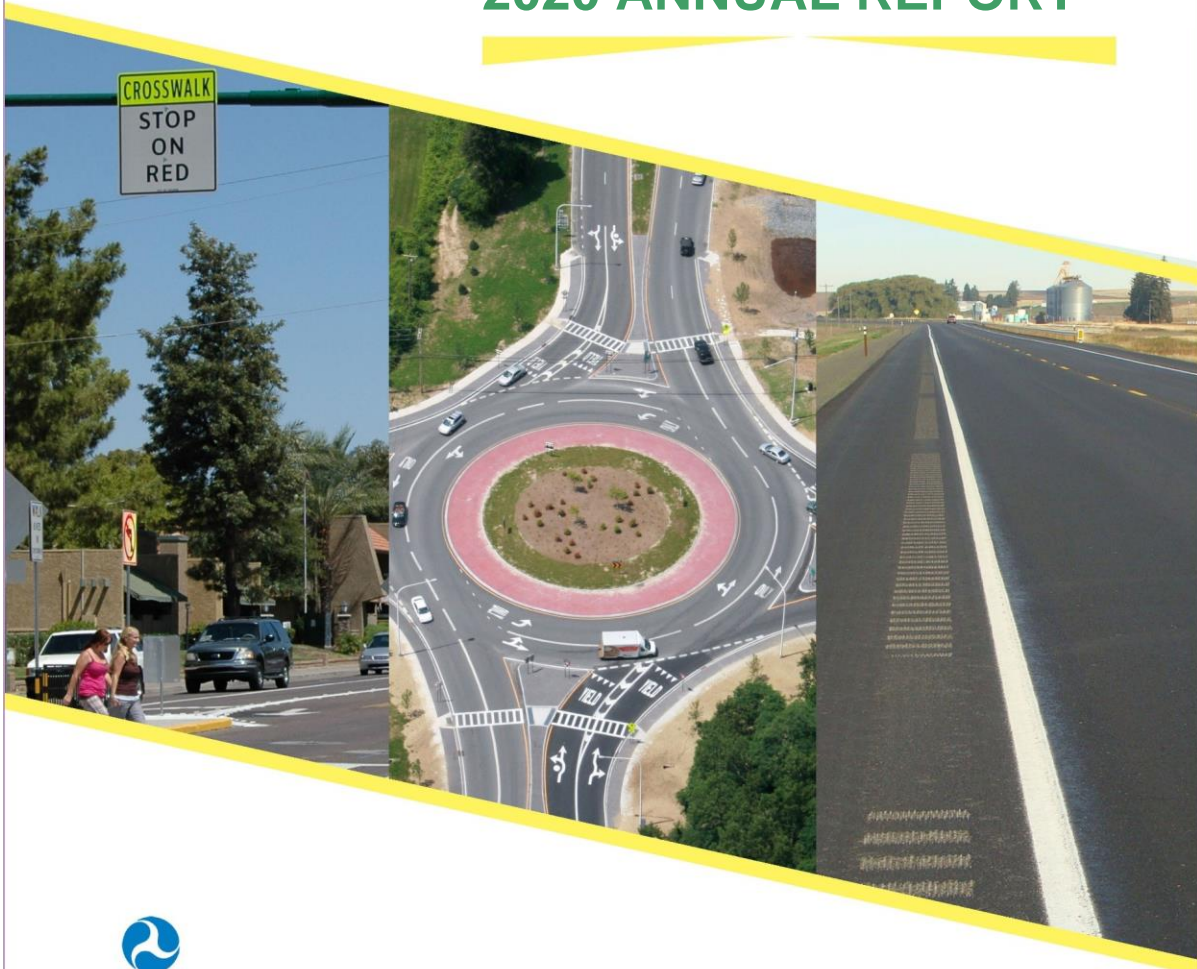




ILLINOIS

HIGHWAY SAFETY IMPROVEMENT PROGRAM 2020 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. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data. 23 U.S.C. 409 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

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

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

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

Introduction

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

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

IDOT has an HSIP policy which identifies the process for data analysis, project application, project review, and approval and can be accessed via. IDOT is currently still in the process of updating the HSIP Policy and creating an HSIP Evaluation Tool.

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

Where is HSIP staff located within the State DOT?

Other-Bureau of Safety Programs and Engineering

How are HSIP funds allocated in a State?

20% is allocated for local use, 20% is allocated for statewide safety initiatives, and remaining is divided between districts based on fatality rates.

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

Each year there is a period in which local agencies and MPOs are able to apply for funding for local projects. When the window to apply begins, BSPE hosts a webinar for local agencies and MPOs to inform them of the HSIP process and provide examples of HSIP applications are likely to be approved or denied. Through coordination with IDOT's Bureau of Local Roads, local applications are received and then reviewed. Local HSIP applications are reviewed with the same criteria as state applications. A history of crashes must be shown, a countermeasure selected to address the crashes, and the benefit/cost analysis.

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

- Design
- Districts/Regions
- Local Aid Programs Office/Division
- Operations

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- Traffic Engineering/Safety

Describe coordination with internal partners.

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

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

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

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

Identify which external partners are involved with HSIP planning.

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

Describe coordination with external partners.

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

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

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

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

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

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

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

Program Methodology

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

Yes

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

Select the programs that are administered under the HSIP.

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

Program: Horizontal Curve

Date of Program Methodology:3/1/2018

What is the justification for this program?

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

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic

Roadway

- Median width
- Horizontal curvature

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- Fatal and serious injury crashes only
- Volume
- Functional classification
- Roadside features

What project identification methodology was used for this program?

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

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

Available funding:1

Cost Effectiveness:2

Program: HRRR

Date of Program Methodology:3/1/2018

What is the justification for this program?

- Other-HRRR

What is the funding approach for this program?

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

What data types were used in the program methodology?

Crashes

- Fatal and serious injury crashes only

Exposure

- Traffic

Roadway

- Functional classification

What project identification methodology was used for this program?

- Crash rate
- Excess expected crash frequency using SPFs

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- selection committee

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

Rank of Priority Consideration

Available funding:1

Cost Effectiveness:2

Program: Left Turn Crash

Date of Program Methodology:11/6/2019

What is the justification for this program?

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

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- Fatal and serious injury crashes only

Exposure

- Traffic

Roadway

- Functional classification
- Roadside features

What project identification methodology was used for this program?

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

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

No

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

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

Available funding:1

Cost Effectiveness:2

Program: Local Safety

Date of Program Methodology:1/1/2018

What is the justification for this program?

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

What is the funding approach for this program?

Other-HSIP allocation for locally owned roadways

What data types were used in the program methodology?

Crashes

- Fatal and serious injury crashes only

Exposure

- Traffic

Roadway

- Horizontal curvature
- Functional classification
- Other-Ownership

What project identification methodology was used for this program?

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

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- selection committee

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

Rank of Priority Consideration

Available funding:2

Cost Effectiveness:1

Program: Pedestrian Safety

Date of Program Methodology:9/28/2017

What is the justification for this program?

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

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

Exposure

Roadway

- Other-Pedestrian fatal and serious crashes only

- Other-All routes eligible

What project identification methodology was used for this program?

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- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process

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

Rank of Priority Consideration

Available funding:1

Cost Effectiveness:2

Program: Other-Run off Road (Pilot)

Date of Program Methodology:3/4/2019

What is the justification for this program?

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

What is the funding approach for this program?

Other-Encourages county participation in HSIP

What data types were used in the program methodology?

Crashes

- Other-Run-off-the-road all injury crashes

Exposure

Roadway

- Functional classification
- Other-Roadway features that may be addressed with specific countermeasures

What project identification methodology was used for this program?

- Crash frequency
- Probability of specific crash types

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- selection committee

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

Rank of Priority Consideration

Available funding:1

Cost Effectiveness:2

What percentage of HSIP funds address systemic improvements?

16

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

- Cable Median Barriers
- Install/Improve Signing
- Other-Barrier end treatments (crash cushions)
- Other-Drainage Improvements
- Pavement/Shoulder Widening
- Rumble Strips
- Traffic Control Device Rehabilitation

What process is used to identify potential countermeasures?

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

Does the State HSIP consider connected vehicles and ITS technologies?

No

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

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

Yes

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

The HSM was used as a basis for developing Illinois calibrated safety performance functions (SPFs). These SPFs have been used in the development of Illinois' safety tiers and other tools which assist in HSIP identification and approval process. Each HSIP application requires a benefit/cost analysis using proven, high-quality countermeasures from the CMF Clearinghouse and HSM. HSIP projects completed from 2007 – 2015 were evaluated using methods found in the HSM.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year
July 1, 2018 - June 30, 2019

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	\$104,260,454	\$64,592,215	61.95%
HRRR Special Rule (23 U.S.C. 148(g)(1))	\$6,048,546	\$6,048,546	100%
Penalty Funds (23 U.S.C. 154)	\$0	\$0	0%
Penalty Funds (23 U.S.C. 164)	\$0	\$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	\$0	\$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	\$0	\$0	0%
State and Local Funds	\$0	\$0	0%
Totals	\$110,309,000	\$70,640,761	64.04%

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

\$26,256,000

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

\$18,357,662

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

\$2,413,000

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

0%

Funding was programmed for non-infrastructure projects for the year, but none were obligated during the same time period. The main use of non-infrastructure funding is used for consultants who assist BSPE with safety documents to be used in the HSIP process such as the safety tiers, online tools, Top 100 Curves, as well as an on-site consultant who works with BSPE staff and is part of the HSIP Committee.

\$413,000 was used to fund crash reconstructions.

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

0%

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

0%

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

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

To combat these issues, the HSIP Committee takes them into consideration before approving funding for such projects. While they might believe it's a good project based on the data and chosen countermeasure, if the likelihood of having an obligation issue is high (such as Buy America) then they unfortunately cannot approve the project. Other options include working with the district or local agency to avoid or plan for unexpected obstacles such as in the case of right of way and the National Environmental Policy Act.

General Listing of Projects

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

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
201203008	Intersection traffic control	Modify traffic signal - modernization/replacement	1	Intersections	\$18000000	\$2000000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	69,000	40	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201203009	Intersection geometry	Auxiliary lanes - add left-turn lane	2	Intersections	\$24750000	\$2750000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	10,875	55	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201203014	Intersection traffic control	Modify traffic signal - modernization/replacement	1	Intersections	\$15300000	\$1700000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	37,400	35	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201203016	Intersection traffic control	Modify traffic signal - modernization/replacement	1	Intersections	\$9000000	\$1000000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	46,100	30	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201203017	Intersection traffic control	Modify traffic signal - modernization/replacement	4	Intersections	\$77400000	\$8600000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	50,000	45	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201212010	Intersection traffic control	Modify traffic signal - modernization/replacement	1	Intersections	\$9000000	\$1000000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	26,500	40	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201212011	Roadway	Roadway widening - add lane(s) along segment	0.74	Miles	\$34335000	\$3815000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	10,300	45	State Highway Agency	Spot	Lane Departure	Keep vehicles in their respective lanes
201212024	Intersection geometry	Auxiliary lanes - add left-turn lane	2	Intersections	\$18927000	\$2103000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	12,650	55	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201305004	Roadway	Roadway widening - add lane(s) along segment	1.69	Miles	\$89190000	\$9910000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	21,300	45	State Highway Agency	Spot	Roadway Departure	Keep vehicles in their respective lanes
201310011	Intersection traffic control	Modify traffic signal - modernization/replacement	1	Intersections	\$27130500	\$3014500	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	31,100	40	State Highway Agency	Spot	Intersections	Enhance intersection safety performance

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
201310017	Intersection traffic control	Modify traffic signal - modernization/replacement	3	Intersections	\$52474500	\$5830500	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	67,000	35	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201311002	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	\$59400000	\$6600000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	13,250	45	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201312006	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	\$39582000	\$4398000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	48,000	45	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201405005	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	\$18045000	\$2005000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	41,850	35	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201410256	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	\$69300000	\$7700000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	51,600	45	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201410265	Intersection traffic control	Modify control - all-way stop to roundabout	1	Intersections	\$60390000	\$6710000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	11,900	55	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201410304	Intersection geometry	Auxiliary lanes - add left-turn lane	2	Intersections	\$49500000	\$5500000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	36,000	40	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201412009	Intersection geometry	Intersection geometrics - realignment to align offset cross streets	1	Intersections	\$29952000	\$3328000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	13,600	50	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201502013	Intersection geometry	Auxiliary lanes - add left-turn lane	3	Intersections	\$2160000	\$4300000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0	45	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201810009	Roadside	Barrier end treatments (crash cushions, terminals)	38	Locations	\$3420000	\$380000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	15,000	45	State Highway Agency	Systemic	Roadway Departure	Enhance intersection safety performance
201903010	Roadway	Rumble strips - edge or shoulder	14.96	Miles	\$2160000	\$240000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	0	65	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
201805006	Roadside	Barrier end treatments (crash cushions, terminals)	24	Locations	\$13500000	\$1500000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	15,000	45	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201904004	Intersection traffic control	Intersection flashers - add overhead (continuous)	1	Intersections	\$900000	\$100000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,675	55	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201904005	Intersection traffic control	Modify traffic signal - modernization/replacement	1	Intersections	\$2700000	\$300000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	11,400	45	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201906002	Shoulder treatments	Widen shoulder - paved or other	3.16	Miles	\$5400000	\$600000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,600	55	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201906004	Roadside	Barrier - cable	2.3	Miles	\$3150000	\$350000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	18,700	70	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201812005	Roadway	Rumble strips - edge or shoulder	7.26	Miles	\$18000000	\$2000000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	1,400	55	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201812006	Roadside	Barrier end treatments (crash cushions, terminals)	58	Locations	\$14625000	\$1625000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Collector	2,000	55	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201903007	Intersection traffic control	Modify traffic signal - add backplates	265	Intersections	\$7200000	\$800000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	5,000	55	State Highway Agency	Systemic	Intersections	Enhance intersection safety performance
201812001	Lighting	Intersection lighting	1	Intersections	\$26000	\$4550000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,539	55	State Highway Agency	Spot	Intersections	Enhance intersection safety performance
201806002	Intersection traffic control	Intersection traffic control - other	1	Intersections	\$16200000	\$1800000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	42,000	55	State Highway Agency	Spot	Intersections	Enhance intersection safety performance

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
201810006	Roadway	Rumble strips - edge or shoulder	7.47	Miles	\$10218600	\$1135400	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Arterial	3,800	55	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201809006	Roadside	Barrier - cable	10.82	Miles	\$29700000	\$3300000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	33,800	70	State Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201812003	Pedestrians and bicyclists	Pedestrian signal	1	Intersections	\$1710000	\$190000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	34,150	35	State Highway Agency	Spot	Pedestrians	Reduce Pedestrian exposure to vehicular traffic
201212016	Roadway signs and traffic control	Roadway signs and traffic control - other	7.5	Miles	\$7875000	\$875000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	40,000	55	County Highway Agency	Systemic	Older Drivers	Reduce Speed
201310021	Roadway	Roadway - other	2.1	Miles	\$3375000	\$3750000	HSIP (23 U.S.C. 148)	Urban	Major Collector	2,725	45	County Highway Agency	Spot	Roadway Departure	Keep vehicles in their respective lanes
201310029	Roadway signs and traffic control	Roadway signs and traffic control - other	12.88	Miles	\$2070000	\$2300000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	37,000	45	County Highway Agency	Systemic	Older Drivers	Reduce Speed
201501007	Roadway	Superelevation / cross slope	1	Locations	\$450000	\$500000	HSIP (23 U.S.C. 148)	Urban	Major Collector	6,300	35	City or Municipal Highway Agency	Spot	Roadway Departure	Keep vehicles in their respective lanes
201612009	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	\$720000	\$800000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	30,600	35	County Highway Agency	Spot	Intersections	Enhance intersection safety performance
201612011	Roadway	Rumble strips - edge or shoulder	2.3	Miles	\$1710000	\$1900000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	36,000	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201612012	Intersection traffic control	Modify traffic signal timing - left-turn phasing (permissive to protected-only)	1	Intersections	\$528750	\$587500	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	65,800	45	County Highway Agency	Spot	Intersections	Enhance intersection safety performance

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
201701003	Roadside	Barrier end treatments (crash cushions, terminals)	14	Locations	\$283500	\$315000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	1,500	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201701004	Roadside	Barrier end treatments (crash cushions, terminals)	46	Locations	\$1723000	\$2473000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	1,500	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201701005	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	\$990000	\$1100000	HSIP (23 U.S.C. 148)	Urban	Major Collector	5,600	45	City or Municipal Highway Agency	Spot	Intersections	Enhance intersection safety performance
201701006	Roadside	Barrier end treatments (crash cushions, terminals)	45	Locations	\$1335000	\$1486000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	5,000	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201701007	Roadside	Barrier end treatments (crash cushions, terminals)	57	Locations	\$617490	\$686000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	5,000	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201701009	Roadway	Roadway - other	1	Locations	\$900000	\$1000000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Collector	1,100	55	County Highway Agency	Spot	Roadway Departure	Keep vehicles in their respective lanes
201701010	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Intersections	\$1895400	\$2106000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	22,500	45	County Highway Agency	Spot	Intersections	Enhance intersection safety performance
201701012	Shoulder treatments	Widen shoulder - paved or other	2.5	Miles	\$1873000	\$2081000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,761	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201701013	Roadside	Drainage improvements	1	Locations	\$61750	\$123500	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Collector	100	55	Town or Township Highway Agency	Systemic	Roadway Departure	Reduce the severity of the crash
201701015	Roadside	Barrier end treatments (crash cushions, terminals)	68	Locations	\$2000000	\$2675000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	1,500	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															respective lanes
201701016	Shoulder treatments	Widen shoulder - paved or other	0.68	Miles	\$1118000	\$2100000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	3,250	50	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201701017	Roadside	Barrier end treatments (crash cushions, terminals)	149	Locations	\$801000	\$890000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	1,500	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201701019	Roadside	Barrier end treatments (crash cushions, terminals)	81	Locations	\$2000000	\$2721000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	3,500	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201711006	Intersection traffic control	Systemic improvements - stop-controlled	1018	Intersections	\$302400	\$336000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	500	55	County Highway Agency	Systemic	Intersections	Enhance intersection safety performance
201712006	Roadway	Superelevation / cross slope	7	Locations	\$613000	\$681000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	1,000	55	County Highway Agency	Spot	Roadway Departure	Keep vehicles in their respective lanes
201712007	Roadway signs and traffic control	Sign sheeting - upgrade or replacement	594	Locations	\$67000	\$74000	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,500	30	City or Municipal Highway Agency	Systemic	Older Drivers	Reduce Speed
201712008	Roadside	Barrier end treatments (crash cushions, terminals)	45	Locations	\$65000	\$72000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	1,500	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201712010	Roadside	Barrier end treatments (crash cushions, terminals)	70	Locations	\$2574000	\$2860000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	1,500	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes
201712016	Roadside	Barrier end treatments (crash cushions, terminals)	42	Locations	\$1190000	\$132200	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	5,000	55	County Highway Agency	Systemic	Roadway Departure	Keep vehicles in their respective lanes

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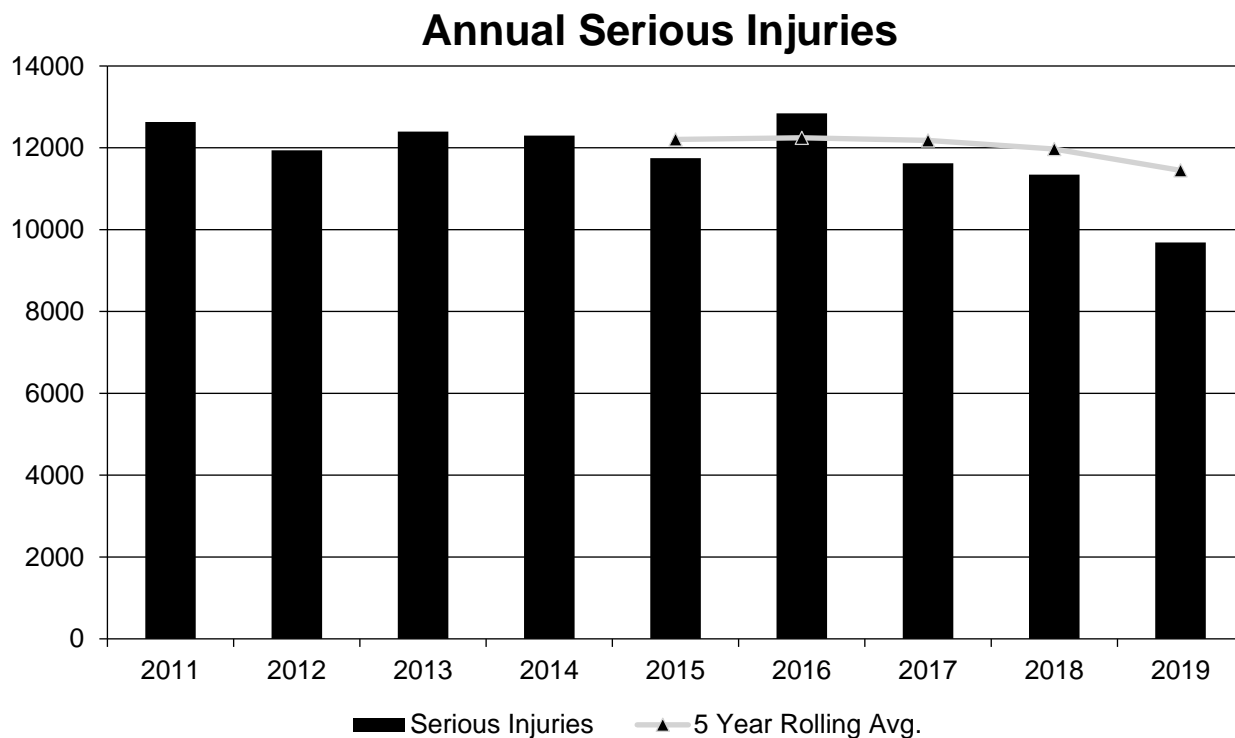
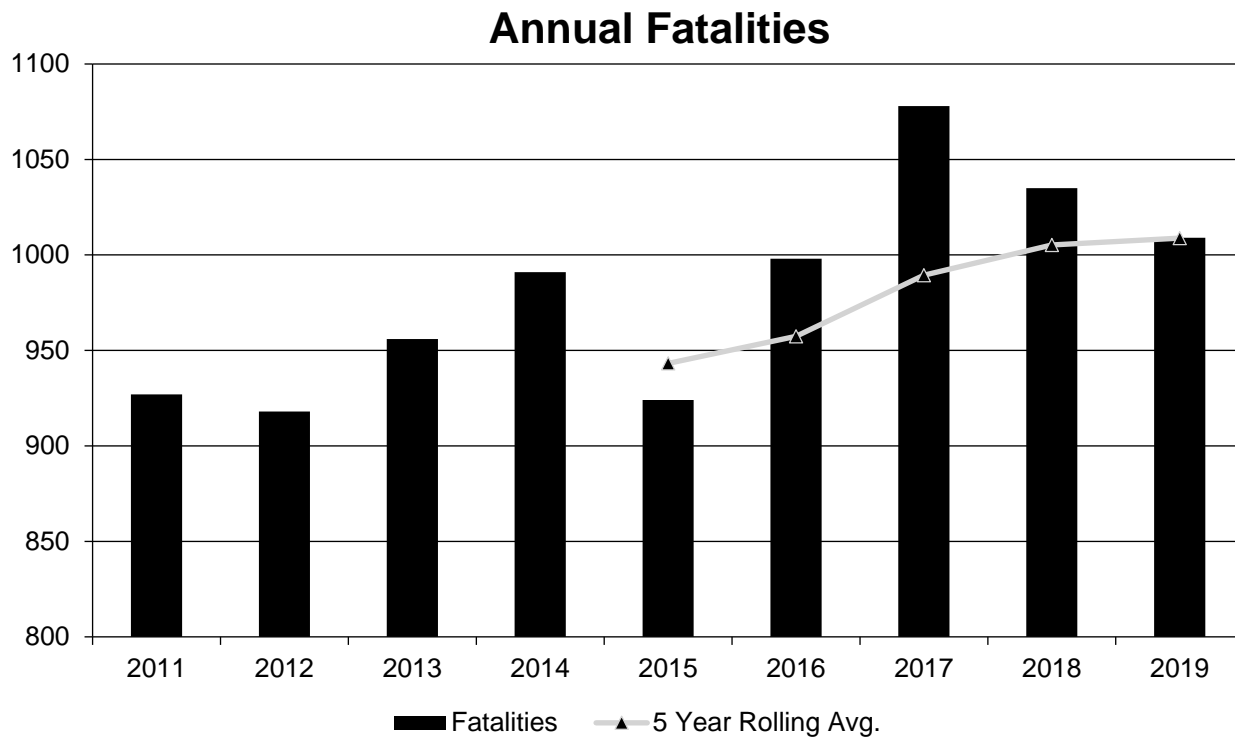
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
201712021	Intersection geometry	Splitter island - install on one or more approaches	1	Intersections	\$450000	\$500000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	1,400	55	County Highway Agency	Spot	Intersections	Enhance intersection safety performance
201809100	Shoulder treatments	Widen shoulder - paved or other	4	Miles	\$540000	\$600000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Collector	1,260	55	County Highway Agency	Spot	Roadway Departure	Keep vehicles in their respective lanes
201809118	Roadway delineation	Improve retroreflectivity	1.6	Miles	\$90000	\$100000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	9,545	30	City or Municipal Highway Agency	Spot	Roadway Departure	Keep vehicles in their respective lanes
201809127	Intersection geometry	Intersection geometry - other	1	Intersections	\$189000	\$210000	HSIP (23 U.S.C. 148)	Rural	Major Collector	8,700	55	County Highway Agency	Spot	Intersections	Enhance intersection safety performance

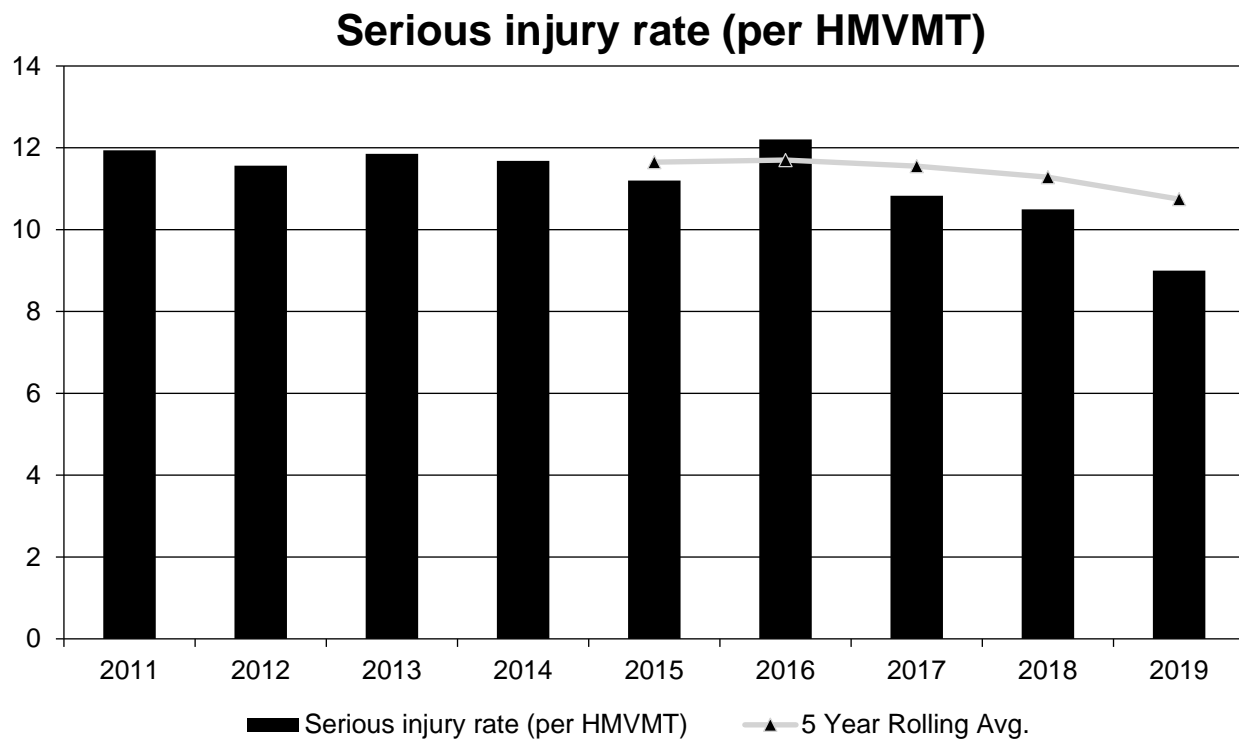
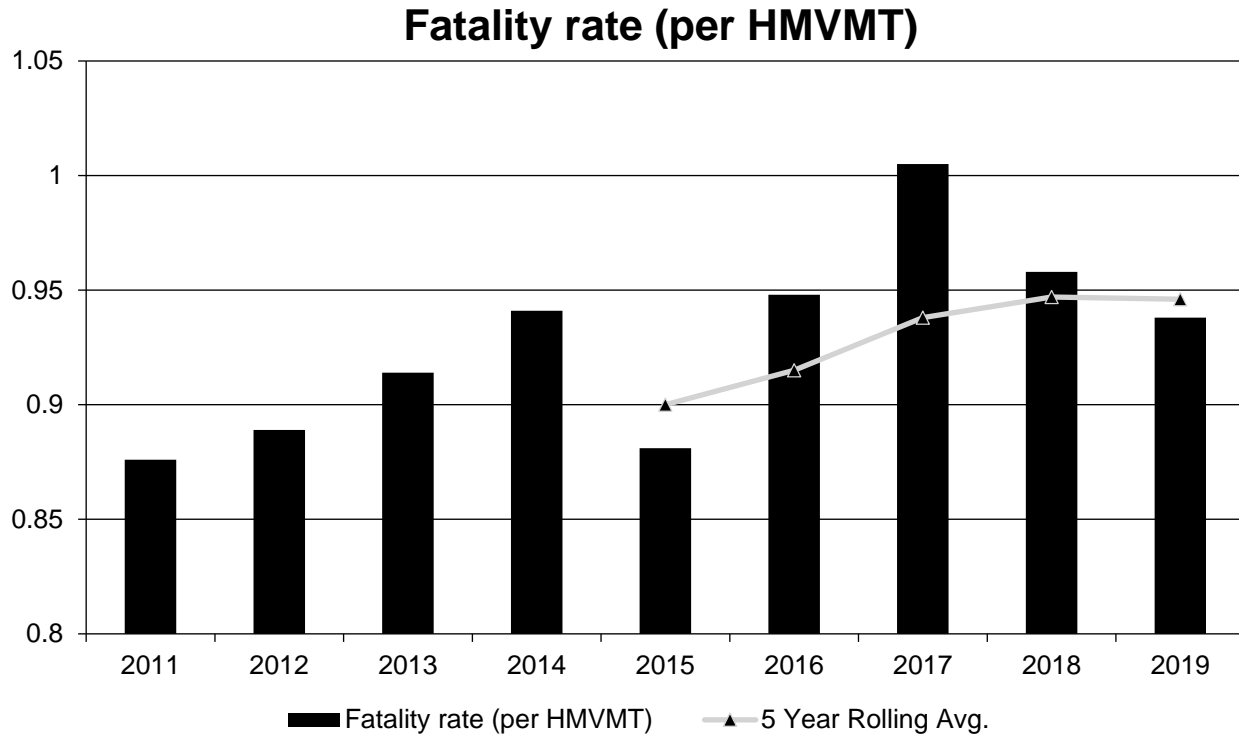
Safety Performance

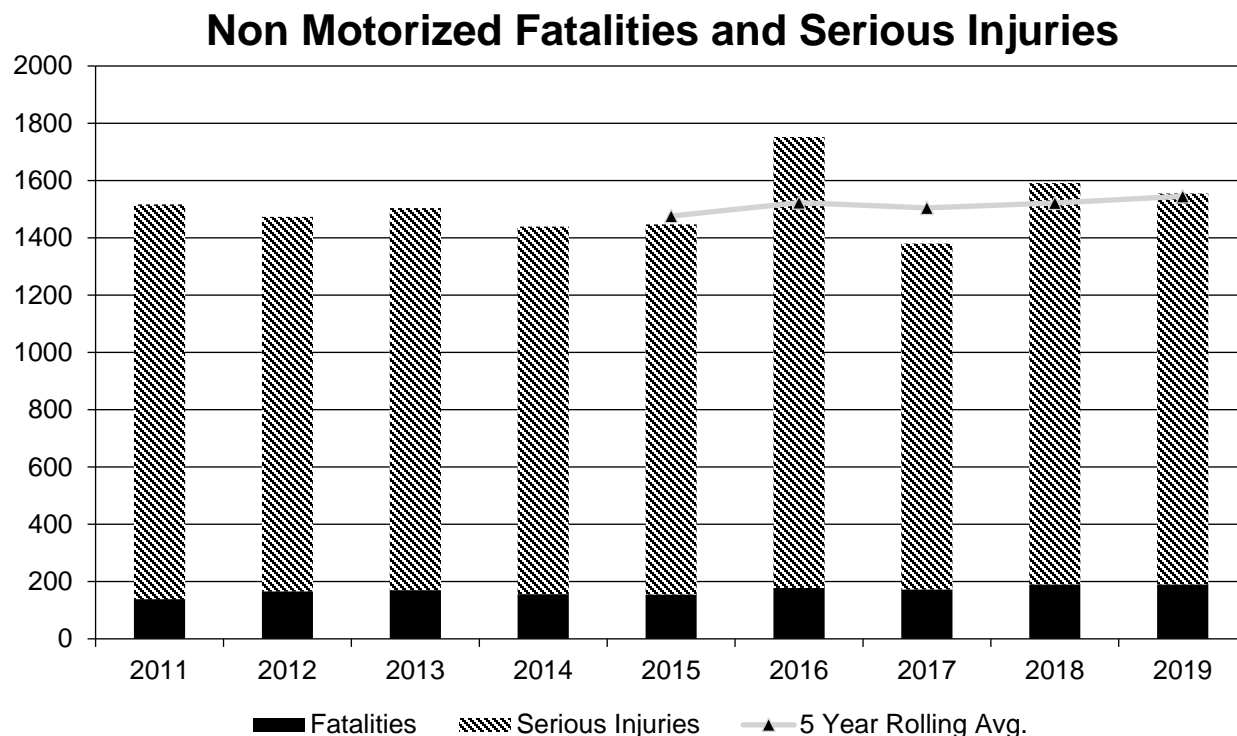
General Highway Safety Trends

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

PERFORMANCE MEASURES	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatalities	927	918	956	991	924	998	1,078	1,035	1,009
Serious Injuries	12,631	11,939	12,398	12,300	11,748	12,844	11,622	11,344	9,685
Fatality rate (per HMVMT)	0.876	0.889	0.914	0.941	0.881	0.948	1.005	0.958	0.938
Serious injury rate (per HMVMT)	11.940	11.565	11.855	11.681	11.199	12.206	10.830	10.497	9.000
Number non-motorized fatalities	139	166	170	156	155	178	173	190	190
Number of non-motorized serious injuries	1,378	1,307	1,334	1,283	1,292	1,574	1,207	1,401	1,365







2019 Crash Data is Provisional and subject to change. 2018 crash data was provisional when reported last year, and has since been updated based on finalized crash data.

Describe fatality data source.

FARS

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

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

Year 2019

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	259	1,690	1.46	9.51
Rural Principal Arterial (RPA) - Other Freeways and Expressways	3	23	1.1	8.42
Rural Principal Arterial (RPA) - Other	345	2,319	3.08	20.7

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Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Minor Arterial	451	2,902	2.04	13.11
Rural Minor Collector	57	413	2.2	15.95
Rural Major Collector	488	3,242	2.41	16.04
Rural Local Road or Street	318	2,440	0.86	6.56
Urban Principal Arterial (UPA) - Interstate	492	3,904	0.38	3
Urban Principal Arterial (UPA) - Other Freeways and Expressways	32	246	0.51	3.89
Urban Principal Arterial (UPA) - Other	1,070	11,473	1.08	11.55
Urban Minor Arterial	873	10,858	1.13	14.15
Urban Minor Collector	62	600	1.87	18.14
Urban Major Collector	385	5,402	0.97	13.58
Urban Local Road or Street	303	10,023	0.93	30.79

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Year 2019

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

2019 crash data is still provisional and subject to change. Road type for 2019 was taken from crash reports, whereas for 2015 - 2018 crashes were located to roads. Given the provisional nature of 2019 data and limited time, that wasn't possible. Additionally, some of the roadway classification types have changed over the years.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2021 Targets *

Number of Fatalities:1000.0

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

The target was established based on a 5-year rolling average using crash data from 2015 – 2019 (as of July 8, 2020) and a 2% reduction. IDOT's overall goal as outlined in its SHSP is 0 fatalities and hopes that a 2% reduction each year will result in ultimately reaching that goal. Implementing HSIP projects is just one of the ways in which IDOT can meet its goal.

Number of Serious Injuries:11566.4

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

The target was established based on a 5-year rolling average using crash data from 2015 – 2019 (as of May 28, 2020) and a 2% reduction. It should be noted that as serious injuries were not yet finalized at the time of analysis for 2019, they have been estimated. In addition to reaching 0 fatalities, the SHSP also calls for 0 serious injuries, and by reducing serious injuries 2% each year, IDOT hopes to reach that goal. Implementing HSIP projects is just one of the ways in which IDOT can meet its goal.

Fatality Rate:0.930

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

The target was established based on a 5-year rolling average using crash data from 2015 – 2019 (as of July 8, 2020) and a 2% reduction. As mentioned before, IDOT's SHSP's overall goal is 0 fatalities and hopes that a 2% reduction each year will result in ultimately reaching that goal. Implementing HSIP projects is just one of the ways in which IDOT can meet its goal.

Serious Injury Rate:10.790

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

10.79 is the 2% reduction rate. It was established based on a 5-year rolling average using crash data from 2015 – 2019 (as of May 28, 2020) and a 2% reduction. It should be noted that as serious injuries were not yet finalized at the time of analysis for 2019, they have been estimated. In addition to reaching 0 fatalities, IDOT's SHSP also aims to reach 0 serious injuries, and by reducing serious injuries 2% each year, IDOT hopes to reach that goal. Implementing HSIP projects is just one of the ways in which IDOT can meet its goal.

Total Number of Non-Motorized Fatalities and Serious Injuries:1517.6

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

1517.6 is the 2% reduction rate. It was established based on a 5-year rolling average using crash data (pedestrian, bicyclist, and other cyclist) from 2015 – 2019 (as of July 8, 2020) and a 2% reduction. It should also be noted that as 2019 crash data was not yet finalized at the time of analysis, serious injury data has been estimated. While the majority of crashes involve motorists, IDOT still has concern for nonmotorized fatalities and serious injuries, and therefore has a 0 goal of fatalities and serious injuries for them as well in its SHSP. Implementing HSIP projects is just one of the ways in which IDOT can meet its goal.

Last year NHTSA wanted progress (met or unmet) toward a whole year's worth of data. This year they changed it and wanted progress toward meeting the State's 2020 Safety Performance Targets. This was a radical change. We ended up sending in Year to Date data for 1/1/2020-6/30/2020.

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

IDOT is currently discussing with stakeholders about modifying its methodology next year. IDOT will review FARS and state crash data, schedule meetings with MPOs, FHWA, NHTSA, IDOT districts, SHSP and the

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Executive Committee for discussions on current performance and future methodology. IDOT will discuss the impact of data-driven only targets versus a mix of data-driven and aspirational targets. IDOT will first work together to develop a plan and then will involve above mentioned stakeholders to receive feedback and constructive criticism. IDOT will consider recommendations and will present the final plan to the IDOT Executive Committee. The final methodology will be presented to all stakeholders.

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

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

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2019 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	977.5	1008.8
Number of Serious Injuries	11727.4	11448.6
Fatality Rate	0.920	0.946
Serious Injury Rate	11.040	10.746
Non-Motorized Fatalities and Serious Injuries	1431.7	1545.0

The only two performance measures Illinois met was the number of serious injuries (11727.4 target, 11448.6 actual) and serious injury rate (11.04 target, 10.746 actual). Illinois did not meet the number of fatalities target (977.5 target, 1008.8 actual), fatality rate (0.92 target, 0.946 actual), or non-motorized fatalities and serious injuries (1431.7 target, 1545 actual).

In regards to the fatality and fatality rate, IDOT believes that zero is the only acceptable number for fatalities and serious injuries and therefore set an aggressive ideal 2% reduction rate rather than a realistic reduction rate like other states have. IDOT still believes that 0 is the only acceptable number, but is in talks with other stakeholders to perhaps adjust the targets making them more realistic instead of aggressive in hopes that IDOT can do a better job at meeting them.

As for non-motorized fatalities and serious injuries, Illinois has seen an increase in pedestrian fatalities, particularly in urban areas such as Chicago, where the majority of non-motorized fatalities and serious injuries occur. In the past, IDOT completed the Pedestrian Corridor Analysis to help districts identify intersections and segments where there has been a pattern of pedestrian fatal and A-injury crashes. BSPE had been hoping to conduct a pedestrian RSA in Chicago over several blocks this summer. Unfortunately, the COVID epidemic put it on hold, although there's still hope to conduct it next year working with IDOT District 1, CMAP and Chicago DOT. Additionally, the recently completed 2020 State Safety Tiers now include fields to show overrepresented crash types for each location, including pedestrian and pedalcyclist to further help districts identify locations for

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pedestrian and pedalcyclist improvements. BSPE also spoke at Bike Illinois Safety Summit on the HSIP application process, in an effort to encourage more HSIP applications aimed pedalcyclist or pedestrian improvements.

Applicability of Special Rules

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

Yes

As seen in Question 23, \$6,048,546 was programmed and \$6,048,546 was obligated for HRRR funding during the fiscal year.

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

PERFORMANCE MEASURES	2013	2014	2015	2016	2017	2018	2019
Number of Older Driver and Pedestrian Fatalities	139	146	158	176	157	145	180
Number of Older Driver and Pedestrian Serious Injuries	932	905	1,016	893	989	1,024	985

2019 crash data is still provisional and subject to change.

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

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

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

While BSPE's consultants did develop an HSIP Evaluation Tool, as of the time of this report, evaluations based on more recent crash data has not been completed since the last report due to a lag in crash data completion, and BSPE's desire for at least five years of post data for analysis. Last year's evaluation found on average, fatalities were reduced by 20%, A-Injuries were reduced by 18%, B-Injuries were reduced by 5%, and KAB injury crashes were reduced overall by 10% at treated locations.

BSPE acknowledges that program evaluation is important and an area BSPE should be working to improve on. BSPE has received grant funding to upgrade and replace its current HSIP SharePoint Site. Among the desired outcomes for the new site, is for it to be to communicate with other databases to access construction updates on projects, as this is something that is currently not available and makes it hard for BSPE to know if or when a project has gone to letting. Once an application is approved, BSPE is not informed if or when the project moves to letting and construction and sometimes approved projects can sit for years before moving forward on, which also makes it difficult to perform program evaluations.

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

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

Effectiveness of Groupings or Similar Types of Improvements

Present and describe trends in SHSP emphasis area performance measures.

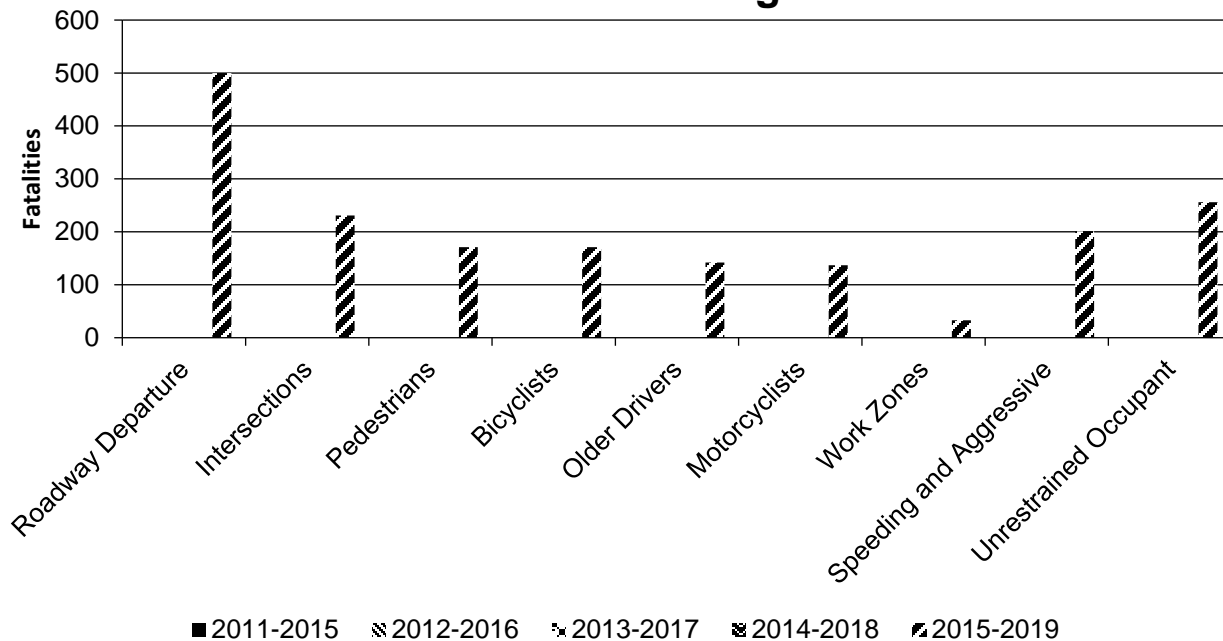
Year 2019

SHSP Area	Emphasis	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			500	2,880	0.49	3.15	0	0	0
Intersections			231	4,005	0.24	4.51	0	0	0

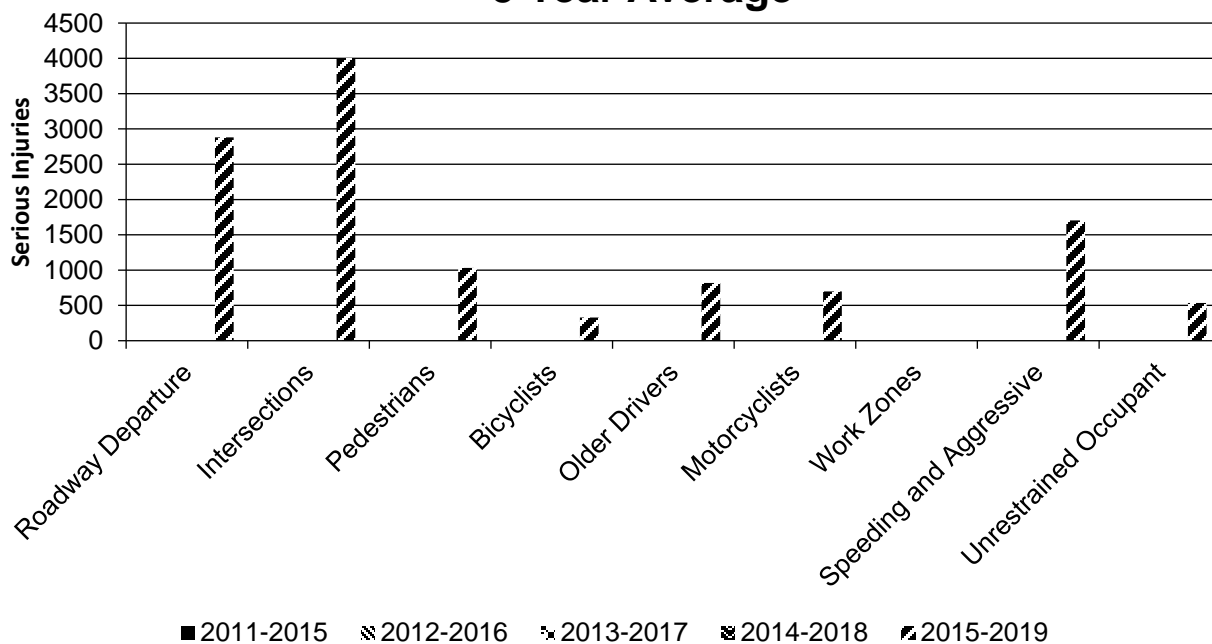
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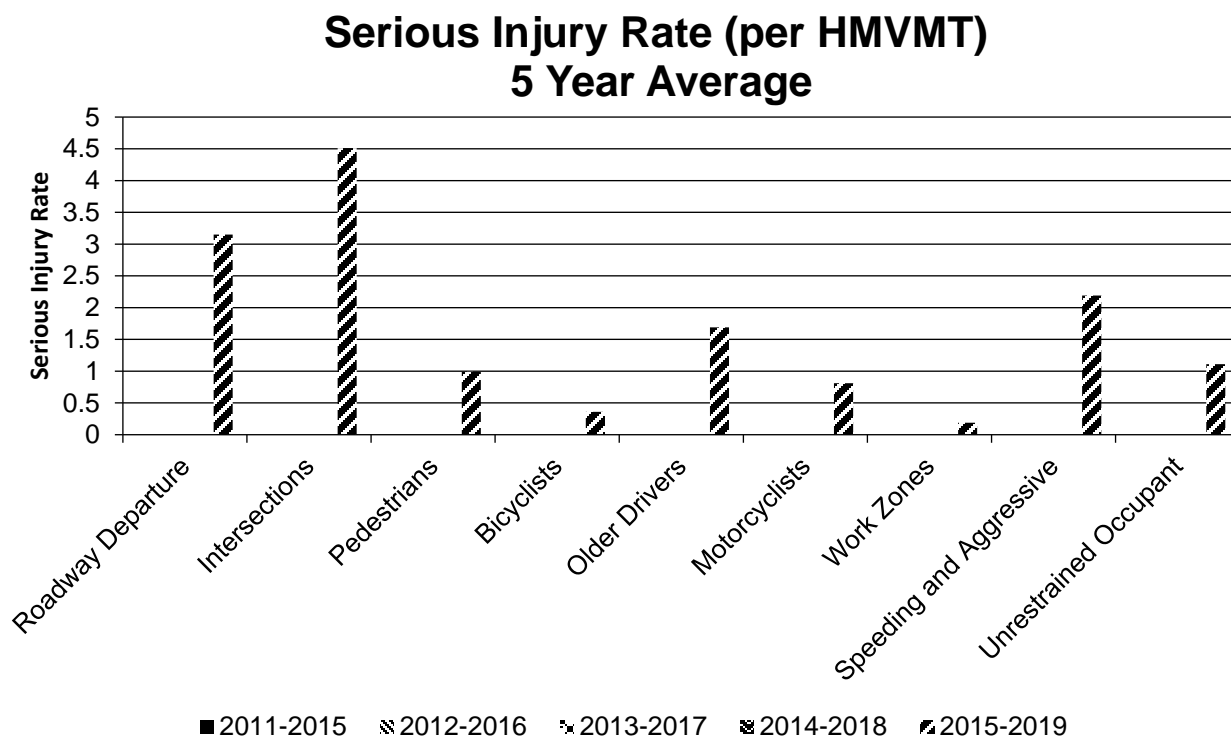
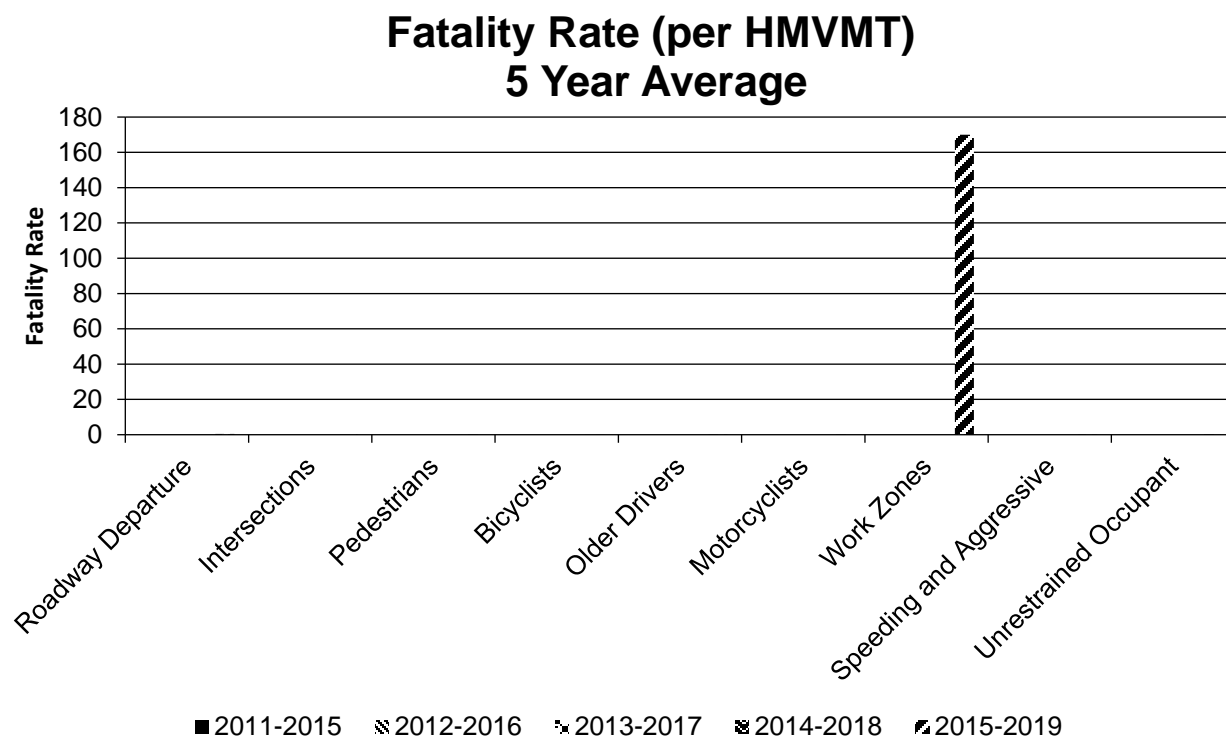
SHSP Area	Emphasis	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)	Other 1	Other 2	Other 3
Pedestrians			171	1,031	0.15	0.99		0	0
Bicyclists			171	328	0.02	0.36	0	0	0
Older Drivers			142	818	0.19	1.69	0	0	0
Motorcyclists			137	698	0.14	0.81	0	0	0
Work Zones			33	0.03	170	0.19	0	0	0
Speeding and Aggressive			201	1,705	0.22	2.19	0	0	0
Unrestrained Occupant			256	535	0.29	1.11	0	0	0

Number of Fatalities 5 Year Average



Number of Serious Injuries 5 Year Average





2019 crash data is not finalized and still subject to change. For the 2019 crash report, an additional field was added specifically for distracted drivers, hence the large increase for distracted/fatigued fatality and serious injury counts for 2019 when compared to earlier years. All work zone types were included for the work zone emphasis area. Due to issues with query, older driver fatalities and serious injuries include only drivers ages 65

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and only who were killed or serious injury, and excludes any passengers or other drivers which might have been killed or serious injured in a crash. Same for young driver (aged 20 and younger) counts.

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

No

IDOT prepared an HSIP evaluation tool and considered the naïve before and after for all HSIP investments between 2007 and 2015 and is currently working on updating it with more recent crash data from 2016 - 2019.

Project Effectiveness

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

No additional comments.

Compliance Assessment

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

07/28/2017

What are the years being covered by the current SHSP?

From: 2017 To: 2022

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

2022

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

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

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

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

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

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

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

Optional Attachments

Program Structure:

Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

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

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

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

HMVMT: means hundred million vehicle miles traveled.

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

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

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

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

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

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

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

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

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