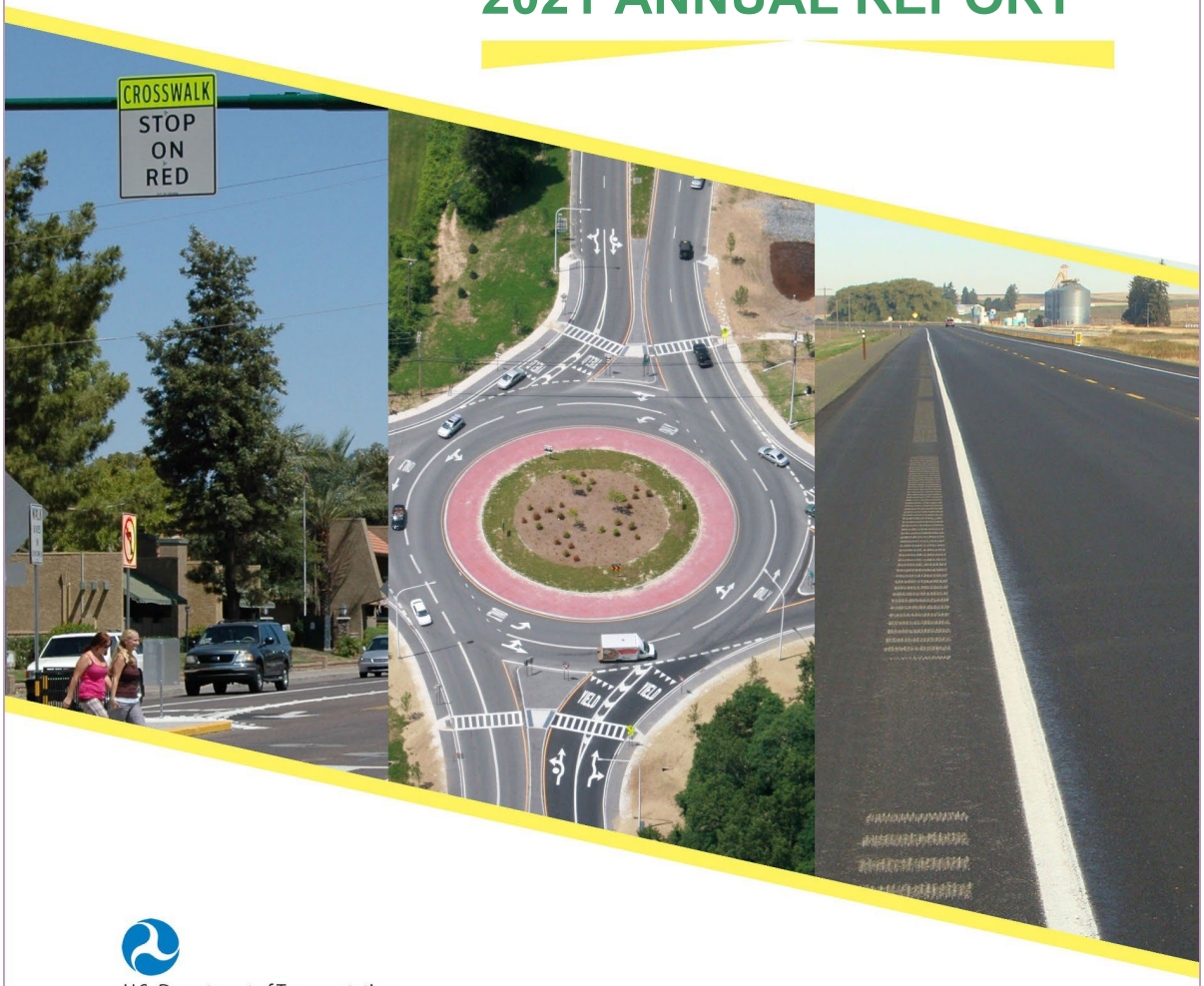
ILLINOIS

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2021 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

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Table of Contents

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23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.23 U.S.C. 409 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

In July 2017, the Illinois Department of Transportation (IDOT) updated its Strategic Highway Safety Plan (SHSP) with the ultimate goal of reaching zero fatalities and serious injuries on all Illinois roads by the year 2034. One of the strategies mentioned in the plan, was the Federal Highway Administration's (FHWA) Highway Safety Improvement Program (HSIP).

HSIP in Illinois is a data-driven program whose purpose is to provide funding for proven countermeasures to reduce fatalities and serious injury crashes on Illinois roadways. IDOT's Bureau of Safety Programs and Engineering (BSPE) oversees the program and HSIP Committee while working with other safety partners such as the FHWA, IDOT's Bureau of Operations, IDOT's Bureau of Local Roads, IDOT districts, and local agencies and MPOs. Currently, IDOT districts may apply for HSIP funds year-round, while local agencies and MPOs may apply for projects only once a year.

The HSIP Committee approves projects based on several factors such as historical crash data, appropriately chosen countermeasures based on the crash history, and the benefit/cost value. In recent years, the HSIP Committee has been trying to encourage IDOT districts and local agencies to consider alternative strategies as suggested by the FHWA such as innovative intersections or utilizing systemic approaches.

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

IDOT has an HSIP policy which identifies the process for data analysis, project application, project review, and approval and can be accessed via http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/highway-safety-improvement-program).

IDOT is currently still in the process of updating the HSIP Policy and creating an HSIP Evaluation Tool.

Illinois' HSIP is overseen by IDOT's Bureau of Safety Programs and Engineering (BSPE). IDOT districts are allowed to submit applications throughout the year for the HSIP Committee to review at their monthly meetings. Local agencies are able to submit once a year when the application period is open. Both state and local programs are reviewed based on using a data-driven and proven countermeasure approach.

Where is HSIP staff located within the State DOT?

Other-Bureau of Safety Programs and Engineering

How are HSIP funds allocated in a State?

- Other-See explanation in box.

20% is allocated for local use, 20% is allocated for statewide safety initiatives, and remaining is divided between districts based on fatality rates. However, additional funding for local projects may be used from state funding if determined its needed for quality local projects.

Describe how local and tribal roads are addressed as part of HSIP.

Each year there is a period in which local agencies and MPOs are able to apply for funding for local projects. When the window to apply begins, BSPE hosts a webinar for local agencies and MPOs to inform them of the HSIP process and provide examples of HSIP applications are likely to be approved or denied. Through coordination with IDOT’s Bureau of Local Roads, local applications are received and then reviewed. Local HSIP applications are reviewed with the same criteria as state applications. A history of crashes must be shown, a countermeasure selected to address the crashes, and the benefit/cost analysis. However, should the project be systemic, a history of crashes is not required as long as the roadway owner can show the

locations/locations have roadway characteristics proven to contribute to fatal and severe injury crashes and the proposed countermeasure targets those fatal and severe injury crashes.

Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.

- Design
- Districts/Regions
- Local Aid Programs Office/Division
- Operations
- Traffic Engineering/Safety

Describe coordination with internal partners.

IDOT's HSIP Committee (formerly referred to as the Central Traffic Safety Committee in previous online reports) is comprised of several IDOT members from various bureaus within IDOT. Most are from the Bureau of Safety Programs and Engineering (BSPE), but there are also members from the Bureau of Operations and Bureau of Design and Environment and one IDOT district who have their own unique perspective and area of expertise.

The HSIP Committee also works closely with IDOT districts on HSIP applications. Even if an application is denied, the HSIP Committee will provide a reason for the denial and suggestions for the district to reapply using a different and more appropriate countermeasure based on the observed crash data. The HSIP Committee also encourages an open dialogue with the districts and ensure they're welcome to reach out to the HSIP Committee on any possible projects.

One instance featured a district unsure of support for a roundabout. The HSIP Committee reviewed the data and agreed to meet with the district in which the HSIP Committee agreed with the proposed roundabout. An application followed shortly after which the HSIP Committee approved.

Each year when the submittal window for Local HSIP projects is open, the HSIP Committee works closely with the Bureau of Local Roads (Local Aid) in coordinating the submittal of Local HSIP applications. The Bureau of Local Roads works with the HSIP Committee in reviewing and approving or denying Local HSIP applications.

Identify which external partners are involved with HSIP planning.

- FHWA
- Local Government Agency
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
- Other-Local Agencies

Local agencies/municipalities submit applications during the annual open window to the HSIP Committee and IDOT Local Roads personnel.

Describe coordination with external partners.

Besides IDOT employees, the HSIP Committee includes FHWA staff. Should a question arise about funding or the eligibility of projects, the HSIP Committee will reach out to their external partners at FHWA.

Similar to how the HSIP Committee encourages IDOT districts to reach out with any questions regarding HSIP, the HSIP Committee encourages local agencies and MPOs to reach out and provides feedback and comments on Local HSIP applications. The HSIP Committee ensures they have access to the latest BSPE tools such as the safety tiers, data trees, emphasis area tables and graphs, crash data, and crash analysis tool, and putting them into contact with the IDOT safety contact from their respective IDOT district.

Describe other aspects of HSIP Administration on which the State would like to elaborate.

HSIP in Illinois is administered by the HSIP Committee. The HSIP Committee is overseen by IDOT's Bureau of Safety and Programs (BSPE)'s Safety Design Unit Chief. The HSIP Committee is made of members from BSPE, IDOT's Bureau of Operations and Bureau Design and Environment, and FHWA. All projects are approved based on the 90/10 split, with 90% of the project cost being paid for by HSIP funds and the remaining 10% paid for by either the district or local agency requesting the HSIP funding.

Once a month, The HSIP Committee reviews new HSIP applications for projects on state roadways. Any of the nine IDOT districts can submit an HSIP application through the HSIP SharePoint site. Each application must include the five most recent years of available crash data for the location, a detailed cost sheet, a project description, and a completed copy of Illinois' benefit/cost tool spreadsheet which is available via IDOT's website. Ideally, the application will have supporting documentation such as plans, photos of existing conditions, and the location. At the monthly meeting the HSIP Committee then decides to approve or deny each application. Applications may be reviewed with partial funding, or denied, but encouraged to resubmit based on feedback from the HSIP Committee.

The HSIP Committee also works with members from IDOT's Bureau of Local Roads in administering HSIP projects on local roads. Local agencies and MPOs can apply once a year for local HSIP projects. The requirements for local HSIP applications are the same as state applications.

After applications are approved, the district or local agency are then notified so they can continue with the next steps of programming and constructing their project. For the HSIP Committee to perform an evaluation on the effectiveness of the project, they require five years of after data.

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

Yes
http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Manuals-Guides-&-Handbooks/Safety/SAFETY%201.06%20-%20Safety%20Engineering%20Policy%20Memorandum.pdf

Select the programs that are administered under the HSIP.

- Horizontal Curve
- HRRR
- Left Turn Crash
- Local Safety
- Pedestrian Safety
- Roadway Departure
- Other-Run off Road (Pilot)

Program: Horizontal Curve

Date of Program Methodology:3/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume

Roadway

- Median width
- Horizontal curvature
- Functional classification
- Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Other-Weighted crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- selection committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Available funding:1
Cost Effectiveness:2

Program: HRRR

Date of Program Methodology:3/1/2018

What is the justification for this program?

- Other-HRRR

What is the funding approach for this program?

Other- Funding set aside if in penalty, otherwise competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Fatal and serious injury crashes only	• Traffic	• Functional classification

What project identification methodology was used for this program?

- Crash rate
- Excess expected crash frequency using SPFs

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- selection committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Available funding:1
Cost Effectiveness:2

Program: Left Turn Crash

Date of Program Methodology:11/6/2019

What is the justification for this program?

- Other-Address high amount of crashes and severe injuries occurring at urban signalized intersections

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- Fatal and serious injury crashes only

Exposure

- Traffic

Roadway

- Functional classification
- Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Excess proportions of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- selection committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Available funding:1
Cost Effectiveness:2

Program: Local Safety

Date of Program Methodology:1/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety
- Other-HRRR Penalty
- Other-FHWA EDC5

What is the funding approach for this program?

Other-HSIP allocation for locally owned roadways

What data types were used in the program methodology?

Crashes

- Fatal and serious injury crashes only

Exposure

- Traffic

Roadway

- Horizontal curvature
- Functional classification
- Other-Ownership

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Excess expected crash frequency using SPFs
- Excess proportions of specific crash types
- Probability of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- selection committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Available funding:2
Cost Effectiveness:1

Program: Pedestrian Safety

Date of Program Methodology:9/28/2017

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- Other-Pedestrian fatal and serious crashes only

Exposure

Roadway

- Other-All routes eligible

What project identification methodology was used for this program?

- Crash frequency

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Competitive application process

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Available funding:1
Cost Effectiveness:2

Program: Roadway Departure

Date of Program Methodology:3/31/2021

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- Other-Assist local agencies

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Fatal and serious injury crashes only		• Other-Loal rural roads

What project identification methodology was used for this program?

- Crash rate
- Other-Benefit/cost analysis

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-Compete with all local road HSIP applications

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:2
Available funding:3
Other-Crash history:1

Program: Other-Run off Road (Pilot)

Date of Program Methodology:3/4/2019

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Other-Encourages county participation in HSIP

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Other-Run-off-the-road all injury crashes		• Functional classification • Other-Roadway features that may be addressed with specific countermeasures

What project identification methodology was used for this program?

- Crash frequency
- Probability of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- selection committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Available funding:1
Cost Effectiveness:2

What percentage of HSIP funds address systemic improvements?

52

HSIP funds are used to address which of the following systemic improvements?

- Add/Upgrade/Modify/Remove Traffic Signal
- Install/Improve Lighting
- Install/Improve Signing
- Pavement/Shoulder Widening
- Rumble Strips
- Upgrade Guard Rails

What process is used to identify potential countermeasures?

- Crash data analysis
- Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
- Engineering Study
- Road Safety Assessment
- SHSP/Local road safety plan
- Stakeholder input

Does the State HSIP consider connected vehicles and ITS technologies?

No

IDOT has allowed HSIP funds to be used for smart work zones, changeable message boards, and ramp metering.

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

The HSM was used as a basis for developing Illinois calibrated safety performance functions (SPFs). These SPFs have been used in the development of Illinois' safety tiers and other tools which assist in HSIP identification and approval process. Each HSIP application requires a benefit/cost analysis using proven, high-quality countermeasures from the CMF Clearinghouse and HSM. HSIP projects completed from 2007 – 2015 were evaluated using methods found in the HSM. Last year IDOT updated its state safety tiers based on 2014 - 2018 crash data and an update for the local tiers based on more recent crash data is in development.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

July 1, 2019 - June 30, 2020

Enter the programmed and obligated funding for each applicable funding category.

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$79,799,417	$79,799,417	100%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$0	$0	0%
Totals	$79,799,417	$79,799,417	100%

While Illinois was not in penalty and did not have to spend HRRR funding, Illinois has been keeping a list of projects with HRRR locations.

How much funding is programmed to local (non-state owned and operated) or tribal safety projects?

20%

How much funding is obligated to local or tribal safety projects?

20%

Illinois usually sets aside 20% of funding for locals, but did transfer additional funding.

How much funding is programmed to non-infrastructure safety projects?

$0

How much funding is obligated to non-infrastructure safety projects?

$0

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

0%

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

0%

Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.

In the past, obstacles to the obligation of HSIP funds included the obtainment of right of way, compliance with the federal National Environmental Policy Act, and Buy America. Purchasing right of way can sometimes be a tedious and drawn out process depending on the roadway owner and purchase amount. The National Environmental Policy Act can cause issues at site locations by prohibiting or limiting what construction can take place. Buy America has caused issues with several recent projects as the requested equipment to be purchased—moveable barrier wall to be used in construction zones, and a pavement striper to be used for striping unmarked rural roads—as every single piece of the equipment could not be guaranteed to be made in America.

These obstacles are still present, but due to COVID 19, IDOT's HSIP is beginning to see other obstacles emerge in the past year. Several districts and local agencies have asked for time extensions due to COVID 19 complications, or additional funding. Over the past year construction materials have become harder to come by, have increased wait times, and have increased in price due to COVID 19. IDOT is expecting to see COVID 19 related obstacles to continue for the next few years.

General Listing of Projects

List the projects obligated using HSIP funds for the reporting period.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
201203008	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$0	$0	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	69,000	35	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201212010	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$0	$819000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	26,500	40	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201212016	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$0	$584000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	46,100	30	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201212024	Intersection geometry	Add/modify auxiliary lanes	2	Intersections	$0	$0	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	12,650	55	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201308002	Roadway	Rumble strips – edge or shoulder	4.84	Miles	$0	$4506000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,700	55	State Highway Agency	Spot	Roadway Departure	Keep vehicles in their respective lanes
201310005	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$0	$1473000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	74,500	40	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201312006	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$0	$0	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	48,000	45	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201406004	Roadway	Rumble strips – edge or shoulder	2.7	Miles	$0	$1496000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,600	45	State Highway Agency	Spot	Roadway Departure	Keep vehicles in their respective lanes
201409011	Intersection geometry	Intersection realignment	1	Intersections	$0	$3500000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	13,250	55	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201410265	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$0	$0	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	11,900	55	State Highway Agency	Spot	Intersections	Enhance intersection safety performance

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
201501007	Roadway	Superelevation / cross slope	2	Curves	$0	$45000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	6,500	35	City or Municipal Highway Agency	Spot	Lane Departure	Keep vehicles in their respective lanes
201502013	Intersection geometry	Add/modify auxiliary lanes	3	Intersections	$0	$0	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	10,000	45	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201505032	Roadway	Roadway widening - travel lanes	0.72	Miles	$0	$1298000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	400	55	County Highway Agency	Spot	Roadway Departure	Keep vehicles in their respective lanes
201610003	Roadway	Rumble strips – edge or shoulder	1	Miles	$0	$1216000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	32,450	45	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201612006	Roadway	Superelevation / cross slope	8	Curves	$0	$0	HSIP (23 U.S.C. 148)	Urban	Major Collector	2,000	40	County Highway Agency	Spot	Roadway Departure	Keep vehicles in their respective lanes
201701007	Roadside	Barrier- metal	57	Locations	$0	$383000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	2,000	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201707002	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	9	Intersections	$0	$1800000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	21,800	35	State Highway Agency	Systemic	Intersections	Enhance intersection safety performance
201709003	Intersection traffic control	Modify traffic signal – add backplates with retroreflective borders	16	Intersections	$0	$473000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	20,000	45	State Highway Agency	Systemic	Intersections	Enhance intersection safety performance
201712002	Roadside	Barrier end treatments (crash cushions, terminals)	11	Locations	$0	$999000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	20,000	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201712003	Roadside	Barrier end treatments (crash cushions, terminals)	184	Locations	$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	2,000	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															respective lanes
201712004	Roadside	Barrier end treatments (crash cushions, terminals)	437	Locations	$0	$1111000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Multiple/Varies	Multiple/Varies	2,000	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201712005	Roadway	Rumble strips – edge or shoulder	4.9	Miles	$0	$566000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	750	55	County Highway Agency	Spot	Roadway Departure	Keep vehicles in their respective lanes
201712008	Roadside	Barrier end treatments (crash cushions, terminals)	84	Locations	$0	$0	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	2,000	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201712009	Roadside	Barrier end treatments (crash cushions, terminals)	181	Locations	$0	$890000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	2,000	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201712011	Roadside	Barrier end treatments (crash cushions, terminals)	79	Locations	$0	$1050000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	2,000	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201712016	Roadside	Barrier end treatments (crash cushions, terminals)	152	Locations	$0	$1030000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	2,000	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201712021	Intersection geometry	Splitter island – install on one or more approaches	4	Approaches	$0	$498000	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,400	55	County Highway Agency	Spot	Intersections	Enhance intersection safety performance
201712024	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	14	Miles	$0	$0	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	650	55	County Highway Agency	Spot	Roadway Departure	Keep vehicles in their respective lanes
201712033	Intersection traffic control	Modify traffic signal –other	1245	Signal heads	$0	$684000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	2,000	55	County Highway Agency	Spot	Intersections	Enhance intersection safety performance

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
201801001	Lighting	Continuous roadway lighting	1.55	Miles	$0	$7834000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	71,700	35	State Highway Agency	Systemic	Pedestrians	Enhance Pedestrian Safety
201801005	Roadside	Barrier end treatments (crash cushions, terminals)	18.3	Miles	$0	$881000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	72,300	55	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201802001	Roadway	Rumble strips – edge or shoulder	6.7	Miles	$0	$0	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,250	55	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201803004	Roadway	Rumble strips – edge or shoulder	6.34	Miles	$0	$1300000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,050	55	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201805001	Intersection traffic control	Intersection flashers –sign-mounted or overhead	1	Intersections	$0	$100000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,075	55	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201810008	Roadside	Barrier end treatments (crash cushions, terminals)	31	Locations	$0	$310000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	25,000	45	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201810010	Roadside	Barrier end treatments (crash cushions, terminals)	54	Locations	$0	$540000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	25,000	45	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201811004	Intersection traffic control	Modify traffic signal – add additional signal heads	1	Intersections	$0	$889000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	36,700	30	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201811005	Intersection traffic control	Modify traffic signal – add additional signal heads	1	Intersections	$0	$717000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	54,250	40	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201812004	Roadside	Increase clear zone – tangent	4.47	Miles	$0	$0	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,750	55	State Highway Agency	Spot	Roadway Departure	Tree Removal for New Shoulders

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
201901003	Access management	Raised island - install new	0.6	Miles	$0	$1154000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	53,100	35	State Highway Agency	Spot	Roadway Departure	Keep vehicles in their respective lanes
201903009	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	1	Intersections	$0	$342000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,700	45	State Highway Agency	Systemic	Intersections	Enhance intersection safety performance
201903011	Intersection traffic control	Modify traffic signal timing – left-turn phasing	1	Intersections	$0	$276000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	51,700	35	State Highway Agency	Systemic	Intersections	Enhance intersection safety performance
201903012	Roadway	Rumble strips – edge or shoulder	15.52	Miles	$0	$0	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,500	55	State Highway Agency	Spot	Roadway Departure	Keep vehicles in their respective lanes
201904002	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	5	Intersections	$0	$1500000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	6,976	30	State Highway Agency		Intersections	Enhance intersection safety performance
201905003	Roadside	Barrier end treatments (crash cushions, terminals)	17	Locations	$0	$583000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	25,000	45	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201905004	Roadside	Barrier end treatments (crash cushions, terminals)	19	Locations	$0	$388000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	25,000	45	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201907001	Pedestrians and bicyclists	Medians and pedestrian refuge areas	4	Intersections	$0	$531000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	11,300	30	State Highway Agency	Systemic	Pedestrians	Enhance Pedestrian Safety
201907002	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$0	$0	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	10,000	55	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201907005	Roadside	Barrier end treatments (crash cushions, terminals)	20	Locations	$0	$1011000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	15,000	55	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
201911001	Intersection traffic control	Modify traffic signal timing – left-turn phasing	1	Intersections	$0	$75000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	9,600	55	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201912025	Intersection traffic control	Modify traffic signal – add additional signal heads	3	Intersections	$0	$2181000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	42,900	50	County Highway Agency	Systemic	Intersections	Enhance intersection safety performance
202001006	Roadway	Rumble strips – edge or shoulder	8.56	Miles	$0	$1887000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,675	55	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
202001011	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	$0	$1000000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,663	65	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
202002008	Advanced technology and ITS	Dynamic message signs	4	Locations	$0	$1100000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	67,600	55	State Highway Agency	Systemic	Work Zones	Message Boards to communicate congested area and back ups
202002009	Roadside	Barrier end treatments (crash cushions, terminals)	21	Locations	$0	$3193000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,600	55	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
202004001	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	1	Intersections	$0	$235000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,026	55	State Highway Agency	Systemic	Intersections	Enhance intersection safety performance
202004001	Roadway	Rumble strips – edge or shoulder	2.68	Miles	$0	$295000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,026	55	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
202005001	Advanced technology and ITS	Advanced technology and ITS - other	1	Work Zones - On Call	$0	$500000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	20,000	55	State Highway Agency	Systemic	Work Zones	Reduce Crashes in Work Zones
202005002	Intersection geometry	Splitter island – install on one or more approaches	1	Intersections	$0	$957000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	23,900	40	State Highway Agency	Spot	Intersections	Enhance intersection safety performance

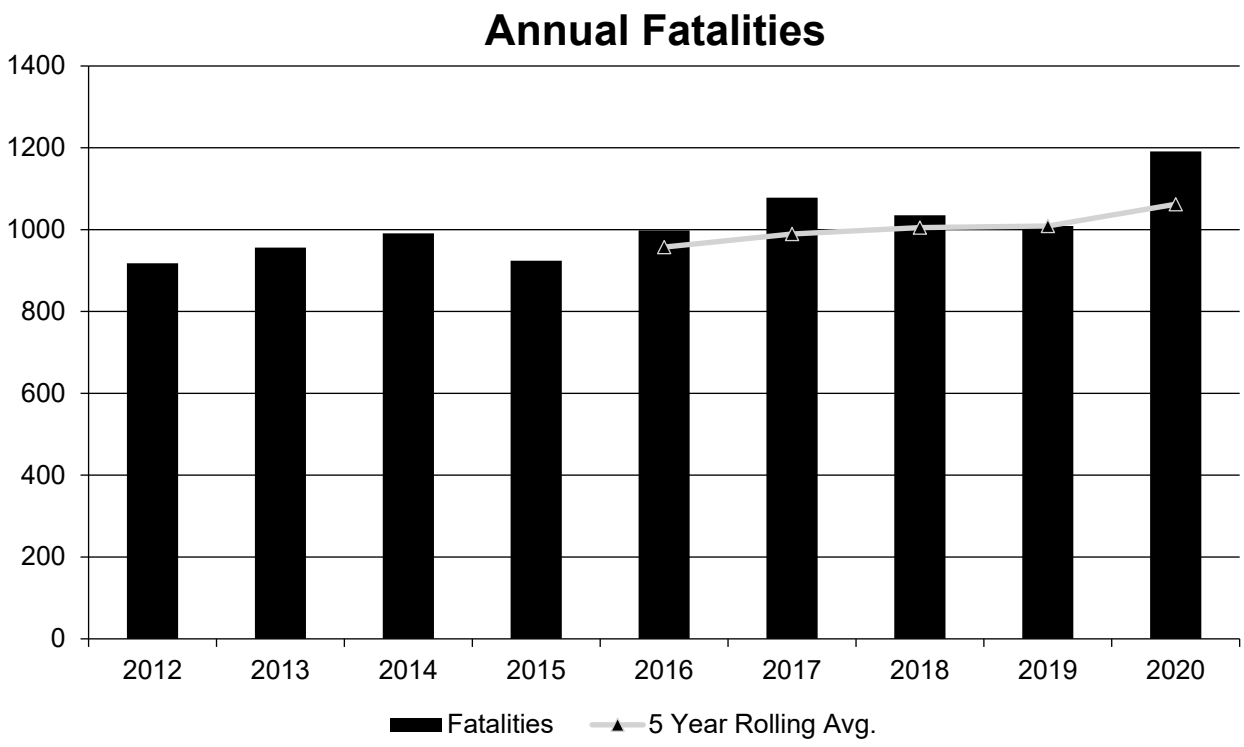
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
202006001	Intersection traffic control	Modify traffic signal – add backplates with retroreflective borders	46	Intersections	$0	$350000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	25,000	55	State Highway Agency	Systemic	Intersections	Enhance intersection safety performance
202006004	Roadside	Barrier – cable	2.3	Miles	$0	$1000000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	187,000	70	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
202007001	Advanced technology and ITS	Advanced technology and ITS - other	4	Locations	$0	$200000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	6,700	30	State Highway Agency	Systemic	Intersections	Time lane Control
202008004	Roadway	Rumble strips – edge or shoulder	5.5	Miles	$0	$1250000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,150	55	State Highway Agency	Spot	Roadway Departure	Keep vehicles in their respective lanes
202008006	Miscellaneous	Equipment	1	Mobile Barrier System	$0	$350000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	25,000	55	State Highway Agency	Systemic	Work Zones	Provide Positive Protection in Work Zones

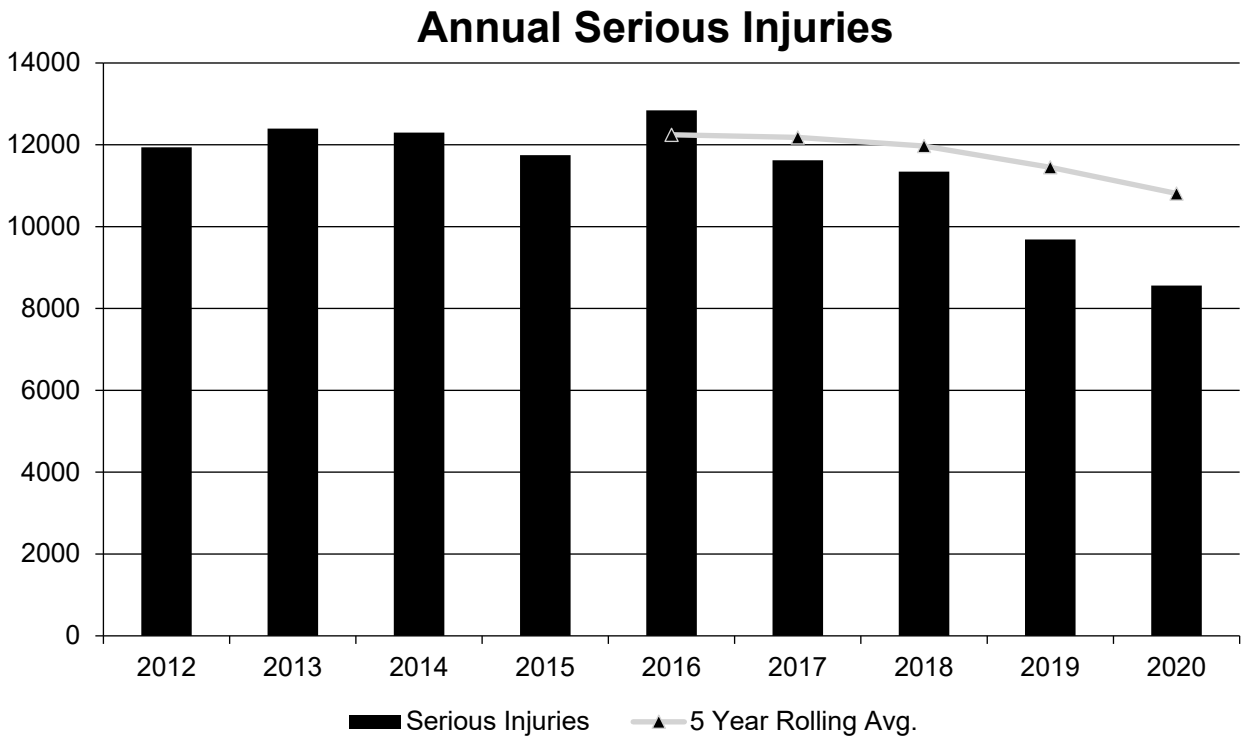
Safety Performance

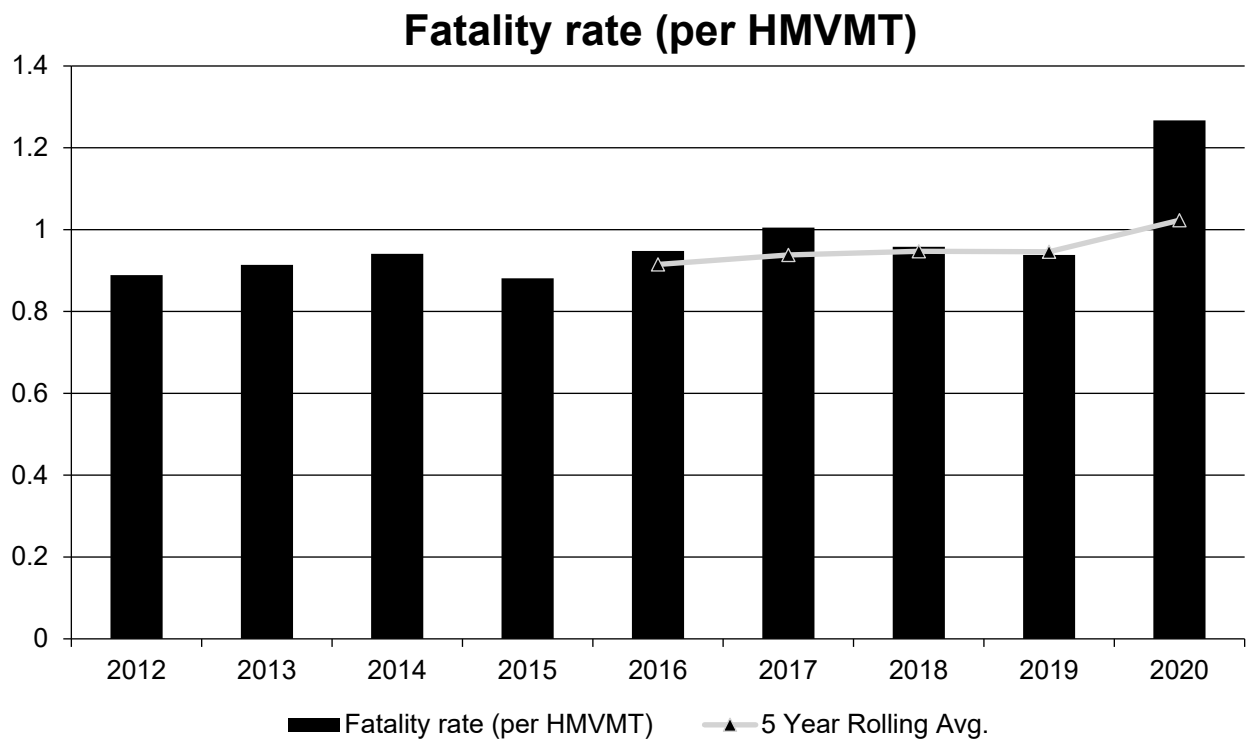
General Highway Safety Trends

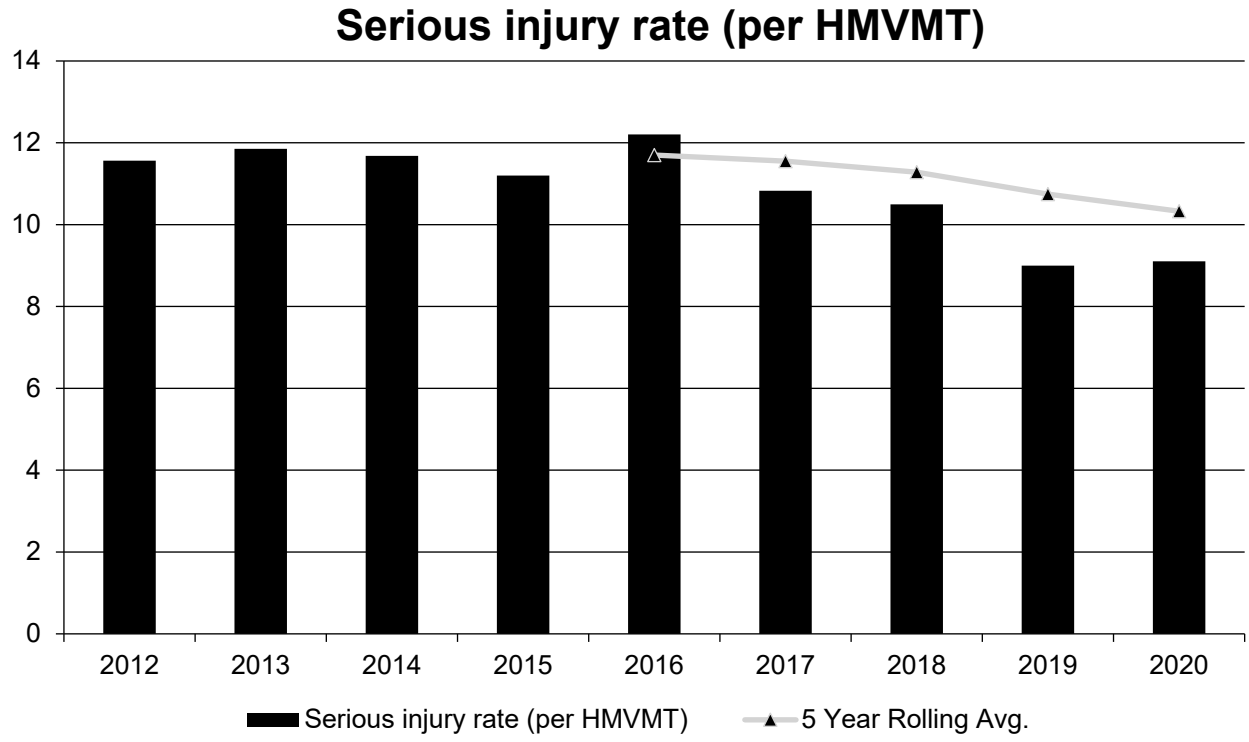
Present data showing the general highway safety trends in the State for the past five years.

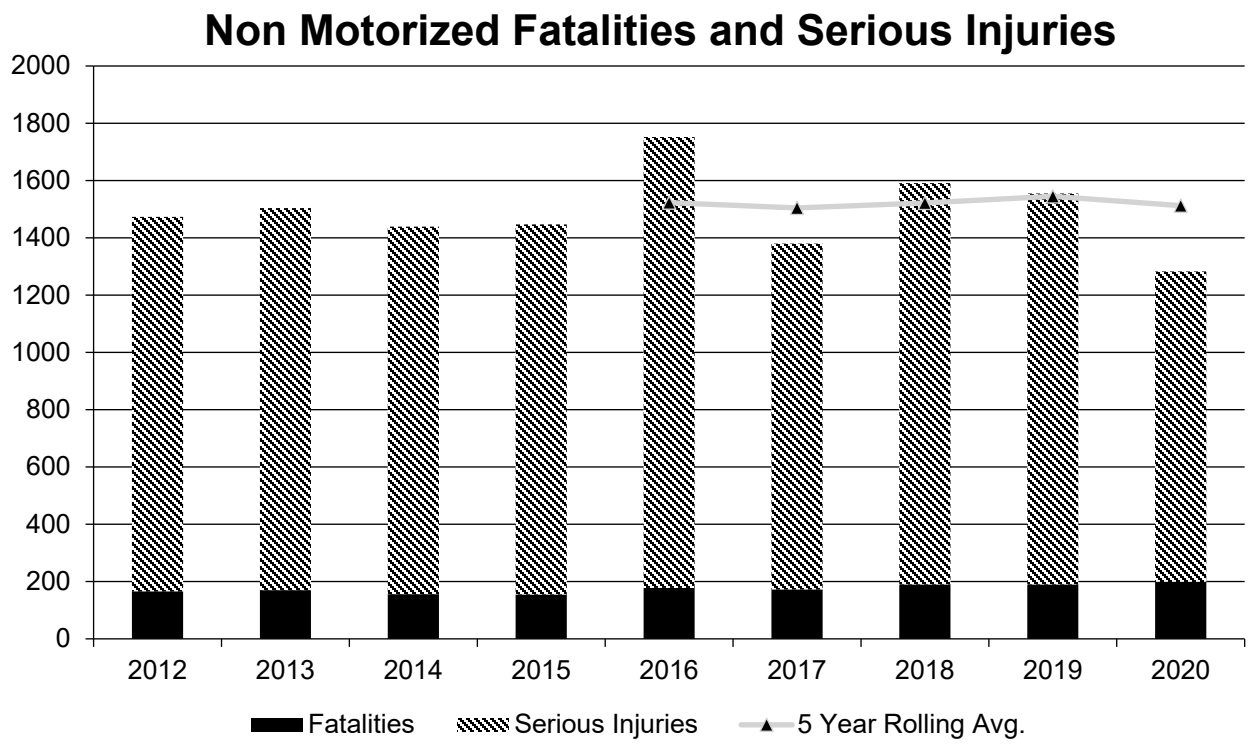
PERFORMANCE MEASURES	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatalities	918	956	991	924	998	1,078	1,035	1,009	1,191
Serious Injuries	11,939	12,398	12,300	11,748	12,844	11,622	11,344	9,685	8,560
Fatality rate (per HMVMT)	0.889	0.914	0.941	0.881	0.948	1.005	0.958	0.938	1.267
Serious injury rate (per HMVMT)	11.565	11.855	11.681	11.199	12.206	10.830	10.497	9.000	9.106
Number non-motorized fatalities	166	170	156	155	178	173	190	190	199
Number of non-motorized serious injuries	1,307	1,334	1,283	1,292	1,574	1,207	1,401	1,365	1,084


Annual Fatalities
1400
1200
1000
800
600
400
200
0
2012
2013
2014
2015
2016
2017
2018
2019
2020
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
14000
12000
10000
8000
6000
4000
2000
0
2012
2013
2014
2015
2016
2017
2018
2019
2020
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2012
2013
2014
2015
2016
2017
2018
2019
2020
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
14
12
10
8
6
4
2
0
2012
2013
2014
2015
2016
2017
2018
2019
2020
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

FARS

FARS

IDOT also keeps track of fatalities and serious injury crashes through its Bureau of Data Collection. The Bureau of Data Collection creates GIS crash layers for each year of data and is responsible for reporting Illinois fatality data to FARS.

To the maximum extent possible, present this data by functional classification and ownership.

Year 2020

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	46	171	0.45	1.82
Rural Principal Arterial (RPA) - Other Freeways and Expressways	1	5	0.61	3.07

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Other	51	250	1.34	6.58
Rural Minor Arterial	82	409	1.88	9.36
Rural Minor Collector	14	78	2.69	14.97
Rural Major Collector	103	436	2.68	11.34
Rural Local Road or Street	108	863	2.04	16.27
Urban Principal Arterial (UPA) - Interstate	148	535	0.62	2.22
Urban Principal Arterial (UPA) - Other Freeways and Expressways	2	30	0.17	2.57
Urban Principal Arterial (UPA) - Other	219	1,471	1.12	7.49
Urban Minor Arterial	159	1,500	1.06	9.95
Urban Minor Collector	11	142	1.31	16.87
Urban Major Collector	99	1,155	1.25	14.59
Urban Local Road or Street	133	1,637	9.01	110.92

Year 2019

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	0	0	0	0
County Highway Agency	0	0	0	0
Town or Township Highway Agency	0	0	0	0
City or Municipal Highway Agency	0	0	0	0
State Park, Forest, or Reservation Agency	0	0	0	0
Local Park, Forest or Reservation Agency	0	0	0	0
Other State Agency	0	0	0	0
Other Local Agency	0	0	0	0
Private (Other than Railroad)	0	0	0	0
Railroad	0	0	0	0
State Toll Authority	0	0	0	0
Local Toll Authority	0	0	0	0
Other Public Instrumentality (e.g. Airport, School, University)	0	0	0	0
Indian Tribe Nation	0	0	0	0

Safety Performance Targets

Safety Performance Targets

Calendar Year 2022 Targets *

Number of Fatalities:1000.0

Describe the basis for established target, including how it supports SHSP goals.

The target was established based on a 5-year rolling average using crash data from 2016 – 2020 and a 2% reduction. IDOT's overall goal as outlined in its SHSP is 0 fatalities and hopes that a 2% reduction each year

will result in ultimately reaching that goal. Implementing HSIP projects is just one of the ways in which IDOT can meet its goal.

Number of Serious Injuries:11556.4

Describe the basis for established target, including how it supports SHSP goals.

The target was established based on a 5-year rolling average using crash data from 2016 – 2020 and a 2% reduction. IDOT's overall goal as outlined in its SHSP is 0 fatalities and hopes that a 2% reduction each year will result in ultimately reaching that goal. Implementing HSIP projects is just one of the ways in which IDOT can meet its goal.

Fatality Rate:0.930

Describe the basis for established target, including how it supports SHSP goals.

The target was established based on a 5-year rolling average using crash data from 2016 – 2020 and a 2% reduction. IDOT's overall goal as outlined in its SHSP is 0 fatalities and hopes that a 2% reduction each year will result in ultimately reaching that goal. Implementing HSIP projects is just one of the ways in which IDOT can meet its goal.

Serious Injury Rate:10.328

Describe the basis for established target, including how it supports SHSP goals.

The target was established based on a 5-year rolling average using crash data from 2016 – 2020 and a 2% reduction. IDOT's overall goal as outlined in its SHSP is 0 fatalities and hopes that a 2% reduction each year will result in ultimately reaching that goal. Implementing HSIP projects is just one of the ways in which IDOT can meet its goal.

Total Number of Non-Motorized Fatalities and Serious Injuries:1512.2

Describe the basis for established target, including how it supports SHSP goals.

The target was established based on a 5-year rolling average using crash data from 2016 – 2020 and a 2% reduction. IDOT's overall goal as outlined in its SHSP is 0 fatalities and hopes that a 2% reduction each year will result in ultimately reaching that goal. Implementing HSIP projects is just one of the ways in which IDOT can meet its goal.

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

IDOT acknowledges there might be issues with an annual 2% decrease, especially given the peak in crashes last year due to COVID-19, and how presumably 2021 will end with more fatalities than 2020. IDOT is reviewing FARS and state crash data and still discussing data-driven only targets versus a mix of data-driven and aspirational targets. If changes were made, IDOT will work together to develop a plan with stakeholders such as MPOs, NHTSA, FHWA and others.

In the past year, targets were provided to MPO’s and BSPE provided assistance to their staffs as requested.

Past methodology involved developing using linear regression to develop statistical relations for each performance measures including a five-year average, ordinary least squared and exponential smoothing models to assess their fit with safety performance historic trends and account for future indications and influences. First state targets were set, followed by working with MPOs and local agencies to set targets specific to them and their needs.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2020 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	985.0	1062.2
Number of Serious Injuries	11668.7	10811.0
Fatality Rate	0.910	1.023
Serious Injury Rate	10.800	10.328
Non-Motorized Fatalities and Serious Injuries	1456.2	1512.2

Illinois did meet the serious injury rate and non-motorized fatalities and serious injuries, and number of serious injuries, but like past years failed to meet number of fatalities and fatality rate. In regards to the fatality and fatality rate, IDOT believes that zero is the only acceptable number for fatalities and serious injuries and therefore set an aggressive ideal 2% reduction rate rather than a realistic reduction rate like other states have. Illinois is continuing to look at innovative program and initiatives such as creating flyers and tools, reaching out to the locals, and providing more guidance and feedback to the districts to increase quality HSIP project submissions. However, it is a slow process that takes time to implement and see results.

Applicability of Special Rules

Does the HRRR special rule apply to the State for this reporting period?

No

Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.

PERFORMANCE MEASURES	2014	2015	2016	2017	2018	2019	2020
Number of Older Driver and Pedestrian Fatalities	146	158	176	157	145	180	0
Number of Older Driver and Pedestrian Serious Injuries	905	1,016	893	989	1,024	985	0

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Benefit/Cost Ratio
- Change in fatalities and serious injuries
- Other-naive before-after studies for specific projects
- Other-Statewide fatal and serious injuries, local route fatal and serious injuries and performance measures by emphasis area
- Other-Empirical Bayes (EB) methods for projects and the program

Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

As 2019 and 2020 crash data was only finalized a few months ago, BSPE has not had enough time to properly evaluate an update of its program's effectiveness.

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

- Increased awareness of safety and data-driven process
- Increased focus on local road safety

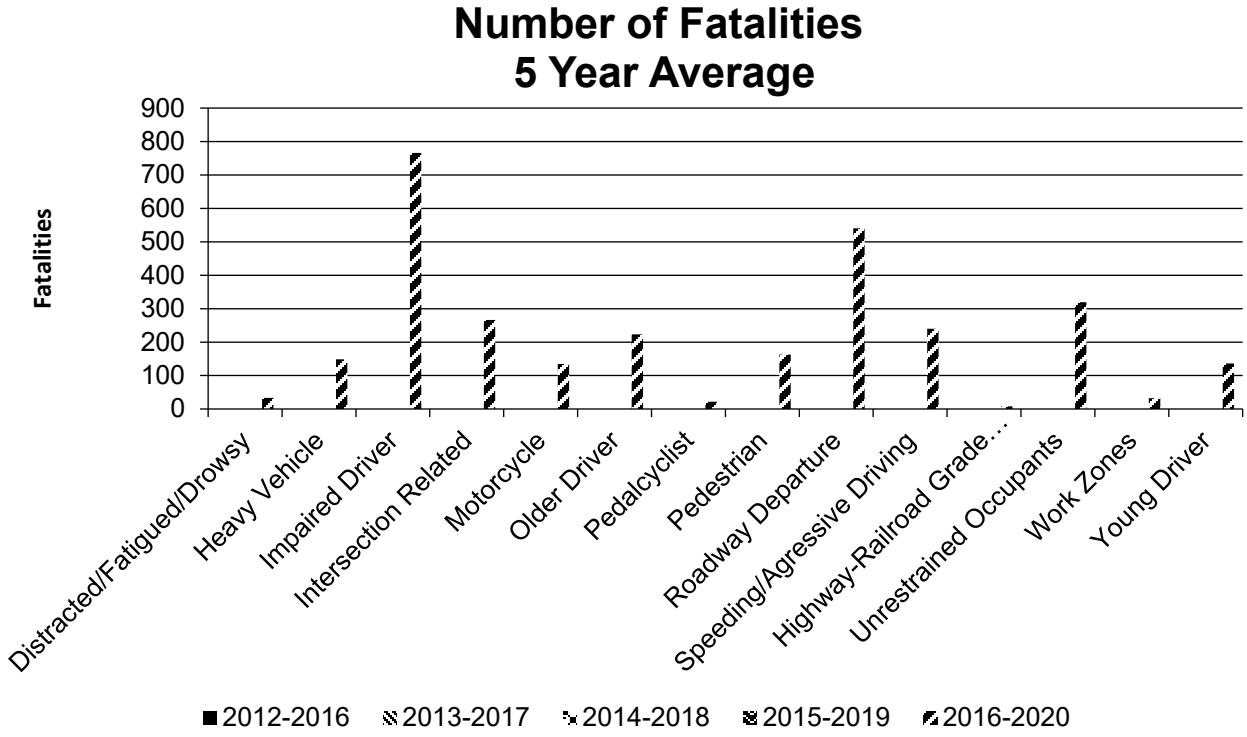
Effectiveness of Groupings or Similar Types of Improvements

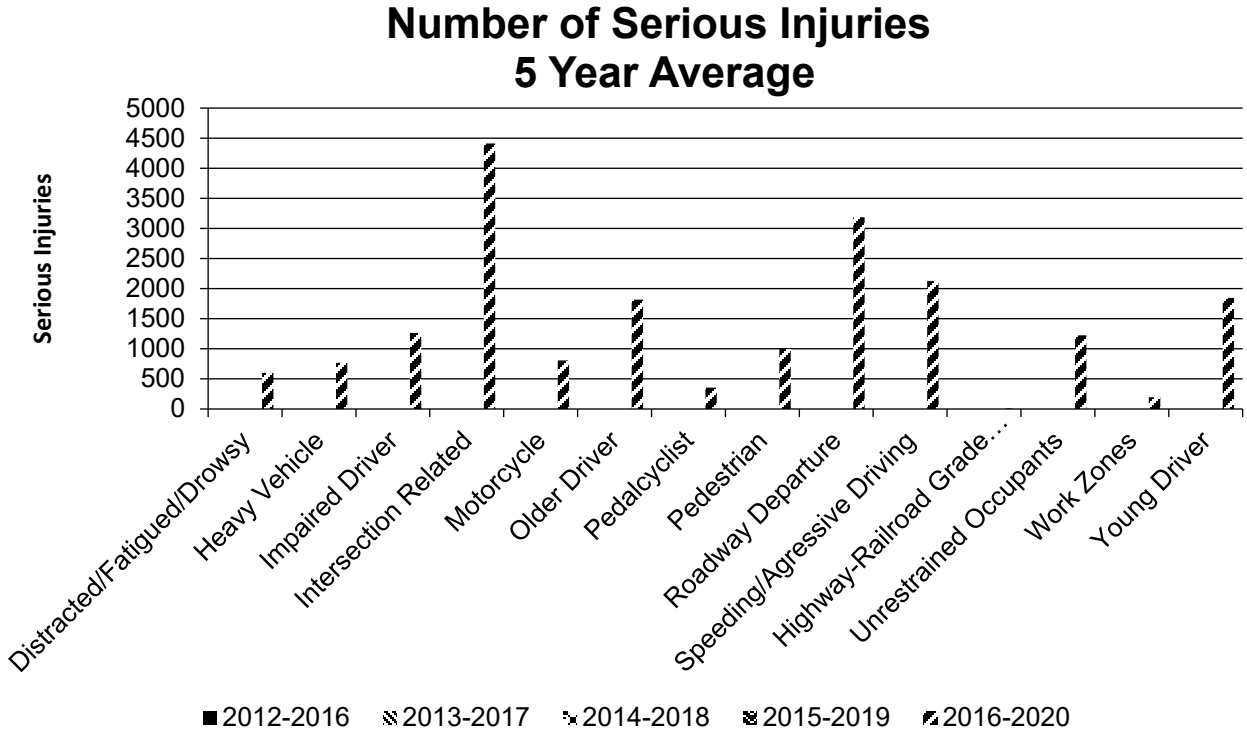
Present and describe trends in SHSP emphasis area performance measures.

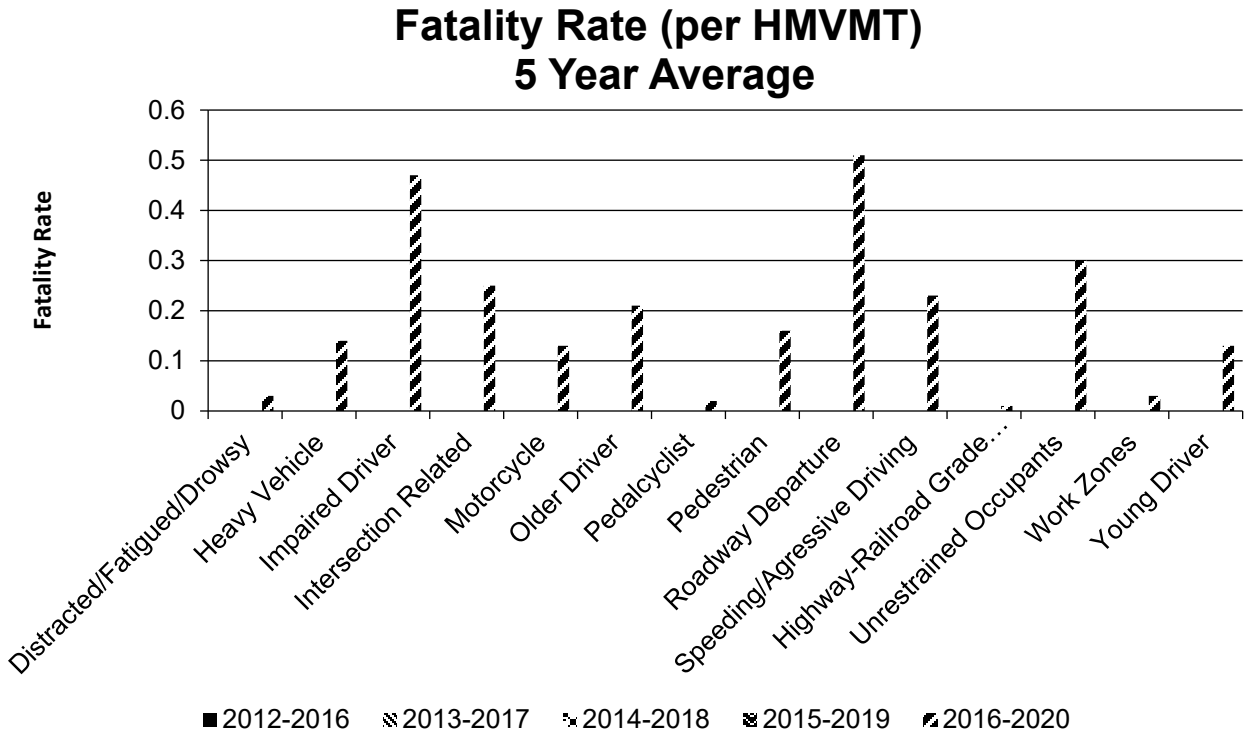
Year 2020

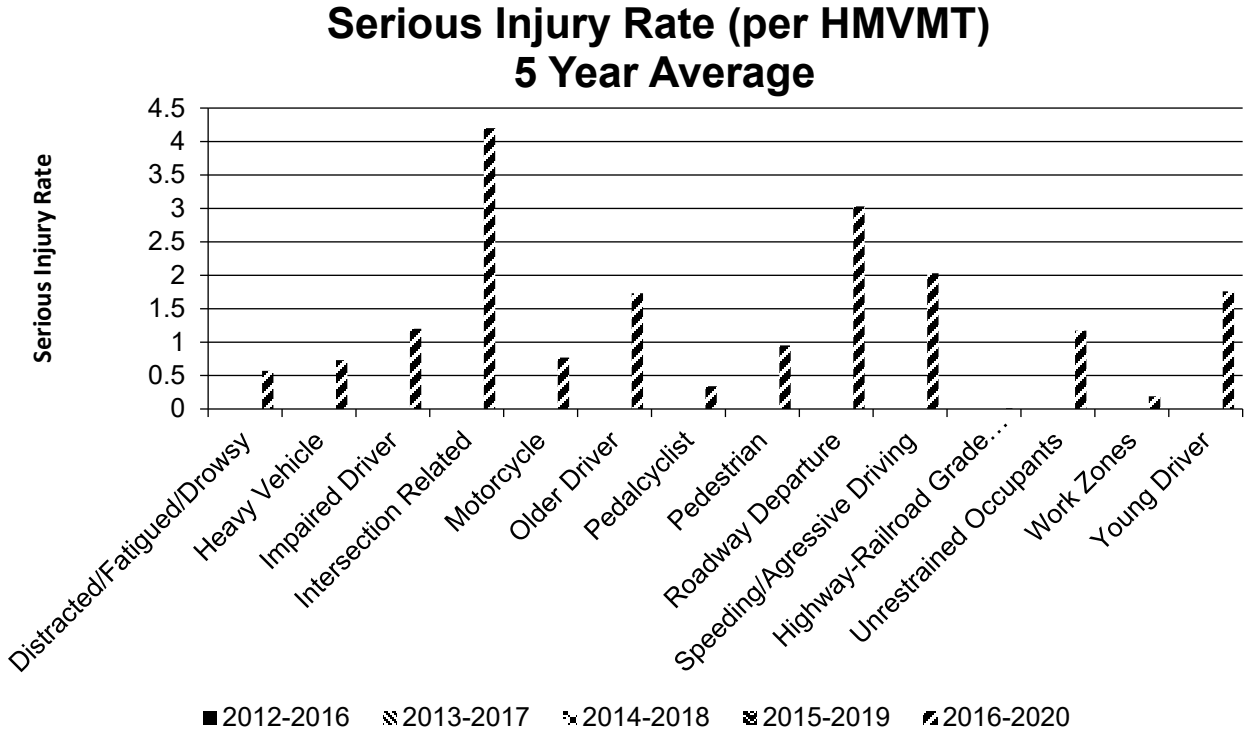
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Distracted/Fatigued/Drowsy		33.2	598.6	0.03	0.57
Heavy Vehicle		148.8	765.8	0.14	0.73
Impaired Driver		765.8	1,263	0.47	1.2
Intersection Related		266.2	4,412.6	0.25	4.2
Motorcycle		134.6	805.8	0.13	0.77
Older Driver		223.2	1,817.4	0.21	1.73
Pedalcyclist		21.8	353.6	0.02	0.34
Pedestrian		162.8	996	0.16	0.95
Roadway Departure		540.4	3,186.4	0.51	3.03

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Speeding/Agressive Driving		239.8	2,127.6	0.23	2.03
Highway-Railroad Grade Crossing		8	8.4	0.01	0.01
Unrestrained Occupants		319.2	1,224.8	0.3	1.17
Work Zones		32.2	194.8	0.03	0.19
Young Driver		136	1,846	0.13	1.76


Number of Fatalities
5 Year Average
Fatalities
900
800
700
600
500
400
300
200
100
0
Distracted/Fatigued/Drowsy
Heavy Vehicle
Impaired Driver
Intersection Related
Motorcycle
Older Driver
Pedalcyclist
Pedestrian
Roadway Departure
Speeding/Agressive Driving
Highway-Railroad Grade…
Unrestrained Occupants
Work Zones
Young Driver
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020


Number of Serious Injuries
5 Year Average
Serious Injuries
5000
4500
4000
3500
3000
2500
2000
1500
1000
500
0
Distracted/Fatigued/Drowsy
Heavy Vehicle
Impaired Driver
Intersection Related
Motorcycle
Older Driver
Pedalcyclist
Pedestrian
Roadway Departure
Speeding/Agressive Driving
Highway-Railroad Grade…
Unrestrained Occupants
Work Zones
Young Driver
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020





Has the State completed any countermeasure effectiveness evaluations during the reporting period?

No

As 2019 and 2020 crash data was only finalized a few months ago, IDOT has not had a chance to properly review the data and provide updates on the countermeasures effectiveness since last year.

Project Effectiveness

Provide the following information for previously implemented projects that the State evaluated this reporting period.

Compliance Assessment

What date was the State's current SHSP approved by the Governor or designated State representative?

07/28/2017

What are the years being covered by the current SHSP?

From: 2017 To: 2022

When does the State anticipate completing it's next SHSP update?

2022

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT	Segment Identifier (12) [12]	100	100					100	100	100	100
	Route Number (8) [8]	100	100								
	Route/Street Name (9) [9]	100	100								
	Federal Aid/Route Type (21) [21]	100	100								
	Rural/Urban Designation (20) [20]	100	100					100	100		
	Surface Type (23) [24]	100	100					100	100		
	Begin Point Segment Descriptor (10) [10]	100	100					100	100	100	100
	End Point Segment Descriptor (11) [11]	100	100					100	100	100	100
	Segment Length (13) [13]	100	100								
	Direction of Inventory (18) [18]	100	100								
	Functional Class (19) [19]	100	100					100	100	100	100

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Median Type (54) [55]	100	100								
	Access Control (22) [23]	100	100								
	One/Two Way Operations (91) [93]	100	100								
	Number of Through Lanes (31) [32]	100	100					100	100		
	Average Annual Daily Traffic (79) [81]	100	100					100	100		
	AADT Year (80) [82]	100	100								
	Type of Governmental Ownership (4) [4]	100	100					100	100	100	100
INTERSECTION	Unique Junction Identifier (120) [110]			100	100						
	Location Identifier for Road 1 Crossing Point (122) [112]			100	100						
	Location Identifier for Road 2 Crossing Point (123) [113]			100	100						
	Intersection/Junction Geometry (126) [116]			100	100						
	Intersection/Junction Traffic Control (131) [131]			100	100						
	AADT for Each Intersecting Road (79) [81]			100	100						
	AADT Year (80) [82]			100	100						
	Unique Approach Identifier (139) [129]			100	100						
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]					100	100				
	Location Identifier for Roadway at					100	100				

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Beginning of Ramp Terminal (197) [187]										
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					100	100				
	Ramp Length (187) [177]					100	100				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					100	100				
	Roadway Type at End Ramp Terminal (199) [189]					100	100				
	Interchange Type (182) [172]					100	100				
	Ramp AADT (191) [181]					100	100				
	Year of Ramp AADT (192) [182]					100	100				
	Functional Class (19) [19]					100	100				
	Type of Governmental Ownership (4) [4]					100	100				
Totals (Average Percent Complete):		**100.00**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

Illinois has met the MIRE fundamentals data elements requirements.

Optional Attachments

Program Structure:

SAFETY 1.06 - Safety Engineering Policy Memorandum.pdf
Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

5 year rolling average: means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).

Emphasis area: means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

Highway safety improvement project: means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

HMVMT: means hundred million vehicle miles traveled.

Non-infrastructure projects: are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

Older driver special rule: applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

Performance measure: means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

Programmed funds: mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

Roadway Functional Classification: means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Strategic Highway Safety Plan (SHSP): means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

Systematic: refers to an approach where an agency deploys countermeasures at all locations across a system.

Systemic safety improvement: means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

Transfer: means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.