



# ILLINOIS

## HIGHWAY SAFETY IMPROVEMENT PROGRAM 2017 ANNUAL REPORT



U.S. Department of Transportation  
Federal Highway Administration

Photo source: Federal Highway Administration

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## 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.”

## Executive Summary

The Highway Safety Improvement Program (HSIP) is a data-driven, performance based, strategic approach targeted to infrastructure improvements administered by Federal Highways Administration (FHWA). Illinois has set its target to reduce the frequency of fatalities and serious injuries, as well as the exposure rates of fatalities and serious injuries per million vehicle miles traveled. In addition to these rates, Illinois Department of Transportation (IDOT) has identified and prioritized safety emphasis areas where performance measures are also narrowed down by functional class of roadways to understand the safety problems and implement appropriate countermeasures to curb the preventable fatalities and serious injuries with federal support.

The collaborative working efforts between the Strategic Highway Safety Plan (SHSP, FHWA approved on 7/28/2017) with Highway Safety Improvement Program (HSIP), Highway Safety Plan (HSP), Commercial Vehicle Safety Plan (CVSP), Statewide Transportation Improvement Plan (STIP) is envisioned to provide consistency of data collection and management, integrated safety initiatives, and identification of data-driven performance measures with safety performance assessment. This coordination of safety programs helps IDOT prioritize safety in the planning and programming stages, to utilize limited funding for maximum safety improvement potential, and to set effective goals and targets within a safety performance matrix.

HSIP is administered and monitored by the Illinois Department of Transportation Bureau of Safety Programs and Engineering (BSPE). 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. In 2016, Illinois lost 1,078 lives to transportation crashes. As of August 30, 2017, there are 3 fewer fatalities in 2017 relative to this time last year (2016) - 709 and 712 fatalities respectively. While the current provisional data can provide for insights, this report reflects analysis of complete and finalized crash data from years 2008 to 2015. Between 2014 (crash data from the last submitted HSIP report) and 2015, detailed crash data analysis has shown that fatalities and severe injuries on the state route system increased by less than 9%, and the local system fatalities and severe injuries increased by more than 9%.

The funding split between state and local routes remains the same as last year, 80/20, and IDOT continues to work with local agencies to increase obligation rates for HSIP projects approved. Illinois continues to monitor progress, evaluate programs and modify 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 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.**

The Illinois HSIP policy identifies the process for data analysis, project application, project review and approval. See the IDOT website for details. <http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/highway-safety-improvement-program>

The policy is being updated and will include analysis tools and resources as well as improved guidance to direct the program to projects that will have the greatest opportunity to reduce fatalities and serious injuries. The update will be implemented by December 31, 2017.

#### **Where is HSIP staff located within the State DOT?**

Other-Central Office - Bureau of Safety Programs and Engineering

#### **Enter additional comments here to clarify your response for this question or add supporting information.**

The HSIP program is managed within IDOT Central Office, Bureau of Safety Programs and Engineering. The Bureau is under the Office of Program Development.

<http://www.idot.illinois.gov/Assets/uploads/files/About-IDOT/Maps-&-Charts/IDOT%20Org%20Chart.pdf>

BSPE is responsible for management of transportation safety planning and engineering as well as behavioral programs. IDOT Districts support implementation of the transportation safety program, including programming, detailed design, construction, operations and maintenance. District engineers and planners develop the HSIP projects for application and review by BSPE and the Central Office Traffic Safety Committee. To address local road safety, local agencies work with District engineers and planners to develop HSIP applications for review by BSPE and the Central Office Traffic Safety Committee.

#### **How are HSIP funds allocated in a State?**

Central Office via Statewide Competitive Application Process

**Enter additional comments here to clarify your response for this question or add supporting information.**

Local agencies and state agencies have separate allocations and do not compete against each other for funds

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

Twenty percent of the HSIP roadway funding is allocated to local roadways. Prior to SAFETEA-LU, local agencies received less than \$1 million annually; in recent years, that amount has been increased to between \$12 - \$15 million annually. Each Illinois Department of Transportation (IDOT) District has a traffic safety committee that coordinates with the IDOT Bureau of Local Roads and local agencies to provide technical support. Illinois leads regular meetings with the MPOs to discuss safety performance targets and county SHSP development and implementation. The IDOT Bureau of Safety Programs and Engineering (BSPE) is an active participant of the Illinois Association of County Engineers Traffic and Safety Committee to discuss the SHSP, HSIP, data issues, and ways to advance transportation safety in Illinois on local roadways.

Since 2012, the Local Road Safety Initiative has provided tools, data, program training and facilitation to support the organization and implementation of local transportation safety committees. Each county is provided with County Strategic Highway Safety Plans (SHSP) Elements that include crash data trees, Emphasis Area tables, heat maps and effective countermeasures and strategies to make decisions based on the potential for safety improvements. The county SHSPs for major metropolitan areas were updated to reflect 2015 data. These counties represent the majority of the fatalities and serious injuries on Illinois roadways. IDOT developed local road safety performance functions for network screening that have been used to develop the Safer Road Index (SRI) and Safety Tiers that are used for project planning and programming of high priority and system-wide initiatives.

HSIP specialists provided technical support to review all HSIP applications. Specialists are experts in data analysis, benefit-cost analysis, the Highway Safety Manual (HSM), and countermeasure selections. Road Safety Assessments (RSAs) are provided to local agencies free-of-charge at the request of local agencies. IDOT Bureau of Safety Programs and Engineering (BSPE) coordinates team members and facilities, provides technical analysis, presents initial information and team findings at meetings, and prepares the RSA reports.

The DOT coordinates safety 4E workshops that encourage coordination and training local agencies on HSIP best practices. Based on the technical support provided, local agencies apply for HSIP funds for implementation. The HSIP applications are reviewed by the IDOT Central Office Traffic Safety Committee to approve projects, recommend changes or refinements, and consult with the local agencies to ensure safety investments address program goals.

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

Traffic Engineering/Safety  
Design  
Planning  
Maintenance  
Operations  
Districts/Regions  
Local Aid Programs Office/Division  
Governors Highway Safety Office

**Enter additional comments here to clarify your response for this question or add supporting information.**

**Describe coordination with internal partners.**

The Central Office Traffic Safety Committee is responsible for reviewing, recommending changes and / or approving or declining HSIP applications. The Central Office Traffic Safety Committee includes members from BSPE, Design, Planning, Local Aid, and FHWA Division Office.

The Local Aid office works with each of the District Local Aid offices and local agencies to develop, review and submit HSIP applications to BSPE.

District traffic engineering and safety develop state route HSIP applications by using BSPE safety analysis tools to evaluate the roadway network, identify priority locations, assess crash data and contributing factors, determine recommended proven strategies, and prepare the HSIP application including benefit - cost assessment. District design, operations and maintenance are responsible for HSIP implementation. District traffic engineering and safety staff conduct basic evaluation assessments for HSIP projects.

District staff work closely with local agencies to develop their safety program and the District Local Aid office submits the applications to Central Office Local Aid.

Local agencies conduct analysis and utilize BSPE provided tools to support HSIP project development and applications. Local HSIP applications are submitted to the Local Aid District office for submittal to Central Office. In some cases the MPO supports local agency data analysis, application development and evaluation after implementation. BSPE manages the HSIP program and leads the coordination with all partners.

**Identify which external partners are involved with HSIP planning.**

Regional Planning Organizations (e.g. MPOs, RPOs, COGs)

Governors Highway Safety Office

Local Technical Assistance Program

Local Government Agency

Law Enforcement Agency

FHWA

**Enter additional comments here to clarify your response for this question or add supporting information.**

**Describe coordination with external partners.**

The state is committed to achieving a safer transportation system for the public. Stakeholder involvement and commitment is crucial. Stakeholders represent the 4E areas - engineering, enforcement, education, and emergency medical services and include multi-modal federal and state agencies, MPOs, regional safety coalitions, and local agencies. Working sessions with coalition stakeholders at executive meetings, forums, and workshops have captured the impacts of emerging technologies, the role of state and local agencies, and several safety issues. Stakeholders have provided input on the crash trends and strategies based on their knowledge and current initiatives. The FHWA Illinois Division office partners with Illinois on various safety initiatives, including review of HSIP applications for funding approval. The Illinois DOT meets with MPOs on a regular basis to support the safety program and the MPOs work with local agencies to provide leadership and technical expertise.

**Have any program administration practices used to implement the HSIP changed since the last reporting period?**

No

**Are there any other aspects of HSIP Administration on which the State would like to elaborate?**

Yes

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

The Districts submit HSIP applications through the HSIP SharePoint site and the local agencies submit paper copies for review and approval by a Central Office Traffic Safety Committee. Since 2013, the IDOT Districts have taken an 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 appropriate use of HSIP funds. The HSIP policy is being updated to improve project submittals and to encourage the use of highway safety tools such as Safety Tiers, the Highway Safety Manual and the Illinois State and Local Strategic Highway Safety Plans. Additional emphasis has been placed on project and program evaluation. The HSIP program database includes project letting, locations, project type and cost along with before and after crash data to be used for evaluation. Additional data is now required to develop project and program level evaluation assessments to maximize the program and achieve the greatest results.

***Program Methodology***

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

Yes

**To upload a copy of the State processes, attach files below.**

File Name:

[SAFETY 1.06 - Safety Engineering Policy Memorandum.pdf](#)

**Select the programs that are administered under the HSIP.**

Horizontal Curve

Pedestrian Safety

**Enter additional comments here to clarify your response for this question or add supporting information.**

Both HRRR and local safety road index are under development and they will influence the next round reporting.

**Program:** Horizontal Curve

**Date of Program Methodology:** 8/1/2016



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**What is the justification for this program? [Check all that apply]**

Addresses SHSP priority or emphasis area  
FHWA focused approach to safety

**What is the funding approach for this program? [Check one]**

Competes with all projects

**What data types were used in the program methodology? [Check all that apply]**

**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? [Check all that apply]**

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

**Describe the methodology used to identify local road projects as part of this program.**

**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).**

Available funding : 2  
Cost Effectiveness : 1

**Enter additional comments here to clarify your response for this question or add supporting information.**

**Program:** Pedestrian Safety

**Date of Program Methodology:** 8/1/2017

**What is the justification for this program? [Check all that apply]**

Addresses SHSP priority or emphasis area  
FHWA focused approach to safety

**What is the funding approach for this program? [Check one]**

Competes with all projects

**What data types were used in the program methodology? [Check all that apply]**

| <b>Crashes</b>                                   | <b>Exposure</b> | <b>Roadway</b> |
|--|-----------------|----------------|
| Other-Pedestrian fatalities and serious injuries | Traffic Volume  |                |

**What project identification methodology was used for this program? [Check all that apply]**

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

**Describe the methodology used to identify local road projects as part of this program.**

**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**

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**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**

Other-BC : 1

**Enter additional comments here to clarify your response for this question or add supporting information.**

**What percentage of HSIP funds address systemic improvements?**

40

**HSIP funds are used to address which of the following systemic improvements? Please check all that apply.**

- 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
- Install/Improve Lighting
- Add/Upgrade/Modify/Remove Traffic Signal
- Horizontal curve signs
- High friction surface treatment
- Wrong way driving treatments

**Enter additional comments here to clarify your response for this question or add supporting information.**

**What process is used to identify potential countermeasures? [Check all that apply]**

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

**Enter additional comments here to clarify your response for this question or add supporting information.**

**Does the State HSIP consider connected vehicles and ITS technologies?**

No

**Enter additional comments here to clarify your response for this question or add supporting information.**

ITS strategies are considered for safety improvements. These may include changeable message signs, Smart Work Zones, improved communication to reduce secondary incidents among other proven and effective strategies. Connected vehicles and their safety impact are being considered throughout the Department, but much of the focus has been on addressing current needs through low cost proven effective safety treatments.

**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.**

HSM safety performance functions are used to develop safety tiers for planning and programming of projects. Districts utilize the HSM to diagnose and analyze crash data to identify potential countermeasures. Countermeasure effectiveness is determined using the CMF Clearinghouse and projects are assessed using benefit cost approaches outlined in the HSM. Many of the projects are evaluated after implementation using HSM analysis approaches.

**Have any program methodology practices used to implement the HSIP changed since the last reporting period?**

No

**Are there any other aspects of the HSIP methodology on which the State would like to elaborate?**

Yes

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

Within the HSIP Policy Memorandum is reference to a safety analysis process for HSIP candidate projects that should be similar to the RSA/RSR process. An RSA/RSR is a data-driven systematic process that applies crash data and identified contributing factors in tying the target severe crashes to each countermeasure. The RSA/RSR safety analysis process has become a more prominent aspect for many HSIP submittals when larger dollar amounts would be involved. IDOT has a draft RSA Policy Memorandum in place that supports HSIP.

## Project Implementation

### Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

Enter additional comments here to clarify your response for this question or add supporting information.

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

| FUNDING CATEGORY                               | PROGRAMMED           | OBLIGATED           | % OBLIGATED/PROGRAMMED |
|--|----------------------|---------------------|------------------------|
| HSIP (23 U.S.C. 148)                           | \$92,979,000         | \$64,135,684        | 68.98%                 |
| HRRR Special Rule (23 U.S.C. 148(g)(1))        | \$148,000            | \$28,348            | 19.15%                 |
| 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)) | \$12,852,000         | \$312,016           | 2.43%                  |
| Other Federal-aid Funds (i.e. STBG, NHPP)      | \$0                  | \$0                 | 0%                     |
| State and Local Funds                          | \$0                  | \$15,948,830        | 0%                     |
| <b>Totals</b>                                  | <b>\$105,979,000</b> | <b>\$80,424,878</b> | <b>75.89%</b>          |

Enter additional comments here to clarify your response for this question or add supporting information.

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

\$15,600,000

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

\$2,560,000

Enter additional comments here to clarify your response for this question or add supporting information.

The available amount for State FY 2017 was \$15.6 million to local public agencies.

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In State FY 2017 we awarded \$23.76 million towards local public agency safety projects (includes carry over from previous years). Of those projects, we have obligated \$2.56 million towards individual projects (engineering and construction).

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

\$0

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

\$0

**Enter additional comments here to clarify your response for this question or add supporting information.**

**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

**Enter additional comments here to clarify your response for this question or add supporting information.**

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

Local agencies have a variety of challenges that delay obligating federal funds, such as scoping and design and the overall federal aid process. The engineering agreement and joint funding agreement processes, when federal funds are involved, severely hamper the timeline for federal HSIP projects. Also, depending on the complexity of the project, the federal NEPA process for environmental review can impact the project timeline. Again, depending on the complexity of the project, obtaining some required permits can impact the project timeline. The Department is experimenting with a revised signature process for approval of project agreements, which should simplify and expedite this process. We are always looking for ways to expedite the environmental review process, when required.

**Does the State want to elaborate on any other aspects of it's progress in implementing HSIP projects?**

No

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**General Listing of Projects**

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

|              |                                   |  |         |               |                       |                        |                      |                                  |        |       |                      |                           | RELATIONSHIP TO SHSP  |  |
|--------------|-----------------------------------|--|---------|---------------|-----------------------|------------------------|----------------------|----------------------------------|--------|-------|----------------------|---------------------------|---|--|
| PROJECT NAME | IMPROVEMENT CATEGORY              | SUBCATEGORY                                      | OUTPUTS | OUTPUT TYPE   | HSIP PROJECT COST(\$) | TOTAL PROJECT COST(\$) | FUNDING CATEGORY     | FUNCTIONAL CLASSIFICATION        | AADT   | SPEED | OWNERSHIP            | METHOD FOR SITE SELECTION | EMPHASIS AREA   | STRATEGY   |
| 201202004    | Shoulder treatments               | Widen shoulder - paved or other                  | 1.5     | Miles         | \$3206000             | \$3800000              | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Other | 9,700  | 50    | State Highway Agency | Other                     | Driver Behavior & Awareness, Intersections, roadway departure | 15-Pavement Treatments, 15-Pavement Treatments, 7-Pavement Marking, 9-Roadside                           |
| 201202004    | Roadway                           | Rumble strips - edge or shoulder                 | 1.5     | Miles         | \$3206000             | \$3800000              | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Other | 9,700  | 50    | State Highway Agency | Other                     | Driver Behavior & Awareness, Intersections, roadway departure | 15-Pavement Treatments, 15-Pavement Treatments, 7-Pavement Marking, 9-Roadside                           |
| 201203010    | Intersection geometry             | Auxiliary lanes - add left-turn lane             | 1       | Intersections | \$1800000             | \$2000000              | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Other | 34,000 | 45    | State Highway Agency | Other                     | Intersections   | 11-Signalization, 6-Pavement, 6-Pavement   |
| 201203014    | Intersection traffic control      | Intersection traffic control - other             | 1       | Intersections | \$1530000             | \$1700000              | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Other | 37,400 | 35    | State Highway Agency | Other                     | Intersections   | Signalization, Pavement, Misc, Intersection Geometry   |
| 201203017    | Intersection traffic control      | Intersection traffic control - other             | 1       | Intersections | \$7740000             | \$8600000              | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Other | 50,200 | 45    | State Highway Agency | Other                     | Intersections   | Signalization, Pavement, Misc, Intersection Geometry   |
| 201203018    | Roadway                           | Rumble strips - unspecified or other             | 3.63    | Miles         | \$2745000             | \$3050000              | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Other | 89,500 | 55    | State Highway Agency | Other                     | Roadway Departure   | 7-Pavement Marking, 7-Pavement Marking, 11-Signalization, 11-Signalization, 6-Pavement, 11-Signalization |
| 201203018    | Roadway signs and traffic control | Roadway signs and traffic control - other        | 3.63    | Miles         | \$2745000             | \$3050000              | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Other | 89,500 | 55    | State Highway Agency | Other                     | Roadway Departure   | 7-Pavement Marking, 7-Pavement Marking, 11-Signalization, 11-Signalization, 6-Pavement, 11-Signalization |
| 201212022    | Intersection traffic control      | Intersection traffic control - other             | 1       | Intersections | \$967500              | \$1075000              | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Other | 26,300 | 45    | State Highway Agency | Other                     | Intersections   | 4-Intersection Geometry, 11-Signalization, 11-Signalization  |
| 201311001    | Roadside                          | Removal of roadside objects (trees, poles, etc.) | 2.08    | Miles         | \$91000               | \$91000                | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Other | 2,000  | 55    | State Highway Agency | Other                     | Roadway Departure   | 9-Roadside   |
| 201502006    | Lighting                          | Lighting - other                                 |         |               | \$250000              | \$250000               | HSIP (23 U.S.C. 148) | Urban                            | 66     | 40    | State Highway Agency | Systemic                  | Intersections   | 11-Signalization   |

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|              |                       |  |         |               |                       |                        |                      |                                       |         |       |                      |                           | RELATIONSHIP TO SHSP              |  |
|--------------|-----------------------|--|---------|---------------|-----------------------|------------------------|----------------------|---------------------------------------|---------|-------|----------------------|---------------------------|-----------------------------------|--|
| PROJECT NAME | IMPROVEMENT CATEGORY  | SUBCATEGORY  | OUTPUTS | OUTPUT TYPE   | HSIP PROJECT COST(\$) | TOTAL PROJECT COST(\$) | FUNDING CATEGORY     | FUNCTIONAL CLASSIFICATION             | AADT    | SPEED | OWNERSHIP            | METHOD FOR SITE SELECTION | EMPHASIS AREA                     | STRATEGY                                       |
| 201502008    | Shoulder treatments   | Widen shoulder - paved or other                    | 0.5     | Miles         | \$550000              | \$550000               | HSIP (23 U.S.C. 148) | Rural Minor Arterial                  | 5,400   | 55    | State Highway Agency | Other                     | Roadway Departure                 | 13-Curves, 15-Pavement Treatments              |
| 201502012    | Shoulder treatments   | Widen shoulder - paved or other                    | 12.72   | Miles         | \$3325500             | \$3695000              | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Other      | 11,800  | 55    | State Highway Agency | Other                     | Roadway Departure                 | Pavement, Pavement Marking                     |
| 201502012    | Roadway               | Rumble strips - edge or shoulder                   | 12.72   | Miles         | \$3325500             | \$3695000              | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Other      | 11,800  | 55    | State Highway Agency | Other                     | Roadway Departure                 | Pavement, Pavement Marking                     |
| 201502013    | Intersection geometry | Intersection geometrics - modify skew angle        | 3       | Intersections | \$2160000             | \$4300000              | HSIP (23 U.S.C. 148) | Urban Minor Arterial                  | 0       | 45    | State Highway Agency | Other                     | Intersections                     | Pavement, Intersection Geometry, Signalization |
| 201502013    | Roadside              | Barrier end treatments (crash cushions, terminals) |         |               | \$2160000             | \$4300000              | HSIP (23 U.S.C. 148) | Urban Minor Arterial                  | 0       | 45    | State Highway Agency | Other                     | Intersections                     | Pavement, Intersection Geometry, Signalization |
| 201503001    | Roadway               | Rumble strips - edge or shoulder                   | 5.11    | Miles         | \$562500              | \$625000               | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Interstate | 90,500  | 55    | State Highway Agency | Other                     | Roadway Departure                 | Roadside, Pavement Marking, Roadway            |
| 201505007    | Roadway               | Roadway - other                                    | 0.59    | Miles         | \$4230000             | \$4700000              | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Other      | 52,700  | 40    | State Highway Agency | Other                     | Driver Behavior & Awareness       | 10-Roadway, 0-Misc                             |
| 201505021    | Roadside              | Barrier end treatments (crash cushions, terminals) | 10.03   | Miles         | \$432000              | \$480000               | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Interstate | 141,600 | 55    | State Highway Agency | Other                     | Large Trucks, Roadway Departures  | 9-Roadside, 9-Roadside, 9-Roadside             |
| 201506011    | Intersection geometry | Auxiliary lanes - add right-turn lane              | 1       | Intersections | \$562000              | \$562000               | HSIP (23 U.S.C. 148) | Urban Minor Arterial                  | 26,350  | 40    | State Highway Agency | Other                     | Intersections, Roadway Departures | 6-Pavement, 11-Signalization, 11-Signalization |
| 201506022    | Roadside              | Removal of roadside objects (trees, poles, etc.)   |         |               | \$267000              | \$267000               | HSIP (23 U.S.C. 148) | Rural                                 | 0       | 0     | State Highway Agency | Other                     | Roadway Departure                 | 9-Roadside                                     |
| 201507048    | Speed management      | Radar speed signs                                  |         |               | \$396000              | \$440000               | HSIP (23 U.S.C. 148) | Urban                                 | 0       | 55    | State Highway Agency | Other                     | Roadway Departure                 | Curves, Signing, Pavement Marking              |
| 201507049    | Roadway               | Rumble strips - edge or shoulder                   |         |               | \$49000               | \$49000                | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Other      | 6,740   | 55    | State Highway Agency | Other                     | Roadway Departure                 | 0-Misc   |
| 201507054    | Shoulder treatments   | Shoulder treatments - other                        |         |               | \$9000000             | \$9000000              | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Interstate | 42,500  | 65    | State Highway Agency | Systemic                  | Roadway Departure                 | 15-Pavement Treatments                         |
| 201509001    | Roadside              | Removal of roadside objects (trees, poles, etc.)   |         |               | \$2500000             | \$2500000              | HSIP (23 U.S.C. 148) | Rural                                 | 0       | 0     | State Highway Agency | Other                     | Roadway Departure                 | 9-Roadside, 9-Roadside                         |
| 201509001    | Roadside              | Barrier end treatments (crash cushions, terminals) |         |               | \$2500000             | \$2500000              | HSIP (23 U.S.C. 148) | Rural                                 | 0       | 0     | State Highway Agency | Other                     | Roadway Departure                 | 9-Roadside, 9-Roadside                         |
| 201511001    | Shoulder treatments   | Shoulder treatments - other                        | 6.82    | Miles         | \$1530000             | \$4589000              | HSIP (23 U.S.C. 148) | Rural Major Collector                 | 3,800   | 0     | State Highway Agency | Other                     | Roadway Departure                 | 7-Pavement Marking                             |
| 201512001    | Roadside              | Barrier end treatments (crash                      | 7.1     | Miles         | \$1000000             | \$13104571             | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Interstate | 32,900  | 0     | State Highway Agency | Other                     | Work Zones                        | 9-Roadside                                     |



2017 Illinois Highway Safety Improvement Program

|              |                             |  |         |               |                       |                        |                      |                                       |        |       |                      |                           | RELATIONSHIP TO SHSP             |                                |
|--------------|-----------------------------|--|---------|---------------|-----------------------|------------------------|----------------------|---------------------------------------|--------|-------|----------------------|---------------------------|----------------------------------|--------------------------------|
| PROJECT NAME | IMPROVEMENT CATEGORY        | SUBCATEGORY  | OUTPUTS | OUTPUT TYPE   | HSIP PROJECT COST(\$) | TOTAL PROJECT COST(\$) | FUNDING CATEGORY     | FUNCTIONAL CLASSIFICATION             | AADT   | SPEED | OWNERSHIP            | METHOD FOR SITE SELECTION | EMPHASIS AREA                    | STRATEGY                       |
|              |                             | cushions, terminals)                               |         |               |                       |                        |                      |                                       |        |       |                      |                           |                                  |                                |
| 201512002    | Roadside                    | Removal of roadside objects (trees, poles, etc.)   | 1.88    | Miles         | \$390000              | \$390000               | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Other      | 7,350  | 55    | State Highway Agency | Other                     | Roadway Departure                | 9-Roadside                     |
| 201512003    | Advanced technology and ITS | Dynamic message signs                              |         |               | \$600000              | \$600000               | HSIP (23 U.S.C. 148) | Urban                                 | 0      | 70    | State Highway Agency | Systemic                  | Driver Behavior                  | 0-Misc                         |
| 201512004    | Advanced technology and ITS | Dynamic message signs                              |         |               | \$510000              | \$510000               | HSIP (23 U.S.C. 148) | Urban                                 | 0      | 70    | State Highway Agency | Systemic                  | Work Zones                       | 0-Misc                         |
| 201601001    | Shoulder treatments         | Widen shoulder - paved or other                    | 1.55    | Miles         | \$401000              | \$456000               | HSIP (23 U.S.C. 148) | Rural                                 | 5,300  | 55    | State Highway Agency | Other                     | Roadway Departure                | 6-Pavement, 7-Pavement Marking |
| 201601001    | Roadway                     | Rumble strips - edge or shoulder                   | 1.55    | Miles         | \$401000              | \$456000               | HSIP (23 U.S.C. 148) | Rural                                 | 5,300  | 55    | State Highway Agency | Other                     | Roadway Departure                | 6-Pavement, 7-Pavement Marking |
| 201602002    | Advanced technology and ITS | Dynamic message signs                              |         |               | \$78300               | \$87000                | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Interstate | 8,680  | 0     | State Highway Agency | Systemic                  | Large Trucks, Roadway Departures | 0-Misc                         |
| 201602003    | Shoulder treatments         | Widen shoulder - paved or other                    | 2.78    | Miles         | \$295000              |                        | HSIP (23 U.S.C. 148) | Rural                                 | 2,700  | 55    | State Highway Agency | Other                     | NA/UNK                           | 0                              |
| 201602004    | Intersection geometry       | Intersection geometry - other                      | 2       | Intersections | \$1200000             | \$1200000              | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Interstate | 2,200  | 70    | State Highway Agency | Other                     | Roadway Departure                | 4-Intersection Geometry        |
| 201603001    | Shoulder treatments         | Widen shoulder - paved or other                    |         |               | \$1316000             | \$1316000              | HSIP (23 U.S.C. 148) | Rural Minor Arterial                  | 6,200  | 55    | State Highway Agency | Other                     | Roadway Departure                | 6-Pavement, 9-Roadside         |
| 201603001    | Roadway                     | Rumble strips - transverse                         |         |               | \$1316000             | \$1316000              | HSIP (23 U.S.C. 148) | Rural Minor Arterial                  | 6,200  | 55    | State Highway Agency | Other                     | Roadway Departure                | 6-Pavement, 9-Roadside         |
| 201603001    | Roadside                    | Barrier end treatments (crash cushions, terminals) |         |               | \$1316000             | \$1316000              | HSIP (23 U.S.C. 148) | Rural Minor Arterial                  | 6,200  | 55    | State Highway Agency | Other                     | Roadway Departure                | 6-Pavement, 9-Roadside         |
| 201604001    | Shoulder treatments         | Widen shoulder - paved or other                    | 7.43    | Miles         | \$975000              | \$975000               | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Other      | 5,200  | 55    | State Highway Agency | Systemic                  | Roadway Departure                | 15-Pavement Treatments         |
| 201605001    | Intersection geometry       | Intersection geometry - other                      | 1       | Intersections | \$1500000             | \$1500000              | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Other      | 15,375 | 55    | State Highway Agency | Other                     | Intersections                    | 4-Intersection Geometry        |
| 201605006    | Intersection geometry       | Auxiliary lanes - add left-turn lane               | 1       | Intersections | \$450000              | \$450000               | HSIP (23 U.S.C. 148) | Rural Minor Arterial                  | 5,525  | 55    | State Highway Agency | Other                     | Intersections                    | 4-Intersection Geometry        |
| 201605007    | Roadway                     | Pavement surface - high friction surface           | 0.6     | Miles         | \$950000              | \$950000               | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Other      | 11,600 | 45    | State Highway Agency | Other                     | Roadway Departure                | 6-Pavement                     |
| 201605009    | Shoulder treatments         | Widen shoulder - paved or other                    | 6.3     | Miles         | \$1500000             | \$1500000              | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Other      | 6,925  | 55    | State Highway Agency | Other                     | Roadway Departure                | 6-Pavement, 0-Misc             |
| 201605010    | Roadway                     | Pavement surface - high friction surface           | 7       | Miles         | \$500000              | \$500000               | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Interstate | 18,675 | 70    | State Highway Agency | Other                     | Roadway Departure                | 13-Curves                      |

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|              |                             |  |         |               |                       |                        |                      |                                       |        |       |                      |                           | RELATIONSHIP TO SHSP |                               |
|--------------|-----------------------------|--|---------|---------------|-----------------------|------------------------|----------------------|---------------------------------------|--------|-------|----------------------|---------------------------|----------------------|-------------------------------|
| PROJECT NAME | IMPROVEMENT CATEGORY        | SUBCATEGORY  | OUTPUTS | OUTPUT TYPE   | HSIP PROJECT COST(\$) | TOTAL PROJECT COST(\$) | FUNDING CATEGORY     | FUNCTIONAL CLASSIFICATION             | AADT   | SPEED | OWNERSHIP            | METHOD FOR SITE SELECTION | EMPHASIS AREA        | STRATEGY                      |
| 201605012    | Advanced technology and ITS | Congestion detection / traffic monitoring system   |         |               | \$500000              | \$500000               | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Interstate | 0      | 70    | State Highway Agency | Systemic                  | Work Zones           | 2-Advanced Technology and ITS |
| 201606001    | Shoulder treatments         | Widen shoulder - paved or other                    | 6.5     | Miles         | \$1675000             | \$1675000              | HSIP (23 U.S.C. 148) | Rural Major Collector                 | 2,100  | 55    | State Highway Agency | Other                     | Roadway Departure    | 6-Pavement                    |
| 201606002    | Shoulder treatments         | Widen shoulder - paved or other                    | 4.18    | Miles         | \$580000              | \$580000               | HSIP (23 U.S.C. 148) | Rural Minor Arterial                  | 2,400  | 55    | State Highway Agency | Other                     | NA/UNK               | 15-Pavement Treatments        |
| 201606003    | Shoulder treatments         | Widen shoulder - paved or other                    | 7.07    | Miles         | \$980000              | \$980000               | HSIP (23 U.S.C. 148) | Rural Minor Arterial                  | 3,150  | 55    | State Highway Agency | Other                     | Roadway Departure    | 15-Pavement Treatments        |
| 201606004    | Shoulder treatments         | Widen shoulder - paved or other                    | 2.29    | Miles         | \$400000              | \$400000               | HSIP (23 U.S.C. 148) | Rural Minor Arterial                  | 3,200  | 55    | State Highway Agency | Other                     | Roadway Departure    | 15-Pavement Treatments        |
| 201607001    | Intersection geometry       | Auxiliary lanes - add left-turn lane               | 2       | Intersections | \$1500000             | \$1500000              | HSIP (23 U.S.C. 148) | Urban Minor Arterial                  | 13,000 | 45    | State Highway Agency | Other                     | Intersections        | 4-Intersection Geometry       |
| 201607002    | Roadway                     | Pavement surface - high friction surface           | 3.79    | Miles         | \$1708000             | \$1708000              | HSIP (23 U.S.C. 148) | Rural Minor Arterial                  | 2,290  | 55    | State Highway Agency | Other                     | Roadway Departure    | Misc                          |
| 201607002    | Roadway                     | Rumble strips - center                             | 3.79    | Miles         | \$1708000             | \$1708000              | HSIP (23 U.S.C. 148) | Rural Minor Arterial                  | 2,290  | 55    | State Highway Agency | Other                     | Roadway Departure    | Misc                          |
| 201607003    | Roadway                     | Pavement surface - high friction surface           | 4.55    | Miles         | \$1977000             | \$1977000              | HSIP (23 U.S.C. 148) | Rural                                 | 3,115  | 55    | State Highway Agency | Other                     | Roadway Departure    | Misc                          |
| 201607003    | Roadway                     | Rumble strips - center                             | 4.55    | Miles         | \$1977000             | \$1977000              | HSIP (23 U.S.C. 148) | Rural                                 | 3,115  | 55    | State Highway Agency | Other                     | Roadway Departure    | Misc                          |
| 201607004    | Shoulder treatments         | Widen shoulder - paved or other                    | 5.6     | Miles         | \$1400000             | \$1400000              | HSIP (23 U.S.C. 148) | Rural Minor Arterial                  | 2,650  | 55    | State Highway Agency | Other                     | Roadway Departure    | 6-Pavement, 0-Misc            |
| 201607005    | Shoulder treatments         | Widen shoulder - paved or other                    | 4.35    | Miles         | \$1000000             | \$1000000              | HSIP (23 U.S.C. 148) | Rural Minor Arterial                  | 4,000  | 55    | State Highway Agency | Other                     | Roadway Departure    | 6-Pavement, 0-Misc            |
| 201607006    | Shoulder treatments         | Widen shoulder - paved or other                    | 8       | Miles         | \$2000000             | \$2000000              | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Other      | 2,900  | 55    | State Highway Agency | Other                     | Roadway Departure    | 6-Pavement, 0-Misc            |
| 201607007    | Advanced technology and ITS | Dynamic message signs                              |         |               | \$500000              | \$500000               | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Interstate | 0      | 0     | State Highway Agency | Other                     | Work Zones           | 0-Misc                        |
| 201607008    | Roadway delineation         | Raised pavement markers                            |         |               | \$110000              | \$110000               | HSIP (23 U.S.C. 148) | Rural                                 | 3,500  | 0     | State Highway Agency | Other                     | Roadway Departure    | 7-Pavement Marking            |
| 201608003    | Roadside                    | Barrier end treatments (crash cushions, terminals) |         |               | \$1000000             | \$1000000              | HSIP (23 U.S.C. 148) | Rural                                 | 0      | 0     | State Highway Agency | Systemic                  | Roadway Departure    | 9-Roadside                    |
| 201608004    | Advanced technology and ITS | Advanced technology and ITS - other                |         |               | \$500000              | \$500000               | HSIP (23 U.S.C. 148) | Rural                                 | 20,000 | 65    | State Highway Agency | Other                     | NA/UNK               | 2-Advanced Technology and ITS |
| 201608006    | Roadside                    | Barrier end treatments (crash cushions, terminals) |         |               | \$2500000             | \$2500000              | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Interstate | 18,000 | 70    | State Highway Agency | Other                     | Roadway Departure    | 9-Roadside                    |

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| PROJECT NAME | IMPROVEMENT CATEGORY         | SUBCATEGORY   | OUTPUTS | OUTPUT TYPE   | HSIP PROJECT COST(\$) | TOTAL PROJECT COST(\$) | FUNDING CATEGORY     | FUNCTIONAL CLASSIFICATION             | AADT   | SPEED | OWNERSHIP            | METHOD FOR SITE SELECTION | RELATIONSHIP TO SHSP              |   |
|--------------|------------------------------|---|---------|---------------|-----------------------|------------------------|----------------------|---------------------------------------|--------|-------|----------------------|---------------------------|-----------------------------------|---|
|              |                              |   |         |               |                       |                        |                      |                                       |        |       |                      |                           | EMPHASIS AREA                     | STRATEGY  |
| 201608007    | Roadside                     | Barrier end treatments (crash cushions, terminals)                  |         |               | \$1500000             | \$1500000              | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Interstate | 0      | 70    | State Highway Agency | Other                     | Roadway Departure                 | 9-Roadside  |
| 201609001    | Alignment                    | Vertical alignment or elevation change                              | 2       | Miles         | \$1238000             | \$1238000              | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Interstate | 27,400 | 70    | State Highway Agency | Other                     | Roadway Departure                 | 13-Curves, 9-Roadside                                 |
| 201609002    | Roadside                     | Barrier end treatments (crash cushions, terminals)                  |         |               | \$1000000             | \$1000000              | HSIP (23 U.S.C. 148) | Rural                                 | 0      | 55    | State Highway Agency | Systemic                  | Roadway Departure                 | 9-Roadside  |
| 201609003    | Shoulder treatments          | Widen shoulder - paved or other                                     | 2.42    | Miles         | \$2800000             | \$2800000              | HSIP (23 U.S.C. 148) | Rural Major Collector                 | 4,452  | 55    | State Highway Agency | Other                     | Intersections, Roadway Departures | 15-Pavement Treatments, 4-Intersection Geometry       |
| 201609006    | Speed management             | Speed detection system / truck warning                              | 0.84    | Miles         | \$320000              | \$400000               | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Interstate | 52,200 | 0     | State Highway Agency | Other                     | Roadway Departure                 | 15-Pavement Treatments, 13-Curves, 7-Pavement Marking |
| 201609006    | Roadway                      | Pavement surface - high friction surface                            |         |               | \$320000              | \$400000               | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Interstate | 52,200 | 0     | State Highway Agency | Other                     | Roadway Departure                 | 15-Pavement Treatments, 13-Curves, 7-Pavement Marking |
| 201610005    | Intersection traffic control | Modify traffic signal - add backplates with retroreflective borders | 460     | Intersections | \$1050000             | \$1050000              | HSIP (23 U.S.C. 148) | Urban                                 | 0      | 0     | State Highway Agency | Systemic                  | Intersections                     | 0   |
| 201611003    | Roadway                      | Rumble strips - center  | 2.94    | Miles         | \$294000              | \$294000               | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Other      | 12,250 | 55    | State Highway Agency | Other                     | Roadway Departure                 | 7-Pavement Marking                                    |
| 201611004    | Roadside                     | Barrier end treatments (crash cushions, terminals)                  |         |               | \$1497000             | \$1497000              | HSIP (23 U.S.C. 148) | Rural                                 | 0      | 55    | State Highway Agency | Systemic                  | NA/UNK                            | 9-Roadside  |

Enter additional comments here to clarify your response for this question or add supporting information.

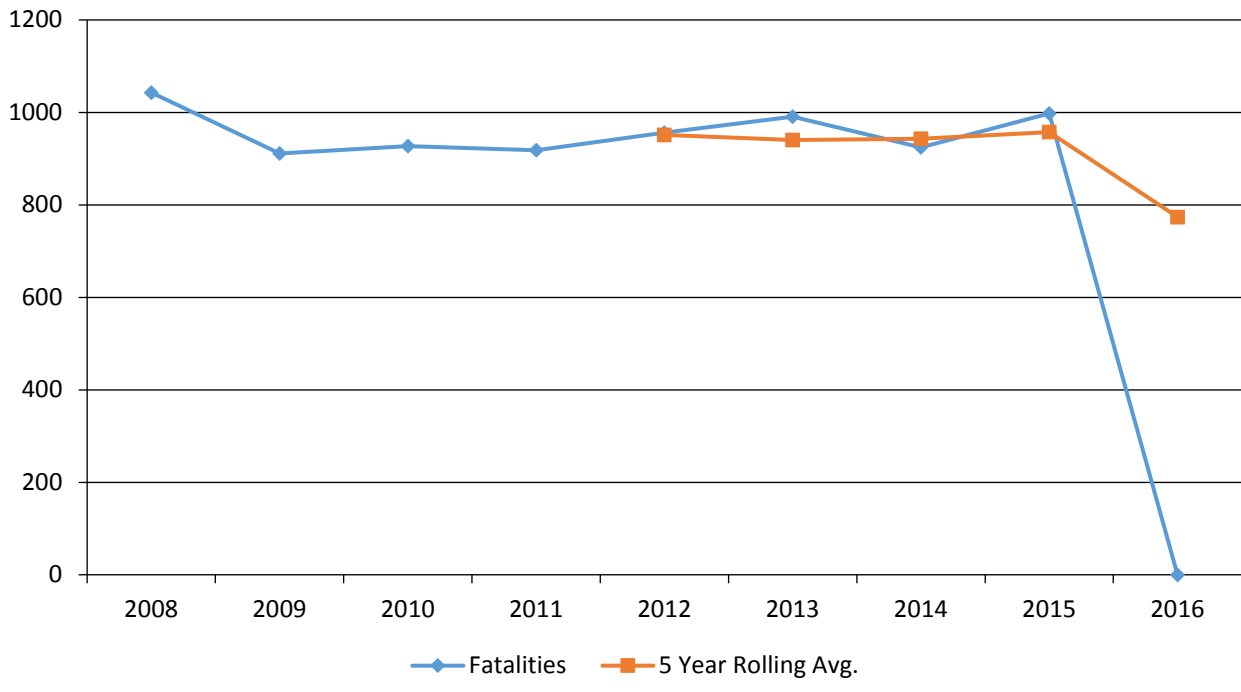
## Safety Performance

### General Highway Safety Trends

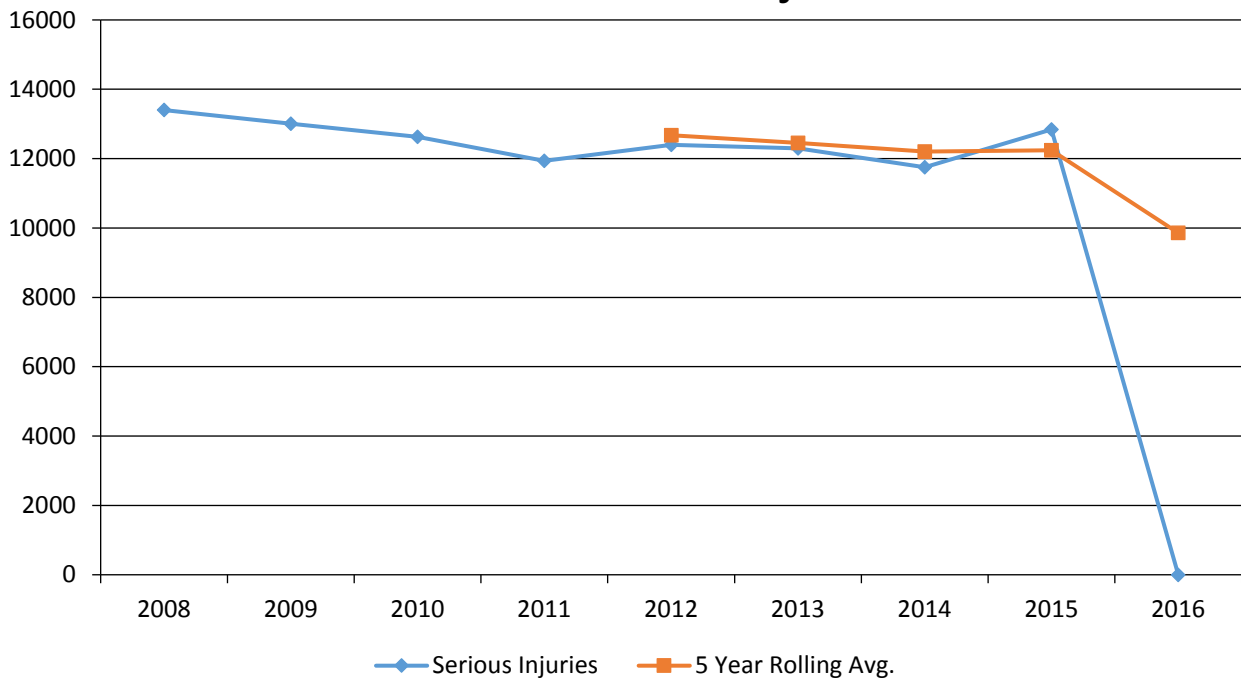
Present data showing the general highway safety trends in the State for the past five years.

| PERFORMANCE MEASURES                     | 2008   | 2009   | 2010   | 2011   | 2012   | 2013   | 2014   | 2015   | 2016  |
|--|--------|--------|--------|--------|--------|--------|--------|--------|-------|
| Fatalities                               | 1,043  | 911    | 927    | 918    | 956    | 991    | 924    | 998    | 0     |
| Serious Injuries                         | 13,401 | 13,006 | 12,631 | 11,939 | 12,398 | 12,300 | 11,748 | 12,844 | 0     |
| Fatality rate (per HMVMT)                | 0.987  | 0.862  | 0.877  | 0.888  | 0.915  | 0.940  | 0.880  | 0.947  | 0.000 |
| Serious injury rate (per HMVMT)          | 12.686 | 12.301 | 11.945 | 11.550 | 11.869 | 11.661 | 11.185 | 12.190 | 0.000 |
| Number non-motorized fatalities          | 162    | 131    | 139    | 162    | 168    | 155    | 154    | 176    | 0     |
| Number of non-motorized serious injuries | 1,421  | 1,437  | 1,374  | 1,304  | 1,329  | 1,281  | 1,284  | 1,568  | 0     |

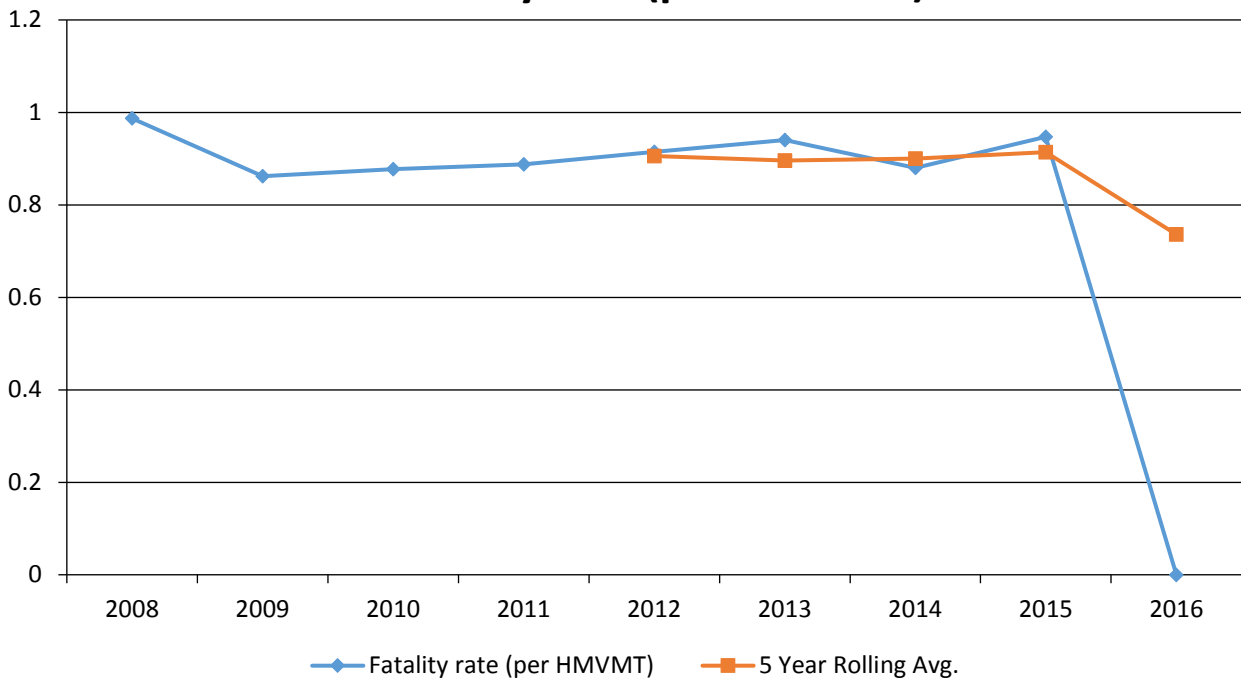
### Annual Fatalities



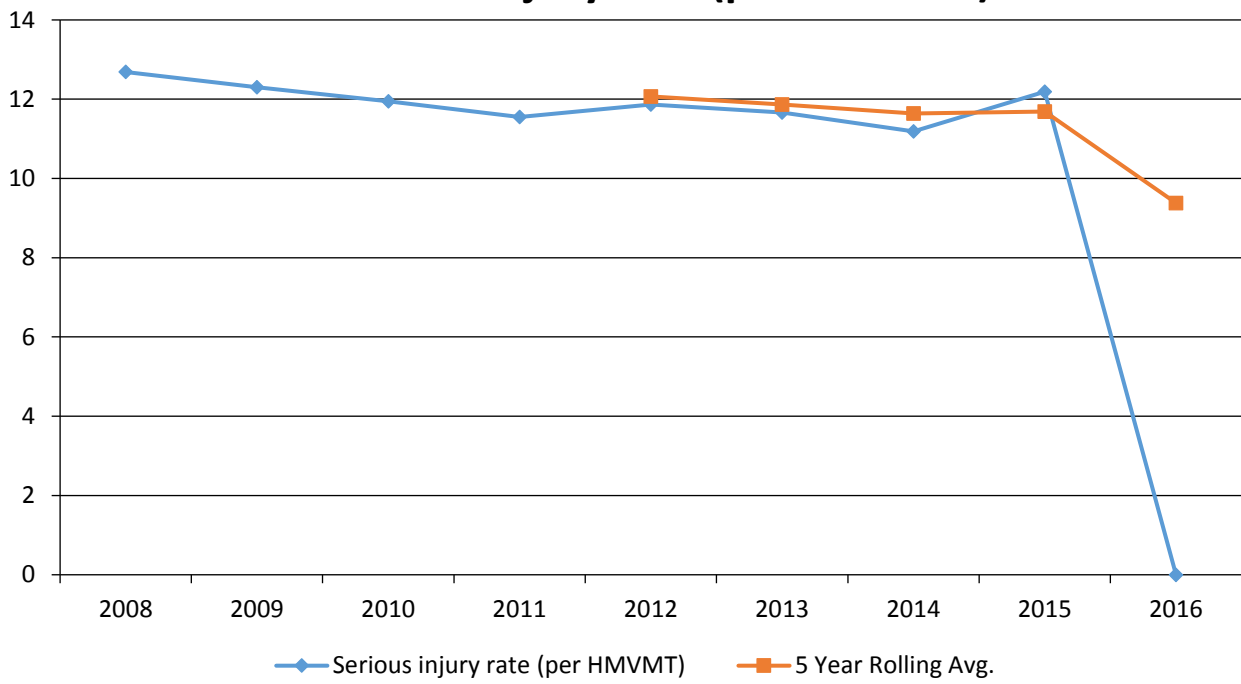
### Annual Serious Injuries



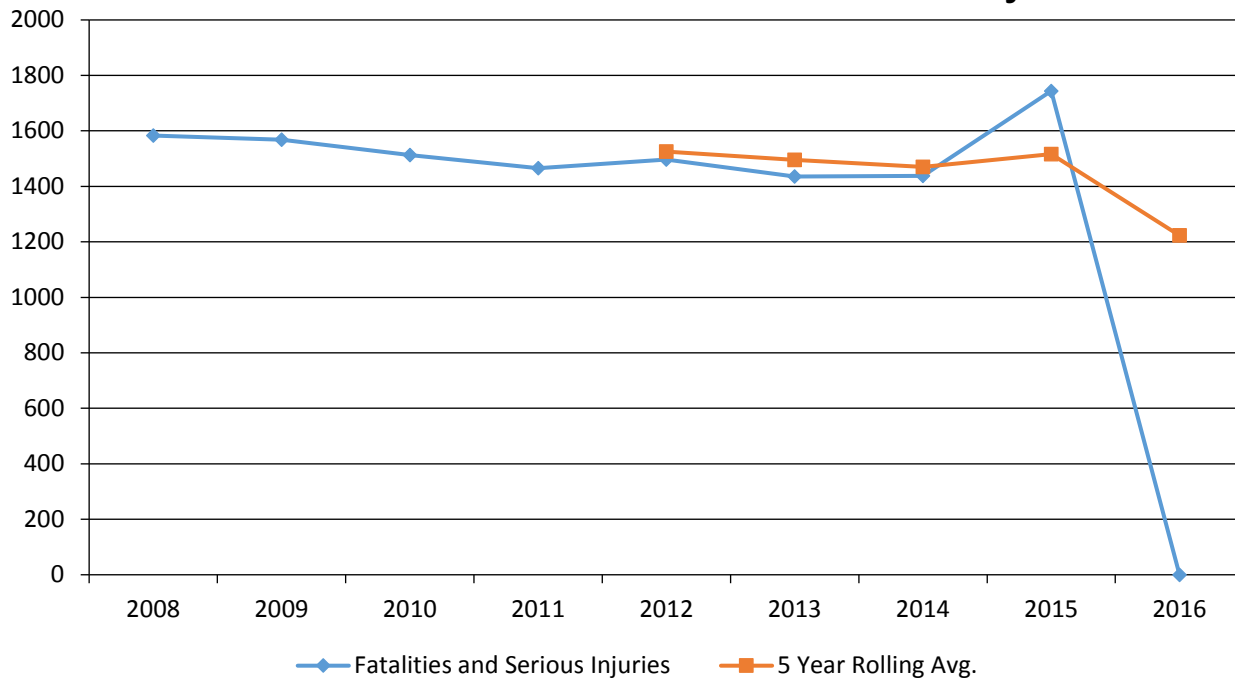
### Fatality rate (per HMVMT)



### Serious injury rate (per HMVMT)



### Non Motorized Fatalities and Serious Injuries



Enter additional comments here to clarify your response for this question or add supporting information.

Describe fatality data source.

FARS

Enter additional comments here to clarify your response for this question or add supporting information.

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

#### Year 2015

| 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 - Interstate                     | 126                             | 1,183.6                               | 0.4                                  | 3.76                                       |
| Rural Principal Arterial - Other Freeways and Expressways | 0                               | 0                                     | 0                                    | 0  |
| Rural Principal Arterial - Other                          | 0                               | 0                                     | 0                                    | 0  |
| Rural Minor Arterial                                      | 99                              | 705.4                                 | 2.22                                 | 15.79                                      |

## 2017 Illinois Highway Safety Improvement Program

| Functional Classification                                       | Number of Fatalities<br>(5-yr avg) | Number of Serious<br>Injuries<br>(5-yr avg) | Fatality Rate<br>(per HMVMT)<br>(5-yr avg) | Serious Injury Rate<br>(per HMVMT)<br>(5-yr avg) |
|---|------------------------------------|---|--|--|
| Rural Minor Collector   | 11.2                               | 83  | 2.74                                       | 20.26  |
| Rural Major Collector   | 102.8                              | 843   | 2.19                                       | 17.96  |
| Rural Local Road or Street                                      | 77.4                               | 617.8                                       | 2.15                                       | 17.05  |
| Urban Principal Arterial -<br>Interstate                        | 257.2                              | 3,712                                       | 1.06                                       | 15.35  |
| Urban Principal Arterial -<br>Other Freeways and<br>Expressways | 3.8                                | 57.6  | 0.33                                       | 5.03   |
| Urban Principal Arterial -<br>Other                             | 0                                  | 0   | 0  | 0  |
| Urban Minor Arterial  | 136.2                              | 2,485.6                                     | 0.88                                       | 16.13  |
| Urban Minor Collector   | 0                                  | 0   | 0  | 0  |
| Urban Major Collector   | 0                                  | 0   | 0  | 0  |
| Urban Local Road or Street                                      | 61.2                               | 984.2                                       | 0.55                                       | 8.86   |
| Urban Collector   | 78                                 | 1,276.4                                     | 0.97                                       | 15.84  |
| Interstate  |                                    |   |  |  |
| Urban Collector   | 65.2                               | 975.2                                       | 0.82                                       | 12.21  |



2017 Illinois Highway Safety Improvement Program

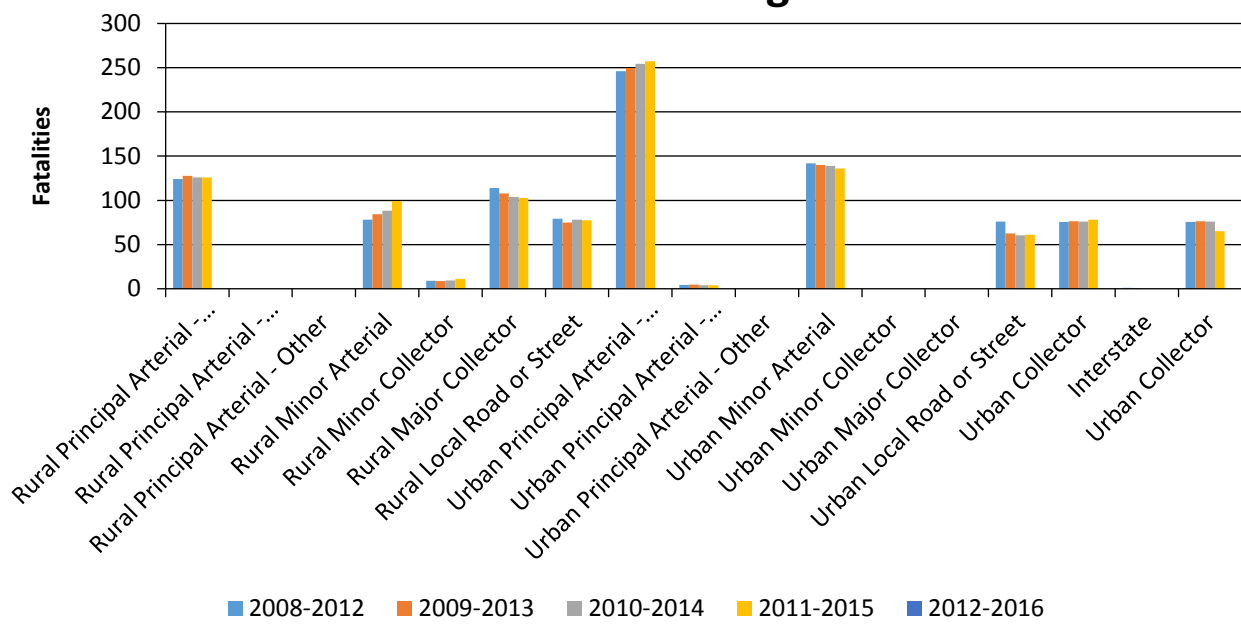
Year 2015

| Roadways  | Number of Fatalities<br>(5-yr avg) | Number of Serious<br>Injuries<br>(5-yr avg) | Fatality Rate<br>(per HMVMT)<br>(5-yr avg) | Serious Injury Rate<br>(per HMVMT)<br>(5-yr avg) |
|---|------------------------------------|---|--|--|
| County Highway Agency   |                                    |   |  |  |
| Illinois Division of<br>Highways                                      | 273.2                              | 1,990.6                                     | 0.49                                       | 3.56   |
| State Highway Agency  |                                    |   |  |  |
| County Highway Agency   |                                    |   |  |  |
| Other State Agency  | 0.6                                | 3.8   | 0.77                                       | 4.88   |
| County  | 71.4                               | 542.4                                       | 0.65                                       | 4.94   |
| Town or Township<br>Highway Agency                                    |                                    |   |  |  |
| City of Municipal Highway<br>Agency                                   |                                    |   |  |  |
| Municipality  | 34.8                               | 361.8                                       | 0.13                                       | 1.4  |
| Federal Agency  | 0.8                                | 1.8   | 2.91                                       | 6.58   |
| State Park, Forest, or<br>Reservation Agency                          |                                    |   |  |  |
| Local Park, Forest or<br>Reservation Agency                           |                                    |   |  |  |
| Adjacent County   | 0.2                                | 1.8   | 0.89                                       | 8.06   |
| Private (Including Toll<br>Authorities)                               | 16.6                               | 157.6                                       | 0.2  | 1.88   |
| Other State Agency  |                                    |   |  |  |
| Other Local Agency  |                                    |   |  |  |
| Adjacent Township or<br>Road District                                 | 3.6                                | 33.4  | 0.93                                       | 8.62   |
| Township or Road District   | 68.8                               | 506.2                                       | 1.11                                       | 8.17   |
| Private (Other than<br>Railroad)                                      |                                    |   |  |  |
| Railroad  |                                    |   |  |  |
| State Toll Authority  |                                    |   |  |  |
| Local Toll Authority  |                                    |   |  |  |
| Other Public<br>Instrumentality (e.g.<br>Airport, School, University) |                                    |   |  |  |

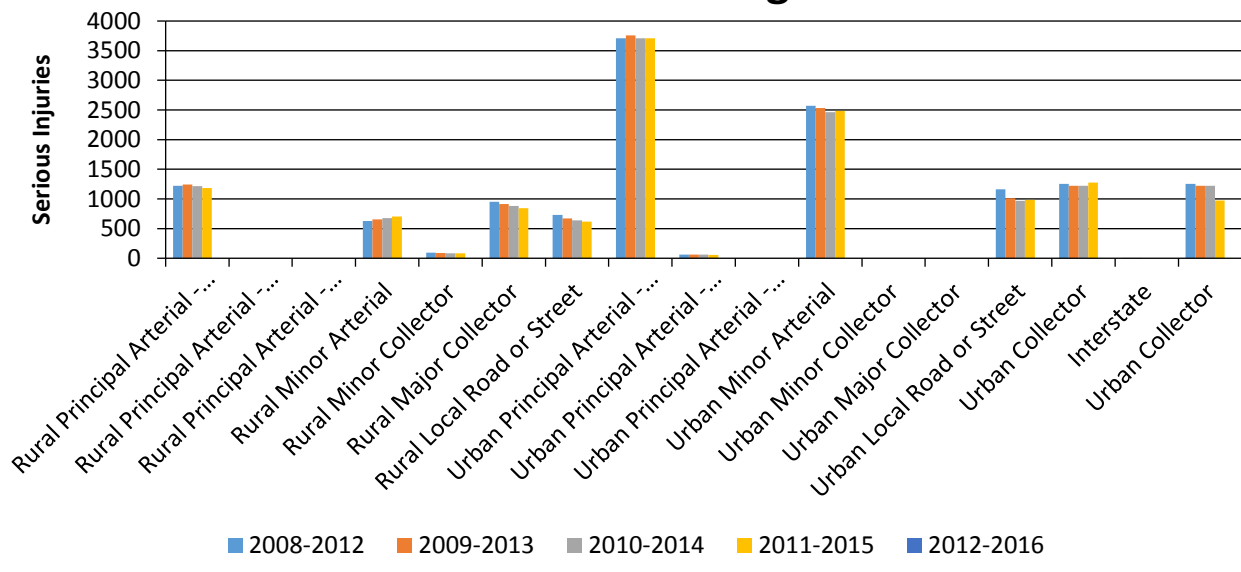
## 2017 Illinois Highway Safety Improvement Program

| <b>Roadways</b>                       | <b>Number of Fatalities<br/>(5-yr avg)</b> | <b>Number of Serious<br/>Injuries<br/>(5-yr avg)</b> | <b>Fatality Rate<br/>(per HMVMT)<br/>(5-yr avg)</b> | <b>Serious Injury Rate<br/>(per HMVMT)<br/>(5-yr avg)</b> |
|---------------------------------------|--|--|---|---|
| Indian Tribe Nation                   |  |  |   |   |
| Adjacent County                       | 0.2  | 1.2  | 0.89  | 5.38  |
| Adjacent Township or<br>Road District | 2.4  | 26.2   | 0.62  | 6.77  |

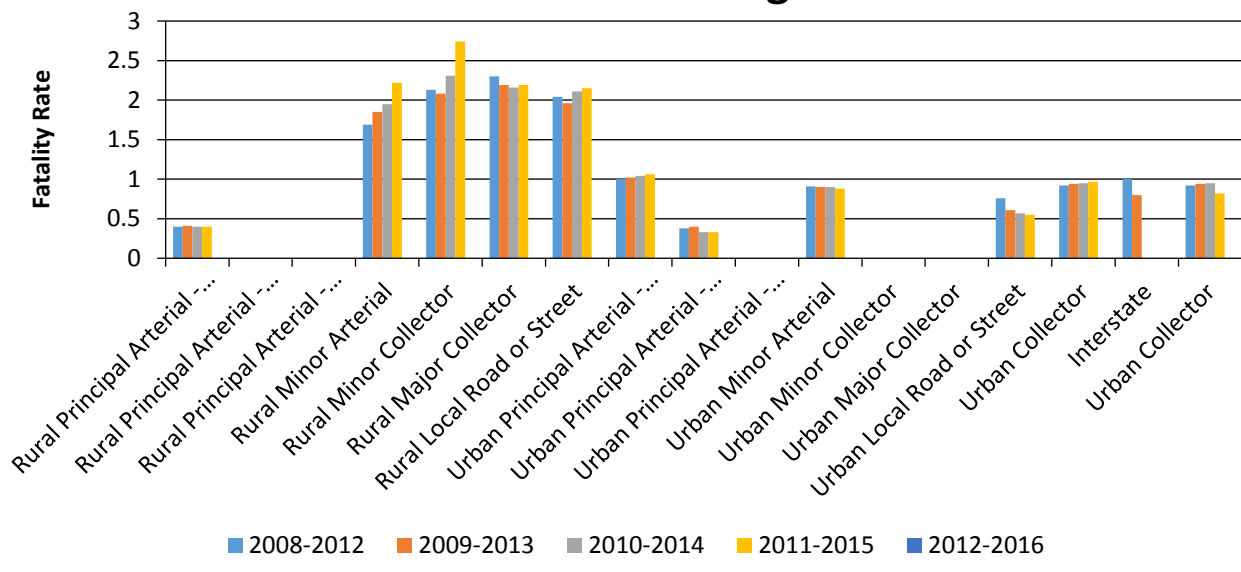
## Number of Fatalities by Functional Classification 5 Year Average



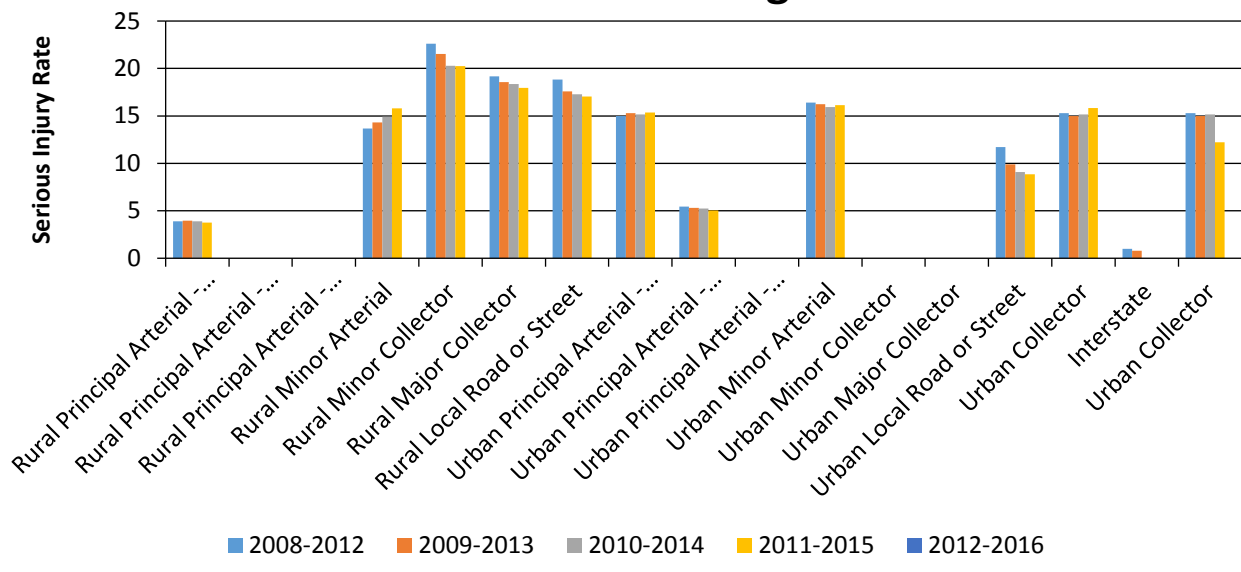
## Number of Serious Injuries by Functional Classification 5 Year Average



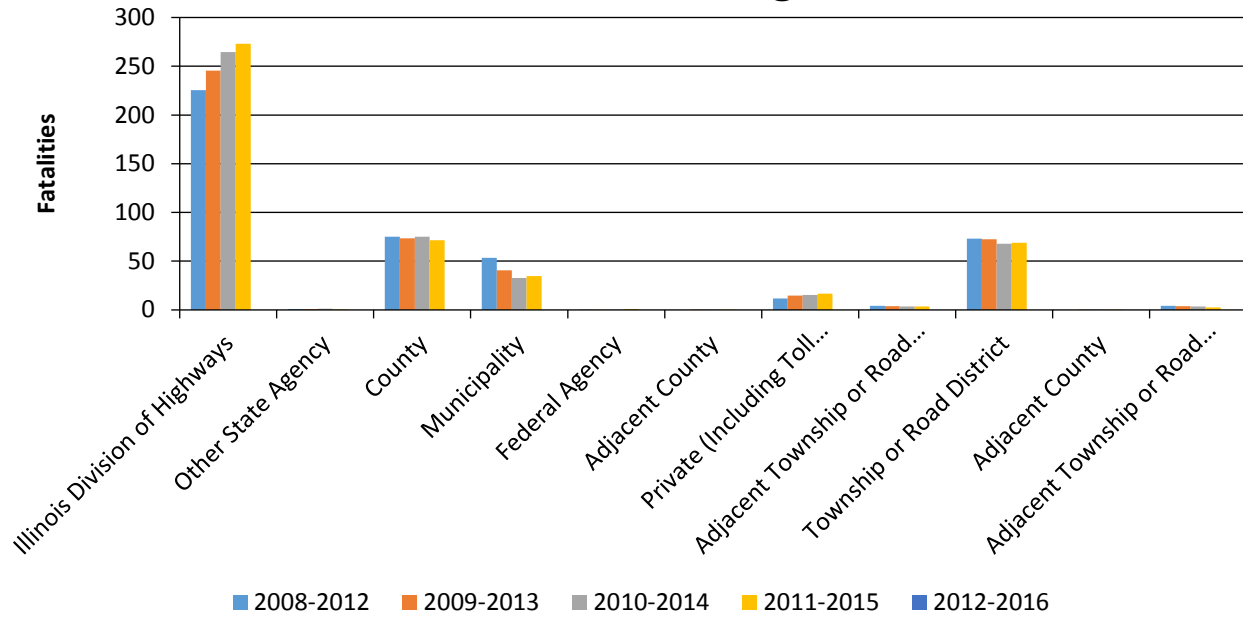
## Fatality Rate (per HMVMT) by Functional Classification 5 Year Average



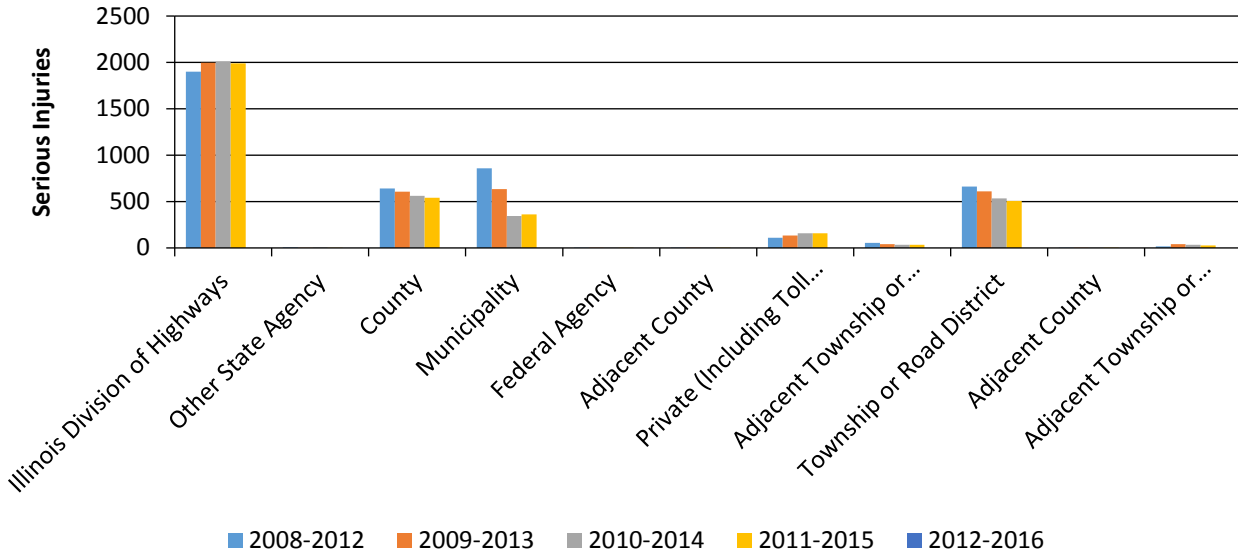
## Serious Injury Rate (per HMVMT) by Functional Classification 5 Year Average



## Number of Fatalities by Roadway Ownership 5 Year Average

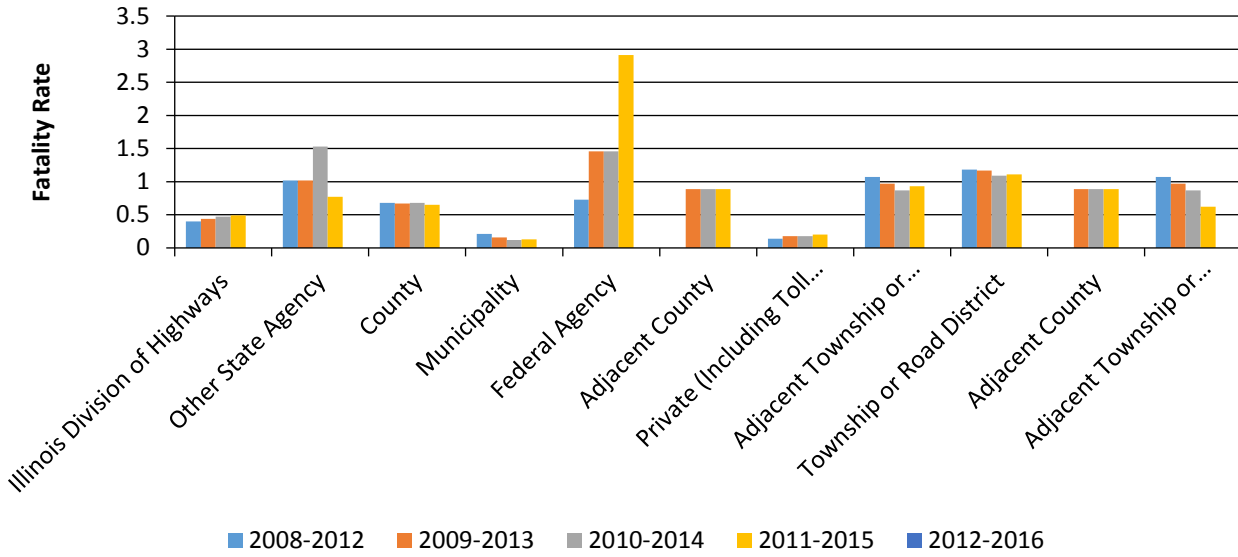


## Number of Serious Injuries by Roadway Ownership 5 Year Average

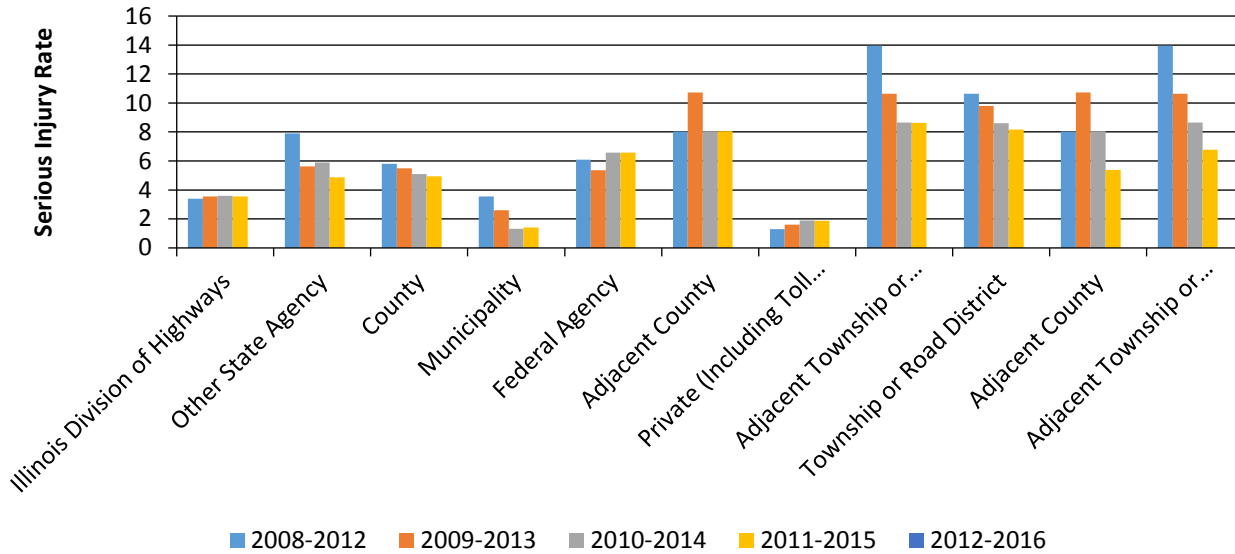




## Fatality Rate (per HMVMT) by Roadway Ownership 5 Year Average



## Serious Injury Rate (per HMVMT) by Roadway Ownership Ownership 5 Year Average



Enter additional comments here to clarify your response for this question or add supporting information.

Are there any other aspects of the general highway safety trends on which the State would like to elaborate?

Yes

Provide additional discussion related to general highway safety trends.

From 2011 to 2015, there is an 8.7% increase in fatalities (918 in 2011 to 998 in 2015). Similarly, there is a 7.6% increase in serious injuries (11,939 in 2011 to 12,844 in 2015) from 2011 to 2015.

### Safety Performance Targets

#### Safety Performance Targets

#### Calendar Year 2018 Targets \*

Number of Fatalities 951.0

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

Targets were set at a two percent annual reduction.

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**Number of Serious Injuries** 11231.1

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

Targets were set using ordinary Least Square Projections.

**Fatality Rate** 0.900

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

Targets were set at a two percent annual reduction.

**Serious Injury Rate** 10.830

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

Targets were set using ordinary Least Square Projections.

**Total Number of Non-Motorized Fatalities and Serious Injuries** 1508.6

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

Targets were set at a two percent annual reduction.

**Enter additional comments here to clarify your response for this question or add supporting information.**

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

Executive meetings and coordination sessions were held in December 2016, February, March and May 2017 with the stakeholders to discuss the safety performance and set targets for the measures.

**Does the State want to report additional optional targets?**

No

**Enter additional comments here to clarify your response for this question or add supporting information.**

***Applicability of Special Rules***

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

Yes

Enter additional comments here to clarify your response for this question or add supporting information.

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

| PERFORMANCE MEASURES                                   | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015  |
|--|------|------|------|------|------|------|-------|
| Number of Older Driver and Pedestrian Fatalities       | 119  | 109  | 125  | 126  | 139  | 145  | 158   |
| Number of Older Driver and Pedestrian Serious Injuries | 907  | 905  | 854  | 892  | 932  | 905  | 1,016 |

**Number of Older Driver and Pedestrian Fatalities and Serious Injuries by Year.**



Enter additional comments here to clarify your response for this question or add supporting information.

## Evaluation

### *Program Effectiveness*

#### **How does the State measure effectiveness of the HSIP?**

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

**Enter additional comments here to clarify your response for this question or add supporting information.**

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

The results include: 1) The number of fatalities and serious injuries, the percent change of fatalities and serious injuries. 2) Naive before-after studies for HSIP program investment. 3) Crash Modification Factor (CMF) for specific treatment.

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

Other-Improving and coordinating infrastructure and behavior strategies to maximize benefits

**Enter additional comments here to clarify your response for this question or add supporting information.**

#### **Are there any significant programmatic changes that have occurred since the last reporting period?**

No

### *Effectiveness of Groupings or Similar Types of Improvements*

**Present and describe trends in SHSP emphasis area performance measures.**

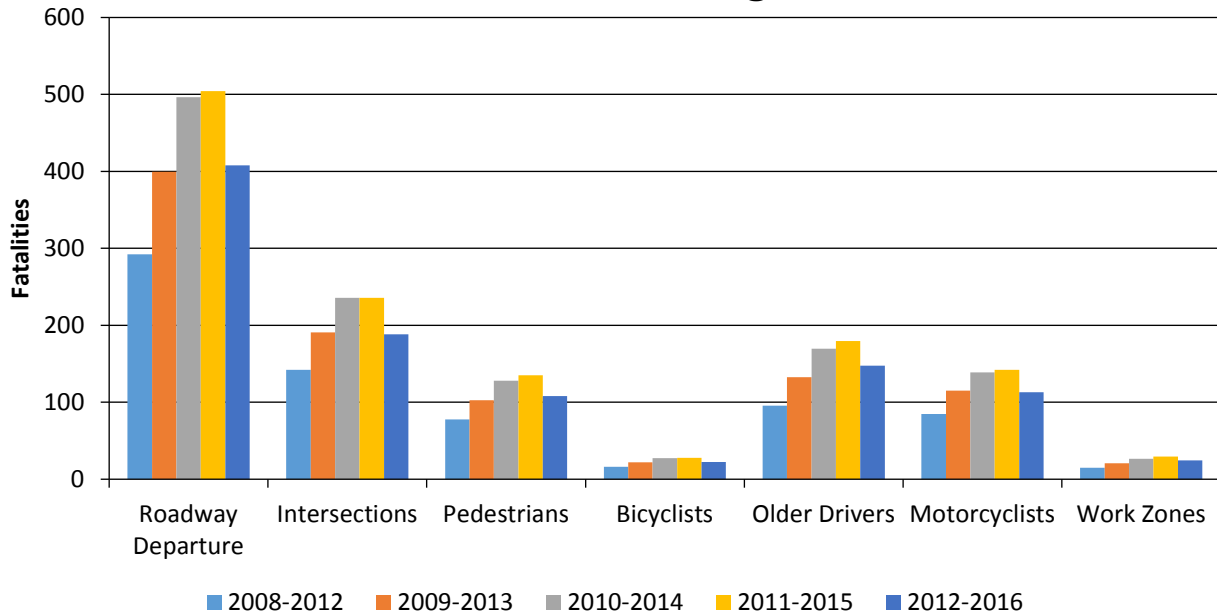
#### **Year 2016**

| 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) | Other 1 | Other 2 | Other 3 |
|--------------------|---------------------|---------------------------------|---------------------------------------|--------------------------------------|--|---------|---------|---------|
| Roadway Departure  |                     | 408                             | 3,035.8                               | 0.39                                 | 2.89                                       |         |         |         |

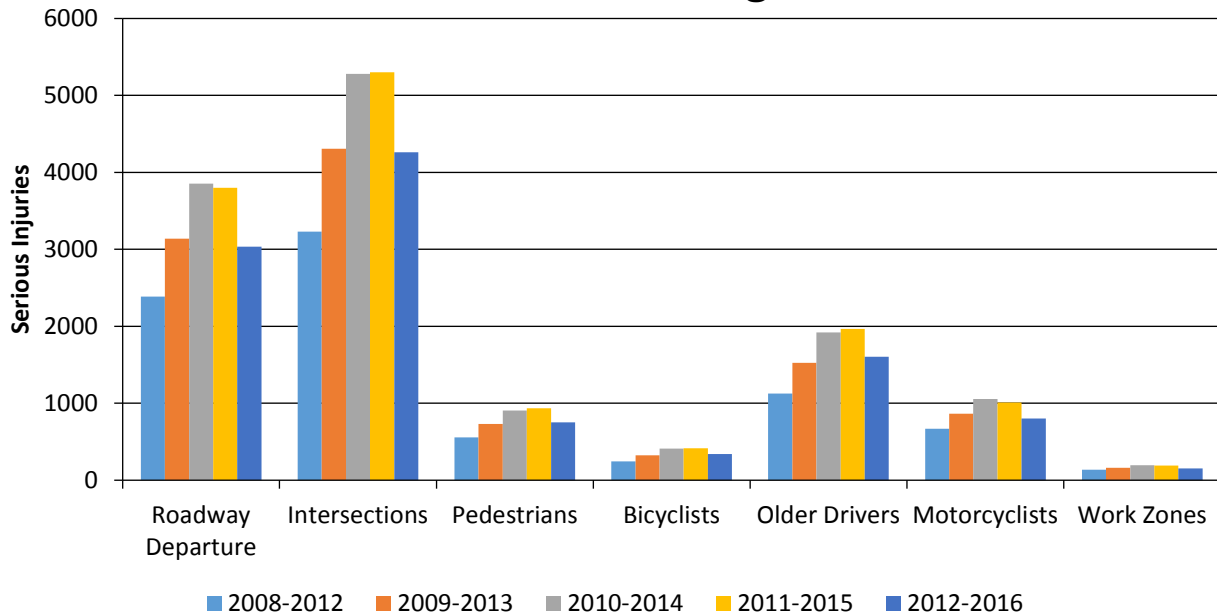
2017 Illinois Highway Safety Improvement Program

| 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) | Other 1 | Other 2 | Other 3 |
|--------------------|---------------------|---------------------------------|---------------------------------------|--------------------------------------|--|---------|---------|---------|
| Intersections      |                     | 188.4                           | 4,262.6                               | 0.18                                 | 4.06                                       |         |         |         |
| Pedestrians        |                     | 108.2                           | 750.2                                 | 0.1                                  | 0.71                                       |         |         |         |
| Bicyclists         |                     | 22.4                            | 342.2                                 | 0.02                                 | 0.32                                       |         |         |         |
| Older Drivers      |                     | 147.4                           | 1,605.4                               | 0.14                                 | 1.53                                       |         |         |         |
| Motorcyclists      |                     | 113                             | 801.2                                 | 0.11                                 | 0.76                                       |         |         |         |
| Work Zones         |                     | 24.6                            | 154.2                                 | 0.02                                 | 0.15                                       |         |         |         |

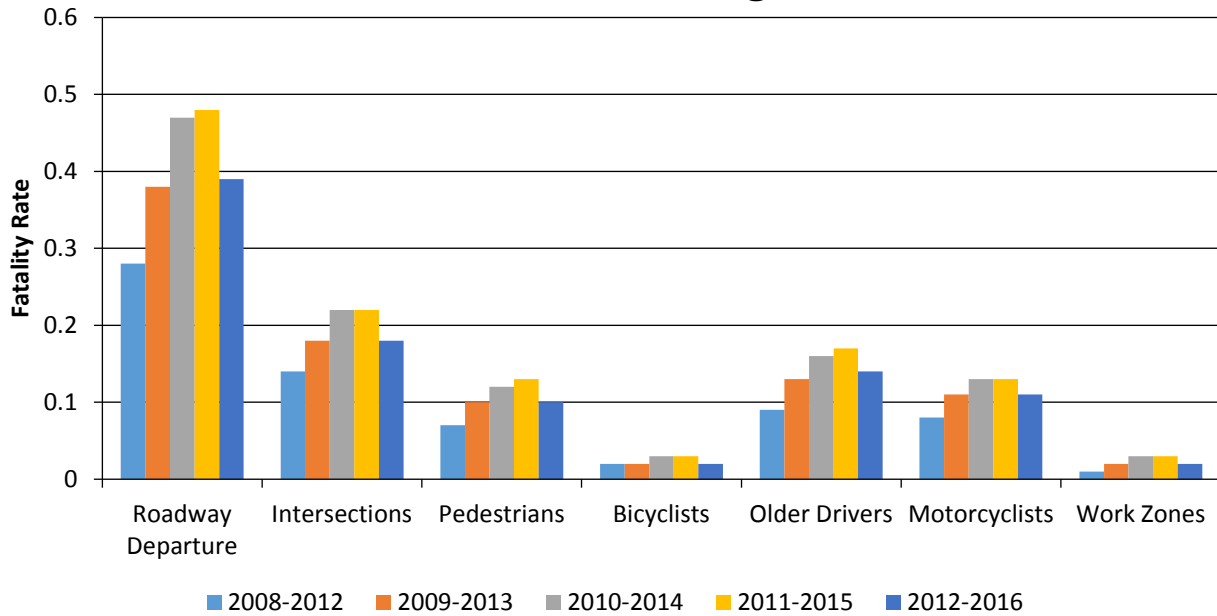
## Number of Fatalities 5 Year Average



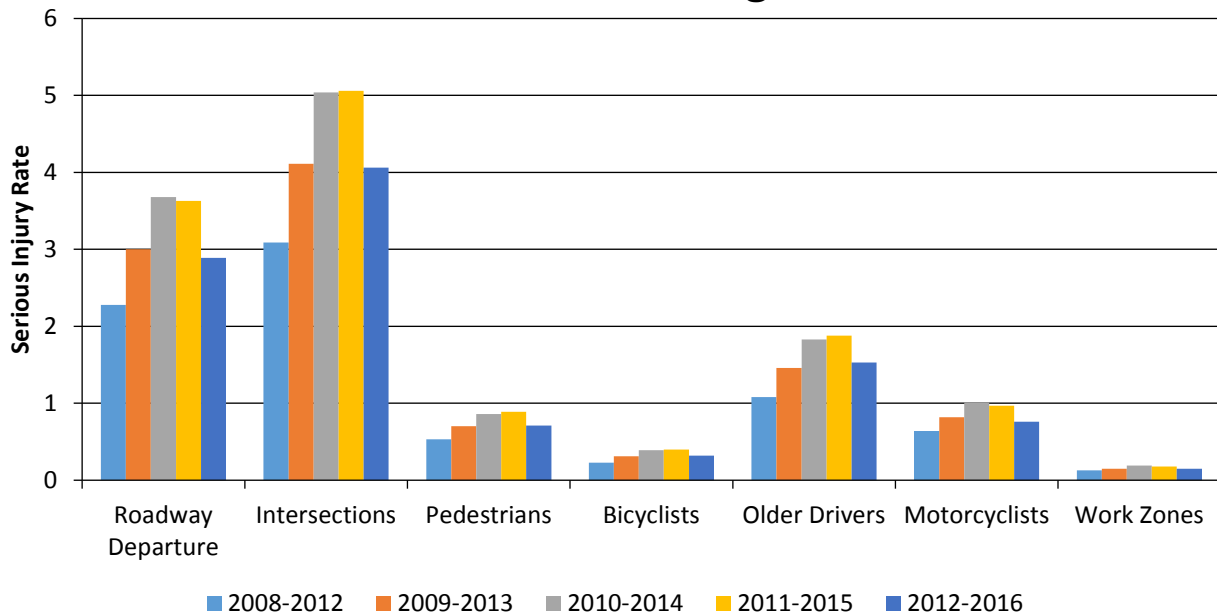
## Number of Serious Injuries 5 Year Average



### Fatality Rate (per HMVMT) 5 Year Average



### Serious Injury Rate (per HMVMT) 5 Year Average



Enter additional comments here to clarify your response for this question or add supporting information.

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



Yes

**Please provide the following summary information for each countermeasure effectiveness evaluation.**

**CounterMeasures:** Flashing Yellow Arrow

**Description:** Central Illinois District 4 had systemically replaced all state jurisdiction left turn signal heads with a flashing yellow arrow during the permissive left turn phase of the signal cycle.

**Target Crash Type:** Left-turn

**Number of Installations:**

**Number of Installations:**

**Miles Treated:**

**Years Before:** 3

**Years After:** 3

**Methodology:** Before/after using empirical Bayes or Full Bayes  
CMF=.857 for left turns

Safety Effects of Traffic Signing for Left Turn Flashing Yellow Arrow Signals Schattler et al.

[www.sciencedirect.com/science/article/pii/S0001457514003467](http://www.sciencedirect.com/science/article/pii/S0001457514003467)

**Results:** Safety effects of traffic signing for left turn flashing

[www.sciencedirect.com](http://www.sciencedirect.com)

Safety effects of traffic signing for left turn flashing yellow arrow signals

**File Name:** Hyperlink

**CounterMeasures:** Modify Approach Angle

**Description:** Intersections islands and or right turn radius was modified to adjust the drivers angle to the intersection to improve line of sight when making a right turn.

**Target Crash Type:** Other (define)

**Number of Installations:** 9 in District 4

**Number of Installations:** 9 in District 4

**Miles Treated:**

**Years Before:** 5

**Years After:** 3 and more

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**Methodology:** Before/after using empirical Bayes or Full Bayes  
CMF=0.397 for right turn crashes

Safety Impacts of a Modified Right Turn Lane  
Design at Intersections

<https://www.ideals.illinois.edu/handle/2142/90226>

**Results:**

IDEALS @ Illinois: Effectiveness Evaluation of a  
Modified ...

[www.ideals.illinois.edu](http://www.ideals.illinois.edu)

Title: Effectiveness Evaluation of a Modified Right-  
Turn Lane Design at Intersections: Author(s):  
Schattler, Kerrie L.; Hanson, Trevor; Maillacheruvu,  
Krishnanand

**File Name:** Hyperlink

***Project Effectiveness***

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

**Enter additional comments here to clarify your response for this question or add supporting information.**

Crash data is currently being collected for HSIP projects tracking and evaluation. Before and after evaluations were performed for projects implemented in 2011 and 2012 using crash data from 2008 to 2015. The number of fatal and serious injury crashes decreased by nearly 9 percent for projects on all routes, and it decreased by 15 percent for projects on state routes only. On all routes, the number of fatal and serious injury crashes showed a reduction of over 21 percent for roadway departure projects.

**Are there any other aspects of the overall HSIP effectiveness on which the State would like to elaborate?**

No

## Compliance Assessment

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

07/28/2017

**What are the years being covered by the current SHSP?**

From: 2017 To: 2022

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

2022

**Enter additional comments here to clarify your response for this question or add supporting information.**

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

| 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 |
| <b>ROADWAY SEGMENT</b>              |                                 |           |                                      |           |                               |           |                   |           |               |           |
| Segment Identifier (12)             | 100                             | 100       |                                      |           |                               |           | 100               | 100       | 100           | 100       |
| Route Number (8)                    | 100                             | 100       |                                      |           |                               |           |                   |           |               |           |
| Route/Street Name (9)               | 100                             | 100       |                                      |           |                               |           |                   |           |               |           |
| Federal Aid/Route Type (21)         | 100                             | 100       |                                      |           |                               |           |                   |           |               |           |
| Rural/Urban Designation (20)        | 100                             | 100       |                                      |           |                               |           | 100               | 100       |               |           |
| Surface Type (23)                   | 100                             | 100       |                                      |           |                               |           | 100               | 100       |               |           |
| Begin Point Segment Descriptor (10) | 100                             | 100       |                                      |           |                               |           | 100               | 100       | 100           | 100       |
| End Point Segment Descriptor (11)   | 100                             | 100       |                                      |           |                               |           | 100               | 100       | 100           | 100       |
| Segment Length (13)                 | 100                             | 100       |                                      |           |                               |           |                   |           |               |           |
| Direction of Inventory (18)         | 100                             | 100       |                                      |           |                               |           |                   |           |               |           |
| Functional Class (19)               | 100                             | 100       |                                      |           |                               |           | 100               | 100       | 100           | 100       |
| Median Type (54)                    | 100                             | 100       |                                      |           |                               |           |                   |           |               |           |

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| 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 |
| Access Control (22)   | 100                             | 100       |                                      |           |                               |           |                   |           |               |           |
| One/Two Way Operations (91)   | 100                             | 100       |                                      |           |                               |           |                   |           |               |           |
| Number of Through Lanes (31)  | 100                             | 100       |                                      |           |                               |           | 100               | 100       |               |           |
| Average Annual Daily Traffic (79)                                   | 100                             | 100       |                                      |           |                               |           | 100               | 100       |               |           |
| AADT Year (80)  | 100                             | 100       |                                      |           |                               |           |                   |           |               |           |
| Type of Governmental Ownership (4)                                  | 100                             | 100       |                                      |           |                               |           | 100               | 100       | 100           | 100       |
| <b>INTERSECTION</b>   |                                 |           |                                      |           |                               |           |                   |           |               |           |
| Unique Junction Identifier (120)                                    |                                 |           | 100                                  | 100       |                               |           |                   |           |               |           |
| Location Identifier for Road 1 Crossing Point (122)                 |                                 |           | 100                                  | 100       |                               |           |                   |           |               |           |
| Location Identifier for Road 2 Crossing Point (123)                 |                                 |           | 100                                  | 100       |                               |           |                   |           |               |           |
| Intersection/Junction Geometry (126)                                |                                 |           | 100                                  | 100       |                               |           |                   |           |               |           |
| Intersection/Junction Traffic Control (131)                         |                                 |           | 100                                  | 100       |                               |           |                   |           |               |           |
| AADT for Each Intersecting Road (79)                                |                                 |           | 100                                  | 100       |                               |           |                   |           |               |           |
| AADT Year (80)  |                                 |           | 100                                  | 100       |                               |           |                   |           |               |           |
| Unique Approach Identifier (139)                                    |                                 |           | 100                                  | 100       |                               |           |                   |           |               |           |
| <b>INTERCHANGE/RAMP</b>   |                                 |           |                                      |           |                               |           |                   |           |               |           |
| Unique Interchange Identifier (178)                                 |                                 |           |                                      |           | 100                           | 100       |                   |           |               |           |
| Location Identifier for Roadway at Beginning of Ramp Terminal (197) |                                 |           |                                      |           | 100                           | 100       |                   |           |               |           |
| Location Identifier for Roadway at Ending Ramp Terminal (201)       |                                 |           |                                      |           | 100                           | 100       |                   |           |               |           |
| Ramp Length (187)   |                                 |           |                                      |           | 100                           | 100       |                   |           |               |           |
| Roadway Type at Beginning of Ramp Terminal (195)                    |                                 |           |                                      |           | 100                           | 100       |                   |           |               |           |

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| 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 Type at End Ramp Terminal (199)   |                                 |               |                                      |               | 100                           | 100           |                   |               |               |               |
| Interchange Type (182)                    |                                 |               |                                      |               | 100                           | 100           |                   |               |               |               |
| Ramp AADT (191)                           |                                 |               |                                      |               | 100                           | 100           |                   |               |               |               |
| Year of Ramp AADT (192)                   |                                 |               |                                      |               | 100                           | 100           |                   |               |               |               |
| Functional Class (19)                     |                                 |               |                                      |               | 100                           | 100           |                   |               |               |               |
| Type of Governmental Ownership (4)        |                                 |               |                                      |               | 100                           | 100           |                   |               |               |               |
| <b>Totals (Average Percent Complete):</b> | <b>100.00</b>                   | <b>100.00</b> | <b>100.00</b>                        | <b>100.00</b> | <b>100.00</b>                 | <b>100.00</b> | <b>100.00</b>     | <b>100.00</b> | <b>100.00</b> | <b>100.00</b> |

Enter additional comments here to clarify your response for this question or add supporting information.

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 do all required MIRE FDEs, therefore do not need to develop a plan to meet the requirement by 2026.

Provide the suspected serious injury identifier, definition and attributes used by the State for both the crash report form and the crash database using the table below. Please also indicate whether or not these elements are compliant with the MMUCC 4th edition criteria for data element P5. Injury Status, suspected serious injury.

| CRITERIA                             | SUSPECTED SERIOUS INJURY IDENTIFIER(NAME) | MMUCC 4TH EDITION COMPLIANT * | SUSPECTED SERIOUS INJURY DEFINITION  | MMUCC 4TH EDITION COMPLIANT * | SUSPECTED SERIOUS INJURY ATTRIBUTES(DESCRIPTORS)  | MMUCC 4TH EDITION COMPLIANT * |
|--------------------------------------|---|-------------------------------|--|-------------------------------|---|-------------------------------|
| Crash Report Form                    | A Incapacitating injury                   | No                            | N/A  | No                            | N/A   | No                            |
| Crash Report Form Instruction Manual | A Incapacitating injury                   | No                            | Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. | No                            | This includes severe lacerations, broken/distorted limbs, skull injuries, chest injuries, abdominal injuries.   | No                            |
| Crash Database                       | A_Injuries                                | No                            | N/A  | No                            | N/A   | No                            |
| Crash Database Data Dictionary       | Alinjuries                                | No                            | Total of incapacitating injuries in the crash  | No                            | Any injury other than fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. Includes severe lacerations, broken limbs, skull or chest injuries, and abdominal injuries. | No                            |

Please describe the actions the State is taking to become compliant by April 15, 2019.

Illinois is working with the Secretary of State and traffic safety partners to update the SR 1050 (Illinois State Crash Report) to be compliant with the revised serious injury definition and add additional fields as necessary.

Enter additional comments here to clarify your response for this question or add supporting information.

**Did the State conduct an HSIP program assessment during the reporting period?**

Yes

**Describe the purpose and outcomes of the State's HSIP program assessment.**

The purpose of the review is to evaluate the procedures and process currently utilized to identify local public agency HSIP projects. The overall objective is to optimize the use of HSIP funding and streamline the application process to increase the number and quality of local public agency applications.

## **Optional Attachments**

Program Structure:

[SAFETY 1.06 - Safety Engineering Policy Memorandum.pdf](#)

Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:



## Glossary

|   |   |
|---|---|
| <b>5 year rolling average</b>               | means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).   |
| <b>Emphasis area</b>                        | means a highway safety priority in a State’s SHSP, identified through a data-driven, collaborative process.   |
| <b>Highway safety improvement project</b>   | 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.  |
| <b>HMVMT</b>                                | means hundred million vehicle miles traveled.   |
| <b>Non-infrastructure projects</b>          | 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.                                  |
| <b>Older driver special rule</b>            | 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. |
| <b>Performance measure</b>                  | means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.  |
| <b>Programmed funds</b>                     | mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.  |
| <b>Roadway Functional Classification</b>    | 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.   |
| <b>Strategic Highway Safety Plan (SHSP)</b> | 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.  |
| <b>Systematic</b>                           | refers to an approach where an agency deploys countermeasures at all locations across a system.   |
| <b>Systemic safety improvement</b>          | means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.   |
| <b>Transfer</b>                             | 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.   |