

# MINUTES

## KANKAKEE AREA TRANSPORTATION STUDY SAFETY COMMITTEE

Training Room, Bourbonnais Fire Department,  
1080 Armour Road, Bourbonnais, IL

**Wednesday, April 29, 2015 @ 9:00 A.M.**

### **Member in Attendance**

Lt. Jason LoCoco, Illinois State Police; Rick Lalumendre, Olivet Nazarene University; Steve Blanchette, Kankakee County Highway Dept.; Chief Scott O'Brien and Adam McCarty; Manteno Fire Dept.; Therese Schultz, Aquinas Catholic Academy; Deputy Chief John Gerard, Kankakee Police Dept.; Dave Lurhsen, Bradley-Bourbonnais Community High School; Ed Zopf, Kankakee County Sheriff's Dept.; Roger Blakely, IDOT.

### **Others Present**

Mike Lammey and Geoff Olson, Kankakee County Planning Department; Scott Ferguson, Marc Budzynski, Filiberto Sotelo, Tom Caldwell, IDOT.

### **Call to Order**

Chairman Tyson called the meeting to order at 9:03 AM and welcomed everyone to the meeting.

### **Public Comment**

None.

### **Approval of Minutes**

Deputy Chief Gerard made a motion to approve the minutes, seconded by Lt. LoCoco. Motion carried.

### **Presentation on Roadside Safety Assessments and Reviews**

Mr. Sotelo gave a presentation explaining road safety assessments (RSAs) and road safety reviews (RSRs) and the differences between them. RSAs are formal examinations of a roadway's safety performance by an independent team. RSRs are essentially a less formal version of an RSA and the team can comprise staff that is local to the roadway. The result is a report that analyzes the findings from the field and contains recommendations for safety improvements.

Deputy Chief Gerard asked how long an RSA takes from start to finish. Mr. Sotelo said it is usually 4 to 6 weeks for the team to be assembled and perform the field work. The analysis and final report can take several months. Overall the process could take between 6 months to one year. Usually the field work involved for an RSA is 2 to 3 days, whereas an RSR is typically 1 to 1.5 days in the field.

Mr. Lammey asked if an RSA and RSR helps with obtaining a Highway Safety Improvement

Program (HSIP) grant. Mr. Sotelo explained that it is excellent documentation and can certainly help an HSIP grant application, but it not a guarantee of award.

Mr. Blakely asked what the level of involvement IDOT had with RSAs and RSRs. Mr. Sotelo answered that the final report of an RSA is assembled and approved by IDOT. In contrast, the final report for an RSR does not get approved by IDOT and can be completed in much less time. Mr. Blakely also asked if there was any liability for having an RSA or RSR performed because the possibility of knowing about or becoming aware of a safety hazard. Mr. Sotelo said it was his opinion that it did not create a liability, but would confirm this with his supervisor and send a response back to the committee.

Mr. Blanchette asked if there was any cost to the agency requesting the RSA or RSR. Mr. Sotelo told everyone that by making the request to IDOT, which only the owner of the road can request, there is no cost to the jurisdiction. Mr. Olson asked if the recommendations in the reports are required to be performed. Mr. Sotelo said they are simply recommendations and there is nothing that mandates a jurisdiction for implement the improvements.

### **Election of Officers**

Mr. Lammey said Mr. Luhrsen, Chief O'Brien, and Deputy Chief Gerard volunteered to be nominated to be vice-chairmen for the committee, representing each of the four Es in addition to the chairman. Lt. Zopf motioned to approve the nominees, seconded by Lt. LoCoco. Motion carried.

### **2014 Fatal Crash Data**

Mr. Olson explained the most recent year of crash data that has been prepared. He explained that there has been a shift in crash types of previous years. In the past many fatal crashes were single vehicle, run off the road crashes. In 2014, there was a greater number of head-on collisions, possibly caused by distracted driving. The reason the crashes are of concern is because the majority occurred under favorable weather conditions during daylight hours. Mr. Olson said that A-type injury crashes would be the next set of crash data to be mapped.

Mr. Ferguson asked if any of the fatalities occurred in construction zones. Mr. Olson answered that the information was not currently available, but did not think they were, except possibly the crashes on I-57.

### **Safety Crash Subcommittee**

Mr. Lammey explained that the Mr. Rogers volunteered 9000N Road for the Safety Subcommittee to be the first corridor that will be analyzed for any possible safety improvements.

### **Discussion of 9000N Rd/Division Street Issues**

Committee members discussed the staging and construction traffic for the new pipeline. Chief O'Brien expressed concern for the increase in truck traffic in and around Manteno. Lt. Zopf said that every Friday, early in the morning, a safety meeting is held that all the truck drivers are required to attend. He also said the contracting company is very strict on driver safety and will not tolerate any cell phone use. Chief O'Brien added that he would like to be able to make the public aware of the increased truck traffic to prepare drivers exercise additional caution while the

staging areas remain in the area.

### **Report On Hands Free Cell Enforcement Issue**

Chairman Tyson asked if there were any updates on the enforcement of hands free cell phone use. Nobody from the committee had any updates, except that drivers are still continuing to ignore the law.

### **Next Meeting**

The next Safety Crash Subcommittee Meeting will be on May 13, 2015 at 9:00 AM at the County Administration Building in the 2<sup>nd</sup> Floor Conference Room. The next Safety Committee Meeting will be on June 3, 2015 at 9:00 AM at the Bourbonnais Fire Station in the Training Room.

### **Adjournment**

Chairman Tyson adjourned the meeting at 10:11 AM.