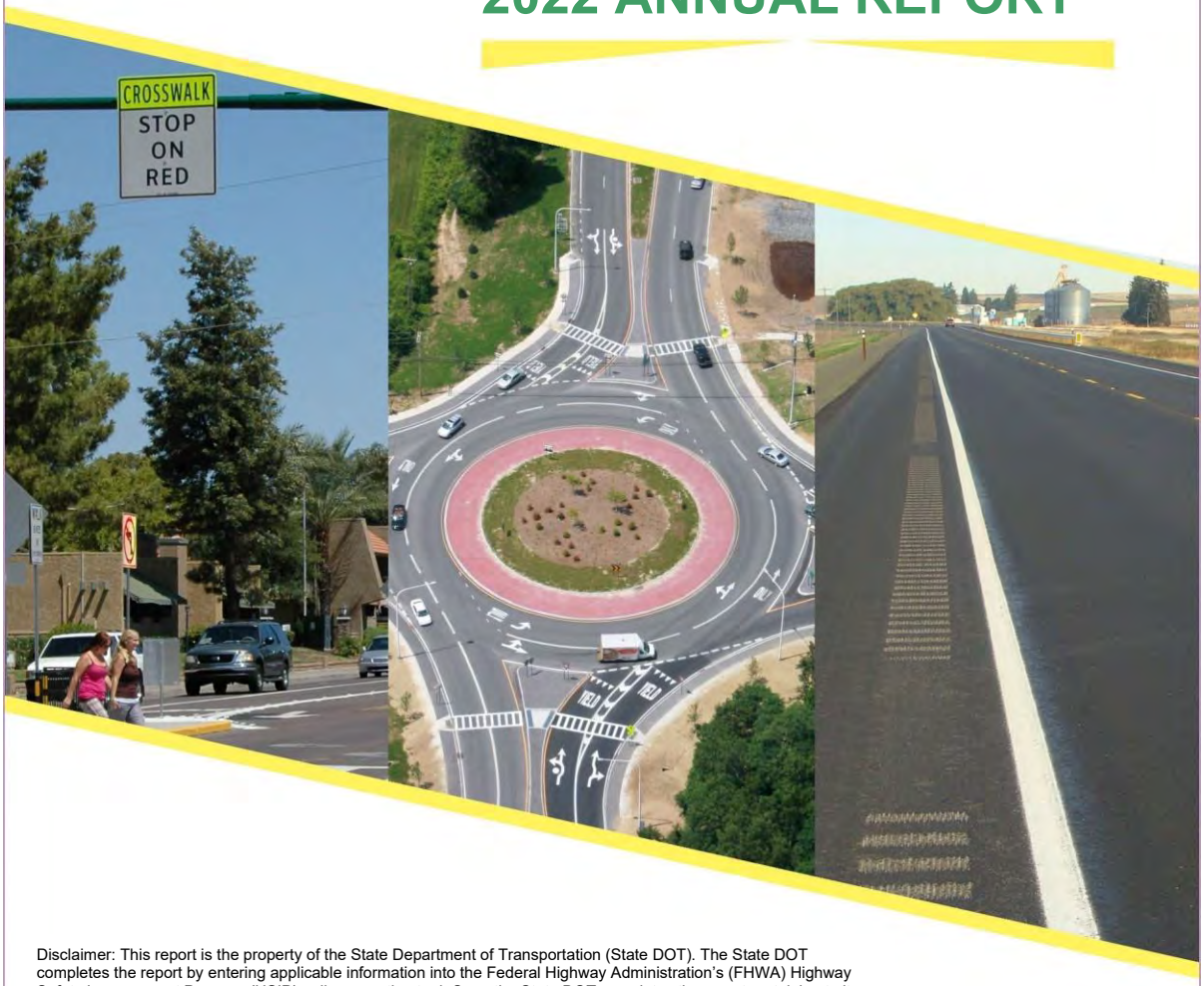
ILLINOIS

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2022 ANNUAL REPORT



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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. 407 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

The Illinois Department of Transportation (IDOT) updated Strategic Highway Safety Plan (SHSP) for 2022 from the 2017 version. What both of the plans have in common is IDOT's commitment to the ultimate goal of reaching zero fatalities and serious injuries on all Illinois roads. One of the strategies of reaching that is through 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 single or

multiple locations included in the project 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

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.

A new tool for 2021 was the creation of the Run Off the Road Initiative (RORI) tool which allows local agencies to view their rural roads and recommended countermeasures such as adding shoulders, rumble stripes, and more with a benefit/cost estimate to better aid local agencies in applying for HSIP projects.

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	Exposure	Roadway
• Fatal and serious injury crashes only	• Traffic	• 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?

54

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

- Add/Upgrade/Modify/Remove Traffic Signal
- Cable Median Barriers
- Other-Dilemma Zone Detection System
- Other-ITS
- Pavement/Shoulder Widening
- Rumble Strips
- Upgrade Guard Rails

STILL WAITING ON FINAL LIST OF PROJECTS. PLEASE RETURN QUESTION.

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. 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, 2020 - June 30, 2021

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$156,887,000	$60,482,774	38.55%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$1,580,259	$1,580,259	100%
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	$158,467,259	$62,063,033	39.16%

HSIP Programmed and Obligated amounts include both state and local projects. 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% for locals, but did set aside additional funding over $3,000,000.00. Discussions to increase funding for next FY year to 30%/70% were also conducted.

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 still seeing COVID 19 and inflation issues with districts and local agencies requesting time extensions and additional funding due to construction materials availability and increase in prices. 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
C-93-033-20	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	$2475000	$2750000	HSIP (23 U.S.C. 148)	Rural	Major Collector	5,375	55	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
C-97-099-20	Intersection traffic control	Modify control – two-way stop to all-way stop	1	Intersections	$670032	$744813	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	11,500	55	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
N-98-001-20	Roadside	Barrier - other	1	System	$315000	$350000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	20,000	55	State Highway Agency	Systemic	Work Zones	Enhance work zone safety performance
C-99-021-21	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	10.02	Miles	$1935000	$2150000	HSIP (23 U.S.C. 148)	Urban	Major Collector	7,100	45	State Highway Agency	Spot	Roadway Departure	Keep vehicles in their respective lanes
C-99-021-21	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	4.51	Miles	$1161000	$1290000	HSIP (23 U.S.C. 148)	Urban	Major Collector	5,700	45	State Highway Agency	Spot	Roadway Departure	Keep vehicles in their respective lanes
C-91-469-11	Intersection traffic control	Modify traffic signal – modernization/replacement	3	Intersections	$5247450	$5830500	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	67,000	35	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
C-91-062-18	Roadway	Roadway widening - add lane(s) along segment	0.74	Miles	$4667580	$5186200	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	11,000	45	State Highway Agency	Spot	Lane Departure	Keep vehicles in their respective lanes
C-91-321-19	Intersection traffic control	Modify traffic signal – modernization/replacement	9	Intersections	$4503	$5003000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	60,000	30	State Highway Agency	Systemic	Intersections	Enhance intersection safety performance
C-91-353-19	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$315000	$350000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	27,000	45	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
C-91-395-20	Speed management	Dynamic Speed Feedback Signs	5	Locations	$128700	$143000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	50,000	45	State Highway Agency	Spot	Lane 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
C-92-003-17	Intersection geometry	Intersection geometry - other	1	Intersections	$2301300	$2557000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	52,050	45	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
C-93-105-19	Roadway	Rumble strips – edge or shoulder	6	Miles	$1215000	$1350000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,900	55	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
C-93-106-19	Roadway	Rumble strips – edge or shoulder	5	Miles	$1012500	$1125000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,250	55	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
C-93-108-19	Roadway	Rumble strips – edge or shoulder	6.1	Miles	$1237500	$1375000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,500	55	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
C-93-118-20	Roadway	Rumble strips – edge or shoulder	4.16	Miles	$982800	$1092000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,450	55	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
C-93-119-20	Roadway	Rumble strips – edge or shoulder	4.16	Miles	$810000	$900000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,500	55	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
C-93-120-20	Roadside	Barrier – cable	5.62	Miles	$1192500	$1325000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	17,200	70	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
C-93-121-20	Roadside	Barrier – cable	6	Miles	$1350000	$1500000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	20,100	70	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
C-94-071-20	Roadside	Barrier end treatments (crash cushions, terminals)	63	Locations	$1048766	$1165296	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	5,050	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
C-94-011-21	Intersection traffic control	Dilemma Zone Detection System	16	Intersections	$720000	$800000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	16,635	50	State Highway Agency	Systemic	Intersections	Enhance intersection safety performance
C-94-040-21	Intersection traffic control	Modify control – two-way stop to all-way stop	1	Intersections	$112765	$125295	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,550	55	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
C-95-036-20	Roadway	Rumble strips – edge or shoulder	15.52	Miles	$8550000	$9500000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,500	55	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
C-96-081-20	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	2	Intersections	$675000	$750000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	24,350	30	State Highway Agency	Systemic	Intersections	Enhance intersection safety performance
C-96-023-21	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	3	Intersections	$1080000	$1200000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	14,000	45	State Highway Agency	Systemic	Intersections	Enhance intersection safety performance
C-97-027-15	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	18	Intersections	$5394600	$5994000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	18,300	35	State Highway Agency	Systemic	Intersections	Enhance intersection safety performance
C-97-017-20	Roadway	Rumble strips – edge or shoulder	9.99	Miles	$1828800	$2032000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,750	55	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
C-97-027-19	Roadway	Rumble strips – edge or shoulder	4.66	Miles	$894123	$993470	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,650	55	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
C-98-062-21	Advanced technology and ITS	Advanced technology and ITS - other	1	Locations	$450000	$500000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	32,000	65	State Highway Agency	Systemic	Work Zones	Enhance work zone safety performance
C-98-071-21	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	12	Intersections	$883800	$982000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,564	45	State Highway Agency	Systemic	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
C-99-067-19	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	6	Intersections	$1620000	$1800000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,700	40	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
C-99-088-18	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	$3150000	$3500000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	7,675	55	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
C-99-099-20	Roadway	Pavement surface – high friction surface	1	Locations	$108000	$120000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	4,200	55	State Highway Agency	Spot	Roadway Departure	Keep vehicles in their respective lanes
P-91-023-20	Intersection geometry	Intersection realignment	1	Intersections	$774000	$860000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	16,400	30	City or Municipal Highway Agency	Spot	Intersections	Enhance intersection safety performance
P-91-026-20	Pedestrians and bicyclists	Rapid Rectangular Flashing Beacons (RRFB)	2	Locations	$351035	$390039	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	26,000	35	City or Municipal Highway Agency	Spot	Pedestrians	Improve visibility for pedestrians
P-91-034-20	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	5	Intersections	$1147500	$1275000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	25,000	40	County Highway Agency	Systemic	Intersections	Enhance intersection safety performance
C-91-083-18	Intersection traffic control	Modify traffic signal – modernization/replacement	5	Intersections	$1462500	$1625000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	55,700	40	County Highway Agency	Spot	Intersections	Enhance intersection safety performance
C-91-301-19	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	1	Intersections	$605700	$673000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	31,945	45	County Highway Agency	Systemic	Intersections	Enhance intersection safety performance
C-92-059-19	Roadside	Barrier- metal	17.2	Miles	$1000000	$1136094	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	667	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
C-92-060-19	Roadside	Barrier- metal	34.4	Miles	$1433000	$1592000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	667	55	County Highway Agency	Systemic	Pedestrians	Reduce vehicle speed
C-94-048-19	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	1	Miles	$2353422	$2614914	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	9,100	30	City or Municipal Highway Agency	Spot	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
C-94-046-20	Roadside	Barrier- metal	6.38	Miles	$617590	$686212	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	675	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
P-94-025-20	Roadside	Barrier end treatments (crash cushions, terminals)	420	Locations	$990000	$1100000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	675	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
C-94-035-15	Alignment	Horizontal curve realignment	1	Locations	$486000	$540000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	900	30	City or Municipal Highway Agency	Spot	Roadway Departure	Keep vehicles in their respective lanes
C-95-071-20	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	4.25	Miles	$2388903	$4500000	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,500	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
C-96-078-18	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	0.8	Miles	$830700	$923000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	8,400	30	City or Municipal Highway Agency	Spot	Pedestrians	Reduce vehicle speed
C-96-142-20	Roadside	Barrier end treatments (crash cushions, terminals)	304	Locations	$1704904	$1894338	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
C-96-001-21	Alignment	Horizontal curve realignment	0.63	Miles	$1318500	$1465000	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,350	55	County Highway Agency	Spot	Roadway Departure	Keep vehicles in their respective lanes
C-96-025-19	Roadside	Barrier end treatments (crash cushions, terminals)	146	Locations	$1221145	$1356828	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	100	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
C-96-012-20	Roadway	Roadway widening - travel lanes	1.05	Miles	$1000000	$1111110	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,750	55	County Highway Agency	Spot	Roadway Departure	Keep vehicles in their respective lanes

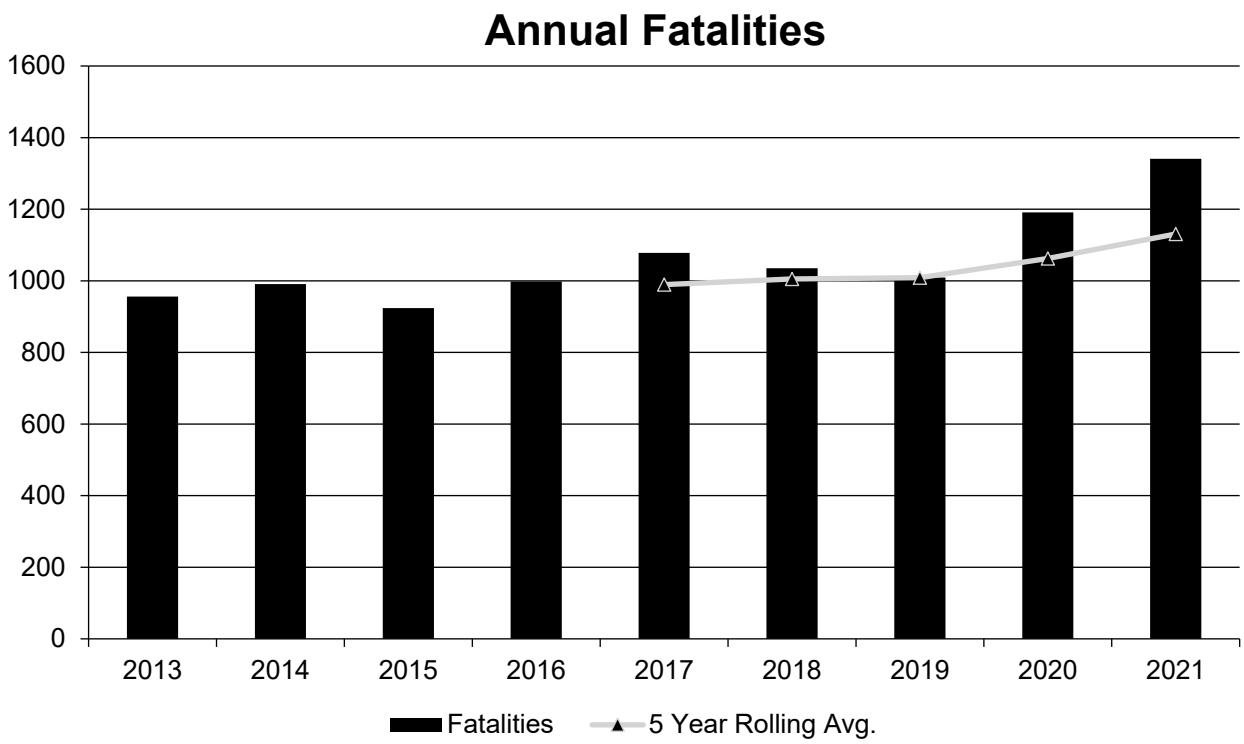
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
C-97-094-20	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	3.88	Miles	$420650	$525813	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,350	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
P-97-057-20	Alignment	Vertical alignment or elevation change	0.5	Miles	$549996	$611107	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,350	55	County Highway Agency	Spot	Roadway Departure	Keep vehicles in their respective lanes
P-97-001-21	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	1.81	Miles	$1637550	$1819500	HSIP (23 U.S.C. 148)	Rural	Major Collector	900	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
C-97-140-21	Roadside	Increase clear zone – tangent	16.5	Miles	$631969	$702188	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,600	55	County Highway Agency	Spot	Roadway Departure	Keep vehicles in their respective lanes
C-98-344-11	Alignment	Horizontal curve realignment	1	Locations	$401013	$445570	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,200	55	County Highway Agency	Spot	Roadway Departure	Keep vehicles in their respective lanes
C-99-042-20	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	$176350	$1560155	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	14,000	30	City or Municipal Highway Agency	Spot	Intersections	Enhance intersection safety performance
P-95-001-21	Intersection geometry	Intersection realignment	1	Intersections	$1369953	$1522570	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	363	55	County Highway Agency	Spot	Intersections	Enhance intersection safety performance

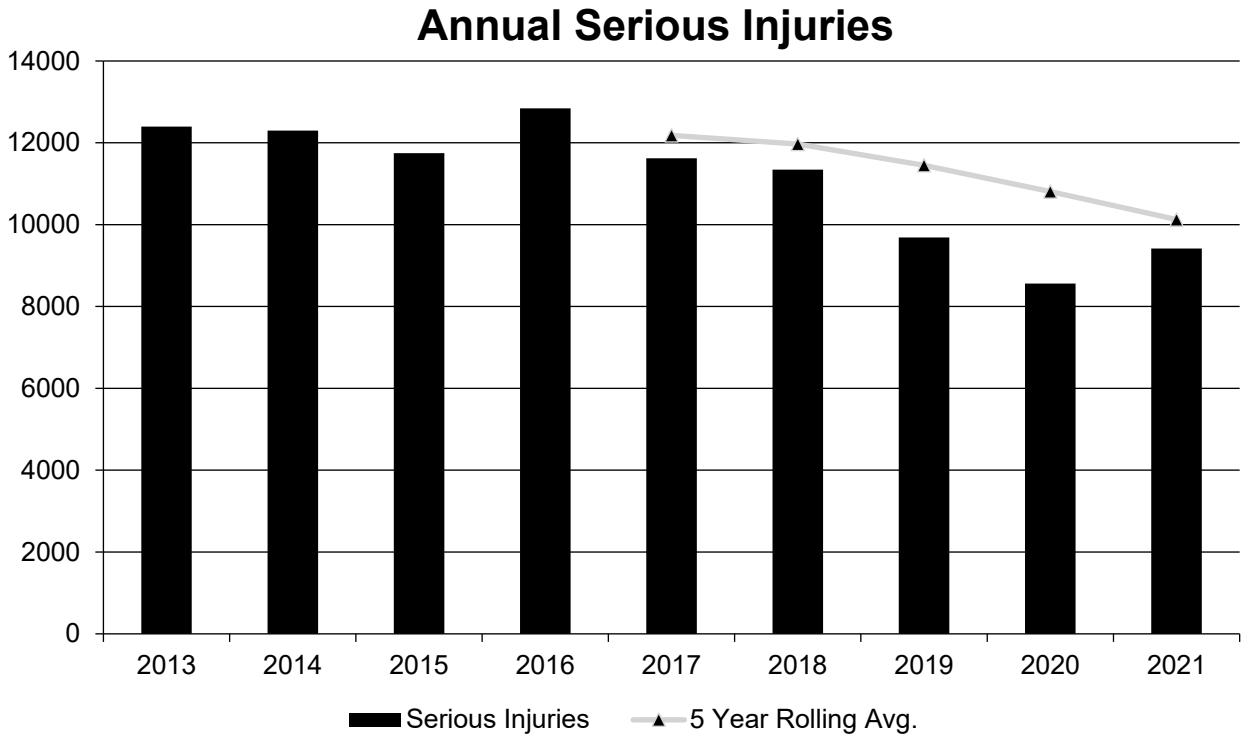
Safety Performance

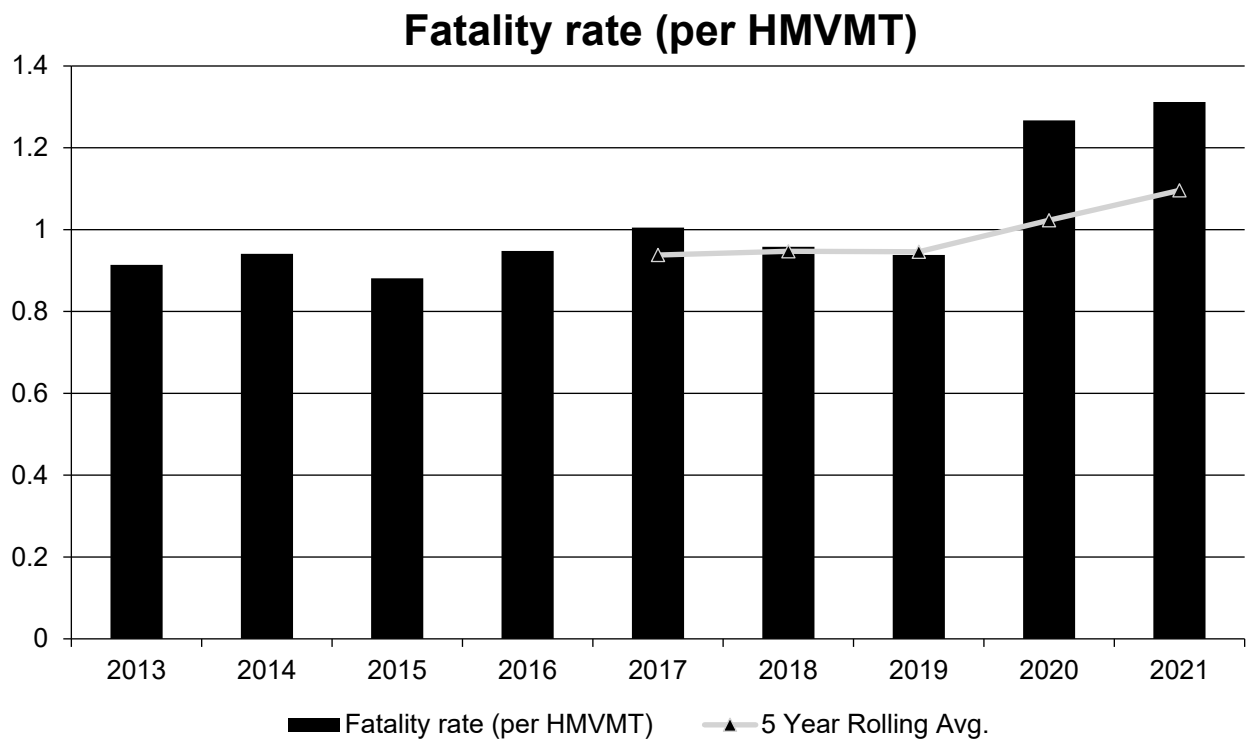
General Highway Safety Trends

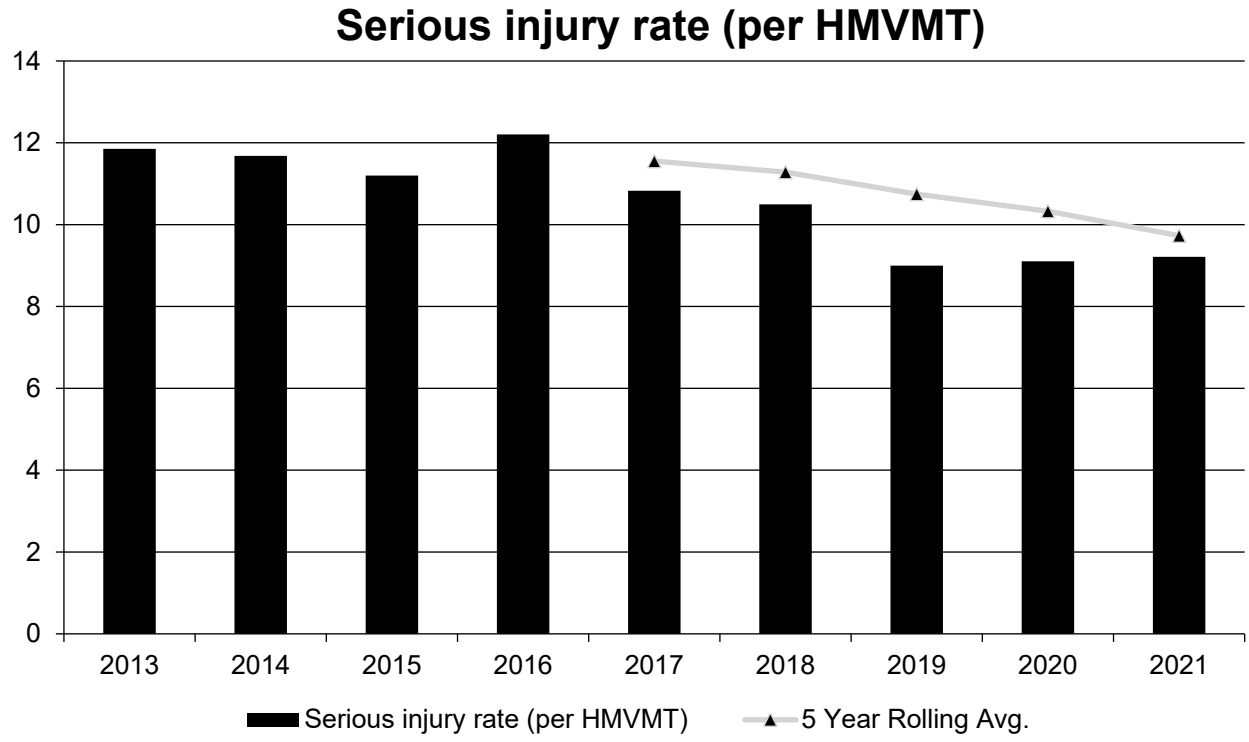
Present data showing the general highway safety trends in the State for the past five years.

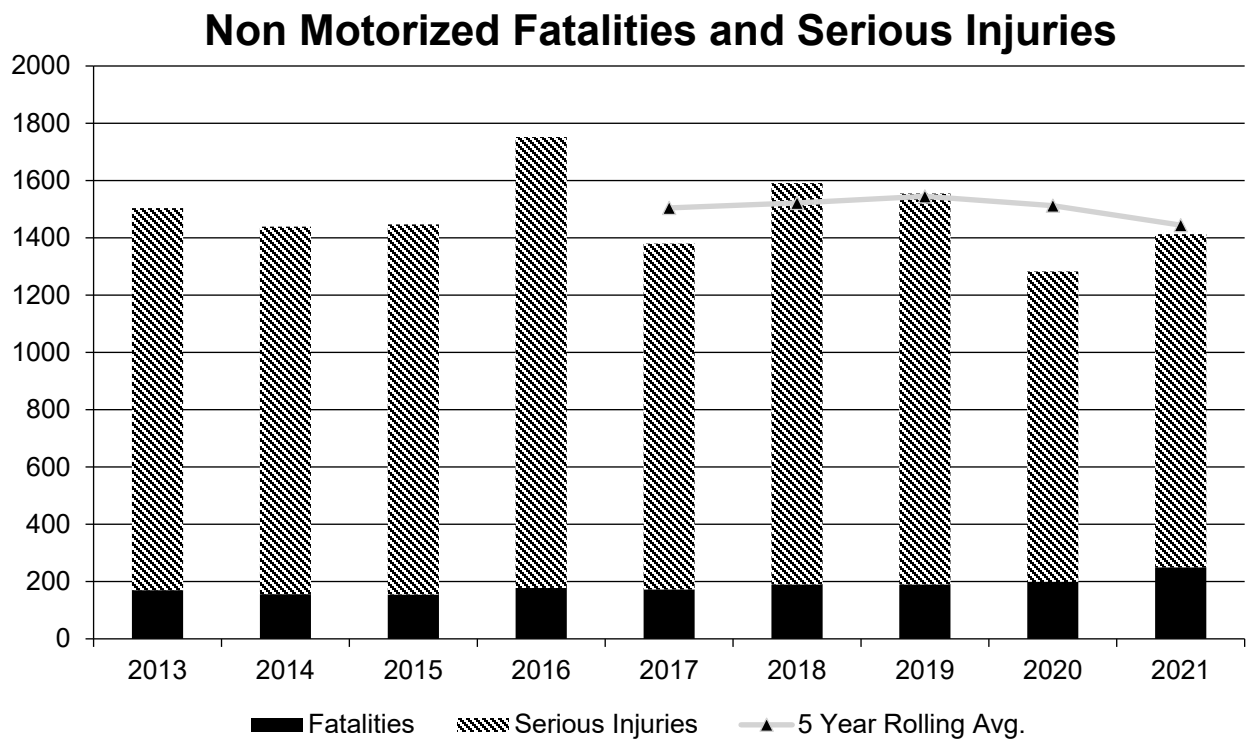
PERFORMANCE MEASURES	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatalities	956	991	924	998	1,078	1,035	1,009	1,191	1,341
Serious Injuries	12,398	12,300	11,748	12,844	11,622	11,344	9,685	8,560	9,417
Fatality rate (per HMVMT)	0.914	0.941	0.881	0.948	1.005	0.958	0.938	1.267	1.312
Serious injury rate (per HMVMT)	11.855	11.681	11.199	12.206	10.830	10.497	9.000	9.106	9.215
Number non-motorized fatalities	170	156	155	178	173	190	190	199	250
Number of non-motorized serious injuries	1,334	1,283	1,292	1,574	1,207	1,401	1,365	1,084	1,163


Annual Fatalities
1600
1400
1200
1000
800
600
400
200
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
14000
12000
10000
8000
6000
4000
2000
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
14
12
10
8
6
4
2
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

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 2021

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	56	242	0.59	2.54
Rural Principal Arterial (RPA) - Other Freeways and Expressways	1	5	0.63	3.16
Rural Principal Arterial (RPA) - Other	70	341	1.91	9.32
Rural Minor Arterial	85	437	2	10.28

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 Minor Collector	14	62	2.74	12.12
Rural Major Collector	114	458	3.09	12.4
Rural Local Road or Street	51	468	1.47	13.49
Urban Principal Arterial (UPA) - Interstate	148	614	0.63	2.6
Urban Principal Arterial (UPA) - Other Freeways and Expressways	13	40	1.13	3.48
Urban Principal Arterial (UPA) - Other	321	2,003	1.74	10.87
Urban Minor Arterial	236	1,592	1.63	11.02
Urban Minor Collector	15	117	1.76	13.75
Urban Major Collector	127	885	1.65	11.47
Urban Local Road or Street	90	2,153	0.84	20.03

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 2023 Targets *

Number of Fatalities:1088.1

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 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:9316.7

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 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:1.060

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 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:9.000

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 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:1438.9

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 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. If changes were made, IDOT will work together to develop a plan with stakeholders such as MPOs, NHTSA, FHWA and others.

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 2021 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	1000.0	1130.8
Number of Serious Injuries	11566.4	10125.6
Fatality Rate	0.930	1.096
Serious Injury Rate	10.790	9.730
Non-Motorized Fatalities and Serious Injuries	1517.6	1444.4

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. Hopefully Illinois will see the fatality rate decrease with the release of its updated SHSP for 2022.

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	2015	2016	2017	2018	2019	2020	2021
Number of Older Driver and Pedestrian Fatalities	158	176	157	145	180	175	201
Number of Older Driver and Pedestrian Serious Injuries	1,016	893	989	1,024	985	664	771

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.

Due to the updated SHSP and other more time-sensitive responsibilities with limited staff and resources, BSPE is still evaluating the 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

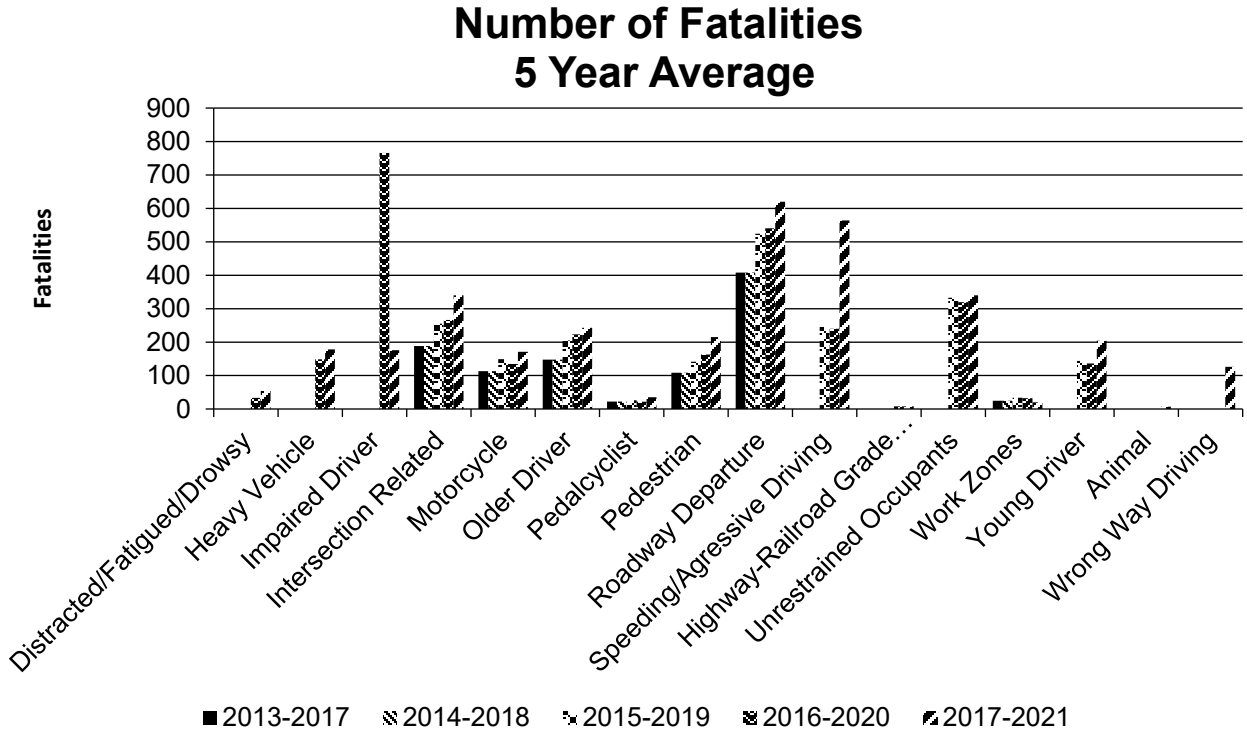
Effectiveness of Groupings or Similar Types of Improvements

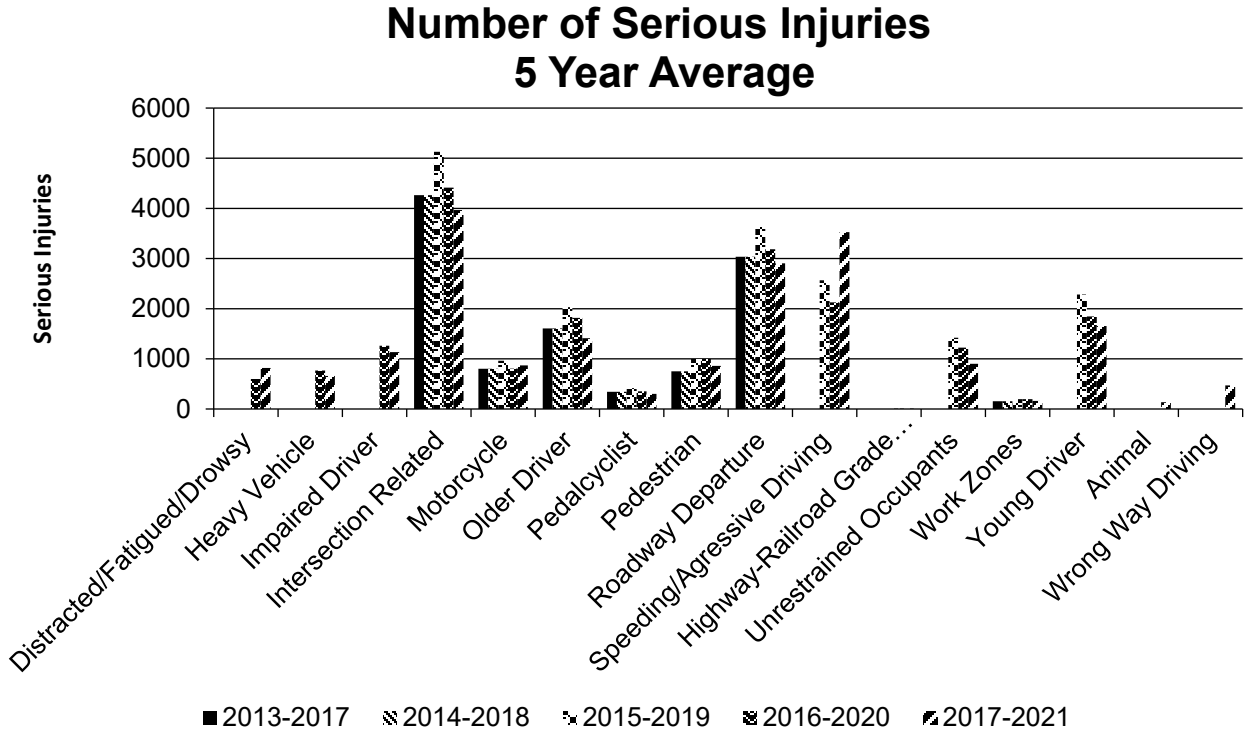
Present and describe trends in SHSP emphasis area performance measures.

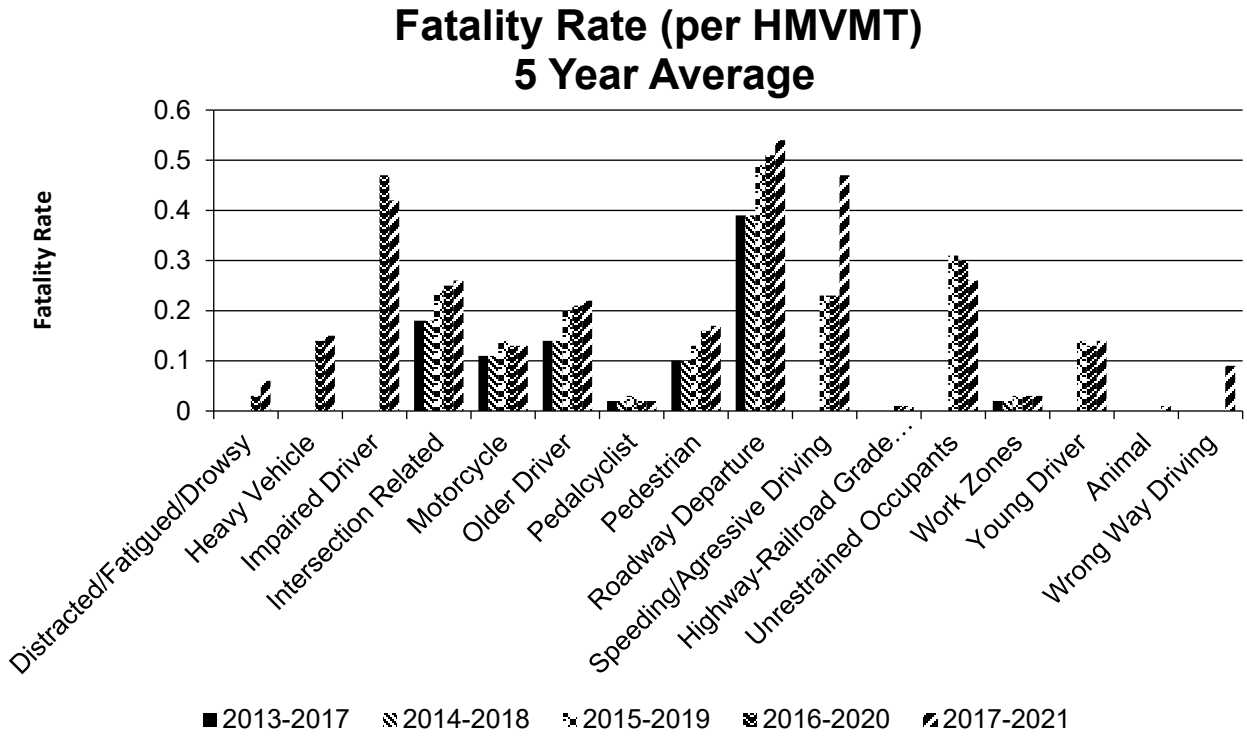
Year 2021

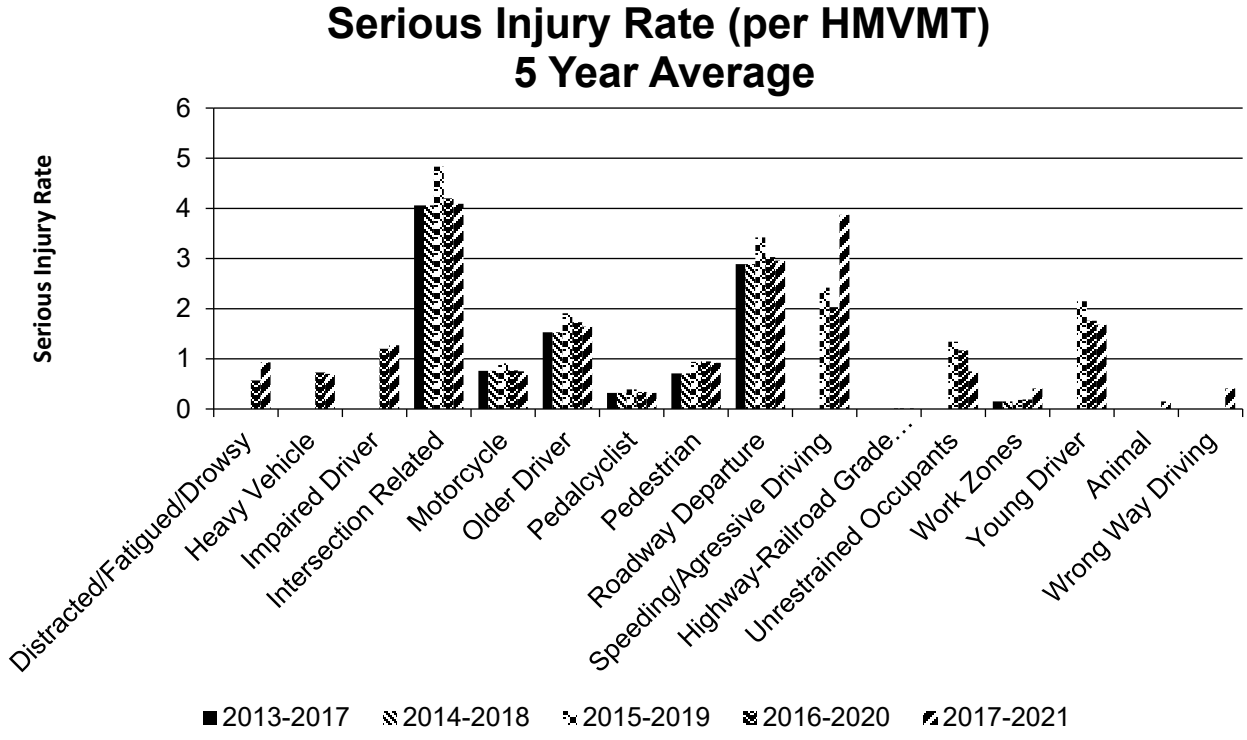
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Distracted/Fatigued/Drowsy		54	818	0.06	0.93
Heavy Vehicle		178	658	0.15	0.7
Impaired Driver		176	1,134	0.42	1.27
Intersection Related	Intersections	340	3,967	0.26	4.09
Motorcycle		171	868	0.13	0.75
Older Driver		243	1,413	0.22	1.64
Pedalcyclist	Vehicle/bicycle	35	302	0.02	0.32
Pedestrian	Vehicle/pedestrian	215	861	0.17	0.92

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)
Roadway Departure		620	2,906	0.54	2.96
Speeding/Agressive Driving		564	3,525	0.47	3.87
Highway-Railroad Grade Crossing		8	9	0.01	0.01
Unrestrained Occupants		340	902	0.26	0.75
Work Zones		20	161	0.03	0.41
Young Driver		204	1,654	0.14	1.68
Animal	Vehicle/animal	7	137	0.01	0.15
Wrong Way Driving		126	470	0.09	0.41


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
Animal
Wrong Way Driving
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021


Number of Serious Injuries
5 Year Average
Serious Injuries
6000
5000
4000
3000
2000
1000
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
Animal
Wrong Way Driving
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021


Fatality Rate (per HMVMT)
5 Year Average
Fatality Rate
0.6
0.5
0.4
0.3
0.2
0.1
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
Animal
Wrong Way Driving
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021


Serious Injury Rate (per HMVMT)
5 Year Average
Serious Injury Rate
6
5
4
3
2
1
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
Animal
Wrong Way Driving
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021

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?

07/01/2022

What are the years being covered by the current SHSP?

From: 2022 To: 2026

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

2027

IDOT's new 2022 SHSP can be viewed here: https://idot.illinois.gov/Assets/uploads/files/Transportation-System/Manuals-Guides-&-Handbooks/Safety/Strategic%20Highway%20Safety%20Plan%202022.pdf

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								

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
	Functional Class (19) [19]	100	100					100	100	100	100
	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				

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
	Location Identifier for Roadway at Beginning of Ramp Terminal (197) [187]					100	100				
	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.

We have already met the requirements and therefore do not need to take further actions.

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.