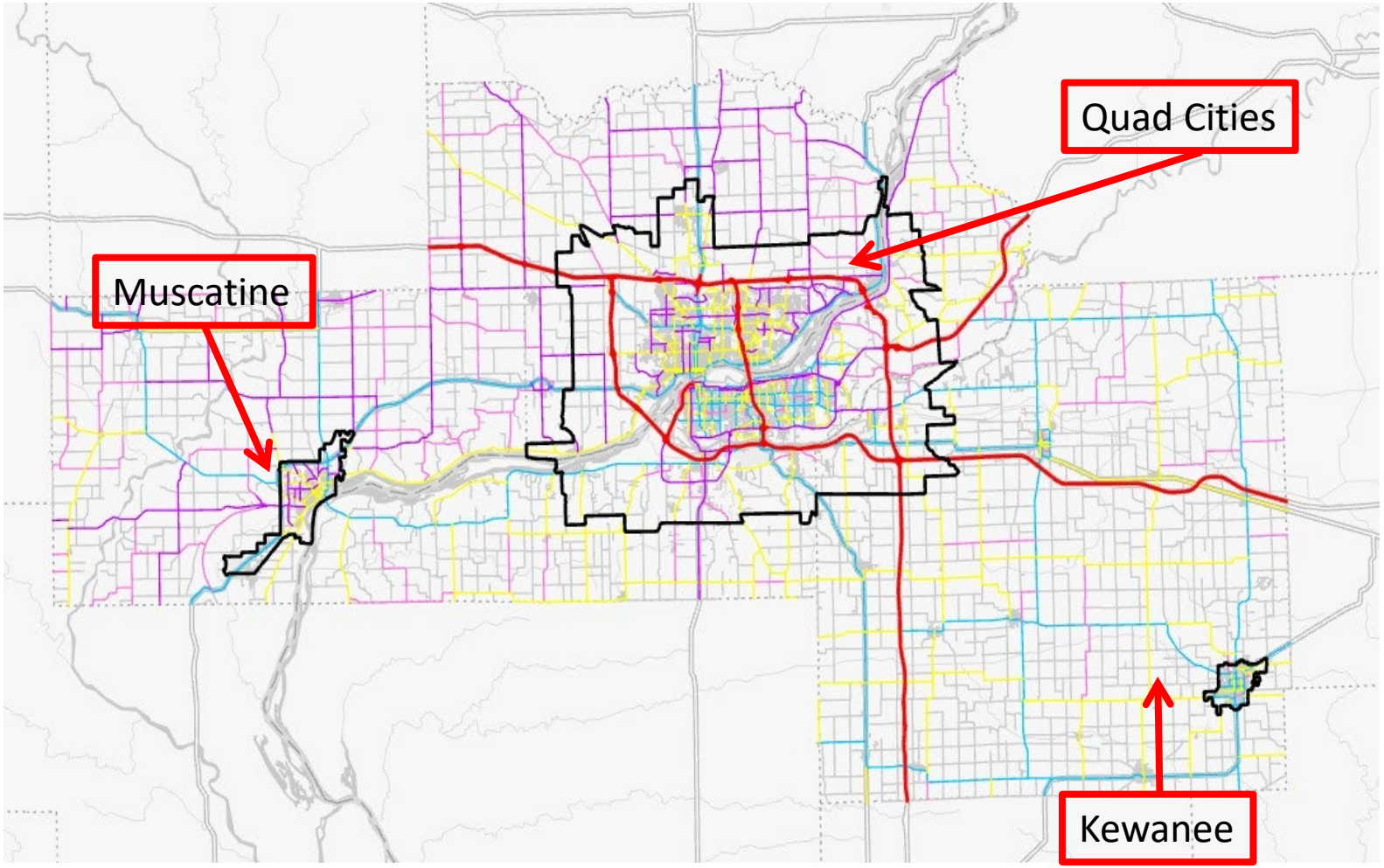
VIRTUAL MEETING HOUSEKEEPING

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.

Traffic Safety Action Plan Overview



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

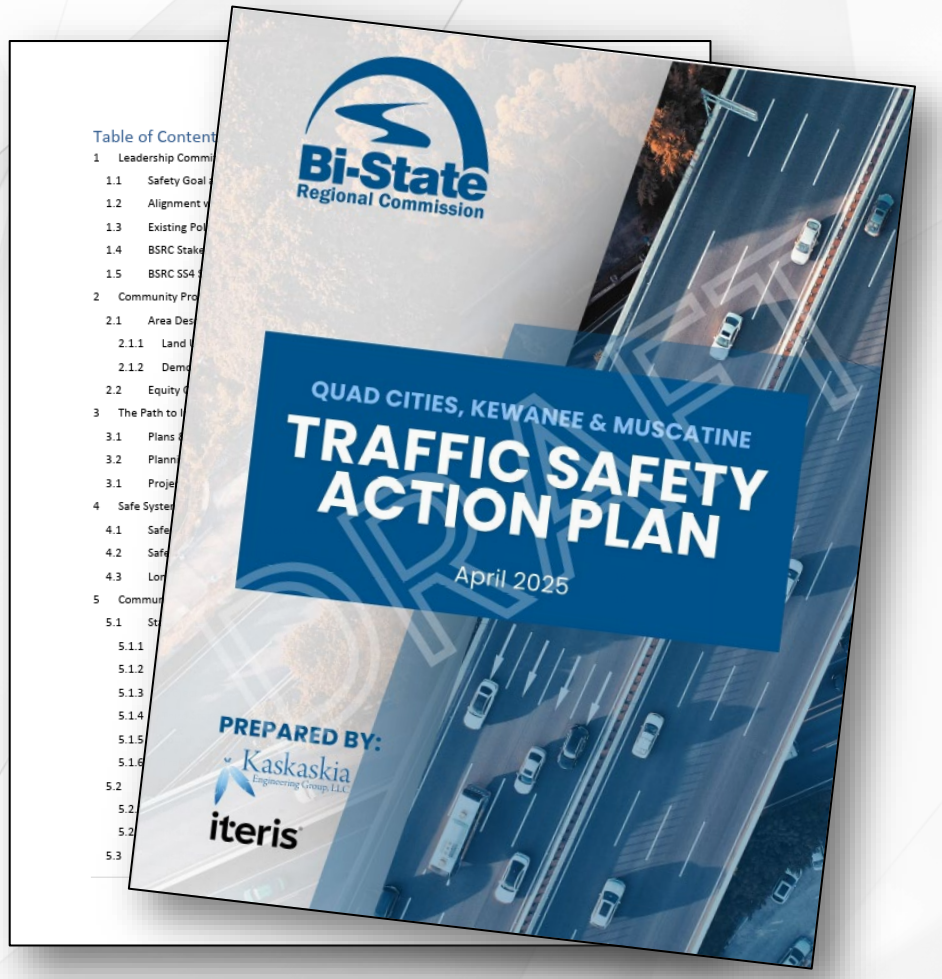
The ultimate goal of SS4A programs is to reach zero deaths.

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

Draft Traffic Safety Action Plan

Primary Report Sections

- Leadership Commitment and Goal Setting
- Community Profile
- The Path to Improvement
- Safe System Approach
- Community Connection
- Analysis of Data
- Taking Action with Comprehensive Survey
- The Development Process
- Next Steps



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	Stineman	Public Works Director	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

THE CONSULTING TEAM

Kaskaskia Engineering Group, LLC

iteris®

Jamy Lyne
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Senior Engineer

ACTIVITES TO DATE

1
MARCH 2024
Project Kick-off Meeting with Steering Committee

2
APRIL - MAY 2024
Developed Stakeholder Mailing Lists/Began Stakeholder Engagement Plan/Developed Crash Analysis Methodology and Data Compilation

3
JUNE 2024
Project Webpage and Interactive Issues Map Launched

4
JUNE 2024
Project Advisory Committee (PAC) Meeting #1

5
JULY-OCT 2024
Various Media Releases, Stakeholder E-News Blasts, Social Media Posts

6
AUGUST 2024
Finalized Stakeholder Engagement Plan (SEP) and Posted Online

7
AUGUST 2024
Safety Policy Plan and Safety Projects Requested
+
Initial Crash Analysis Completed

8
SEPTEMBER 2024
Steering Committee Meeting #2

9
SEPTEMBER 2024
Completed 10-Year Collision History for TSAP Study Area
+
Collision Rates, Types, Locations, & Injury Types

10
OCTOBER 2024
Project Advisory Committee (PAC) Meeting #2

11
NOVEMBER 2024
Focus Groups (2)

12
DECEMBER 2024
Top Crash Locations Identified

13
JANUARY 2025
Traffic Safety Summit
+
Priority Projects and Countermeasures Identified

14
APRIL 2025
Project Advisory Committee (PAC) Meeting #3

15
APRIL 2025
Virtual Public Meeting

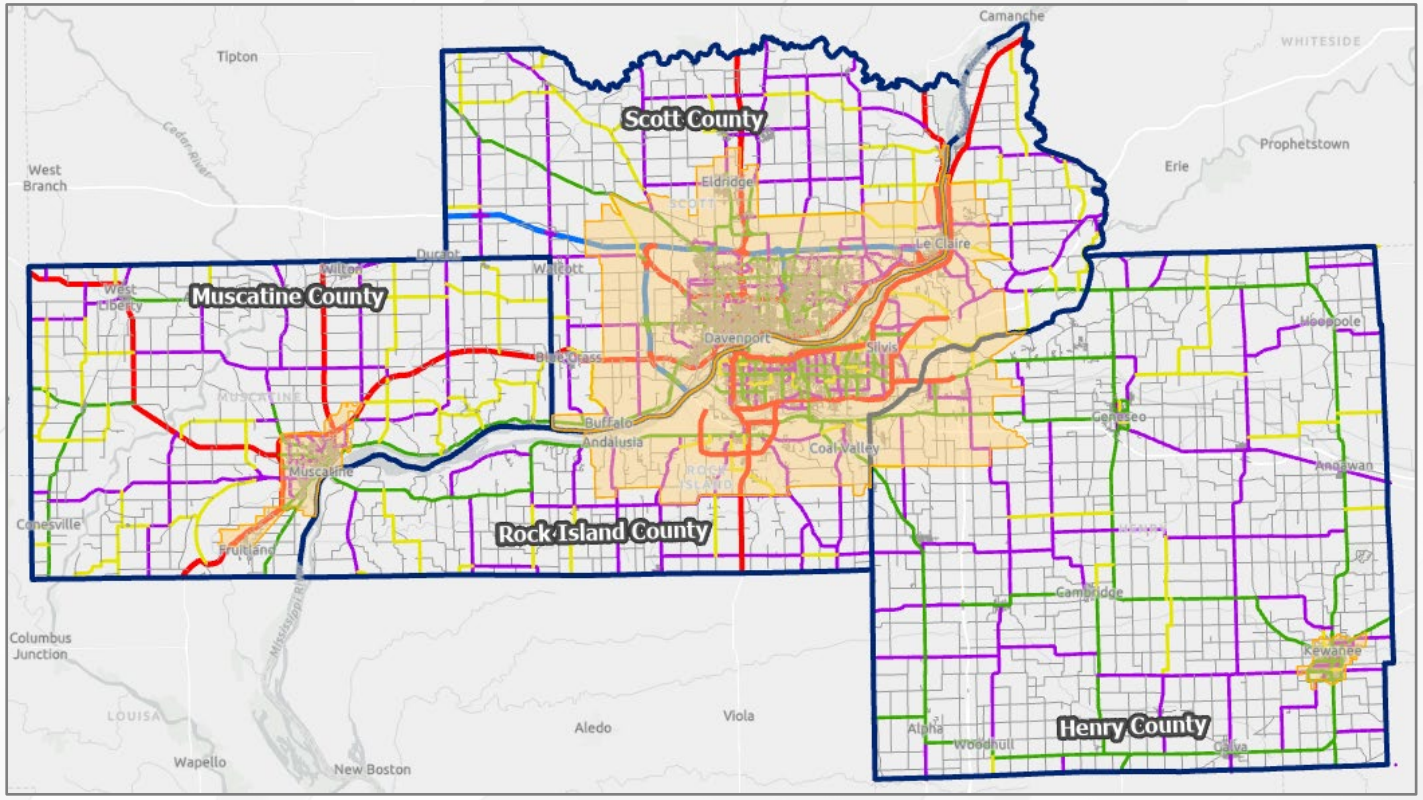
WHY WAS THE TRAFFIC SAFETY ACTION PLAN INITIATED?

SS4A Program 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

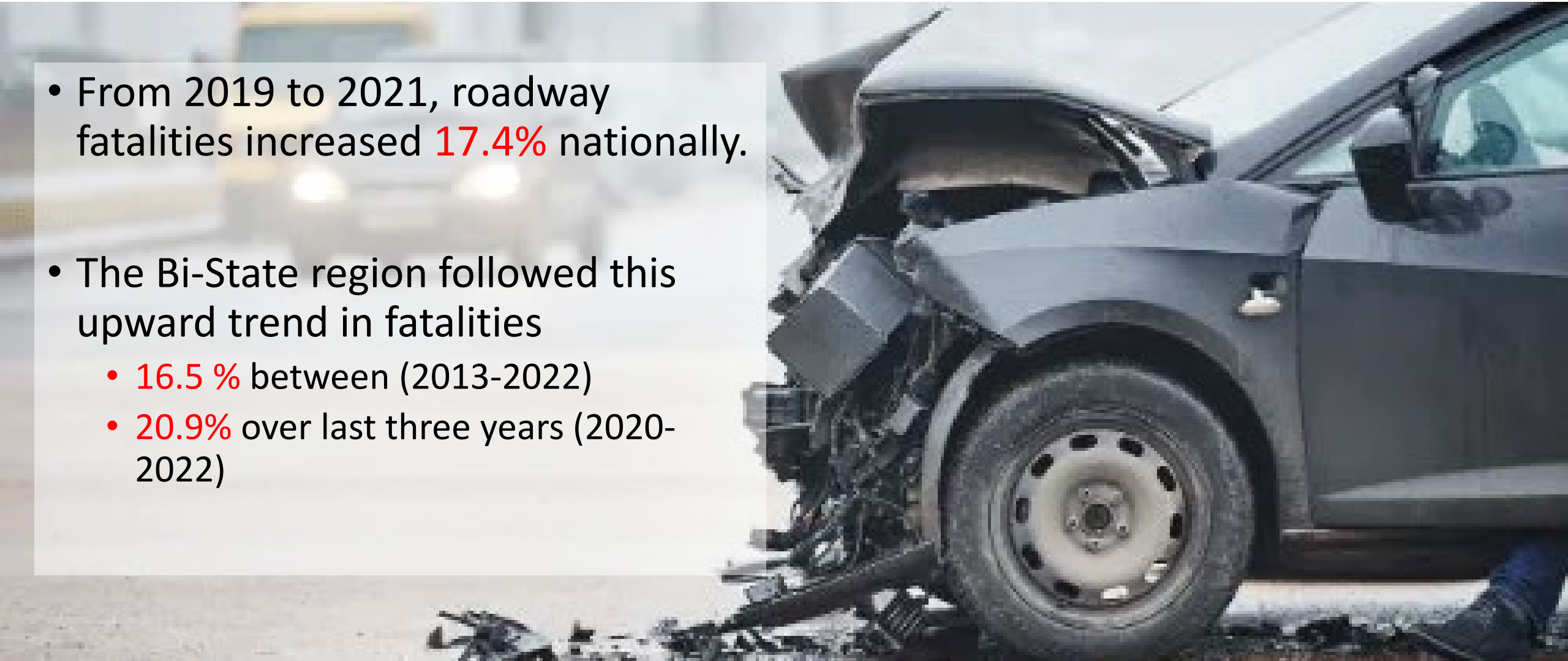
- Trends prompted the **BSRC** which includes the **Quad Cities, the City of Muscatine, and the City of Kewanee** to apply for a Safe Streets for All (SS4A) grant in 2023.

- This study and the ensuing Traffic Safety Action Plan will cover:
  - Quad Cities – IL/IA
  - Kewanee – IL
  - Muscatine - IA



WHY WAS THE TRAFFIC SAFETY ACTION PLAN INITIATED?

Roadway Fatalities are on the Rise

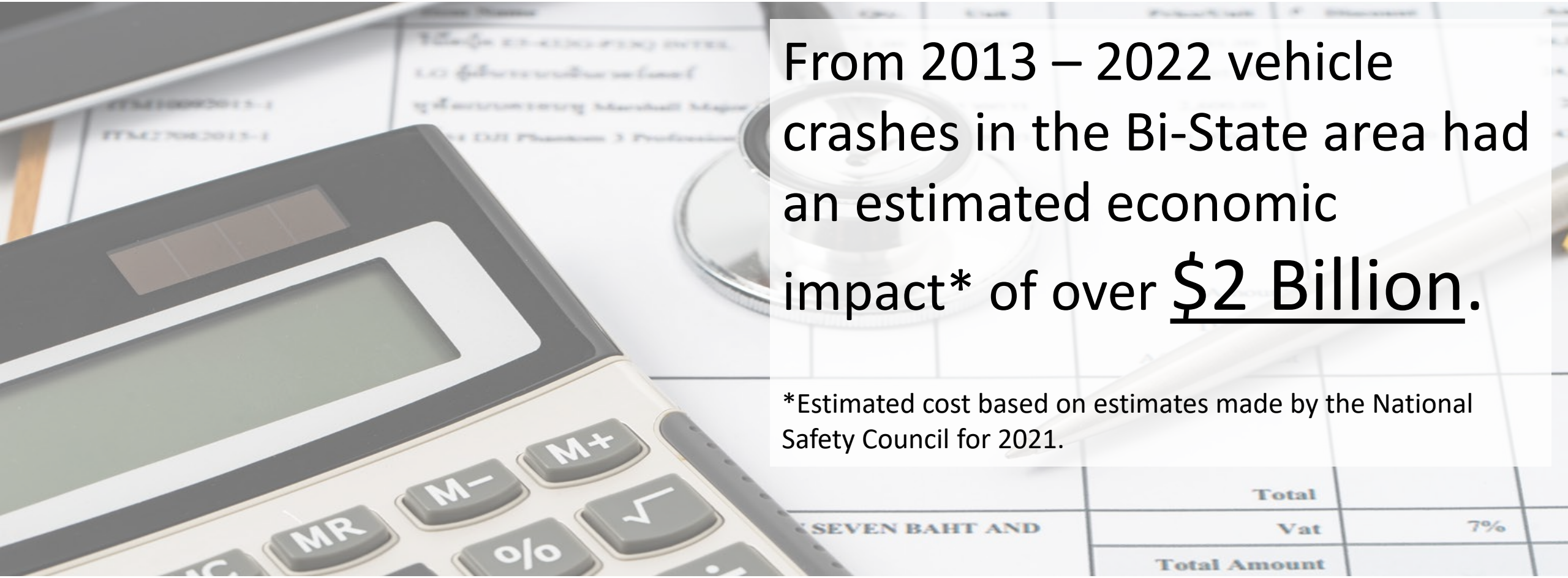


- From 2019 to 2021, roadway fatalities increased 17.4% nationally.
- The Bi-State region followed this upward trend in fatalities
  - 16.5 % between (2013-2022)
  - 20.9% over last three years (2020-2022)

WHY WAS THE TRAFFIC SAFETY ACTION PLAN INITIATED?

What is the economic impact of vehicle crashes?

10 YEARS IN BI STATE AREA



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.

WHY WAS THE TRAFFIC SAFETY ACTION PLAN INITIATED?

10 YEARS IN BI STATE AREA = 218 FATALITIES

21.8 Traffic Related Deaths per Year

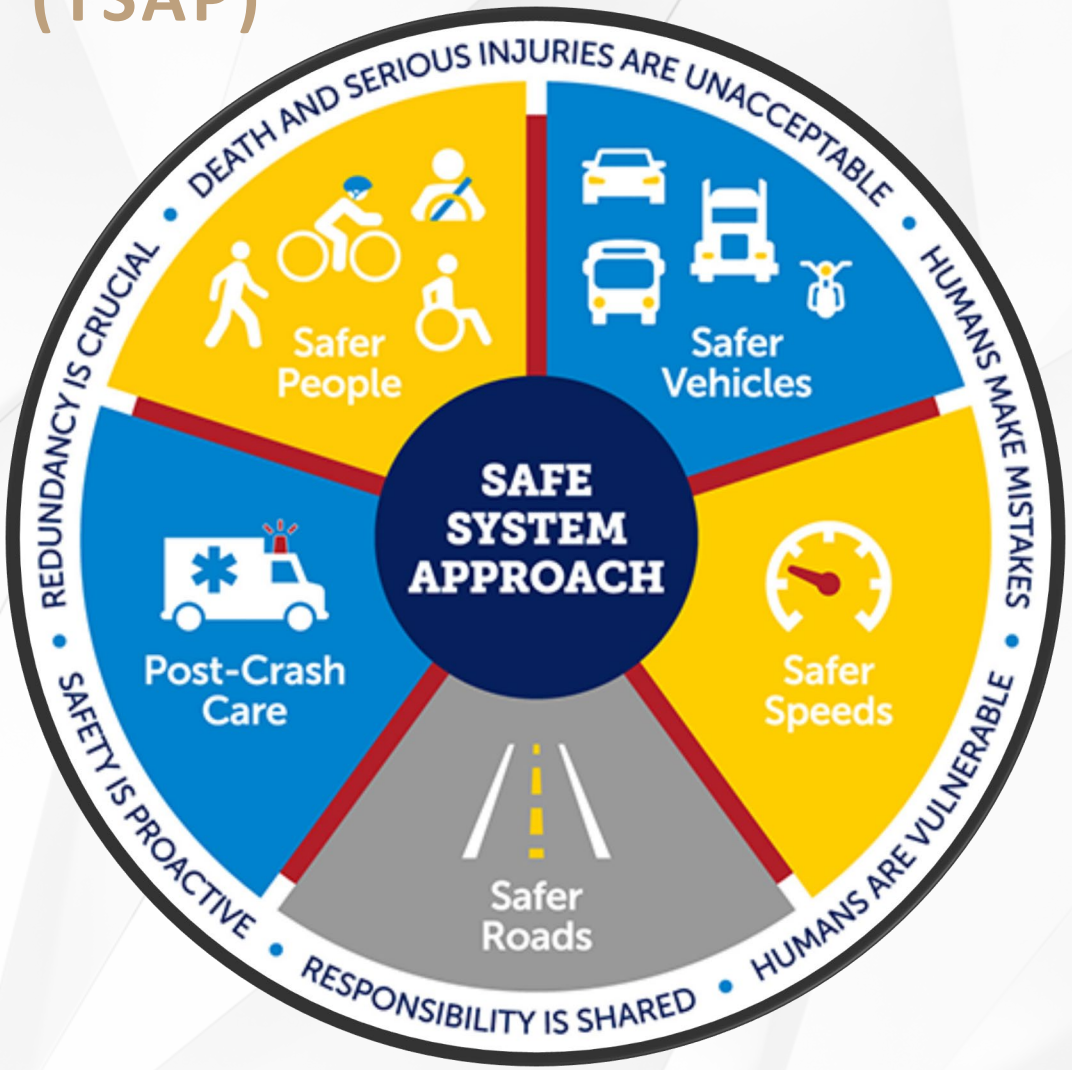
More than numbers…

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……

Why Was the Traffic Safety Action Plan Initiated?

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

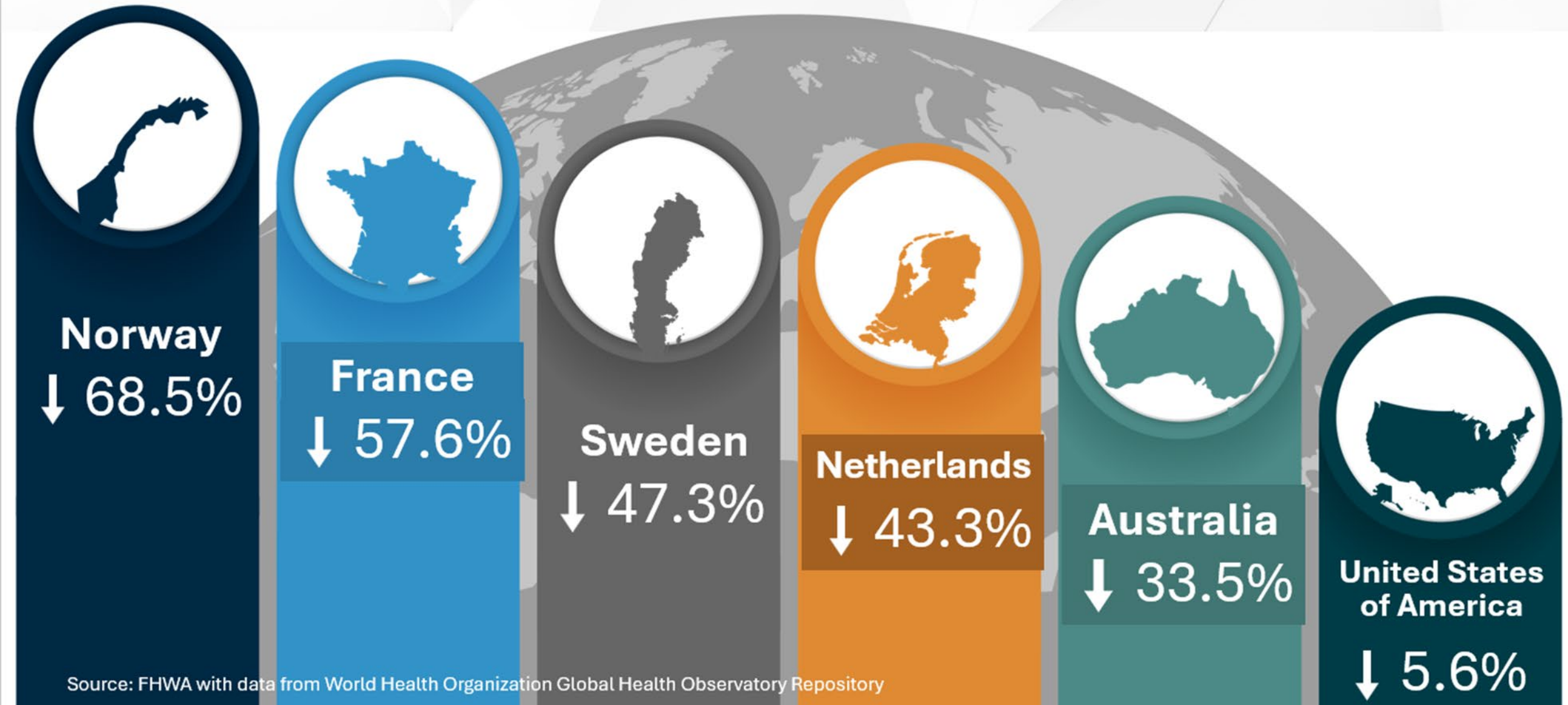
WHY WAS THE TRAFFIC SAFETY ACTION PLAN INITIATED?

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

WHY WAS THE TRAFFIC SAFETY ACTION PLAN INITIATED?

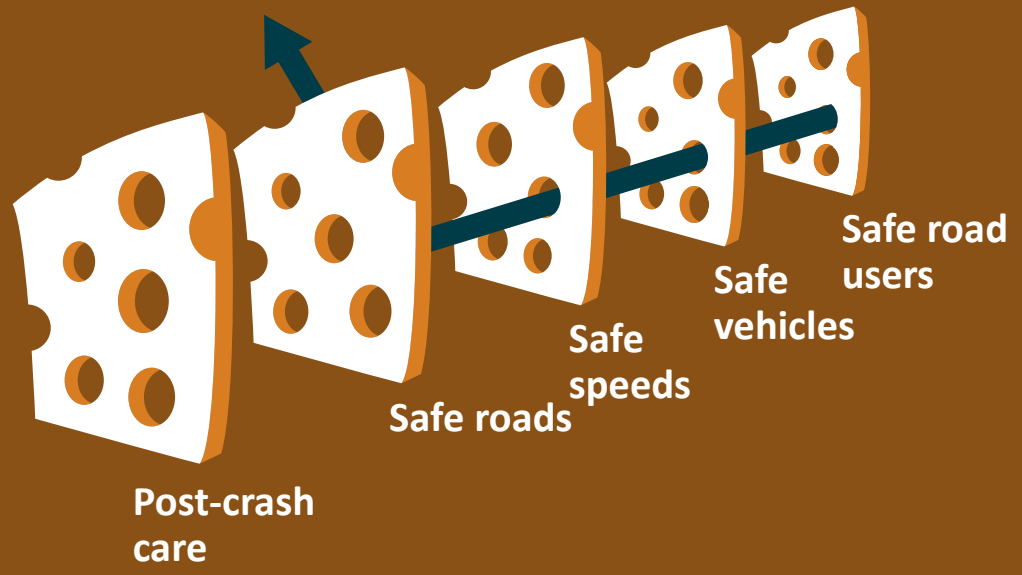
Why is it valuable?



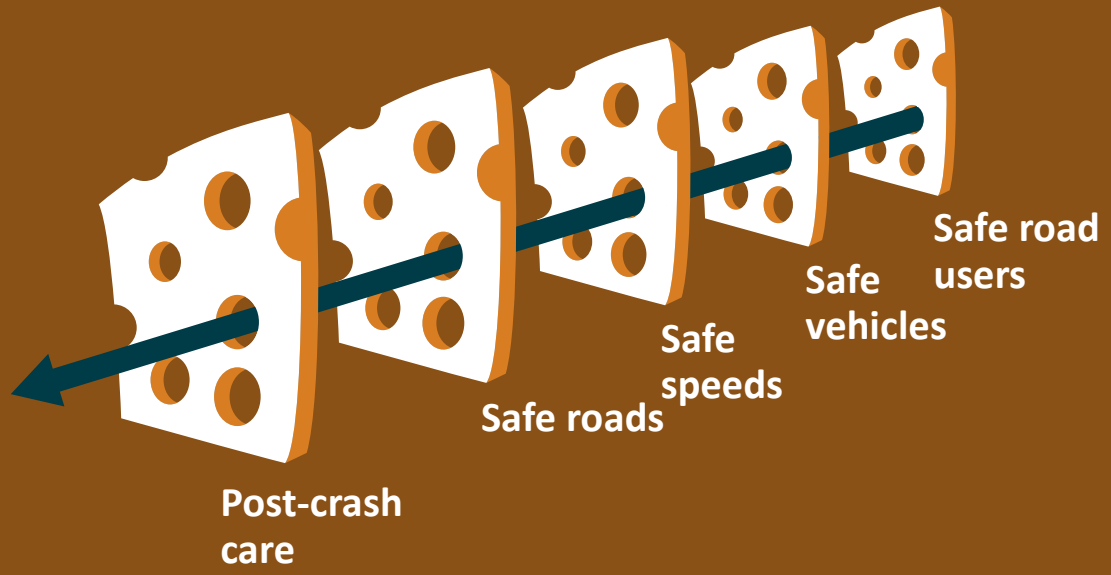
BENEFITS of DEVELOPING TRAFFIC SAFETY ACTION PLAN

The Safe System Elements Create Redundancy

The "Swiss Cheese Model" of redundancy creates layers of protection



Death and serious injuries only happen when all layers fail



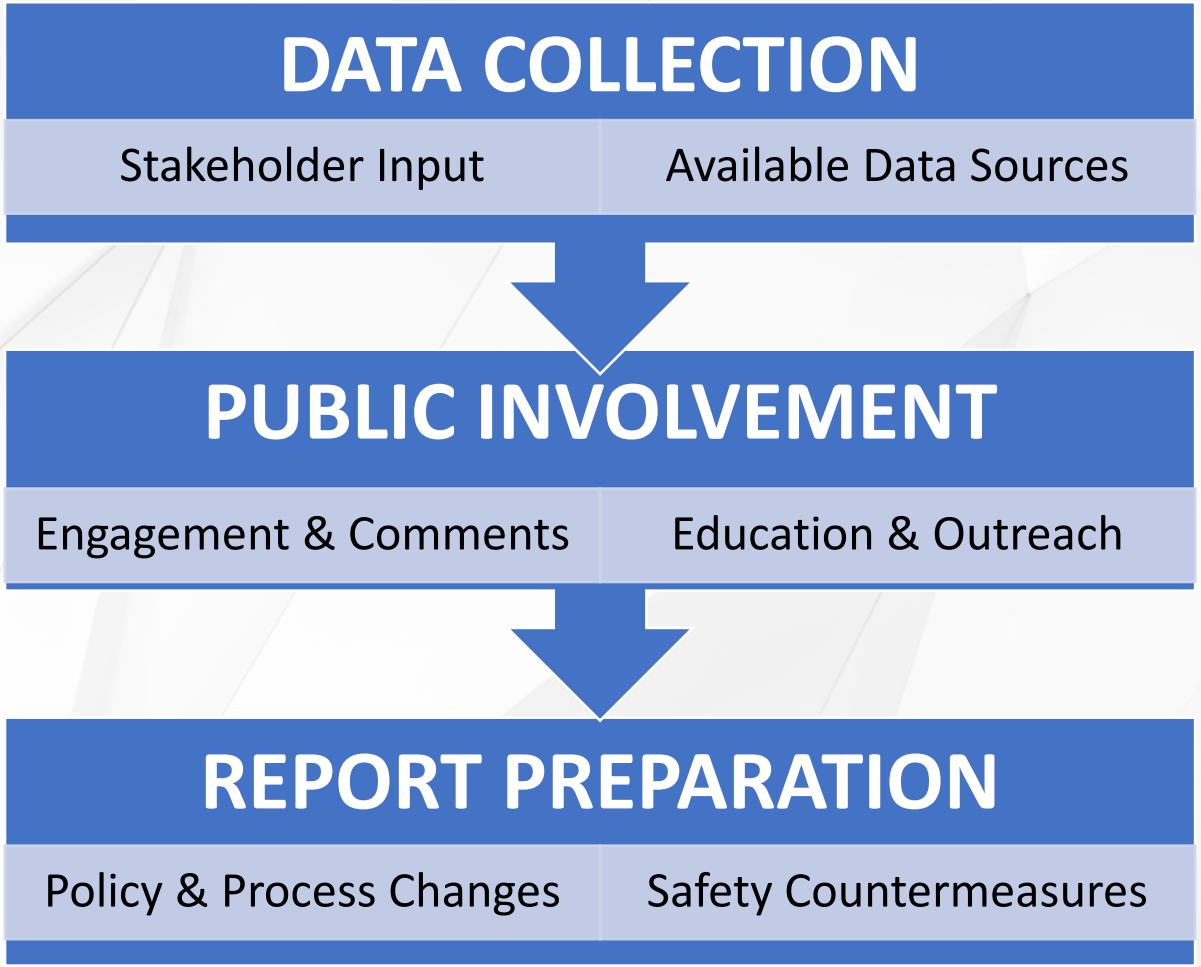
Source: FHWA

WHAT GOES INTO THE TRAFFIC SAFETY ACTION PLAN

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



DATA COLLECTION

What are we reviewing?

Crash Records

Source: Illinois Department of Transportation (IDOT and IowaDOT)

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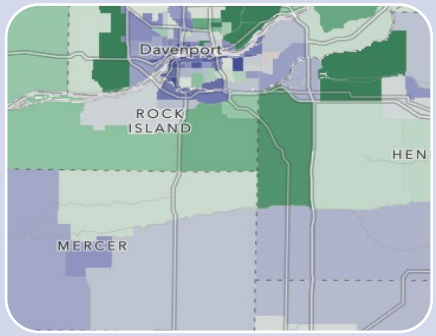
Data-Driven Safety Analysis

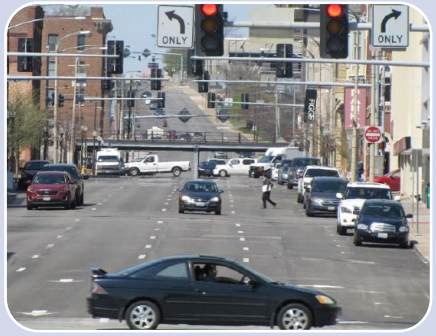


Demographics

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

|

Equity Analysis

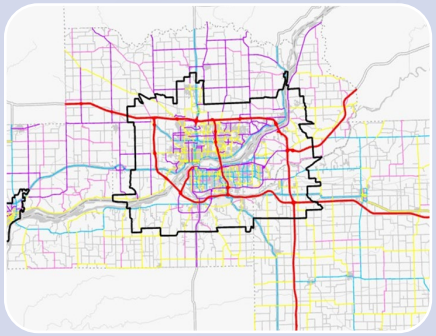


Existing Plans and Policies

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

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

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

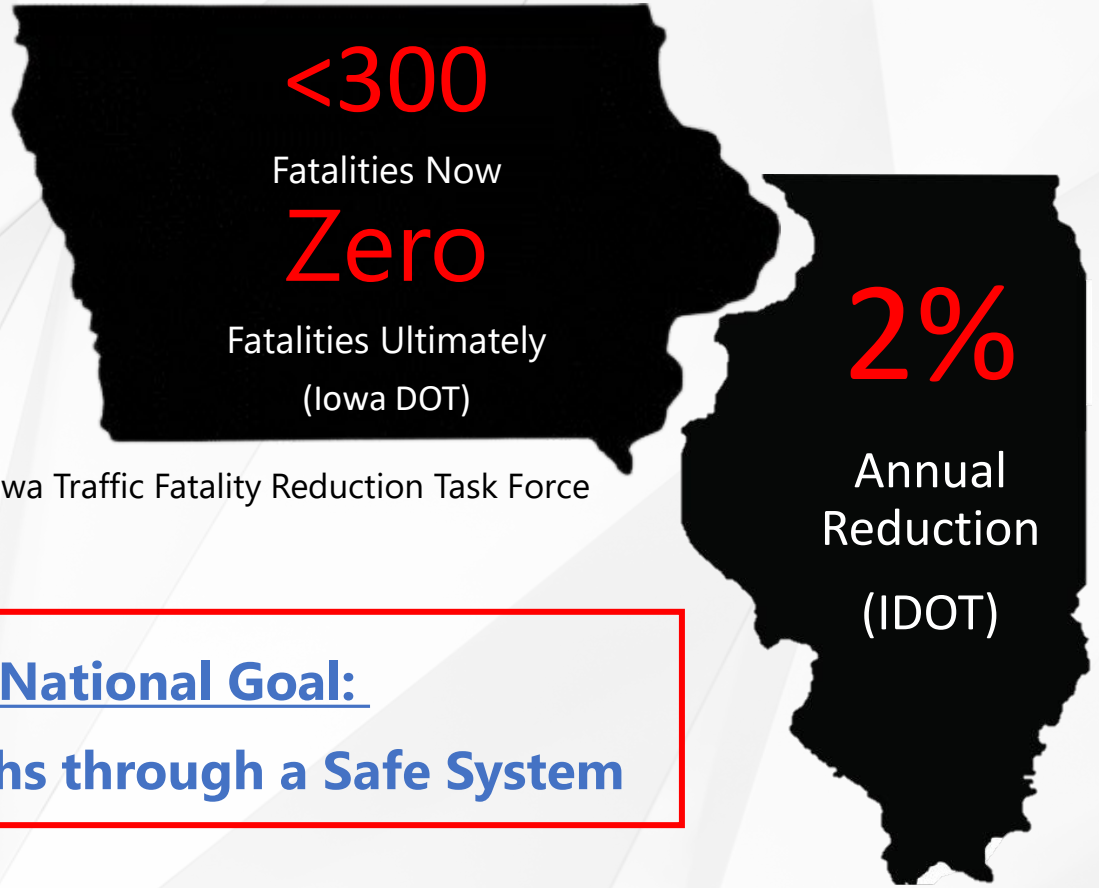
GOAL SETTING – VISION ZERO

Quad Cities, Kewanee & Muscatine TSAP Goals:

GOAL SETTING – VISION ZERO

Iowa, Illinois and USDOT Goals

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

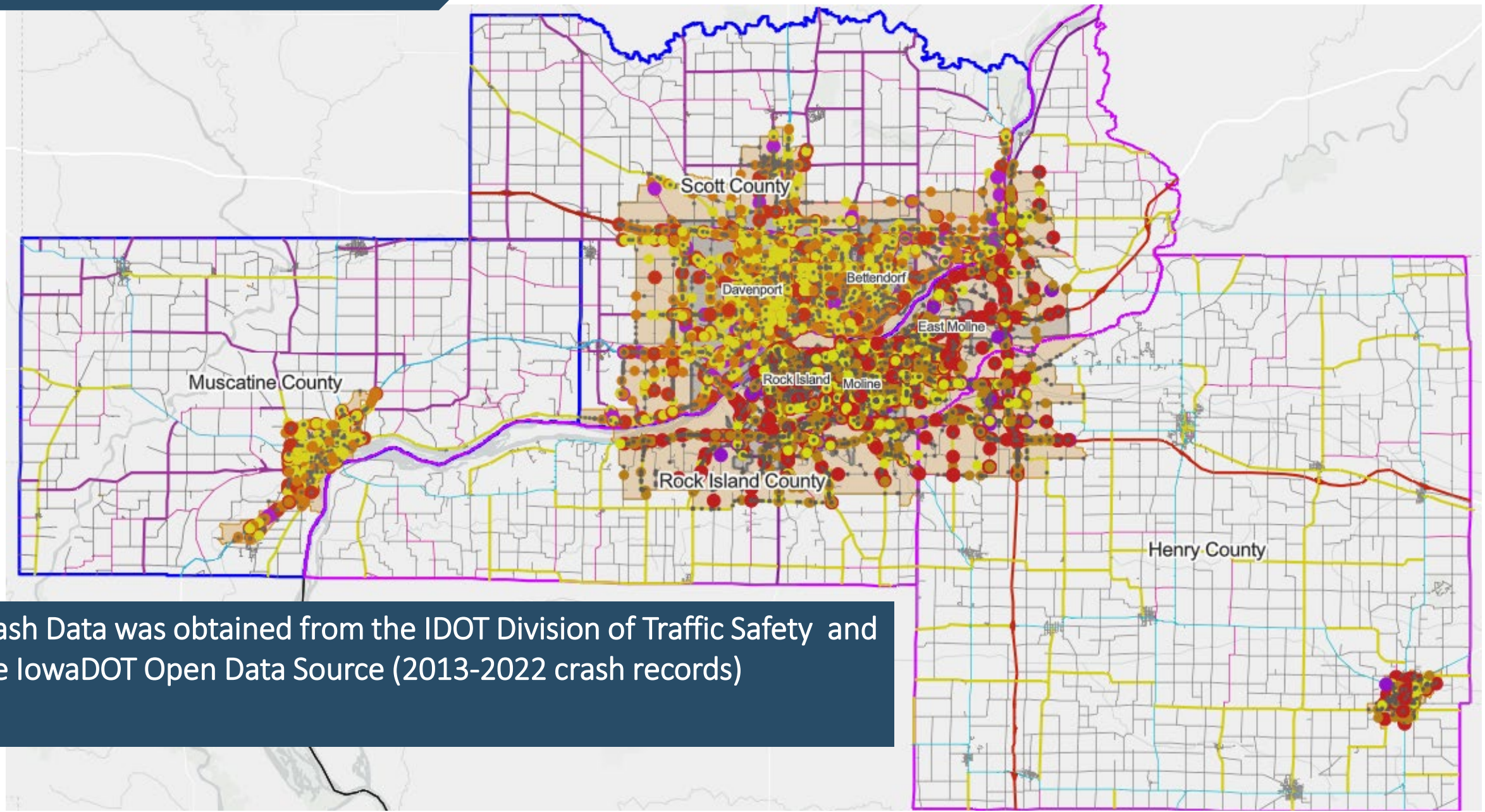


Iowa Traffic Fatality Reduction Task Force

National Goal:

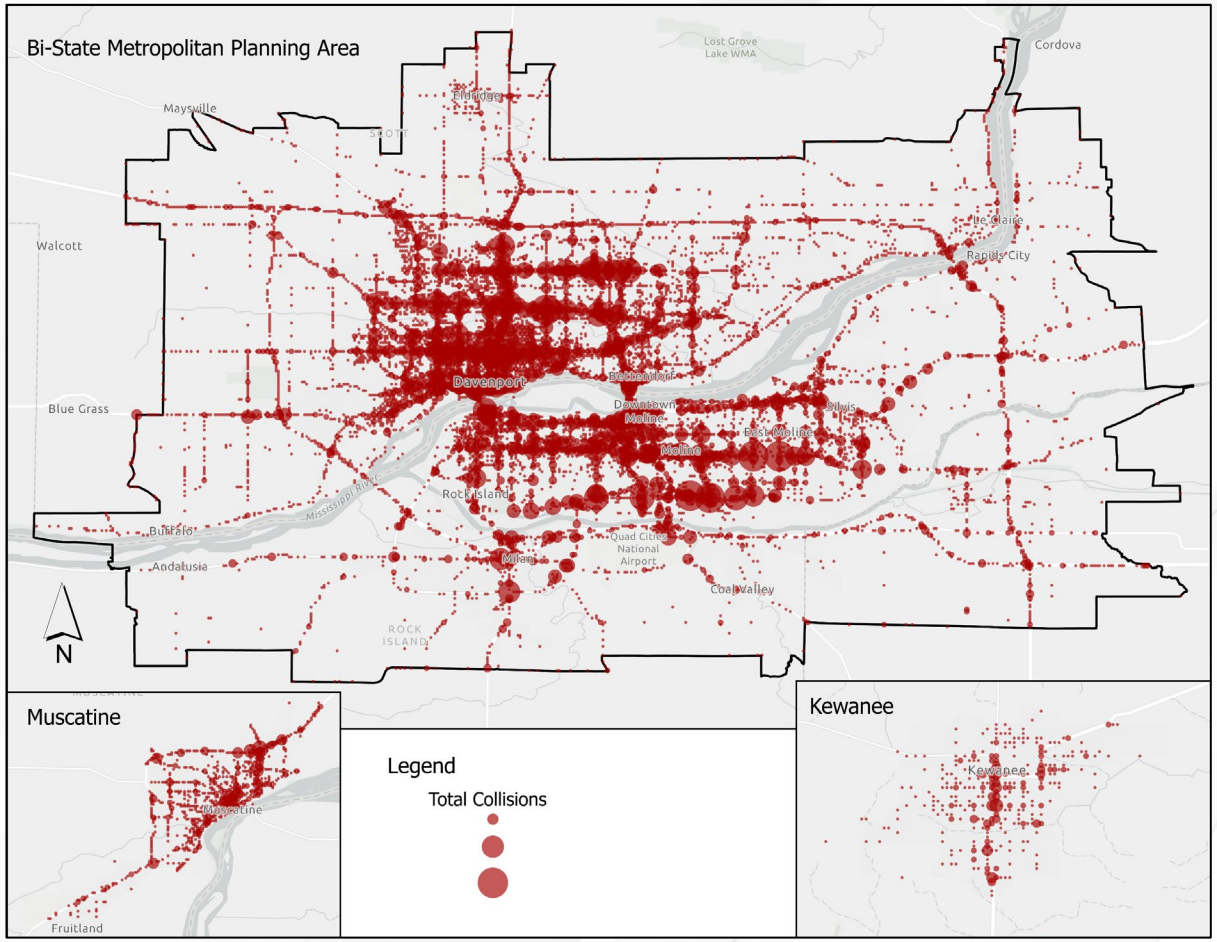
Zero Deaths through a Safe System

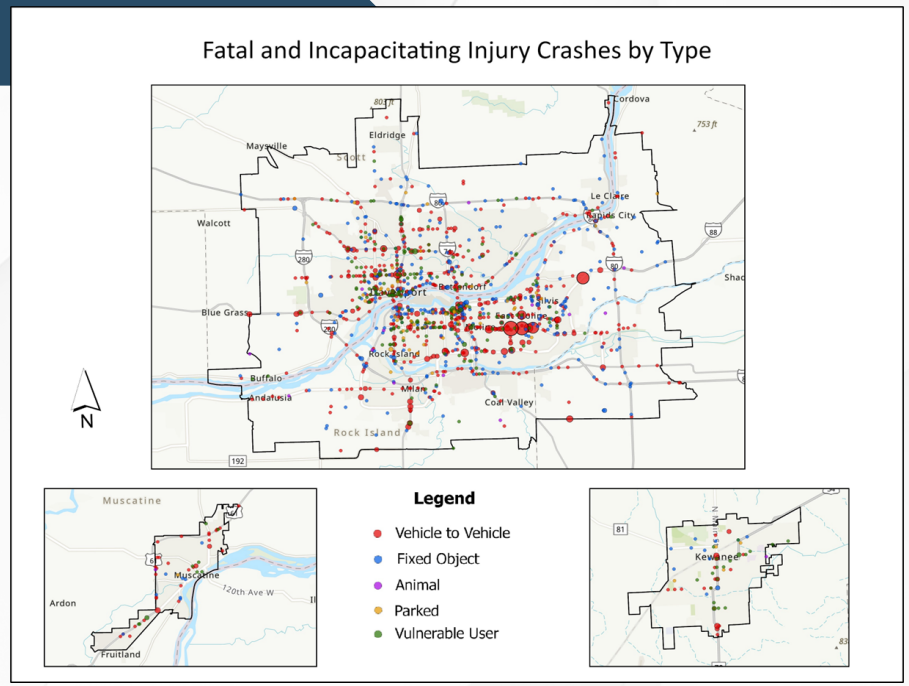
DATA SOURCES



- Crash Data was obtained from the IDOT Division of Traffic Safety and the IowaDOT Open Data Source (2013-2022 crash records)
-

TSAP KEY FINDINGS

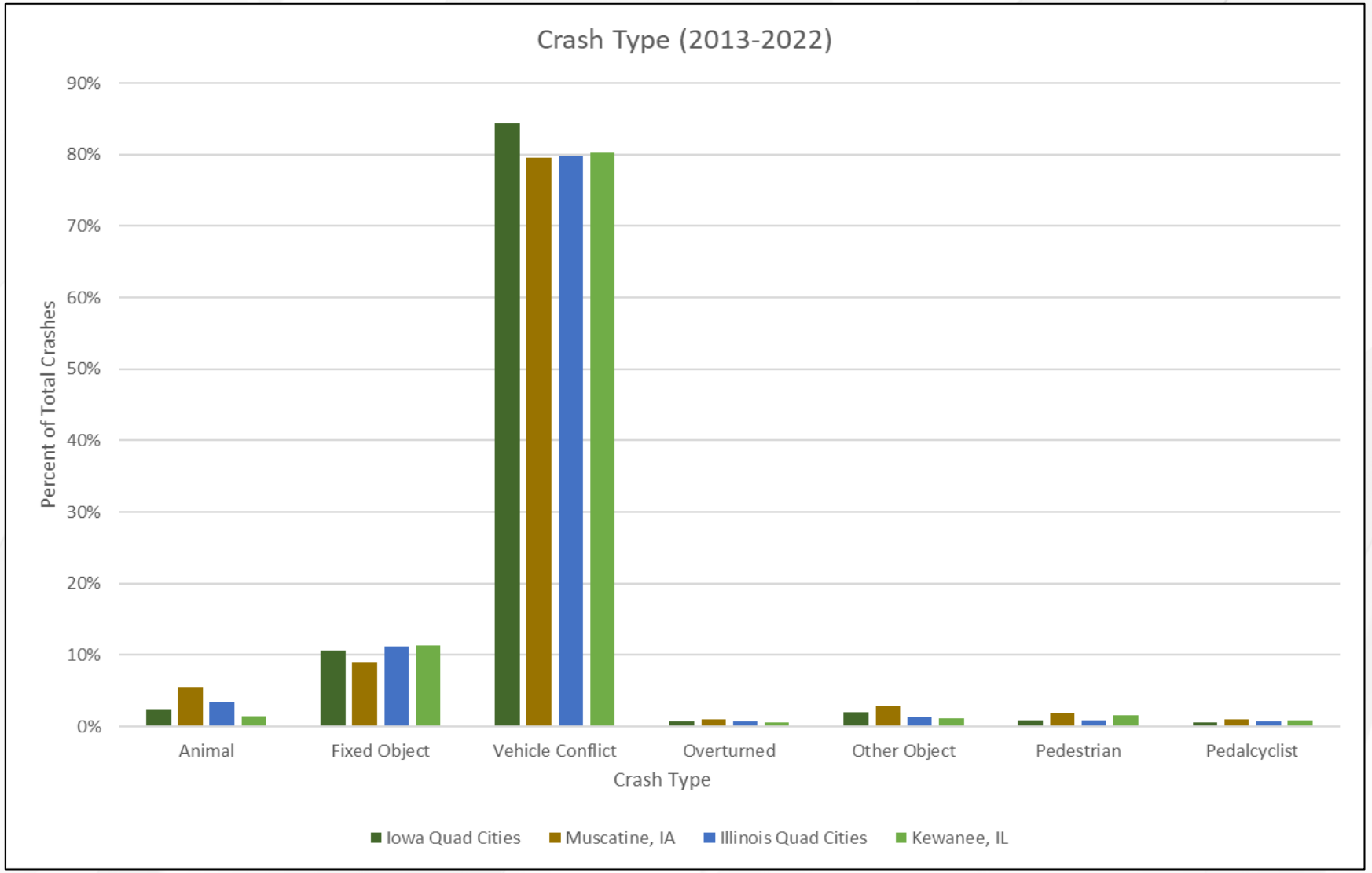




Area	Fatal or Severe (Incapacitating) Injury Crashes Per Year	Percent of All Crash Locations that had a Fatal or Severe (Incapacitating) Injury
Iowa Quad Cities	65.9	7%
Illinois Quad Cities	96.1	11%
Muscatine IA	6.6	7%
Kewanee IL	7.7	11%
Study Area	176.3	10%

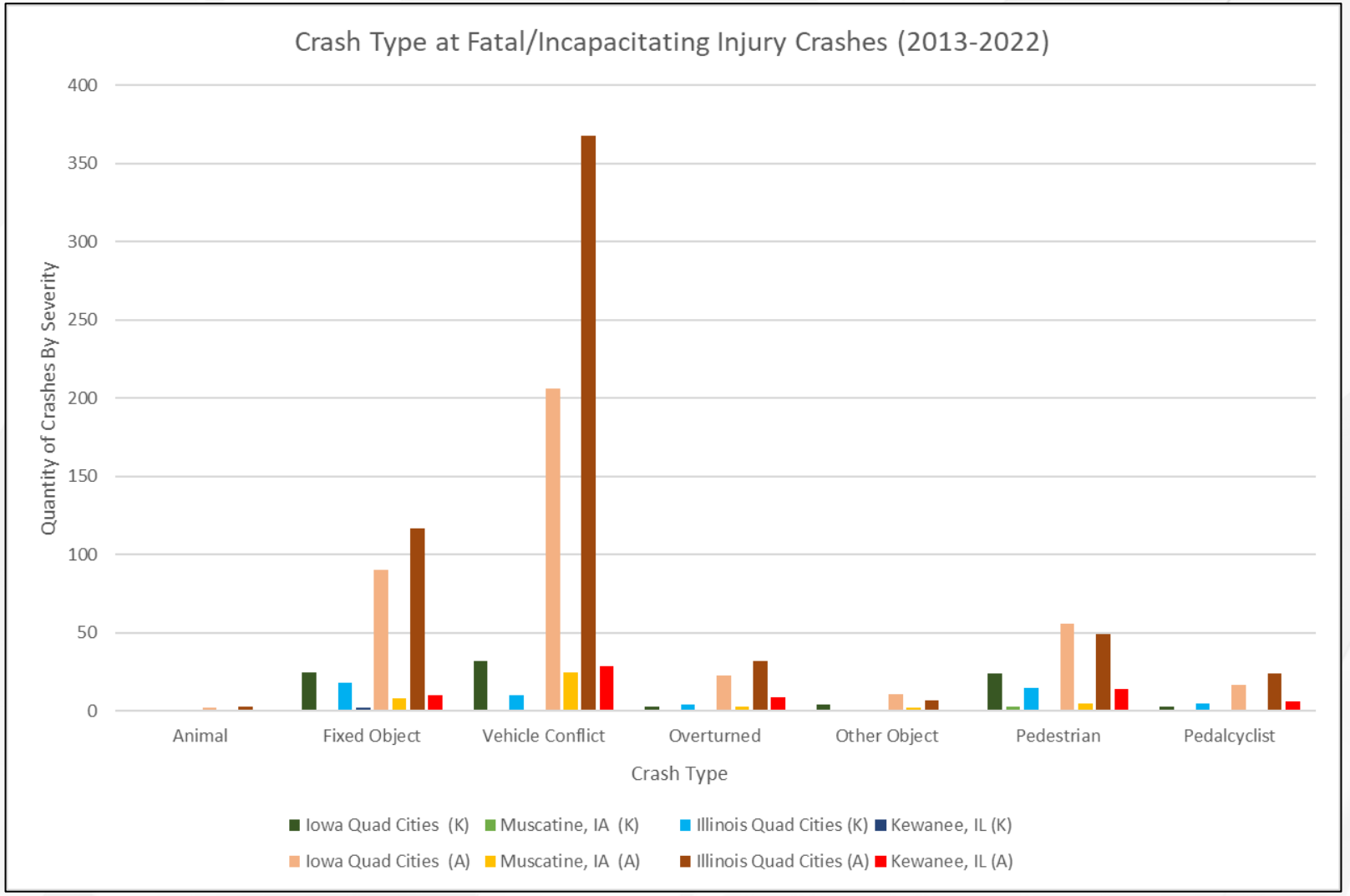
AREA CRASH ANALYSIS

Distribution of All Crashes



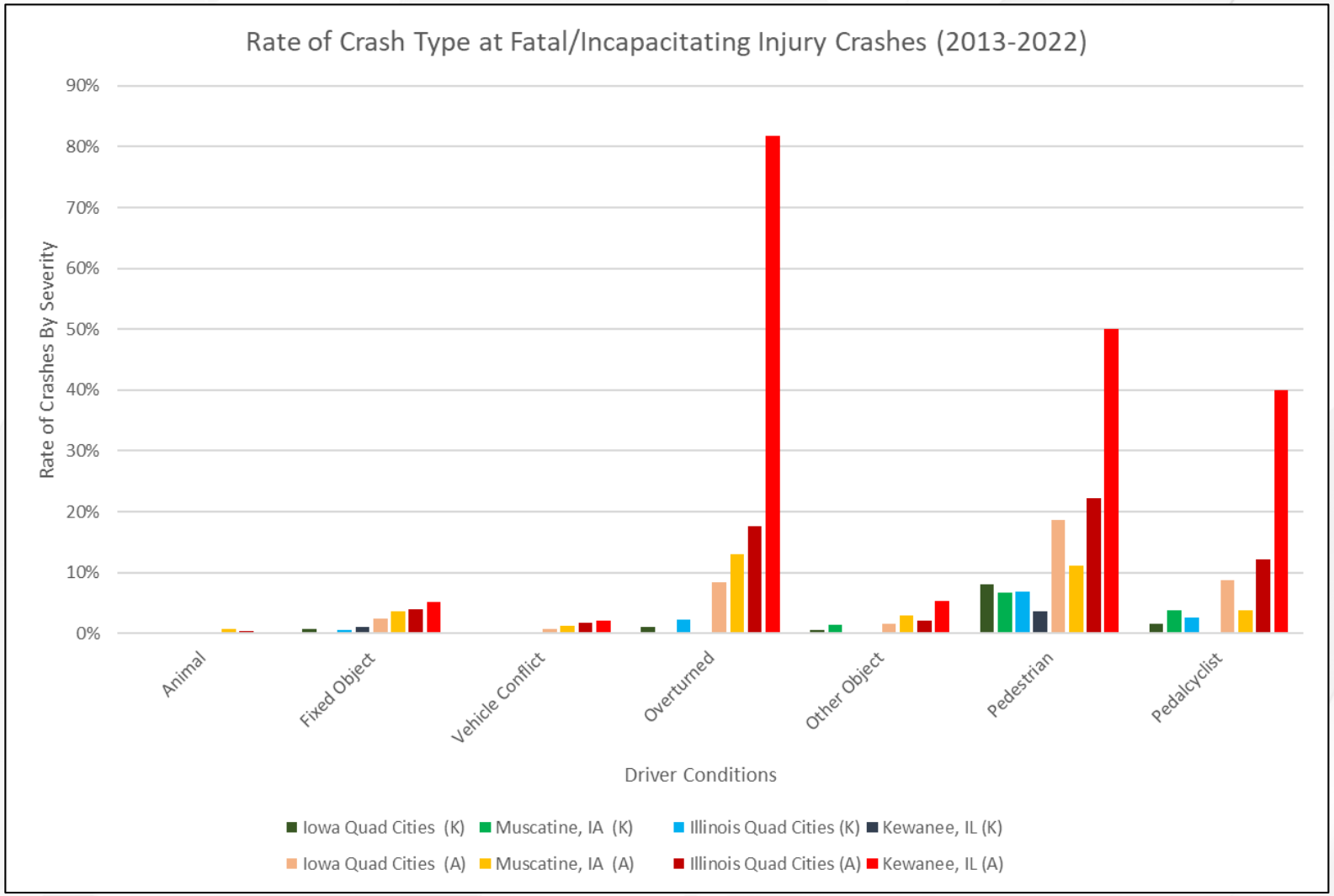
AREA CRASH ANALYSIS

Distribution of Fatal/Incapacitating Outcomes by Crash Type



AREA CRASH ANALYSIS

Rate of Fatal/Incapacitating Injury Crashes



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%

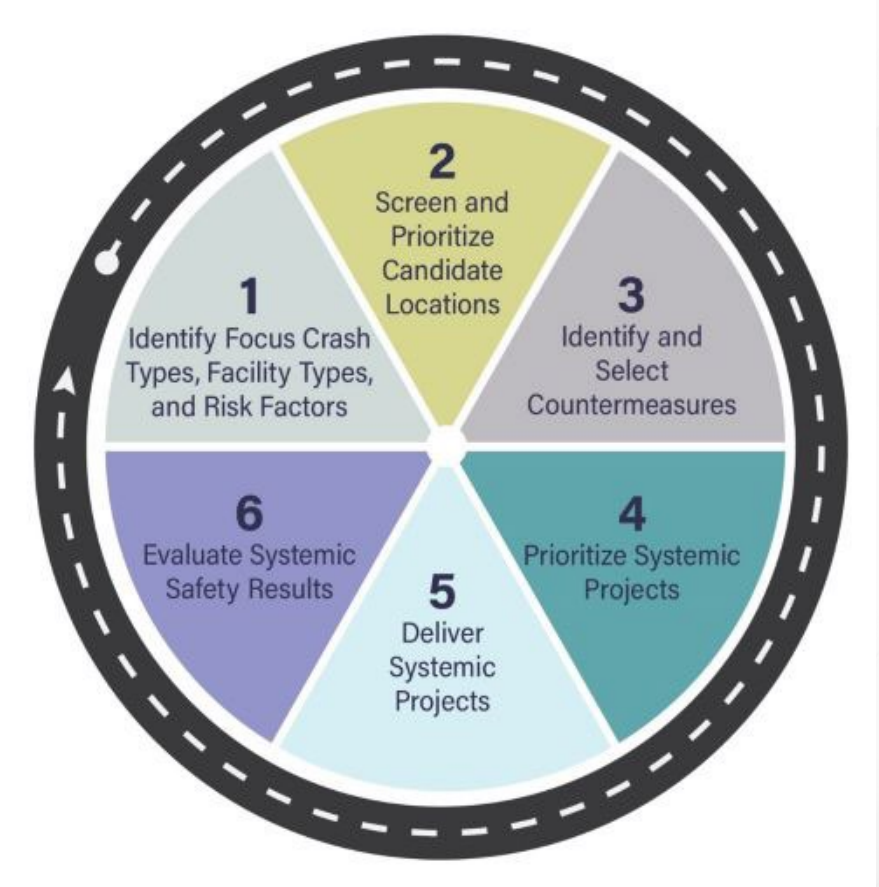
How many MORE times likely if:

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

SAFETY IMPROVEMENT DEVELOPMENT

Process to Identify How to Improve Transportation Safety

1. Identify Where and What Type of Collisions Result in Poor Safety Outcomes
2. Prioritize the Top Locations (Intersections/Clusters and Corridors)
3. Identify Effective Safety Countermeasures
4. Match Potential Countermeasures with Top Locations to Maximize Use of Resources to Improve Safety Outcomes

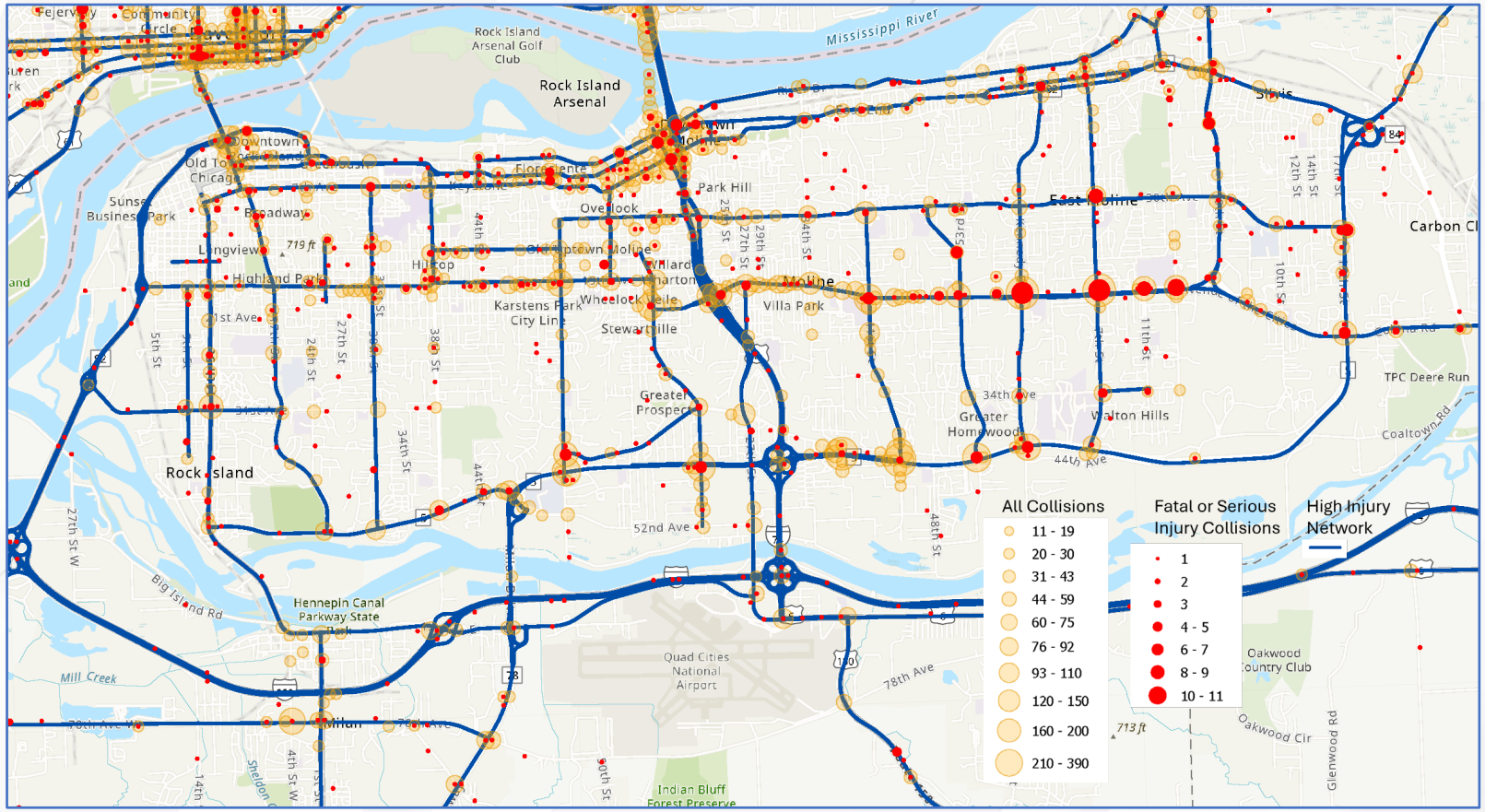


HIGH INJURY NETWORK

Illinois Quad Cities

The HIN in the Illinois Quad Cities consists of 290 roadway miles, 27% of total roadway miles

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

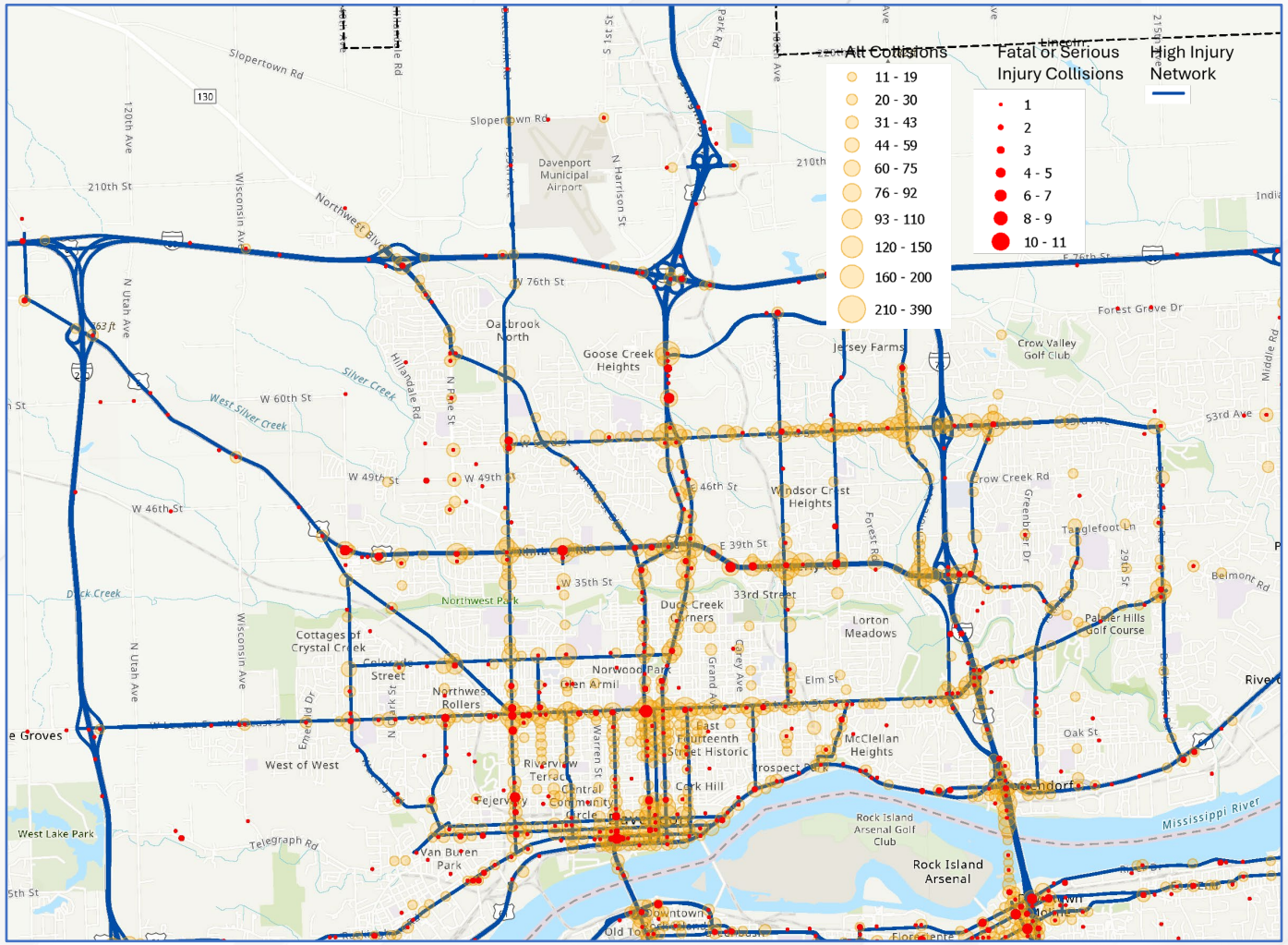


HIGH INJURY NETWORK

Iowa Quad Cities

The HIN in the IA Quad Cities consists of 111 roadway miles, 23% of total roadway miles

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

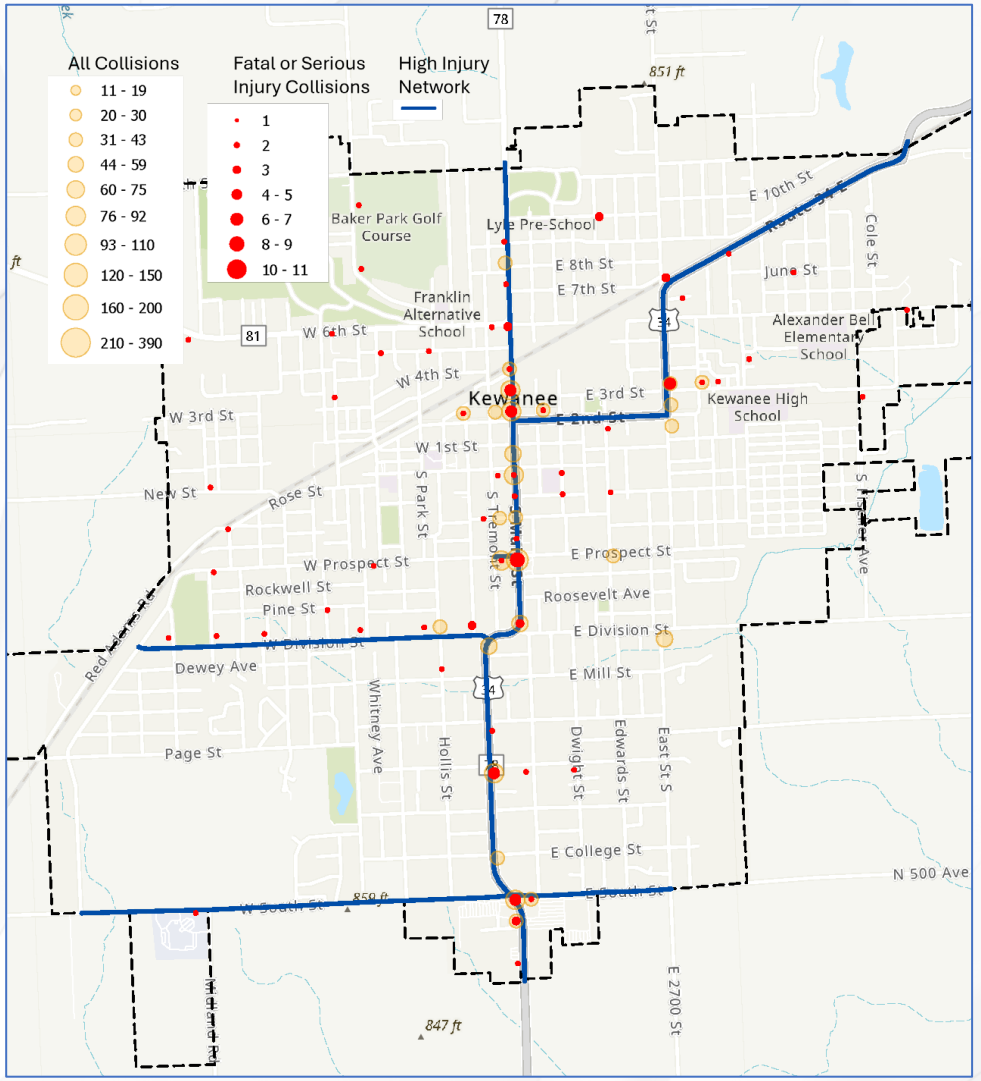


HIGH INJURY NETWORK

Kewanee, IL

The HIN in the IA Quad Cities consists of 9 roadway miles, 10% of total roadway miles

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

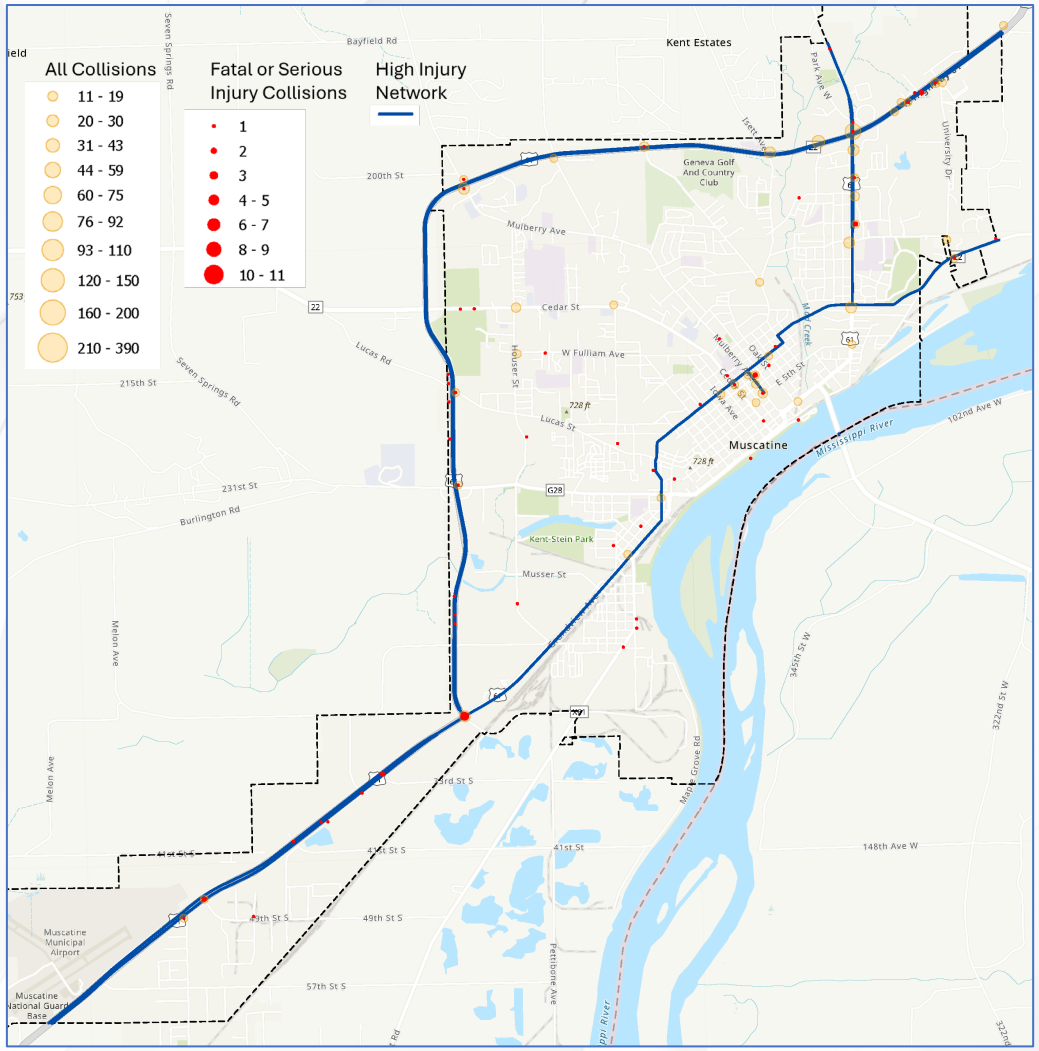


HIGH INJURY NETWORK

Muscatine, IA

The HIN in the IA Quad Cities consists of 14 roadway miles, 23% of total roadway miles

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



PRIORTIZING TOP LOCATIONS

Criterion	Rationale	Measure	Scoring Scale (Points Possible)				
			0	5	10	15	20
Fatal and Serious Vehicle Crashes	Prioritize target crashes	Total crashes over 10-year period	No fatal or serious crashes	1 fatal or serious crashes	2 fatal or serious crashes	3 fatal or serious crashes	4 fatal or severe crashes (five points for each additional)
Vulnerable Roadway User Fatal and Serious Crashes	Prioritize Pedestrian and Pedalcyclist crashes	Total crashes over 10-year period	No fatal or serious crashes	1 fatal or serious crashes	2 fatal or serious crashes	3 fatal or serious crashes	4 fatal or severe crashes (five points for each additional)
High Injury Network	Focus on crashes in high frequency locations	Project on high injury network (HIN)	Projected not located on HIN	Fifteen points if located on High Injury Network (HIN)			
Equity[13]	Prioritize projects that benefit disadvantaged communities	Projects located in Area of Persistent Poverty and/or Historically Disadvantaged Community zone	Not located in disadvantaged community	Five points if located in an Areas of Persistent Poverty or Historically Disadvantaged Community zone			
Public Concerns	Prioritize projects that align with public safety concerns	Public input	No public safety concern	Public safety concern			

PROVEN SAFETY COUNTERMEASURES

Nationally Recognized as Effective in Crash Reduction

Speed Management

Pedestrian/Bicyclist

Roadway Departure

Intersections

Crosscutting

TSAP RECOMMENDATIONS

Providing Agencies with Priorities for Effective Safety Improvement Outcomes

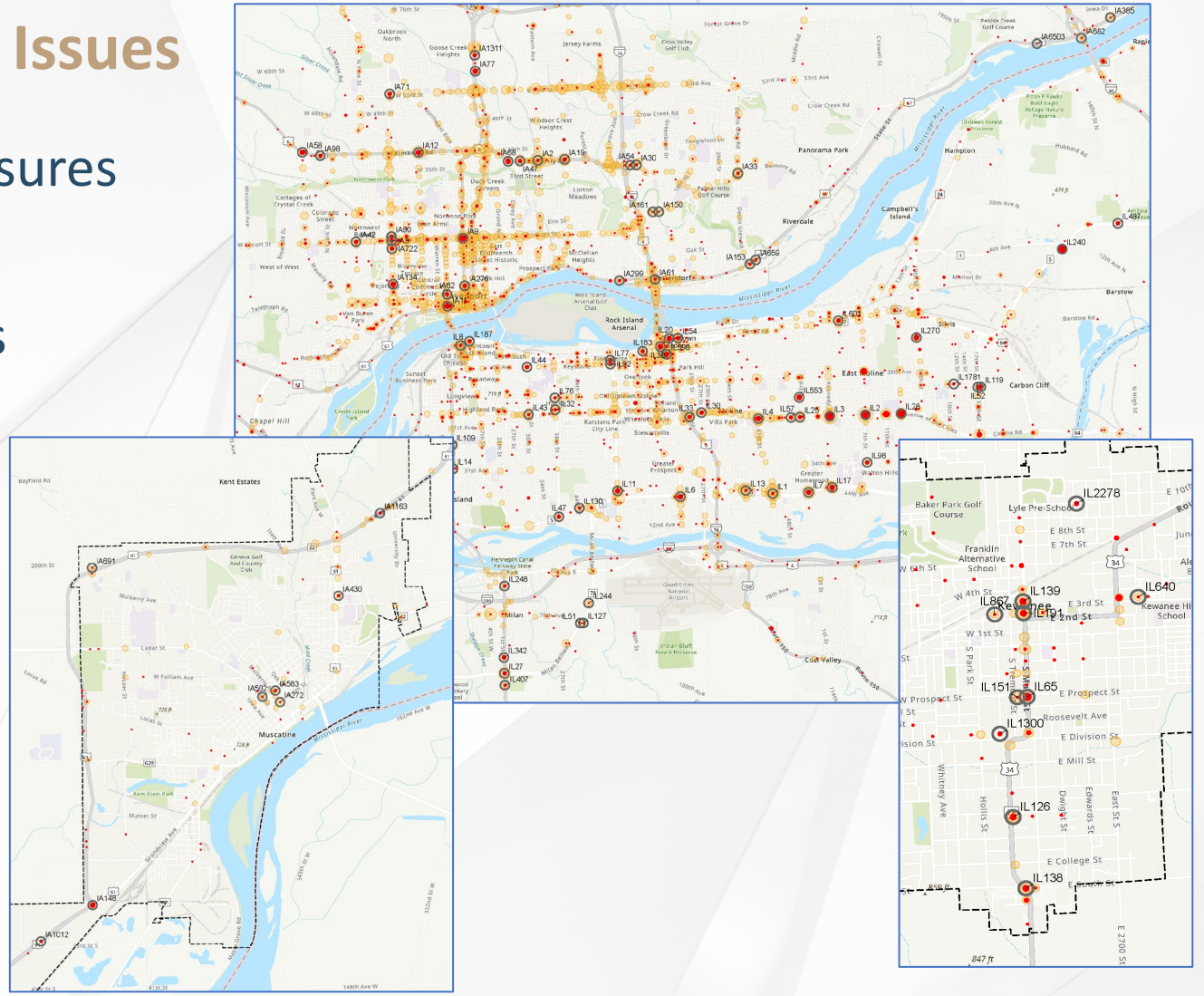
- ✓ Top Individual Collision Location Improvements
  - Indicated Countermeasures from Crash History
  - Prioritized
- ✓ Early Action Systemic Improvement Programs
  - Intersection/Cluster Locations and Corridors
  - Developed from Safety Summit

COUNTERMEASURES

Addressing Location-Specific Safety Issues

Top Individual Collision Location Countermeasures

- ✓ Enhanced Signage and Pavement Markings
- ✓ Roadway Departure Solutions
- ✓ Divided Highway Crossing Improvements
- ✓ Right Turn Slip Lane Improvements
- ✓ Horizontal Curve Improvements
- ✓ Median Barrier Improvements
- ✓ Crosswalk Visibility Enhancements
- ✓ Roundabouts

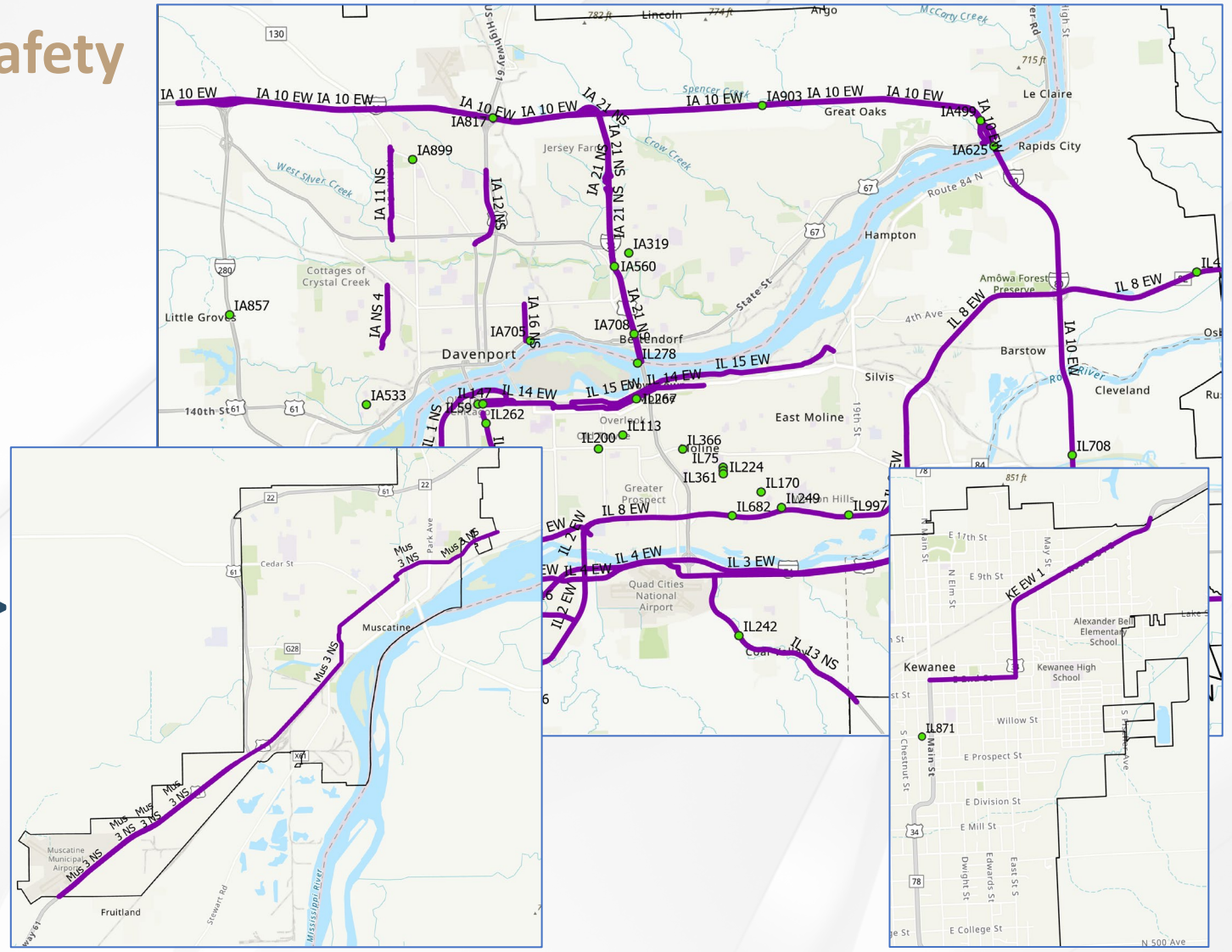


SYSTEMIC IMPROVEMENTS

Proactively Address Systemic Safety

Early Action Systemic Improvements

- ✓ Corridor Left-Turn Improvements
- ✓ Right-Turn on Red Improvements
- ✓ Enforcement of Red Light/Stop Sign Running
- ✓ Enforcement of Speeding ---------->
- ✓ Reduction in Traffic Flow Interruption



NEXT STEPS

How You Can Help

- Review the Draft Traffic Safety Action Plan
- Tell us your Thoughts about the TSAP:
  - The Goals
  - Top Safety Locations to Prioritize for action
  - Proposed Countermeasures

Project Website

TSAP Document

The Public Comment Period will be open until midnight May 7, 2025.


Question & Answer

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