Highway Safety Improvement Program

Data Driven Decisions

Illinois
Highway Safety Improvement Program
2014 Annual Report

Prepared by: IL

Disclaimer

Protection of Data from Discovery & Admission into Evidence

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."

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Executive Summary

The Highway Safety Improvement Program is administered and monitored by the Illinois Department of Transportation Bureau of Safety Engineering. IDOT works with safety partners to direct limited program dollars to areas with the greatest potential for safety improvement on the transportation system. IDOT uses safety performance functions and the systemic approach for identifying areas of improvement. Projects are selected based on their potential to reduce fatal and severe crashes economically using the IDOT benefit-cost evaluation tool. Overall the program has seen a plateau in fatalities over the last few years, but 2014 has shown an approximately 15% decrease compared to this time last year. Detailed crash data analysis has shown that fatalities and severe injuries on the state route system continue to steadily decrease year after year. The local system fatalities and severe injuries have increased slightly, sparking the Illinois Safety Program Local Roadways Initiative focusing on county wide data analysis, Local Roads FIVE PERCENT analysis and the development of County Strategic Highway Plans.

The funding split between state and local routes remains the same as last year, 80/20, while IDOT continues to work with local agencies to increase obligation rates for HSIP projects approved. Illinois continues to monitor progress, evaluates programs and modifies the screening, project identification and project approval approach to achieve Zero Fatalities on Illinois roadways.

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 MAP-21 Reporting Guidance dated February 13, 2013 and consists of four sections: program structure, progress in implementing HSIP projects, progress in achieving safety performance targets, and assessment of the effectiveness of the improvements.

Program Structure

Program Administration

How are Highway Safety Improvement Program funds allocated in a State?

☒ Central

☐ District

☐ Other

Describe how local roads are addressed as part of Highway Safety Improvement Program.

After identifying increased fatalities on the local roadway system, the Illinois Department of Transportation increased focus on local roadways by launching the Local Road Safety Initiative. The Local Road Safety Initiative is a multi-pronged approach to provide the tools and data along with program training and facilitation to organize local transportation safety committees. Each county is provided with County Strategic Highway Safety Plans Elements that include crash data trees, Emphasis Area tables, heat maps and effective countermeasures and strategies to address the potential safety improvements. The county SHSPs have been completed for 37 counties so far with the remaining 65 plans targeted for completion in 2015. IDOT has identified site specific improvements using the FHWA

Systemic Tool for 8 counties to date. In early 2014, IDOT prepared the FIVE PERCENT location list for the local system to address high priority locations. In 2013, IDOT also embarked on a pilot program for 8 counties in the use of usRAP for county routes.

The DOT coordinates safety 4E workshops that encourage coordination and training locals on HSIP best practices. Based on the technical support provided, local agencies apply for HSIP funds for implementation. The HSIP applications are reviewed in IDOT Central Office to approve projects. The participation continues to grow and the quality of applications have improved significantly.

Identify which internal partners are involved with Highway Safety Improvement Program planning.

☒Design

☒Planning

☒Maintenance

☒Operations

☐Governors Highway Safety Office

☒Other: Other-Local agencies

Briefly describe coordination with internal partners.

Each District has a safety committee comprised of representative in design, planning and operations. This committee reviews crash data, performs field reviews, and identifies potential HSIP projects based on priority and safety needs.

The Districts review local HSIP applications and provide input and recommendations prior to submitting applications to IDOT Central Office.

IDOT Bureau of Safety Engineering leads a Transportation Safety Committee in Central Office that review and approve, deny or make recommend changes to statewide HSIP projects. The committee includes members of IDOT BSE, IDOT Office of Planning and Programming, IDOT Bureau of Local Roads and FHWA.

Identify which external partners are involved with Highway Safety Improvement Program planning.

☒Metropolitan Planning Organizations

☐Governors Highway Safety Office

☐Local Government Association

☒Other: Other-Local agencies

☒Other: Other-Law enforcement

Identify any program administration practices used to implement the HSIP that have changed since the last reporting period.

☐Multi-disciplinary HSIP steering committee

☒Other: Other-IDOT continues to use a safety committee to help administer the program

Describe any other aspects of Highway Safety Improvement Program Administration on which you would like to elaborate.

The Districts and local agencies submit HSIP applications through the HSIP SharePoint site for review and approval by a Central Transportation Safety Committee. Since 2013, the IDOT Districts have taken a more active role in supporting the local roadway safety program. If there are large HSIP funding requests or longer term projects, the committee may recommend that a Road Safety Assessment be conducted to identify low cost safety improvements that could be implemented quickly along with verification of the longer term, high cost projects to ensure the best and most appropriate use of HSIP funds to maximize results.

Program Methodology

Select the programs that are administered under the HSIP.

☐ Median Barrier	☒ Intersection	☐ Safe Corridor
☒ Horizontal Curve	☐ Bicycle Safety	☐ Rural State Highways
☐ Skid Hazard	☐ Crash Data	☐ Red Light Running Prevention
☒ Roadway Departure	☐ Low-Cost Spot Improvements	☒ Sign Replacement And Improvement
☒ Local Safety	☒ Pedestrian Safety	☐ Right Angle Crash
☐ Left Turn Crash	☐ Shoulder Improvement	☒ Segments
☐ Other:		

Program: **Intersection**

Date of Program Methodology: **6/30/2011**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☐ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☐ Volume	☐ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☐ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features

☐ Other

☒ Other-Traffic control, urban versus rural areas, the number of intersection legs

What project identification methodology was used for this program?

☐ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☒ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☒ Yes

☐ No

If yes, are local road projects identified using the same methodology as state roads?

☐ Yes

☒ No

If no, describe the methodology used to identify local road projects as part of this program.

Network screening based on weighted critical rate and systemic risk based approaches and site specific crash history based approaches

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ Selection committee

☐ Other

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).

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

☐ Ranking based on B/C	
☒ Available funding	2
☐ Incremental B/C	
☐ Ranking based on net benefit	
☒ Cost Effectiveness	1

Program: **Horizontal Curve**

Date of Program Methodology: **8/16/2013**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☐ Volume	☒ Horizontal curvature
☐ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☐ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☒ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☒ Excess proportions of specific crash types

☒ Other-Weighted crash rate

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

☒Yes

☐No

If yes, are local road projects identified using the same methodology as state roads?

☒Yes

☐No

How are highway safety improvement projects advanced for implementation?

☐Competitive application process

☒Selection committee

☐Other

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).

☐Relative Weight in Scoring

☐Rank of Priority Consideration

☐Ranking based on B/C	
☒Available funding	2
☐Incremental B/C	
☐Ranking based on net benefit	
☒Cost Effectiveness	1

Program: **Roadway Departure**

Date of Program Methodology: **6/30/2011**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☐ All crashes	☒ Traffic	☒ Median width
☐ Fatal crashes only	☐ Volume	☒ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☒ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☐ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☒ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☒ Probability of specific crash types

☐ Excess proportions of specific crash types

☒ Other-benefit to cost analysis

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

☒ Yes

☐ No

If yes, are local road projects identified using the same methodology as state roads?

☐ Yes

☒ No

If no, describe the methodology used to identify local road projects as part of this program.

Systemic risk based approaches and site specific crash history based approaches

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ Selection committee

☐ Other

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).

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

☐ Ranking based on B/C

☒ Available funding 2

☐ Incremental B/C

☐ Ranking based on net benefit

☒ Cost Effectiveness 1

Program: **Sign Replacement And Improvement**

Date of Program Methodology: **6/30/2011**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☐ All crashes	☐ Traffic	☐ Median width
☒ Fatal crashes only	☐ Volume	☐ Horizontal curvature
☐ Fatal and serious injury crashes only	☒ Population	☐ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☐ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☒ Other-benefit cost analysis

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

☒ Yes

☐ No

If yes, are local road projects identified using the same methodology as state roads?

☐ Yes

☒ No

If no, describe the methodology used to identify local road projects as part of this program.

State routes are not eligible for this Rural Road Sign Upgrade Program

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ Selection committee

☐ Other

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).

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

- ☐ Ranking based on B/C
- ☒ Available funding 2
- ☐ Incremental B/C
- ☐ Ranking based on net benefit
- ☒ Cost Effectiveness 1

Program: **Local Safety**

Date of Program Methodology: **6/30/2011**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☐ All crashes	☒ Traffic	☒ Median width
☐ Fatal crashes only	☐ Volume	☒ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☒ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☐ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☒ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☒ Other-Systemic Risk based approach, local knowledge

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

☒ Yes

☐ No

If yes, are local road projects identified using the same methodology as state roads?

☐ Yes

☒ No

If no, describe the methodology used to identify local road projects as part of this program.

State routes are not eligible for this program

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒Selection committee

☐Other

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).

☐Relative Weight in Scoring

☒Rank of Priority Consideration

☐Ranking based on B/C

☒Available funding 2

☐Incremental B/C

☐Ranking based on net benefit

☒Cost Effectiveness 1

Program: **Pedestrian Safety**

Date of Program Methodology: **2/3/2013**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒All crashes	☐Traffic	☐Median width
☐Fatal crashes only	☐Volume	☐Horizontal curvature
☐Fatal and serious injury	☐Population	☐Functional classification

crashes only

☐ Other

☐ Lane miles

☐ Roadside features

☐ Other

☐ Other

What project identification methodology was used for this program?

☐ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☒ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☒ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☒ Yes

☐ No

If yes, are local road projects identified using the same methodology as state roads?

☒ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ Selection committee

☐ Other

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).

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

- ☐ Ranking based on B/C
- ☐ Available funding
- ☐ Incremental B/C
- ☐ Ranking based on net benefit
- ☐ Other
- ☒ BC 1

Program: **Segments**

Date of Program Methodology: **6/30/2011**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☐ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☐ Volume	☐ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☐ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☒ Other-Number of lanes, urban versus rural, median type

What project identification methodology was used for this program?

☐ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☒ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☒Yes

☐No

If yes, are local road projects identified using the same methodology as state roads?

☐Yes

☒No

If no, describe the methodology used to identify local road projects as part of this program.

Systemic risk based approaches and site specific crash history based approaches

How are highway safety improvement projects advanced for implementation?

☐Competitive application process

☒Selection committee

☐Other

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).

☐Relative Weight in Scoring

☒Rank of Priority Consideration

☐Ranking based on B/C	
☒Available funding	2
☐Incremental B/C	
☐Ranking based on net benefit	
☒Cost Effectiveness	1

What proportion of highway safety improvement program funds address systemic improvements?

40

Highway safety improvment program funds are used to address which of the following systemic improvments?

- ☒ Cable Median Barriers
- ☒ Rumble Strips
- ☒ Traffic Control Device Rehabilitation
- ☒ Pavement/Shoulder Widening
- ☒ Install/Improve Signing
- ☒ Install/Improve Pavement Marking and/or Delineation
- ☒ Upgrade Guard Rails
- ☒ Clear Zone Improvements
- ☐ Safety Edge
- ☒ Install/Improve Lighting
- ☒ Add/Upgrade/Modify/Remove Traffic Signal
- ☐ Other

What process is used to identify potential countermeasures?

- ☒ Engineering Study
- ☒ Road Safety Assessment
- ☐ Other:

Identify any program methodology practices used to implement the HSIP that have changed since the last reporting period.

☐ Highway Safety Manual

☐ Road Safety audits

☐ Systemic Approach

☒ Other: Other-IDOT has been using the HSM, RSAs and the Systemic Approach since 2007.

IDOT continues to use HSM, RSAs and the Systemic Approach for state and local roadways

Describe any other aspects of the Highway Safety Improvement Program methodology on which you would like to elaborate.

The HSIP benefit cost evaluation tool uses crash modification factors from the CMF Clearinghouse and the HSM. The Illinois HSM Crash Prediction Tool includes the HSM locally calibrated factors and locally derived crash default tables. The HSM tools are using in project identification and selection.

Progress in Implementing Projects

Funds Programmed

Reporting period for Highway Safety Improvement Program funding.

☐ Calendar Year

☒ State Fiscal Year

☐ Federal Fiscal Year

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

Funding Category	Programmed*		Obligated	
	75494500	97 %	64408222	97 %
HRRRP (SAFETEA-LU)	2122000	3 %	1718401	3 %
Penalty Transfer - Section 154				
Incentive Grants - Section 163				
Other Federal-aid Funds (i.e. STP, NHPP)				

Totals	77616500	100%	66126623	100%

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

$7,400,000.00

How much funding is obligated to local safety projects?

$6,679,246.00

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

$0.00

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

$0.00

How much funding was transferred in to the HSIP from other core program areas during the reporting period?

$0.00

How much funding was transferred out of the HSIP to other core program areas during the reporting period?

$0.00

Discuss impediments to obligating Highway Safety Improvement Program funds and plans to overcome this in the future.

IDOT programs HSIP funds several years in advance where possible to allow lead time for planning, design and implementation. At the local level, funds must be obligated within two years to avoid unspent funds. IDOT is preparing county safety plans and hosting local safety workshops to improve the quality and quantity of HSIP involvement at the local level. IDOT continues to grow awareness of funding and program implementation at the local level and IDOT Districts are increasing their participation and support for local agency HSIP projects.

Describe any other aspects of the general Highway Safety Improvement Program implementation progress on which you would like to elaborate.

The systemic approach continues to be a growing and integral part of the HSIP program. IDOT has tied targets and safety analysis data more directly to projects and implementation outcomes. The use of HSM and quantitative decision making is becoming more prevalent in project programming decisions related to freeways and interchanges.

General Listing of Projects

List each highway safety improvement project obligated during the reporting period.

Project	Improvement Category	Output	HSIP Cost	Total Cost	Funding Category	Functional Classification	AADT	Speed	Roadway Ownership	Relationship to SHSP	
										Emphasis Area	Strategy
201203002	Intersection traffic control Modify traffic signal - add additional signal heads	0 Miles	675000	750000	HSIP (Section 148)	Rural Principal Arterial - Interstate	105400	45	City of Municipal Highway Agency	Intersections	Signalization
201203017	Intersection traffic control Modify traffic signal timing - left-turn phasing (permissiv	0 Miles	499500	555000	HSIP (Section 148)	Urban Minor Arterial	151850	35	City of Municipal Highway Agency	Intersections	Signalization, Signalization, Pavement

	e to protected -only)										
201203018	Miscellaneous	3.63 Miles	2034000	2200000	HSIP (Section 148)	Rural Minor Arterial	18400	55	City of Municipal Highway Agency	Roadway Departure	Pavement Marking, Pavement Marking, Signalization, Signalization
201205004	Intersection traffic control Modify traffic signal timing - left-turn phasing (permissive to protected -only)	0 Miles	0	2565000	HSIP (Section 148)	Rural Minor Arterial	14100	35	City of Municipal Highway Agency	Intersections	Signalization
201207001	Shoulder treatments Widen shoulder - paved or	1.64 Miles	1052000	1052000	HSIP (Section 148)	Urban Minor Collector	2500	55	City of Municipal Highway	Roadway Departure	Pavement Treatments, Pavement Marking

	other								Agency		
201207002	Roadside Barrier - cable	10.79 Miles	593500	593450	HSIP (Section 148)	Rural Principal Arterial - Interstate	29100	65	State Highway Agency	Roadway Departure	Median Treatments, Roadside
201209006	Roadside Removal of roadside objects (trees, poles, etc.)	3.12 Miles	28900	28900	HSIP (Section 148)	Rural Minor Arterial	3650	55	County Highway Agency	Roadway Departure	Roadside
201210001	Roadside Barrier - concrete	9.8 Miles	419520	419520	HSIP (Section 148)	Urban Principal Arterial - Other Freeways and Expressways	39100	65	State Highway Agency	Roadway Departure	Roadside, Roadside
201211001	Roadway signs and traffic control Roadway signs and	0.01 Miles	306900	341000	HSIP (Section 148)	Urban Local Road or Street	0	0	City of Municipal Highway	Driver Behavior & Awareness, Intersecti	Signing

	traffic control - other								Agency	on	
20121100 2	Roadway signs and traffic control Roadway signs and traffic control - other	95.4 Miles	102600	114000	HSIP (Section 148)	Urban Major Collector	0	30	City of Municipal Highway Agency	Driver Behavior & Awareness, Intersection	Signing
20121100 4	Roadway signs and traffic control Roadway signs and traffic control - other	0.01 Miles	300137	333485	HSIP (Section 148)	Rural Local Road or Street	0	55	County Highway Agency	Driver Behavior & Awareness, Information Systems	Signing
20121100 5	Alignment Alignment - other	0.03 Miles	144900	161000	HSIP (Section 148)	Rural Major Collector	7250	45	City of Municipal Highway Agency	Intersections	Intersection Geometry, Signing

201211 007	Roadway delineation Delineators post-mounted or on barrier	1 Miles	101700	113000	HSIP (Section 148)	Rural Local Road or Street	667	0	County Highway Agency	Roadway Departure	Signing
201211 009	Roadway delineation Longitudinal pavement markings - remarking	0.100000000000001 Miles	0	315000	HSIP (Section 148)	Rural Major Collector	6500	0	County Highway Agency	Intersections	Intersection Geometry, Pavement Marking
201211 010	Roadway Rumble strips - transverse	0.4 Miles	146700	163000	HSIP (Section 148)	Rural Major Collector	2250	0	County Highway Agency	Roadway Departure	Pavement, Pavement
201212 001	Miscellaneous	10.6 Miles	855000	6190000	HSIP (Section 148)	Rural Major Collector	3850	55	County Highway Agency	Roadway Departure	Roadside, Pavement Marking, Pavement, Pavement Marking
201212 002	Intersection traffic control	0.01 Miles	9000	10000	HSIP (Section	Rural Minor	1175	55	County Highway	Driver Behavior &	Signing

	Intersection flashers - add advance intersection warning sign-mounted				148)	Collector			Agency	Awareness, Intersections	
201212003	Intersection traffic control Modify traffic signal - add additional signal heads	0 Miles	324000	360000	HSIP (Section 148)	Urban Minor Arterial	53800	35	City of Municipal Highway Agency	Intersections	Signalization
201212004	Roadside Barrier - concrete	0.38 Miles	116100	129000	HSIP (Section 148)	Urban Local Road or Street	900	0	City of Municipal Highway Agency	Roadway Departure	Roadside
201212	Roadway	26.7 Miles	21870	243000	HSIP	Urban	0	0	City of		Signing

005	signs and traffic control Roadway signs and traffic control - other		0		(Section 148)	Local Road or Street			Municipal Highway Agency		
201212006	Intersection traffic control Modify traffic signal timing - left-turn phasing (permissive to protected -only)	1 Miles	540000	600000	HSIP (Section 148)	Urban Local Road or Street	0	0	City of Municipal Highway Agency		Signalization
201212007	Intersection traffic control Modify traffic signal - add	1.34 Miles	546300	607000	HSIP (Section 148)	Urban Principal Arterial - Other	30600	35	State Highway Agency	Pedestrians	Signalization, Signalization

	additional signal heads										
201212009	Roadway signs and traffic control Roadway signs and traffic control - other	1 Miles	783000	870000	HSIP (Section 148)	Rural Local Road or Street	0	0	County Highway Agency		Signing
201212010	Intersection traffic control Modify traffic signal - add additional signal heads	0 Miles	945000	1050000	HSIP (Section 148)	Urban Minor Arterial	26500	40	City of Municipal Highway Agency	Intersections	Signalization
201212011	Roadway Roadway - other	0.79 Miles	2610000	2900000	HSIP (Section 148)	Urban Minor Arterial	11800	45	City of Municipal Highway	Roadway Departure	Roadway

									Agency		
201212012	Intersection geometry Intersection geometrics - modify intersection corner radius	0.00999999999999979 Miles	144000	160000	HSIP (Section 148)	Rural Major Collector	22250	0	State Highway Agency		Intersection Geometry
201212014	Intersection traffic control Modify traffic signal - add additional signal heads	0 Miles	630000	700000	HSIP (Section 148)	Urban Principal Arterial - Other	60200	45	City of Municipal Highway Agency	Intersections	Signalization
201212015	Shoulder treatments Shoulder treatments - other	3.68 Miles	578700	643000	HSIP (Section 148)	Rural Major Collector	325	55	County Highway Agency	Roadway Departure	Curves, Pavement Marking, Pavement Treatments, Pavement Marking

201212016	Intersection traffic control Modify traffic signal timing - left-turn phasing (permissive to protected -only)	7.5 Miles	787500	875000	HSIP (Section 148)	Urban Principal Arterial - Other	40000	0	State Highway Agency	Driver Behavior & Awareness	Signing, Signalization
201212017	Speed management Speed management - other	4.5 Miles	135000	150000	HSIP (Section 148)	Rural Major Collector	3800	50	County Highway Agency	Driver Behavior & Awareness	Signing, Pavement
201212018	Intersection traffic control Modify traffic signal timing - left-turn phasing	6.5 Miles	900000	1000000	HSIP (Section 148)	Rural Principal Arterial - Other	40000	50	City of Municipal Highway Agency	Driver Behavior & Awareness	Signing, Signalization

	(permissive to protected-only)										
201212019	Intersection traffic control Modify traffic signal timing - left-turn phasing (permissive to protected-only)	3.2 Miles	495000	550000	HSIP (Section 148)	Urban Major Collector	42000	50	State Highway Agency	Roadway Departure	Signing, Signalization
201212021	Intersection traffic control Modify traffic signal - add additional signal heads	0.210000000000001 Miles	603000	670000	HSIP (Section 148)	Urban Minor Arterial	33900	35	City of Municipal Highway Agency	Intersections	Signalization, Signalization

201212022	Intersection traffic control Modify traffic signal - add additional signal heads	0 Miles	855000	950000	HSIP (Section 148)	Urban Principal Arterial - Other	27200	45	City of Municipal Highway Agency	Intersections	Intersection Geometry, Signalization, Signalization
201212023	Roadway Pavement surface - high friction surface	0.49 Miles	279000	310000	HSIP (Section 148)	Urban Principal Arterial - Other	34800	55	City of Municipal Highway Agency	Roadway Departure	Pavement
201212025	Intersection traffic control Modify control - two-way stop to all-way stop	0 Miles	100000	100000	HSIP (Section 148)	Rural Minor Collector	2354250	50	County Highway Agency	Intersections	Pavement
201212026	Intersection	0 Miles	770000	770000	HSIP (Secti	Urban Minor	11300000	40	State Highwa	Intersections	Intersection Geometry,

	geometry Auxiliary lanes - add right-turn lane				on 148)	Arterial			y Agency		Pavement, Signalization
201212027	Roadside Barrier - concrete	1.31 Miles	412000	4120000	HSIP (Section 148)	Rural Minor Arterial	8450	0	City of Municipal Highway Agency		Median Treatments
201212028	Miscellaneous	0.01 Miles	475200	528000	HSIP (Section 148)	Urban Principal Arterial - Other	60200	50	City of Municipal Highway Agency	Intersections	Intersection Geometry
201212029	Intersection traffic control Intersection flashers - add "when flashing" warning	0 Miles	75000	75000	HSIP (Section 148)	Rural Minor Arterial	8250	0	State Highway Agency	Intersections	Signalization

	sign-mounted										
20130100 2	Intersection geometry Auxiliary lanes - add left-turn lane	0.31 Miles	700000	700000	HSIP (Section 148)	Rural Major Collector	6200	55	County Highway Agency	Intersections	Intersection Geometry
20130200 2	Intersection traffic control Modify traffic signal - add additional signal heads	0 Miles	3164400	3516000	HSIP (Section 148)	Urban Minor Arterial	37600	35	City of Municipal Highway Agency	Intersections	Signalization, Signalization,Intersection Geometry
20130200 3	Intersection traffic control Intersection flashers - add "when	2.32 Miles	432900	481000	HSIP (Section 148)	Urban Major Collector	35550	55	City of Municipal Highway Agency	Intersections	Intersection Geometry, Signalization

	flashing" warning sign-mounted										
20130200 4	Shoulder treatments Widen shoulder - paved or other	4.48 Miles	1029000	1029000	HSIP (Section 148)	Rural Minor Collector	3650	55	City of Municipal Highway Agency	Intersections	
20130200 5	Miscellaneous	0.90 Miles	400000	400000	HSIP (Section 148)	Urban Minor Collector	26500	45	City of Municipal Highway Agency	Pedestrians	Misc
20130200 6	Roadside Barrier - cable	27.83 Miles	0	15310000	HSIP (Section 148)	Rural Principal Arterial - Interstate	22870	65	State Highway Agency	Roadway Departure	Median Treatment
20130200 7	Shoulder treatments Widen shoulder - paved or other	14.5 Miles	2000000	7000000	HSIP (Section 148)	Rural Minor Arterial	5200	55	State Highway Agency	Roadway Departure	Pavement, Pavement

201303001	Roadside Roadside - other	2.93 Miles	220000	2200000	HSIP (Section 148)	Rural Major Collector	5100	55	County Highway Agency	Roadway Departure	Roadside, Roadway, Pavement, Pavement, Roadside
201303004	Roadway delineation Delineators post-mounted or on barrier	7.77 Miles	60000	60000	HSIP (Section 148)	Urban Principal Arterial - Interstate	28800	65	State Highway Agency	Roadway Departure	Curves
201303005	Alignment Alignment - other	0 Miles	220000	2200000	HSIP (Section 148)	Rural Minor Collector	8425	55	County Highway Agency	Intersections	Intersection Geometry, Intersection Geometry
201303006	Alignment Alignment - other	0 Miles	657900	731000	HSIP (Section 148)	Urban Minor Arterial	31200	55	City of Municipal Highway Agency	Intersections	Intersection Geometry
201303007	Roadway signs and traffic control	0 Miles	150000	150000	HSIP (Section	Rural Principal Arterial - Other	0	65	State Highway	Roadway Departure	Pavement Marking

	Roadway signs (including post) - new or updated				148)	Freeways and Expressways			Agency		
20130308	Intersection traffic control Intersection traffic control - other	0 Miles	1152000	1280000	HSIP (Section 148)	Urban Minor Arterial	21300	40	City of Municipal Highway Agency	Intersections	Intersection Geometry, Signalization,
20130309	Roadway signs and traffic control Roadway signs (including post) - new or updated	0 Miles	200000	200000	HSIP (Section 148)	Rural Principal Arterial - Other Freeways and Expressways	0	65	State Highway Agency	Roadway Departure	Pavement Marking
20130310	Intersection traffic control Intersecti	0 Miles	63524	63524	HSIP (Section 148)	Rural Major Collector	4325	55	State Highway Agency	Intersections	Signing

	on flashers - add "when flashing" warning sign-mounted										
20130400 1	Shoulder treatments Shoulder treatments - other	0.25 Miles	160000	160000	HSIP (Section 148)	Rural Minor Arterial	1950	55	State Highway Agency	Roadway Departure	Pavement Treatments, Pavement Marking, Pavement Marking
20130400 2	Intersection traffic control Modify traffic signal - modify signal mounting (spanwire to mast arm)	0 Miles	2025000	2250000	HSIP (Section 148)	Urban Minor Arterial	28700	30	City of Municipal Highway Agency	Intersections	Intersection Geometry, Signalization, Signalization, Signalization, Signalization
20130400 3	Intersection traffic	0 Miles	315000	350000	HSIP (Secti	Urban Minor	26900	40	City of Municip	Intersections	Signalization, Signalization

	control Modify traffic signal - modify signal mounting (spanwire to mast arm)				on 148)	Arterial			al Highway Agency		
20130400 4	Intersection traffic control Modify traffic signal - modify signal mounting (spanwire to mast arm)	0 Miles	423000	470000	HSIP (Section 148)	Urban Minor Arterial	38800	35	City of Municipal Highway Agency	Intersections	Signalization, Signalization, Signalization
20130400 5	Intersection traffic control Modify traffic signal -	0 Miles	2250000	2500000	HSIP (Section 148)	Urban Major Collector	58700	35	City of Municipal Highway	Intersections	Signalization, Signalization,Signalization, Intersection Geometry

	modify signal mounting (spanwire to mast arm)								Agency		
201304006	Roadway delineation Roadway delineation - other	7.32 Miles	6120000	6800000	HSIP (Section 148)	Rural Principal Arterial - Other	9200	55	City of Municipal Highway Agency	Roadway Departure	Intersection Geometry, Pavement, Roadside
201304007	Intersection traffic control Modify traffic signal - add additional signal heads	0 Miles	4500000	5000000	HSIP (Section 148)	Urban Principal Arterial - Other	28830	45	City of Municipal Highway Agency	Intersections	Signalization, Signalization, Intersection Geometry, Intersection Geometry
201304009	Lighting Continuous roadway lighting	0.55 Miles	75000	75000	HSIP (Section 148)	Rural Local Road or Street	14200	45	City of Municipal Highway	Pedestrians	Lighting

									Agency		
201304010	Roadside Removal of roadside objects (trees, poles, etc.)	0.76 Miles	400000	400000	HSIP (Section 148)	Rural Major Collector	5600	45	City of Municipal Highway Agency	Roadway Departure	Intersection Geometry, Roadside, Roadway, Lighting
201304011	Intersection traffic control Modify traffic signal - add additional signal heads	0 Miles	100000	125000	HSIP (Section 148)	Urban Minor Arterial	22500	50	City of Municipal Highway Agency	Intersections	Signalization, Signalization, Signalization
201305001	Roadside Barrier-metal	156.03 Miles	1575000	1575000	HSIP (Section 148)	Urban Principal Arterial - Interstate	47700	65	State Highway Agency	Roadway Departure	Roadside
201305004	Intersection traffic control Modify	1.69 Miles	6894000	7660000	HSIP (Section	Urban Minor Arterial	21600	45	City of Municipal Highwa	Intersections	Median Treatment, Signalization, Signalization, Pavement, Access

	traffic signal - add additional signal heads				148)				y Agency		Management, Signalization,
201306001	Roadway delineation Delineators post-mounted or on barrier	0 Miles	175000	175000	HSIP (Section 148)	Rural Principal Arterial - Interstate	2130	65	State Highway Agency	Roadway Departure	Curves, Signing
201307002	Roadway Roadway widening - travel lanes	0 Miles	1575000	1572000	HSIP (Section 148)	Urban Minor Arterial	13600	40	City of Municipal Highway Agency		Pavement
201307003	Miscellaneous	26.58 Miles	399000	399000	HSIP (Section 148)	Rural Minor Arterial	0	0	State Highway Agency	Roadway Departure	Misc
201307004	Alignment Vertical alignment	0.7 Miles	1000000	1000000	HSIP (Section	Rural Minor	4500	55	State Highway	Roadway Departur	Curves, Roadway, Roadside, Pavement

	or elevation change				148)	Arterial			Agency	e	Treatments
20130800 1	Roadside Removal of roadside objects (trees, poles, etc.)	0.01 Miles	450000	450000	HSIP (Section 148)	Rural Principal Arterial - Other	6650	55	County Highway Agency	Roadway Departure	Intersection Geometry, 9-Roadside, 9-Roadside
20130800 3	Lighting Continuous roadway lighting	0 Miles	50000	50000	HSIP (Section 148)	Rural Minor Arterial	10600	50	County Highway Agency	Intersections	Lighting
20130900 2	Miscellaneous	0 Miles	796000	796000	HSIP (Section 148)	Urban Principal Arterial - Interstate	0	65	State Highway Agency	Intersections	Misc
20130900 3	Miscellaneous	0 Miles	534000	534000	HSIP (Section 148)	Urban Principal Arterial - Interstate	0	65	State Highway Agency	Intersections	Misc
20130900 4	Miscellaneous	0 Miles	509000	509000	HSIP (Section	Urban Principal Arterial -	0	65	State Highway	Intersections	Misc

					148)	Interstate			Agency		
20130900 5	Miscellaneous	0 Miles	859000	859000	HSIP (Section 148)	Urban Principal Arterial - Interstate	0	65	State Highway Agency	Intersections	Misc
20130900 6	Miscellaneous	0 Miles	860000	860000	HSIP (Section 148)	Urban Principal Arterial - Interstate	0	65	State Highway Agency	Intersections	Misc
20130900 7	Miscellaneous	0 Miles	560000	560000	HSIP (Section 148)	Urban Principal Arterial - Interstate	0	65	State Highway Agency	Intersections	Misc
20130900 8	Miscellaneous	0 Miles	840000	840000	HSIP (Section 148)	Urban Principal Arterial - Interstate	0	65	State Highway Agency	Intersections	Misc
20130900 9	Miscellaneous	0 Miles	700000	700000	HSIP (Section 148)	Urban Principal Arterial - Interstate	0	65	State Highway Agency	Intersections	Misc
20130901 0	Miscellaneous	6.77 Miles	0	1254000	HSIP (Section	Rural Principal Arterial - Other	0	65	State Highway		Misc

					148)	Freeways and Expressways			Agency		
20130901 1	Roadway Pavement surface - high friction surface	6.77 Miles	425000	425000	HSIP (Section 148)	Rural Principal Arterial - Other Freeways and Expressways	40150	65	City of Municipal Highway Agency	Roadway Departure	Pavement
20130901 2	Roadway delineation Roadway delineation - other	0 Miles	200000	200000	HSIP (Section 148)	Rural Principal Arterial - Interstate	0	65	State Highway Agency	Roadway Departure	Curves
20131000 1	Miscellaneous	10.7 Miles	4000000	4000000	HSIP (Section 148)	Rural Principal Arterial - Other Freeways and Expressways	18000	65	State Highway Agency	Roadway Departure	Misc

201310002	Miscellaneous	9.62 Miles	420000	4200000	HSIP (Section 148)	Rural Principal Arterial - Other Freeways and Expressways	15900	65	State Highway Agency	Roadway Departure	Misc
201310010	Miscellaneous	55.01 Miles	121000	120959.07	HSIP (Section 148)	Rural Principal Arterial - Other	8250	55	County Highway Agency	Roadway Departure	Misc
201310012	Intersection traffic control Modify traffic signal - add additional signal heads	0 Miles	1575000	1750000	HSIP (Section 148)	Urban Principal Arterial - Other	56700	45	City of Municipal Highway Agency	Intersections	Signalization, Signalization, Signalization
201310019	Miscellaneous	89.5 Miles	1240000	1237989	HSIP (Section 148)	Rural Principal Arterial - Other	6300	55	County Highway Agency	Roadway Departure	Misc

20131020	Intersection geometry Intersection geometrics - modify intersection corner radius	0 Miles	310500	345000	HSIP (Section 148)	Urban Major Collector	33900	45	City of Municipal Highway Agency	Intersections	Intersections Geometry
20141366	Shoulder treatments Widen shoulder - paved or other	0 Miles	207000	207000	HSIP (Section 148)	Rural Minor Collector	3300	55	City of Municipal Highway Agency	Roadway Departure	Pavement Treatments
20141367	Intersection traffic control Modify traffic signal - add additional signal heads	0 Miles	149500	149500	HSIP (Section 148)	Urban Minor Collector	20200	35	City of Municipal Highway Agency	Intersections	Signalization

Progress in Achieving Safety Performance Targets

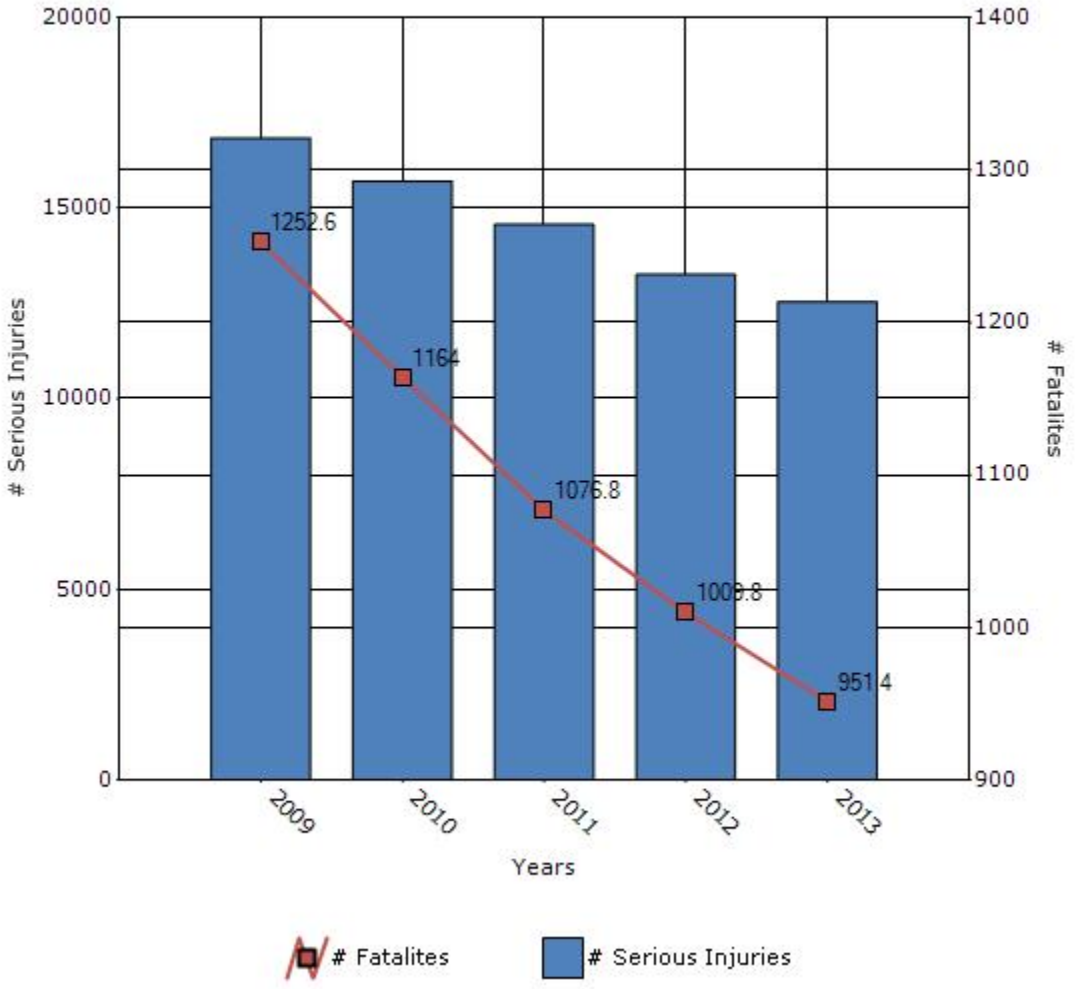
Overview of General Safety Trends

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

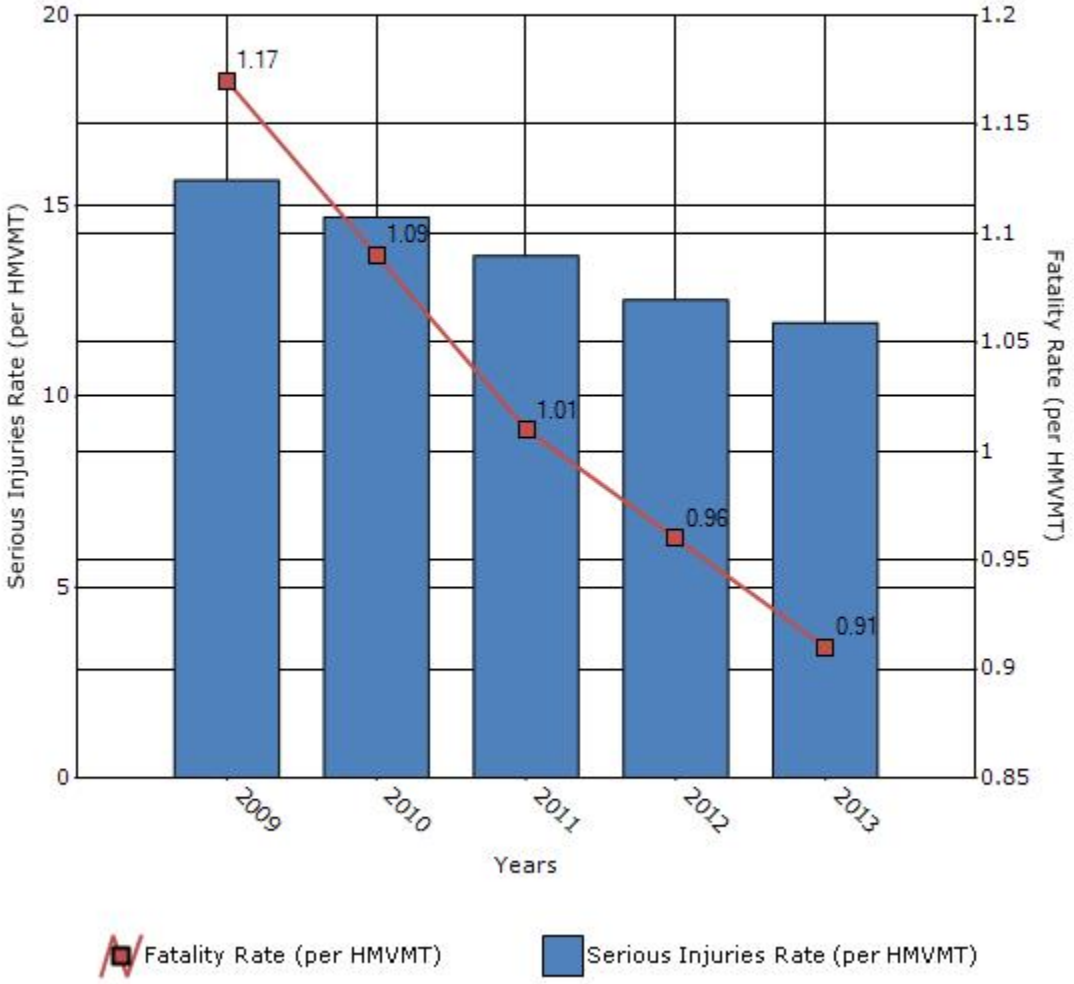
Performance Measures*	2009	2010	2011	2012	2013
Number of fatalities	1252.6	1164	1076.8	1009.8	951.4
Number of serious injuries	16834	15708	14571.2	13256.6	12540.6
Fatality rate (per HMVMT)	1.17	1.09	1.01	0.96	0.91
Serious injury rate (per HMVMT)	15.67	14.71	13.7	12.54	11.94

*Performance measure data is presented using a five-year rolling average.

Number of Fatalities and Serious injuries for the Last Five Years



Rate of Fatalities and Serious injuries for the Last Five Years

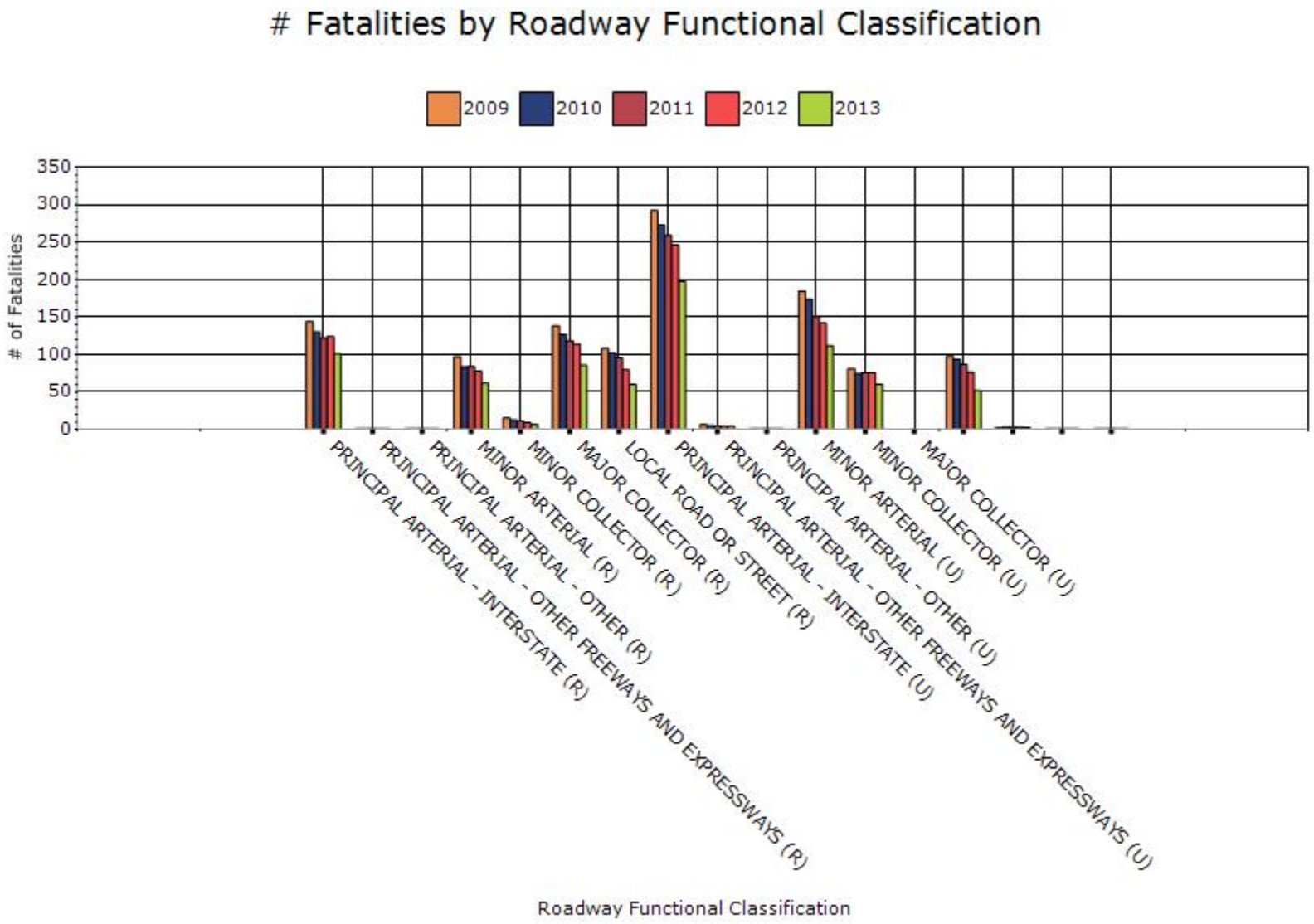


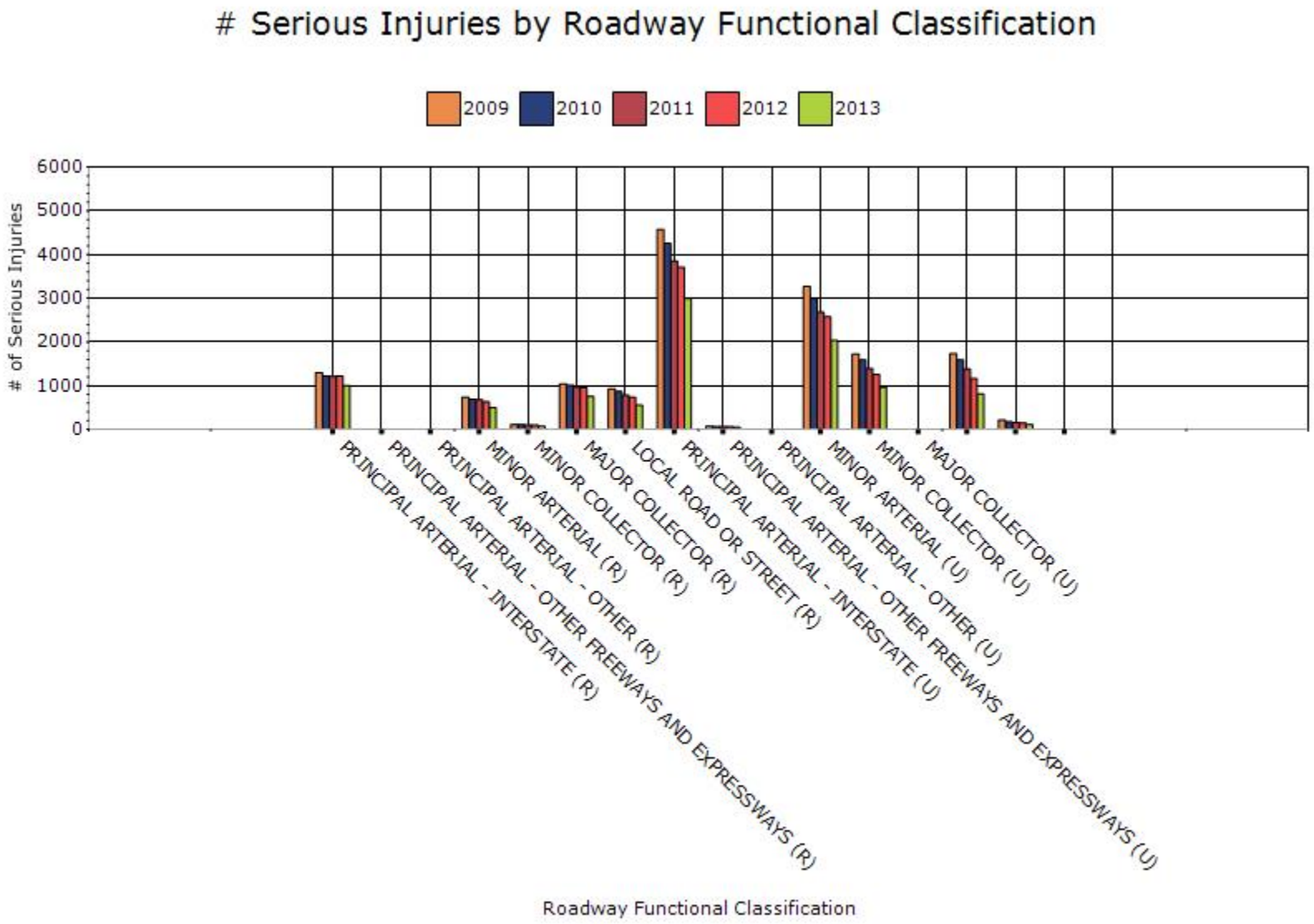
To the maximum extent possible, present performance measure* data by functional classification and ownership.

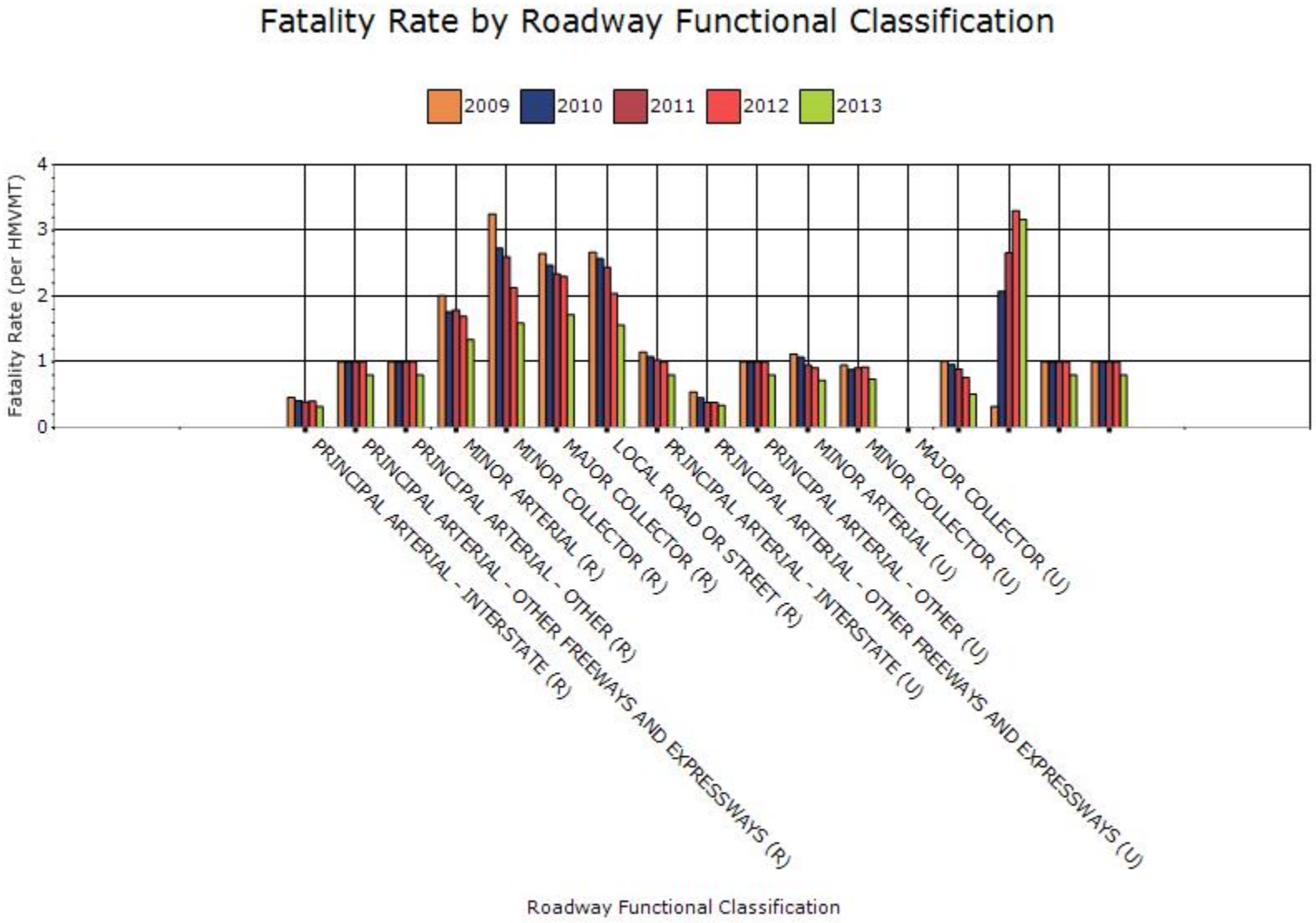
Year - 2013

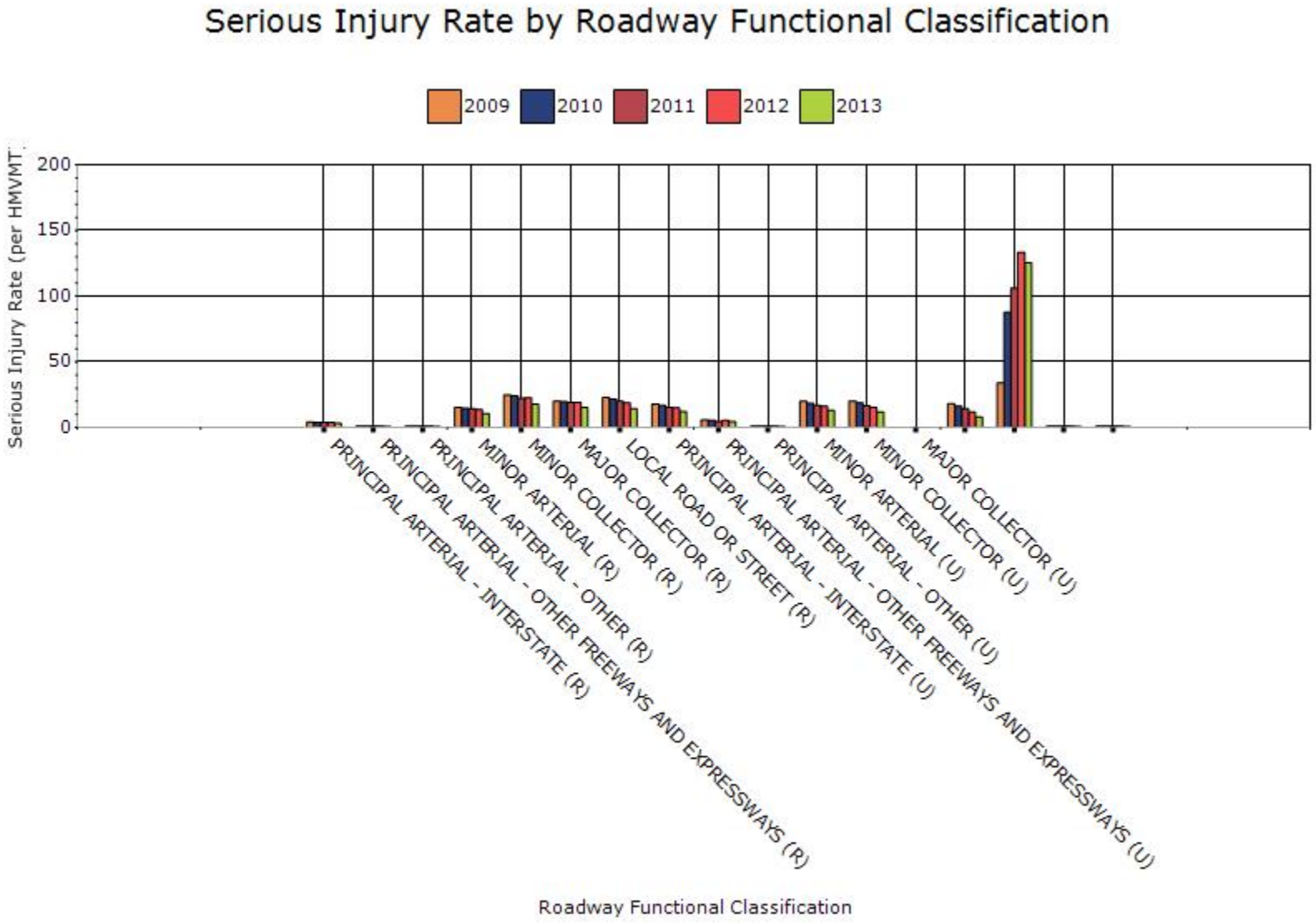
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	101.2	997.4	0.32	3.18
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0.8	0.8	0.8	0.8
RURAL PRINCIPAL ARTERIAL - OTHER	0.8	0.8	0.8	0.8
RURAL MINOR ARTERIAL	61.8	494.2	1.34	10.71
RURAL MINOR COLLECTOR	6.6	73.8	1.59	17.74
RURAL MAJOR COLLECTOR	85.4	758.6	1.72	15.31
RURAL LOCAL ROAD OR STREET	60.2	552	1.56	14.3
URBAN PRINCIPAL	197.4	2992	0.8	12.15

ARTERIAL - INTERSTATE				
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	4	52.2	0.34	4.5
URBAN PRINCIPAL ARTERIAL - OTHER	0.8	0.8	0.8	0.8
URBAN MINOR ARTERIAL	111.6	2035	0.72	13.03
URBAN MINOR COLLECTOR	60.2	967	0.74	11.8
URBAN MAJOR COLLECTOR	0	0	0	0
URBAN LOCAL ROAD OR STREET	51.6	812.8	0.51	8.16
OTHER	2.6	112	3.17	125.33
INTERSTATE	0.8	0.8	0.8	0.8
URBAN COLLECTOR	0.8	0.8	0.8	0.8


Fatalities by Roadway Functional Classification
2009
2010
2011
2012
2013
# of Fatalities
350
300
250
200
150
100
50
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification


Serious Injuries by Roadway Functional Classification
2009
2010
2011
2012
2013
# of Serious Injuries
6000
5000
4000
3000
2000
1000
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

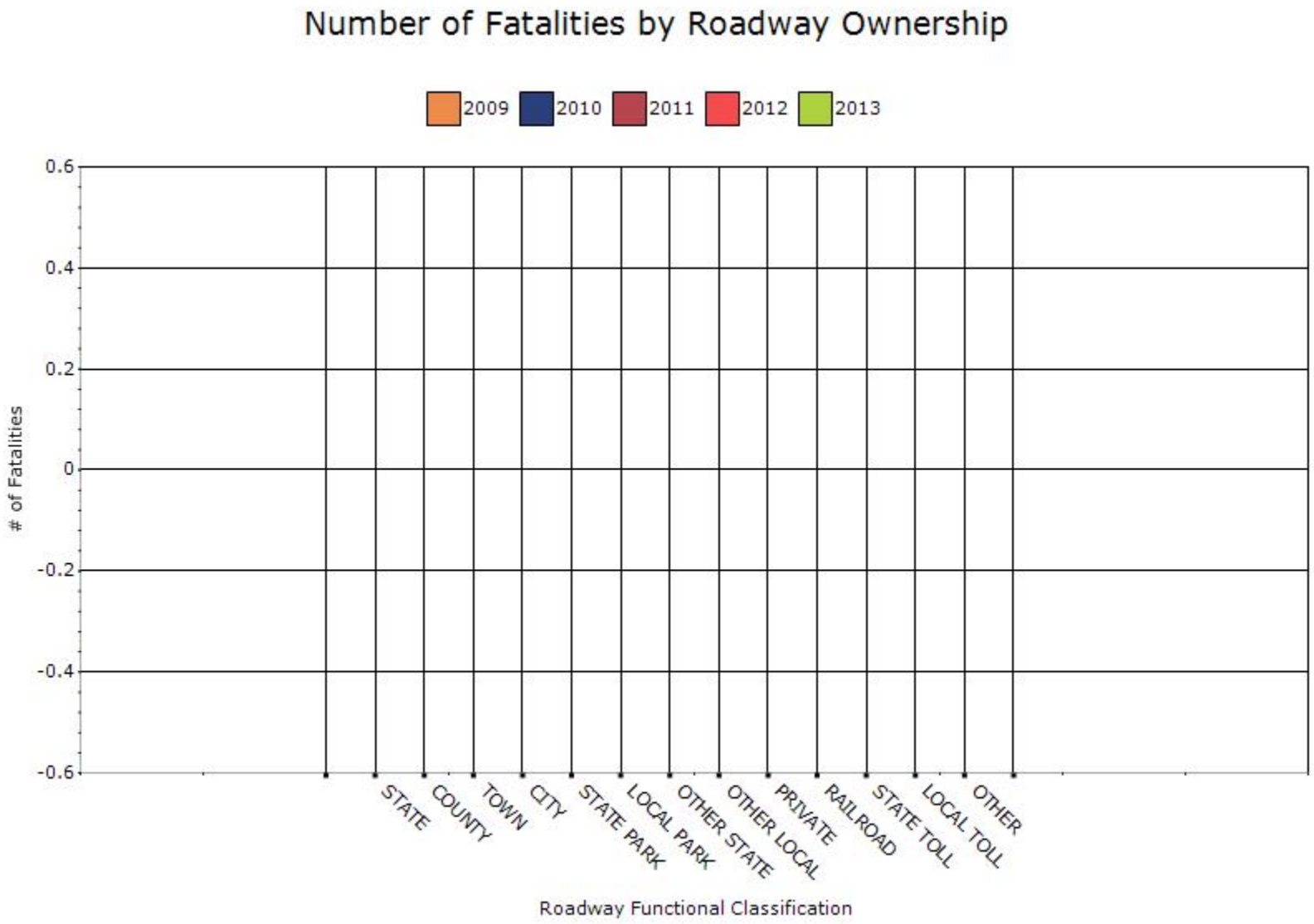

Fatality Rate by Roadway Functional Classification
2009
2010
2011
2012
2013
Fatality Rate (per HMVMT)
0
1
2
3
4
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

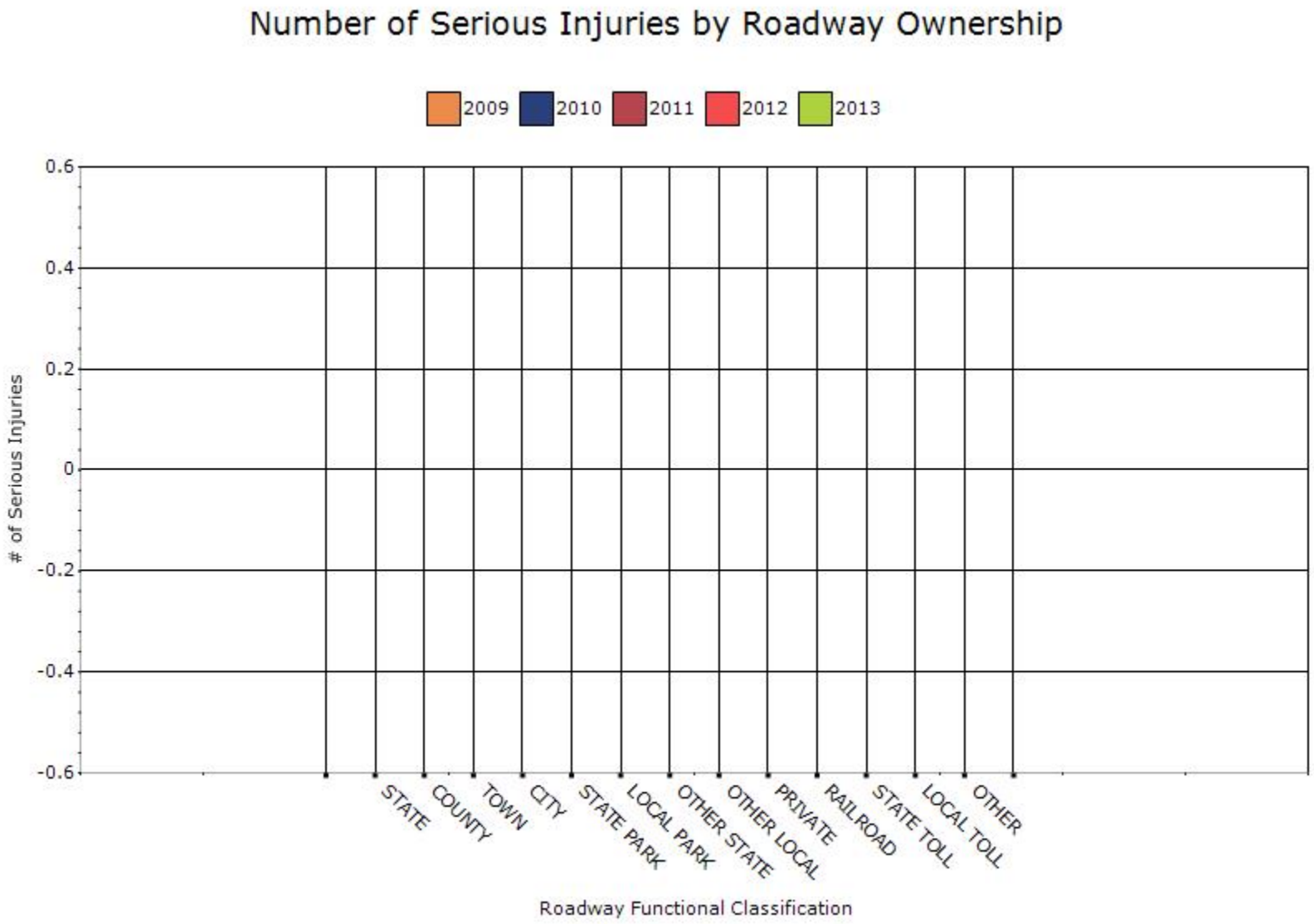

Serious Injury Rate by Roadway Functional Classification
2009
2010
2011
2012
2013
Serious Injury Rate (per HMVMT)
200
150
100
50
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

Year - 2013

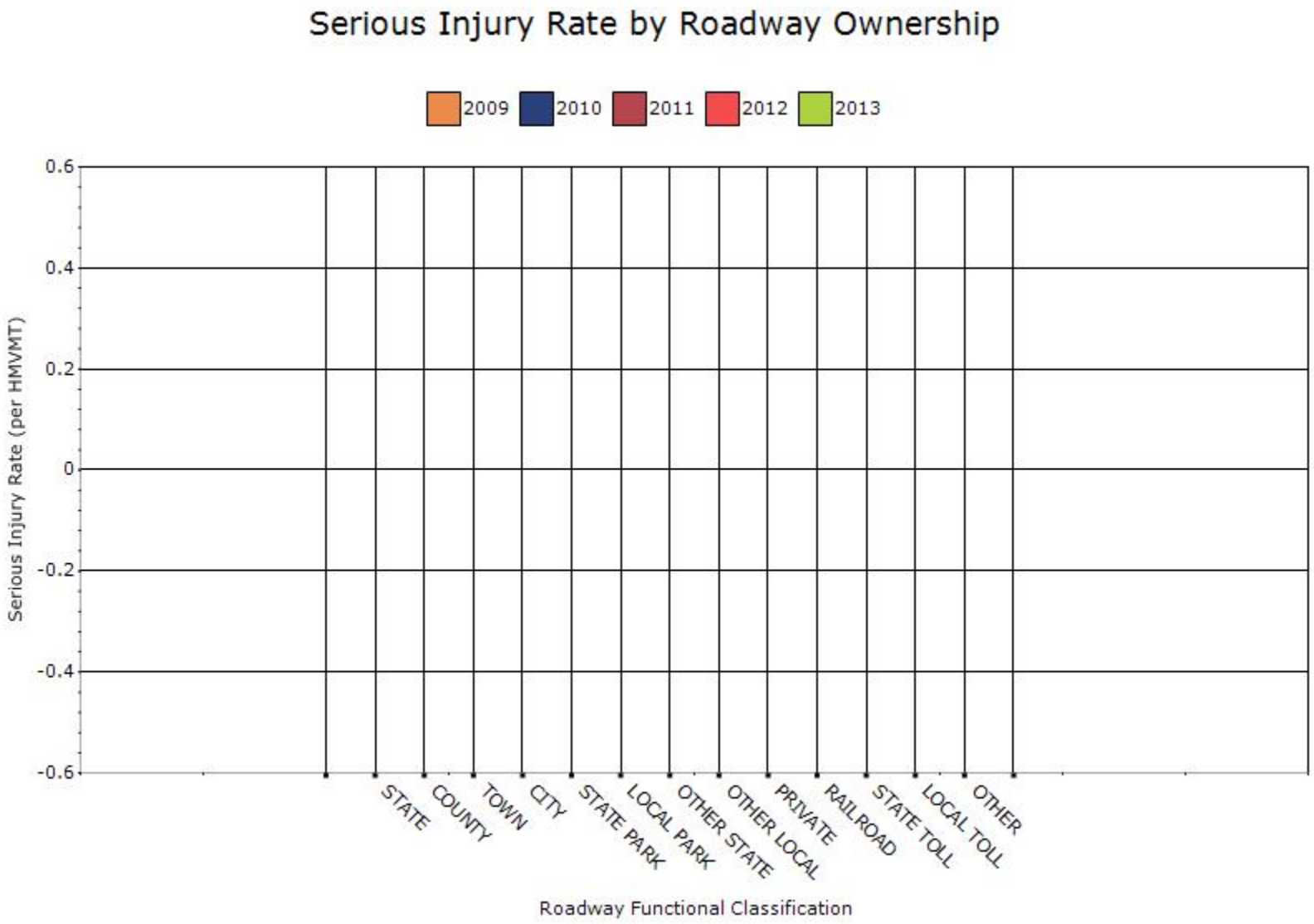
Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
COUNTY HIGHWAY AGENCY	0	0	0	0
STATE HIGHWAY AGENCY	0	0	0	0
COUNTY HIGHWAY AGENCY	0	0	0	0
TOWN OR TOWNSHIP HIGHWAY AGENCY	0	0	0	0
CITY OF MUNICIPAL HIGHWAY AGENCY	0	0	0	0
STATE PARK, 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


Number of Fatalities by Roadway Ownership
2009
2010
2011
2012
2013
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
# of Fatalities
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification


Number of Serious Injuries by Roadway Ownership
2009
2010
2011
2012
2013
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
# of Serious Injuries
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification


Fatality Rate by Roadway Ownership
2009
2010
2011
2012
2013
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
Fatality Rate (per HMVMT)
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification


Serious Injury Rate by Roadway Ownership
2009
2010
2011
2012
2013
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
Serious Injury Rate (per HMVMT)
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification

Describe any other aspects of the general highway safety trends on which you would like to elaborate.

Illinois has prepared trend lines and performance metric setting for each of the SHSP emphasis areas. Based on the results, Illinois has identified priority Emphasis Areas. Priority One is roadway departure, unrestrained, impaired, and intersections. Priority Two is speeding/ aggressive, heavy vehicle, younger driver, older driver, pedestrian and motorcycle. Priority Three is work zone, pedacyclist, train and distracted/ drowsy/ fatigue. For each of the areas, Illinois has identified trends and key strategies. For example, crashes on curves represent roughly 10% of all fatalities and approximately 30% of all roadway departure crashes. As a result, Illinois DOT has conducted a statewide study to identify the top 50 curves per district for additional analysis and safety enhancements such as lighting, high friction surface treatments and delineation.

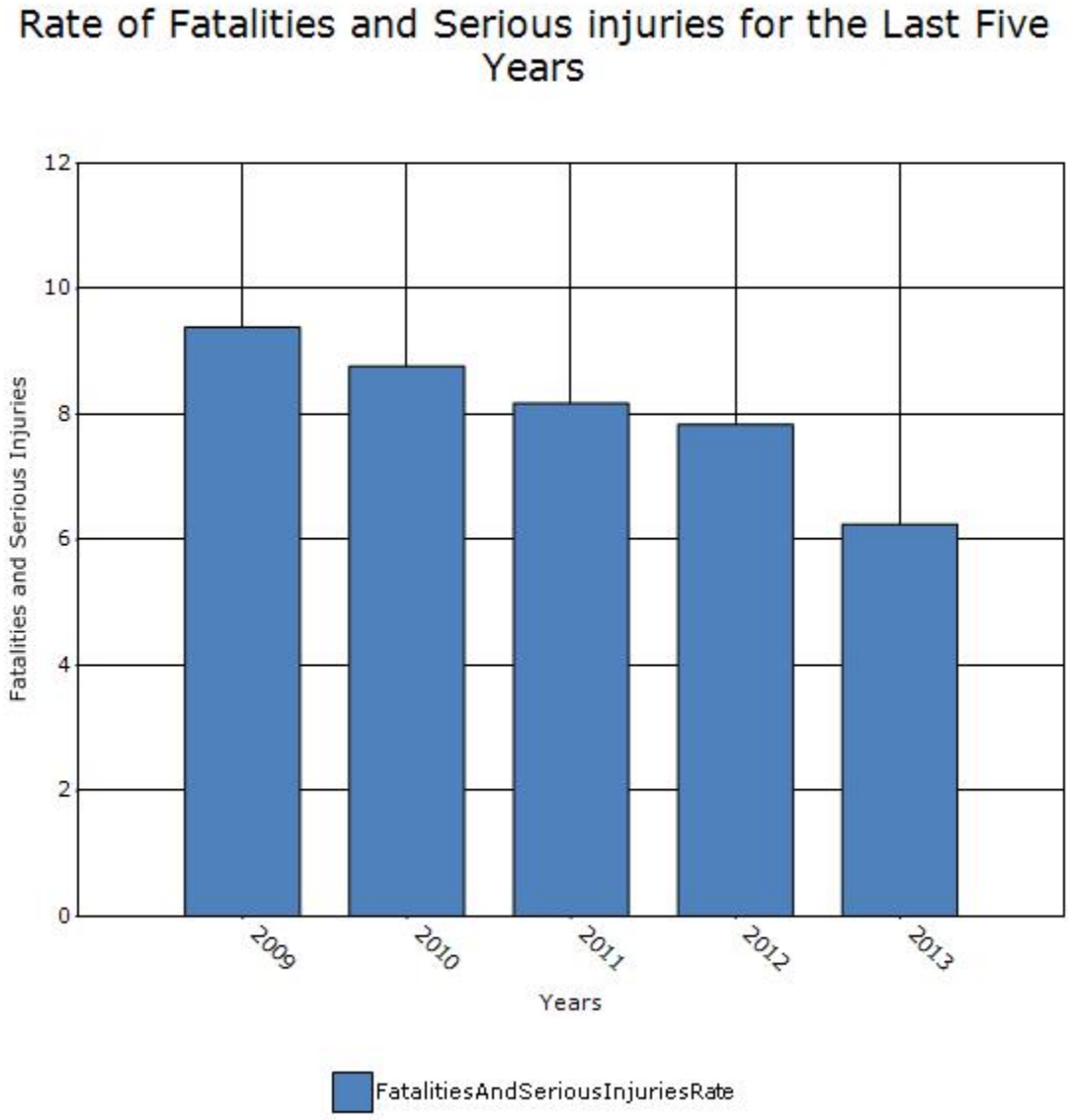
Application of Special Rules

Present the rate of traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65.

Older Driver Performance Measures	2009	2010	2011	2012	2013
Fatality rate (per capita)	1.14	1	0.99	0.94	0.75
Serious injury rate (per capita)	8.26	7.77	7.19	6.9	5.5
Fatality and serious injury rate (per capita)	9.39	8.77	8.18	7.84	6.25

*Performance measure data is presented using a five-year rolling average.

This is causing an error when I add this information.



Does the older driver special rule apply to your state?

No

Assessment of the Effectiveness of the Improvements (Program Evaluation)

What indicators of success can you use to demonstrate effectiveness and success in the Highway Safety Improvement Program?

☐ None

☐ Benefit/cost

☐ Policy change

☒ Other: Other-General decrease in fatalities on serious injuries on all roadways.

What significant programmatic changes have occurred since the last reporting period?

☐ Shift Focus to Fatalities and Serious Injuries

☐ Include Local Roads in Highway Safety Improvement Program

☐ Organizational Changes

☒ None

☐ Other:

Briefly describe significant program changes that have occurred since the last reporting period.

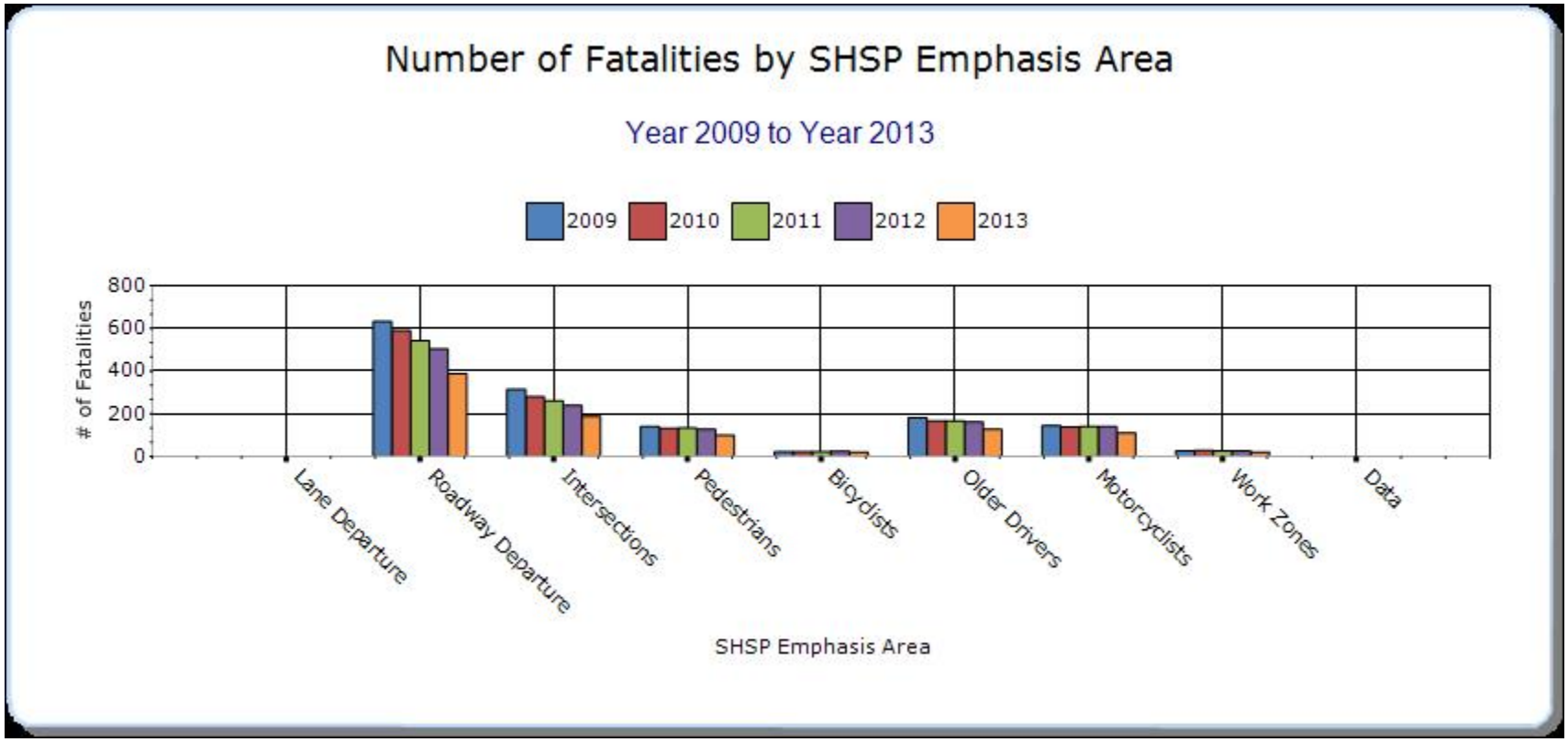
Additional emphasis and resources have been dedicated to the local roadway system to reduce fatalities and serious injuries.

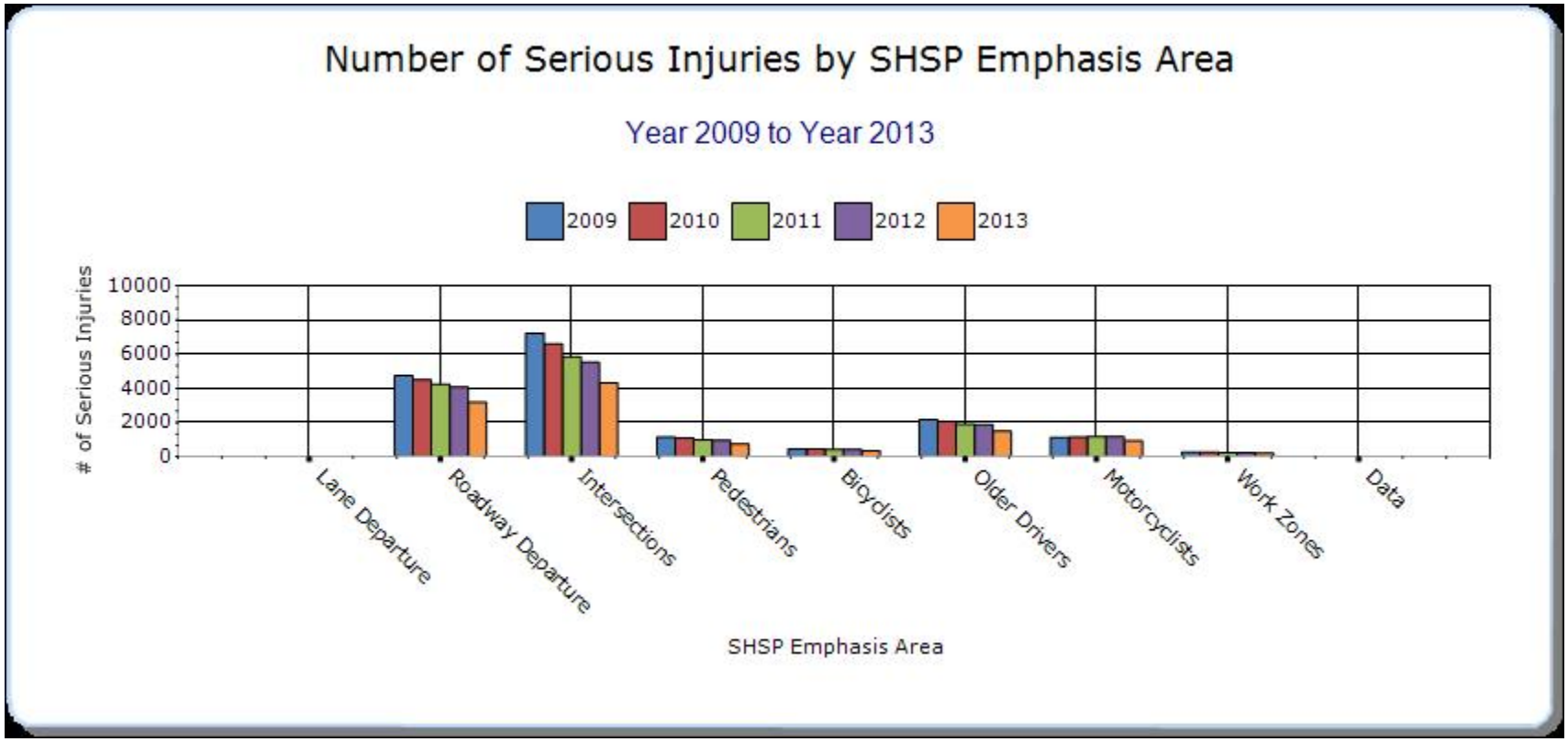
SHSP Emphasis Areas

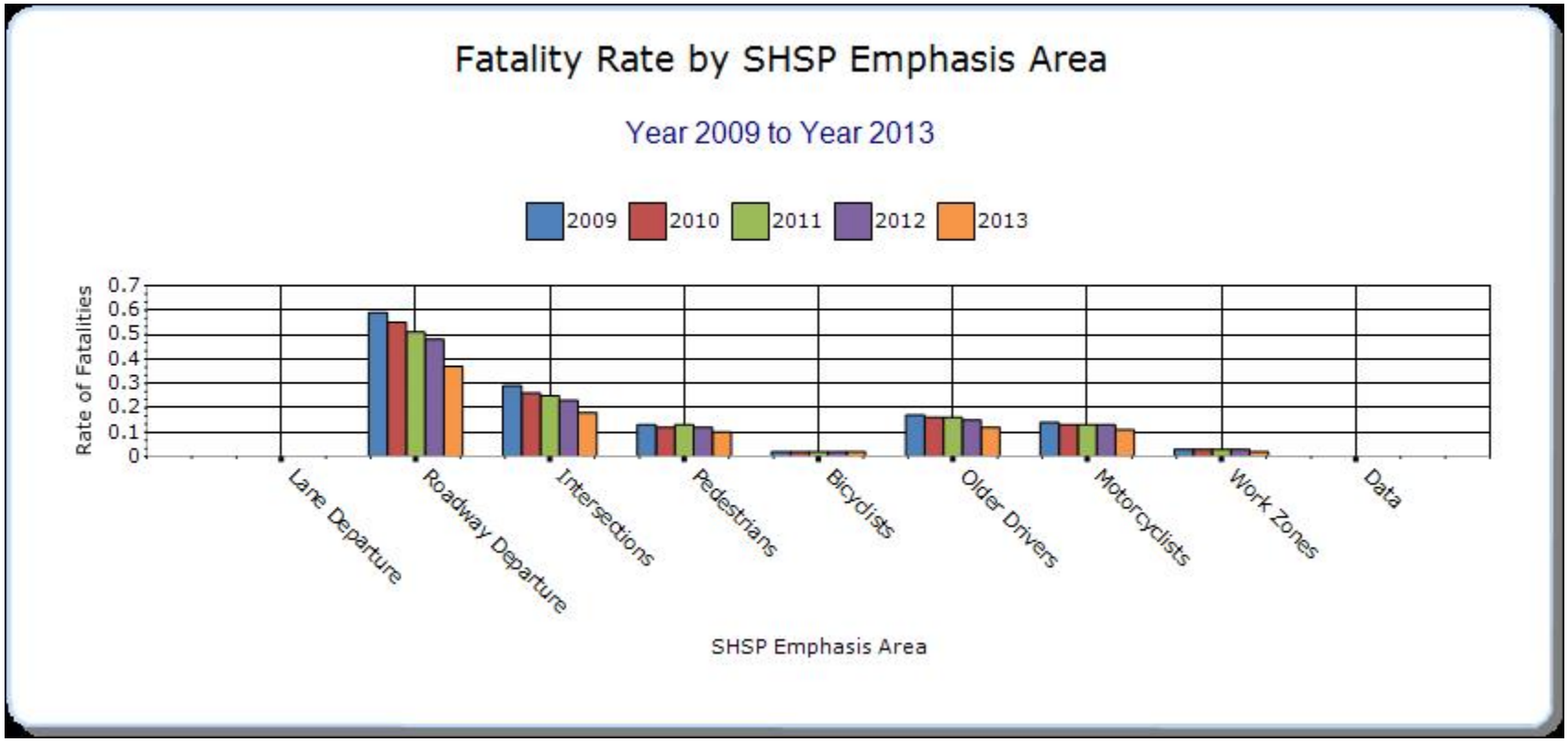
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

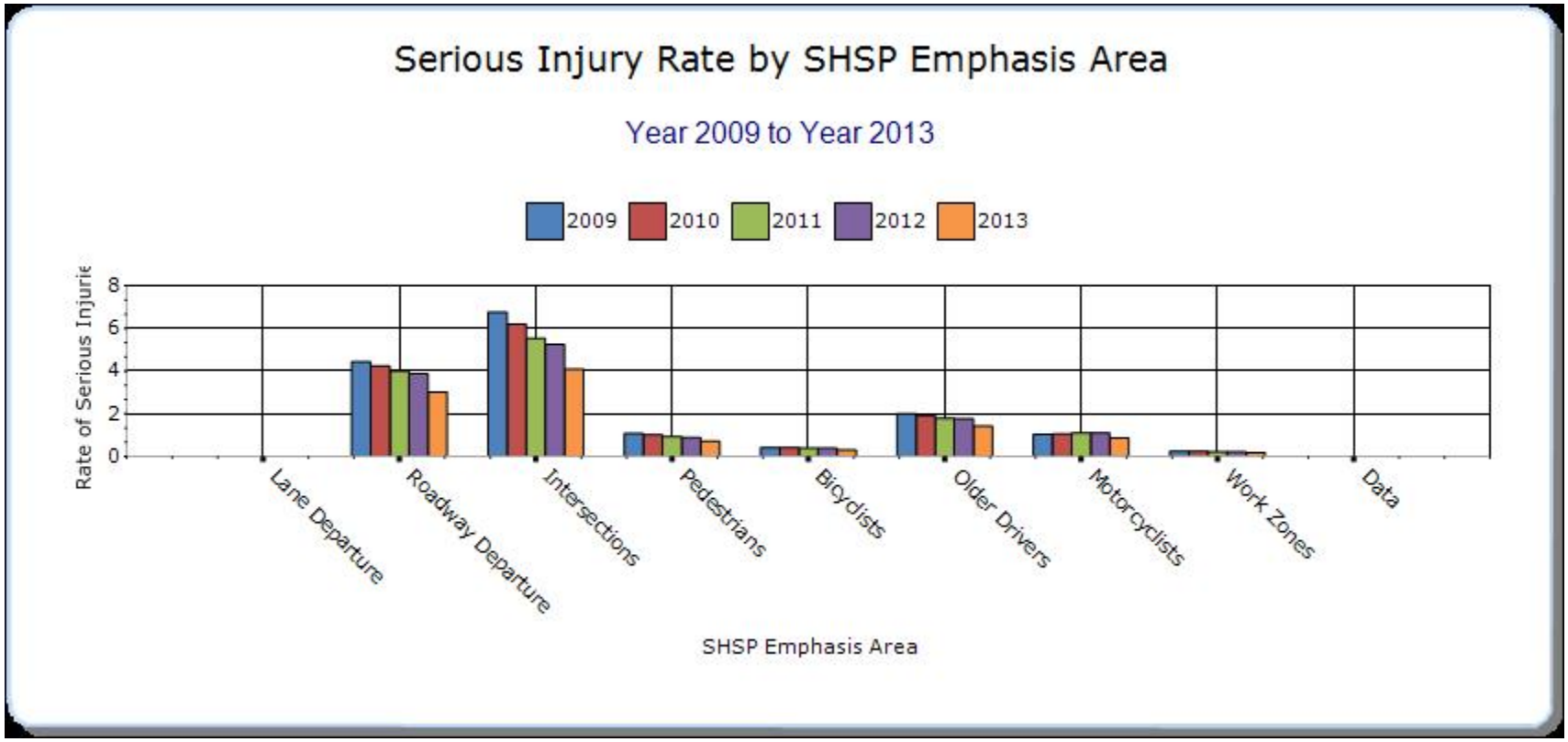
Year - 2013

HSIP-related SHSP Emphasis Areas	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Roadway Departure		387.6	3182.4	0.37	3.03	0	0	0
Intersections		188.4	4301	0.18	4.1	0	0	0
Pedestrians		100.2	746	0.1	0.71	0	0	0
Bicyclists		20	323	0.02	0.31	0	0	0
Older Drivers		127.4	1486.8	0.12	1.42	0	0	0
Motorcyclists		111.8	923.2	0.11	0.88	0	0	0
Work Zones		21	190	0.02	0.18	0	0	0


Number of Fatalities by SHSP Emphasis Area
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Fatalities
800
600
400
200
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area


Number of Serious Injuries by SHSP Emphasis Area
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Serious Injuries
10000
8000
6000
4000
2000
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area


Fatality Rate by SHSP Emphasis Area
Year 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Fatalities
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area

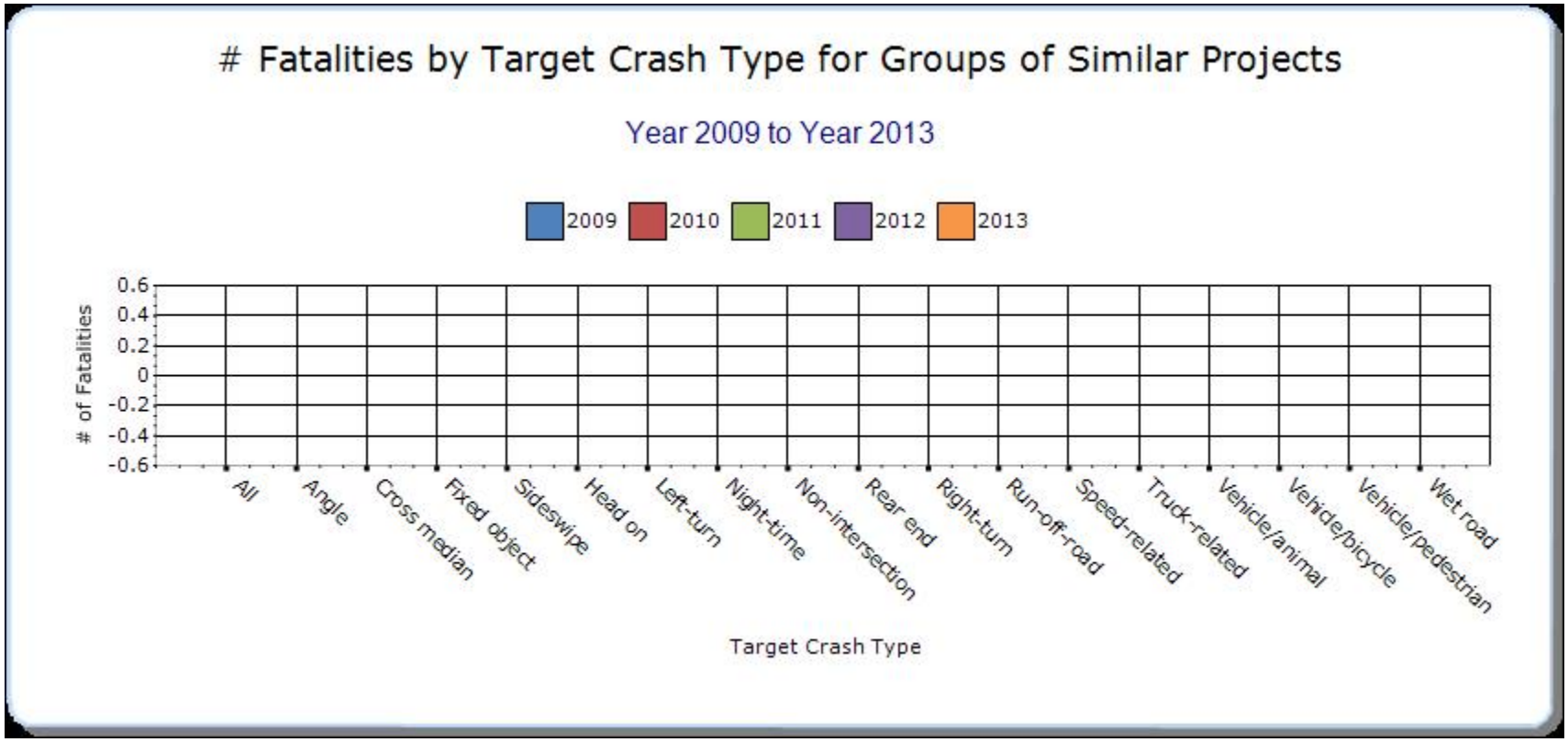

Serious Injury Rate by SHSP Emphasis Area
Year 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Serious Injurie
8
6
4
2
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area

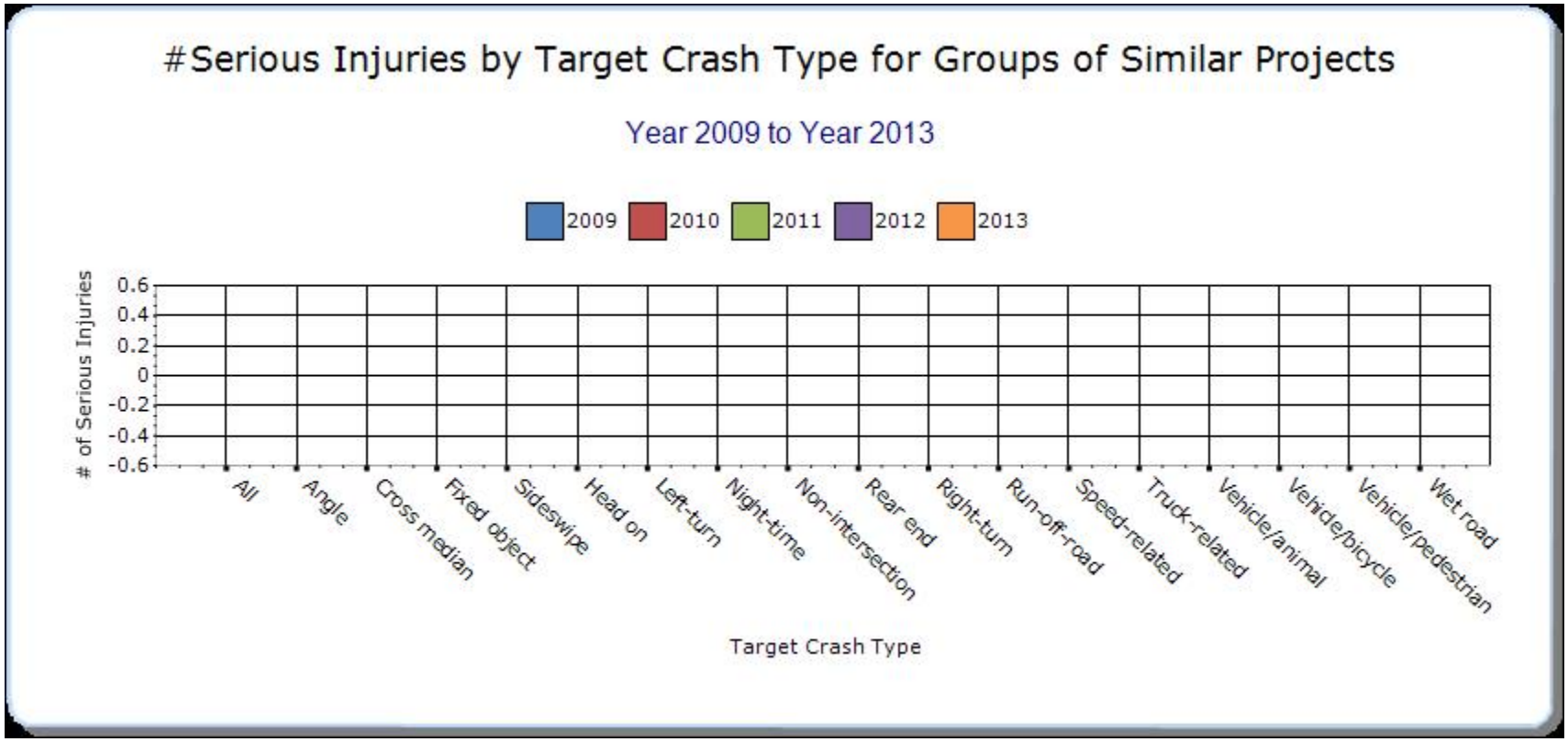
Groups of similar project types

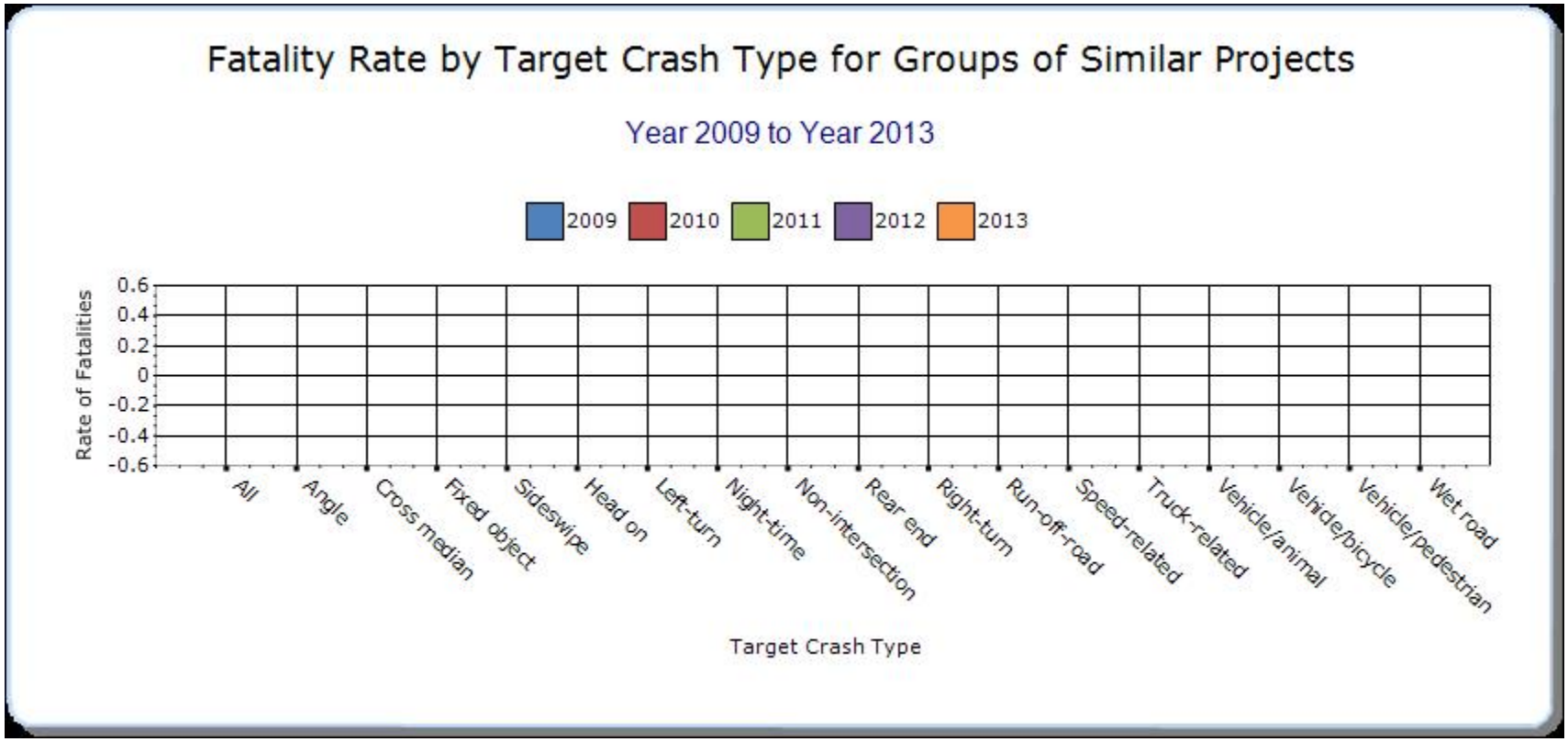
Present the overall effectiveness of groups of similar types of projects.

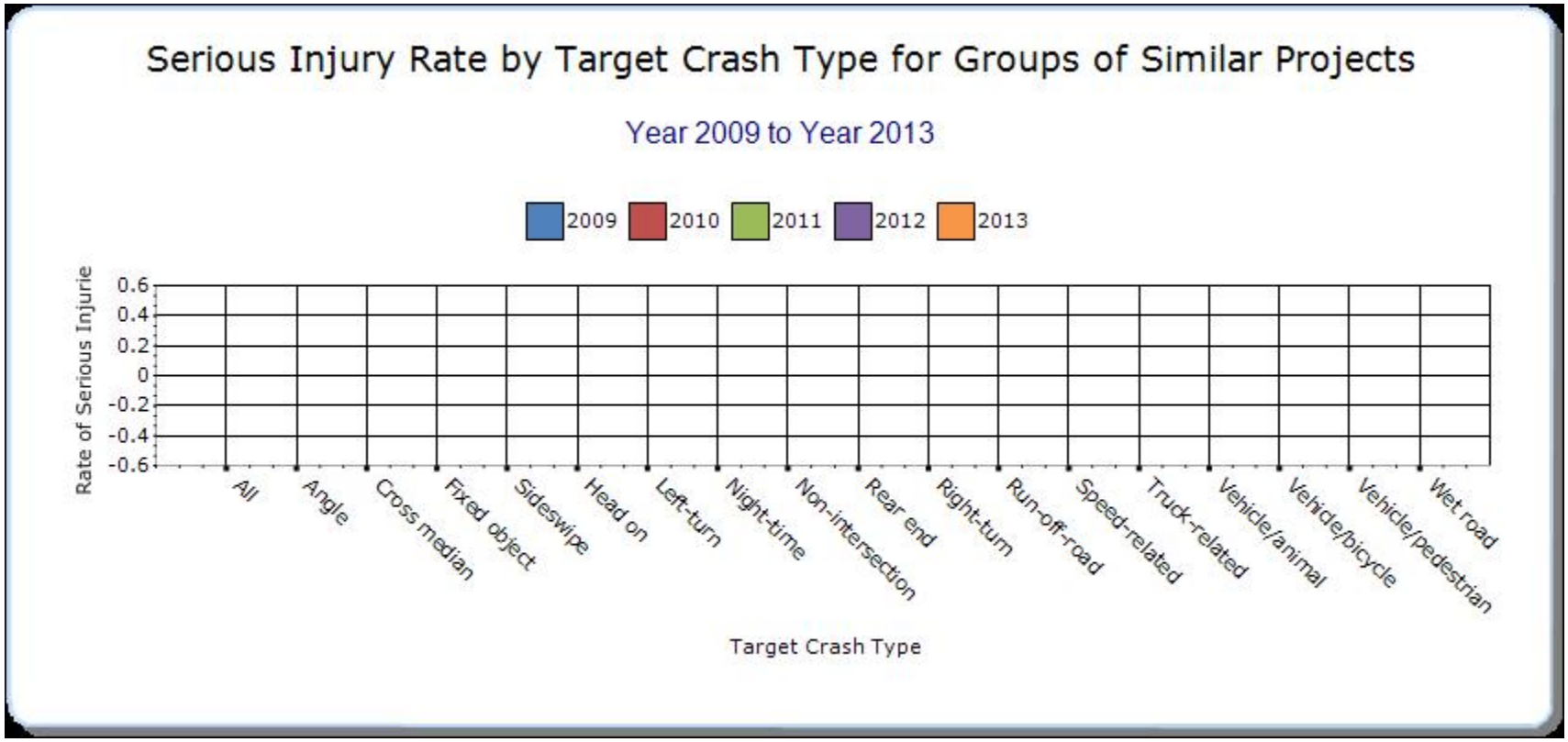
Year - 2013

HSIP Sub-program Types	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Intersection		188.4	4301	0.18	4.1	0	0	0
Roadway Departure		387.6	3182.4	0.37	3.03	0	0	0
Local Safety		353	9847	0	0	0	0	0


Fatalities by Target Crash Type for Groups of Similar Projects
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Fatalities
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


#Serious Injuries by Target Crash Type for Groups of Similar Projects
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Serious Injuries
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Fatality Rate by Target Crash Type for Groups of Similar Projects
Year 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Fatalities
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type

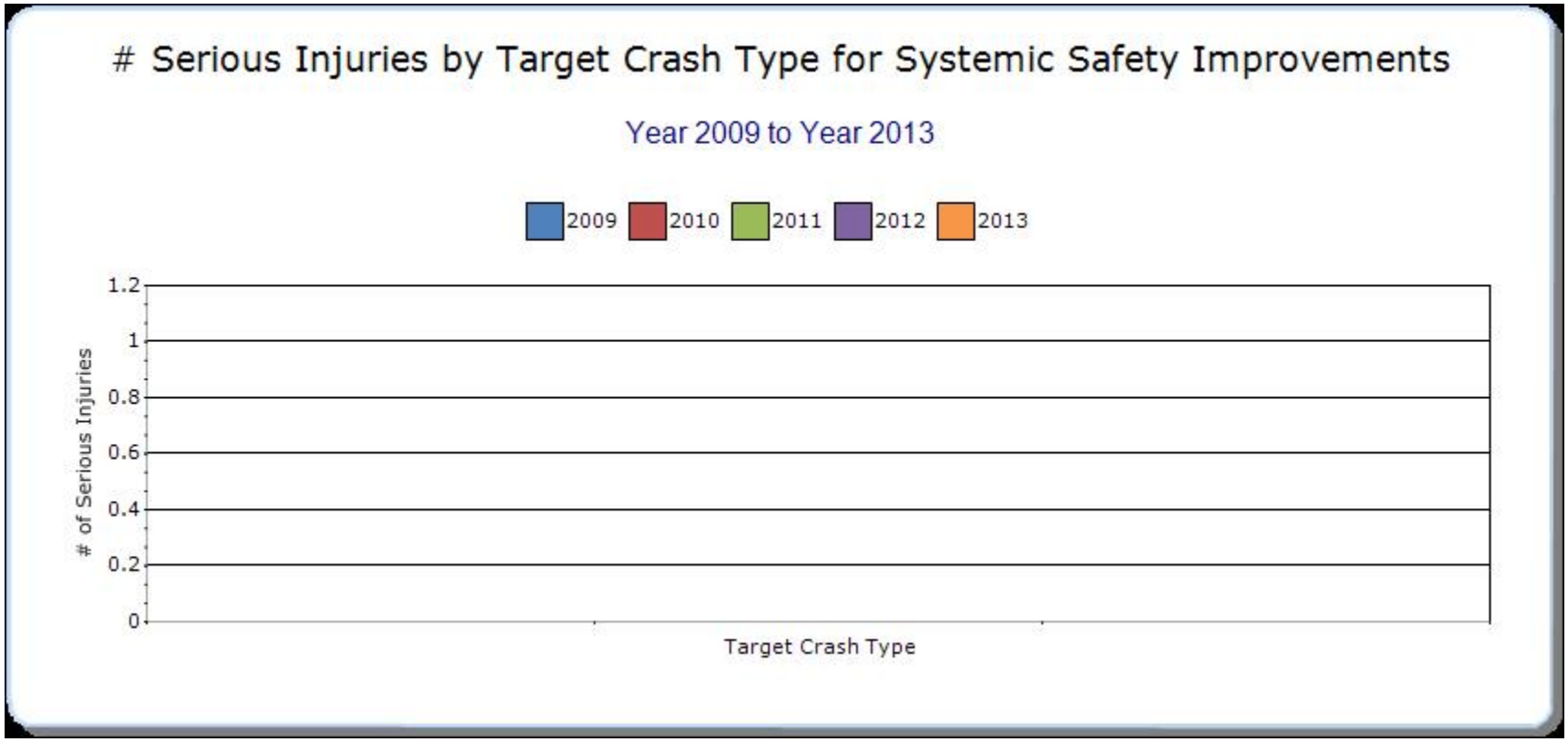

Serious Injury Rate by Target Crash Type for Groups of Similar Projects
Year 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Serious Injurie
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type

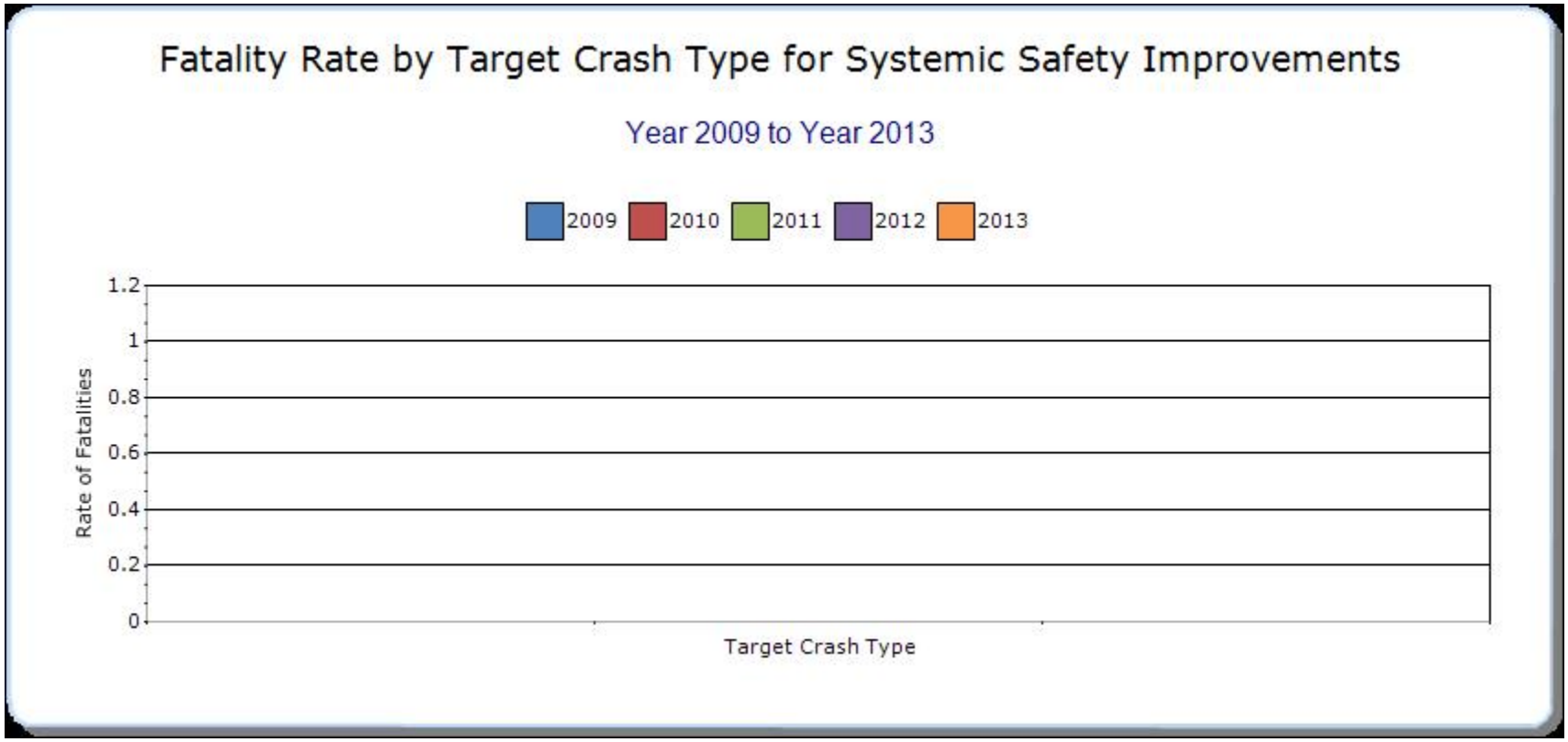
Systemic Treatments

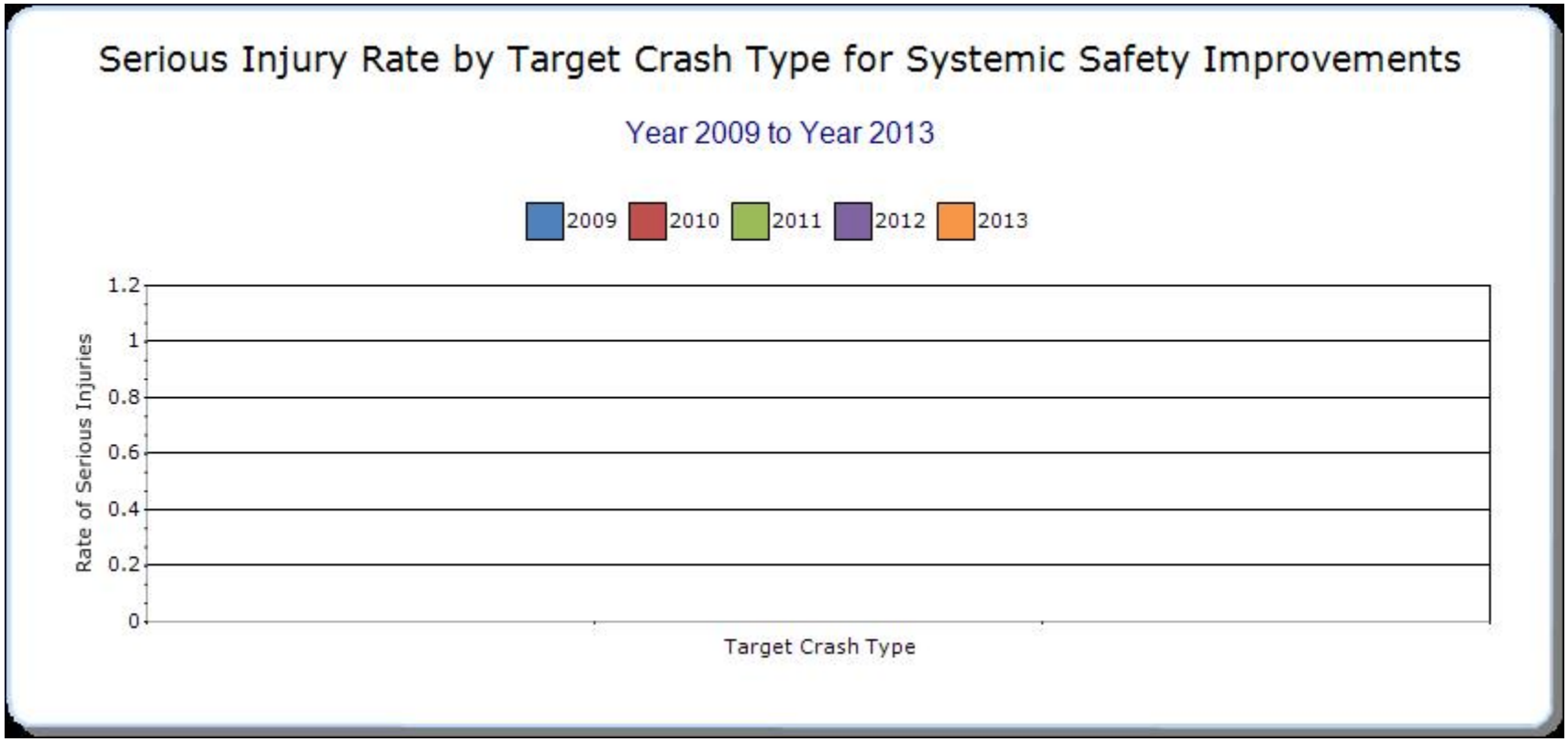
Present the overall effectiveness of systemic treatments.

Systemic improvement	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3


Fatalities by Target Crash Type for Systemic Safety Improvements
Year 2009 to Year 2013
2009
2010
2011
2012
2013
1.2
1
0.8
0.6
0.4
0.2
0
# of Fatalities
Target Crash Type


Serious Injuries by Target Crash Type for Systemic Safety Improvements
Year 2009 to Year 2013
2009
2010
2011
2012
2013
1.2
1
0.8
0.6
0.4
0.2
0
# of Serious Injuries
Target Crash Type


Fatality Rate by Target Crash Type for Systemic Safety Improvements
Year 2009 to Year 2013
2009
2010
2011
2012
2013
1.2
1
0.8
0.6
0.4
0.2
0
Rate of Fatalities
Target Crash Type


Serious Injury Rate by Target Crash Type for Systemic Safety Improvements
Year 2009 to Year 2013
2009
2010
2011
2012
2013
1.2
1
0.8
0.6
0.4
0.2
0
Rate of Serious Injuries
Target Crash Type

Describe any other aspects of the overall Highway Safety Improvement Program effectiveness on which you would like to elaborate.

Overall, the fatalities and severe injuries in Illinois have continued on a downward trend. The downward trend has been more significant for the state roadway system versus the local roadway system and for roadway departure. Systemic treatments have been very effective for rural areas with few severe crash clusters.

Provide project evaluation data for completed projects (optional).

Location	Functional Class	Improvement Category	Improvement Type	Bef-Fatal	Bef-Serious Injury	Bef-Other Injury	Bef-PDO	Bef-Total	Aft-Fatal	Aft-Serious Injury	Aft-Other Injury	Aft-PDO	Aft-Total	Evaluation Results (Benefit/ Cost Ratio)
NA		Roadway	Roadway - other	2	2	2	2	8	1	1	1	1	4	1.5

Optional Attachments

Sections	Files Attached

Glossary

5 year rolling average means the average of five individual, 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.

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.