ILLINOIS

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2023 ANNUAL REPORT

Disclaimer: This report is the property of the State Department of Transportation (State DOT). The State DOT completes the report by entering applicable information into the Federal Highway Administration's (FHWA) Highway Safety Improvement Program (HSIP) online reporting tool. Once the State DOT completes the report pertaining to its State, it coordinates with its respective FHWA Division Office to ensure the report meets all legislative and regulatory requirements. FHWA's Headquarters Office of Safety then downloads the State's finalized report and posts it to the website (https://highways.dot.gov/safety/hsip/reporting) as required by law (23 U.S.C. 148(h)(3)(A)).

Photo source: Federal Highway Administration

Table of Contents

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

Executive Summary

This reporting period was based on State Fiscal Year from July 1st, 2021 - June 30, 2022. VRU Safety Special Rule will apply next reporting period.

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 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. 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.

The major change for this report period (State Fiscal Year July 1, 2021 - June 30, 2022) when compared to previous years is to better assist local agencies with addressing fatal and severe injury crashes on their roadways. In past years the split between state and local funding has been 80% state and 20% local, whereas this year that was changed to 70% state and 30% local. BSPE hopes to continue this practice into future years, along with further initiatives to save lives on all roadways throughout Illinois.

Introduction

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

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

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

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

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

Where is HSIP staff located within the State DOT?

Other-Bureau of Safety Programs and Engineering

How are HSIP funds allocated in a State?

- Other-See explanation in box.

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

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

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

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

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

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

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

Describe coordination with internal partners.

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

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

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.

In the previous report, IDOT's new Run Off the Road Initiative (RORI) tool was mentioned which allows local agencies to view their rural roads and recommended countermeasures such as adding shoulders, rumble stripes, and more with a benefit/cost estimate to better aid local agencies in applying for HSIP projects. For 2022, it was updated to include more recent crash data and additional countermeasures for curves and nighttime crashes.

Describe HSIP program administration practices that have changed since the last reporting period.

In previous years, the split between state and local funding was 80%/20%. In an attempt to provide local agencies more funding as more than 20% of fatalities occur on local roads, IDOT increased the split to 70%/30% and plan to continue with the higher allocation of funds for local HSIP projects.

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

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

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

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

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

Program Methodology

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

Yes

https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/manuals-guides-and-handbooks/safety/safety-1.06---safety-engineering-policy-memorandum.pdf

Select the programs that are administered under the HSIP.

- Horizontal Curve
- HRRR
- Left Turn Crash
- Local Safety
- Pedestrian Safety
- Roadway Departure

Program: Horizontal Curve

Date of Program Methodology:3/1/2018

What is the justification for this program?

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

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume

Roadway

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

What project identification methodology was used for this program?

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

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

Available funding:1
Cost Effectiveness:2

Program: HRRR

Date of Program Methodology:3/1/2018

What is the justification for this program?

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

What is the funding approach for this program?

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

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume

Roadway

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

What project identification methodology was used for this program?

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

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

Available funding:1
Cost Effectiveness:2

Program: Left Turn Crash

Date of Program Methodology:11/6/2019

What is the justification for this program?

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

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- Fatal and serious injury crashes only

Exposure

- Traffic

Roadway

- Functional classification
- Roadside features

What project identification methodology was used for this program?

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

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

No

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

How are projects under this program advanced for implementation?

- selection committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization.

Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Available funding:1
Cost Effectiveness:2

Program: Local Safety

Date of Program Methodology:1/1/2018

What is the justification for this program?

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

What is the funding approach for this program?

Other-HSIP allocation for locally owned roadways

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Fatal and serious injury crashes only	• Traffic	• Horizontal curvature • Functional classification • Other-Ownership

What project identification methodology was used for this program?

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

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- selection committee

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

Rank of Priority Consideration

Available funding:2
Cost Effectiveness:1

Program: Pedestrian Safety

Date of Program Methodology:9/28/2017

What is the justification for this program?

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

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- Other-Pedestrian fatal and serious crashes only

Exposure

Roadway

- Other-All routes eligible

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must

equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Available funding:1
Cost Effectiveness:2

Program: Roadway Departure

Date of Program Methodology:5/1/2022

What is the justification for this program?

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

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

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

What project identification methodology was used for this program?

- Crash rate
- Other-Benefit/cost analysis

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

Yes

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

How are projects under this program advanced for implementation?

- Other-Compete with all local road HSIP applications

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

Rank of Priority Consideration

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

This is referring to IDOT's Run Off the Road Initiative (RORI). It's an online tool that was first created in 2021 as a way to assist local agencies with selecting and prioritizing rural road segments for improvements based on their historic KAB roadway departure crash data and an estimated B/C for suggested countermeasures. It was updated in Spring 2022 to include countermeasures for curves, nighttime, and wet pavement crashes. While projects submitted based on the tool have to be updated using a local agencies own B/C (cost estimates could differ depending on the region of Illinois the segment is located and rising construction costs) and have to compete against all other local HSIP projects, IDOT has seen several projects submitted and approved based on the tool.

What percentage of HSIP funds address systemic improvements?

64

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

- Add/Upgrade/Modify/Remove Traffic Signal
- Cable Median Barriers
- Clear Zone Improvements
- Horizontal curve signs
- Install/Improve Pavement Marking and/or Delineation
- Install/Improve Signing
- Pavement/Shoulder Widening
- Upgrade Guard Rails
- Wrong way driving treatments

Still waiting on project list. Please return question.

What process is used to identify potential countermeasures?

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

Does the State HSIP consider connected vehicles and ITS technologies?

No

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

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

Yes

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

The HSM was used as a basis for developing Illinois calibrated safety performance functions (SPFs). These SPFs have been used in the development of Illinois' safety tiers and other tools which assist in HSIP identification and approval process. Each HSIP application requires a benefit/cost analysis using proven, high-quality countermeasures from the CMF Clearinghouse and HSM. HSIP projects completed from 2007 – 2015 were evaluated using methods found in the HSM. IDOT updated its state safety tiers based on 2014 - 2018 crash data and an update for the local tiers was released in 2023 and will be discussed in next year's online report as it's beyond the reporting period for this year's report.

Describe program methodology practices that have changed since the last reporting period.

As reported elsewhere, IDOT has increased the split for local funding from 80% state/20% local to 70% state/30% local.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

July 1, 2021 - June 30, 2022

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$202,806,000	$93,180,801	45.95%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$0	$0	0%
Totals	$202,806,000	$93,180,801	45.95%

VRU penalty was not applicable during this report period.

The obligated amounts include obligations and de-obligations for both state and local projects that were originally first obligated in previous years, as in the case for HRRR where there was a de-obligated amount of $5,750.83. While Illinois was not in penalty and did not have to spend HRRR funding, Illinois has been keeping a list of projects with HRRR location

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

30%

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

30%

In previous years, local agencies were allocated 20% of funding. Beginning in this reported fiscal year the amount was increased to 30% which is expected to continue in future years.

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

0%

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

0%

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

0%

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

0%

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

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

These obstacles along with construction costs rising as mentioned in last year's report are still present. In the past year, BSPE has identified additional impediments on a more administrative level. BSPE provides a number of tools and resources to the districts and locals to assist in project identification or initiatives, but ultimately has no authority on forcing the districts or local agencies to follow through with project submittals or spend allocated funding on said projects. Furthermore, projects can be approved by the HSIP Committee, but go years before being programmed or obligated if at all. Sometimes this is due to instances where districts will plan out years in advance or could be instances where the districts will sit on plans. Discussions are being held internally within BSPE on how to deal with these issues, especially with VRU penalty funding being applicable in next year's Online Report.

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
201712031	Intersection traffic control	Modify traffic signal – modernization/replacement	3	Intersections	$605700	$673000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	31,945	45	County Highway Agency	Spot	Intersections	
201912008	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	4.3	Miles	$2388903	$4500000	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,700	55	County Highway Agency	Systemic	Roadway Departure	
201809103	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	1.05	Miles	$1000000	$1111110	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,750	55	County Highway Agency	Systemic	Roadway Departure	
201809131	Roadside	Barrier- metal	1.48	Miles	$1000000	$1356000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	5,000	55	County Highway Agency	Systemic	Roadway Departure	
201701020	Roadside	Barrier- metal	1.83	Miles	$910000	$1540000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	5,000	55	County Highway Agency	Systemic	Roadway Departure	
201506025	Alignment	Horizontal curve realignment	2	Curves	$401013	$445570	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	1,200	55	County Highway Agency	Spot	Roadway Departure	
201809112	Roadside	Barrier- metal	1.64	Miles	$686211	$617590	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	5,000	55	County Highway Agency	Systemic	Roadway Departure	
201809110	Roadside	Barrier- metal	5.73	Miles	$1000000	$3149000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	5,000	55	County Highway Agency	Systemic	Roadway Departure	
201912011	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	1.81	Miles	$1637500	$1819500	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,000	55	County Highway Agency	Systemic	Roadway Departure	
202108001	Roadway	Rumble strips – edge or shoulder	4.16	Miles	$982800	$1092000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	2,450	55	State Highway Agency	Systemic	Roadway Departure	
202108002	Roadside	Barrier – cable	5.62	Miles	$1192500	$1325000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	17,200	70	State Highway Agency	Systemic	Roadway Departure	
202108003	Roadside	Barrier – cable	6	Miles	$1350000	$1500000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	20,100	70	State Highway Agency	Systemic	Roadway Departure	

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
202107001	Intersection traffic control	Modify control – two-way stop to all-way stop	1	Intersections	$135000	$150000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,550	55	State Highway Agency	Spot	Intersections	
201912017	Intersection geometry	Intersection geometry - other	1	Intersections	$364033	$404482	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	12,500	35	County Highway Agency	Spot	Intersections	
201304006	Intersection geometry	Add/modify auxiliary lanes	8	Intersections	$7920180	$8800200	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	9,200	55	State Highway Agency	Spot	Intersections	
202112006	Roadway signs and traffic control	Sign sheeting - upgrade or replacement	15	Miles	$1316700	$1463000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	124,000	70	State Highway Agency	Systemic	Older Drivers	
201907006	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$2475000	$2750000	HSIP (23 U.S.C. 148)	Rural	Major Collector	5,375	55	State Highway Agency	Spot	Intersections	
202111002	Roadway	Rumble strips – edge or shoulder	5.44	Miles	$1101600	$1224000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	1,800	55	State Highway Agency	Systemic	Roadway Departure	
202112008	Speed management	Dynamic Speed Feedback Signs	7	Ramps	$157500	$175000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	2,250	70	State Highway Agency	Systemic	Intersections	
202103003	Roadway	Rumble strips – edge or shoulder	9.91	Miles	$3276341	$3640379	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,500	55	State Highway Agency	Systemic	Roadway Departure	
202112007	Intersection traffic control	Modify traffic signal – add backplates with retroreflective borders	91	Locations	$2047500	$2275000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	5,000	55	State Highway Agency	Systemic	Intersections	
202007002	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	4.64	Miles	$2505915	$435000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	6,050	55	State Highway Agency	Systemic	Roadway Departure	
202102001	Advanced technology and ITS	Advanced technology and ITS - other	15	Locations	$450000	$500000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	5,000	65	State Highway Agency	Spot	Work Zones	
201712029	Intersection traffic control	Modify traffic signal – add additional signal heads	5	Intersections	$1462500	$1625000	HSIP (23 U.S.C. 148)	Urban	Minor Collector	5,000	40	State Highway Agency	Systemic	Intersections	
202111003	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$855000	$950000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	17,300	55	State Highway Agency	Spot	Intersections	

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
201310013	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$1530000	$1700000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	27,000	55	State Highway Agency	Spot	Intersections	
202110005	Intersection traffic control	Modify control – two-way stop to all-way stop	1	Intersections	$127080	$141200	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,600	55	State Highway Agency	Spot	Intersections	
202112005	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	5.9	Miles	$1136229	$1262477	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,100	55	State Highway Agency	Systemic	Roadway Departure	
202112002	Roadway delineation	Improve retroreflectivity	44	Ramps	$880680	$978534	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	10,000	65	State Highway Agency	Systemic	Older Drivers	
201411009	Roadway	Roadway widening - curve	1	Curves	$486000	$540000	HSIP (23 U.S.C. 148)	Rural	Major Collector	900	30	City or Municipal Highway Agency	Spot	Roadway Departure	
202112047	Intersection traffic control	Modify control – two-way stop to all-way stop	1	Intersections	$414000	$460000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,550	55	State Highway Agency	Spot	Intersections	
202111028	Roadway delineation	Wider Edge Lines (6 inch markings)	230	Miles	$1890000	$2100000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	25,000	70	State Highway Agency	Systemic	Roadway Departure	
201912011	Roadway	Roadway widening - curve	1	Curves	$1637550	$1819500	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	900	55	County Highway Agency	Spot	Roadway Departure	
201711001	Roadside	Increase clear zone – tangent	5.72	Miles	$270000	$300000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	950	55	State Highway Agency	Systemic	Roadway Departure	
202009005	Roadway	Rumble strips – edge or shoulder	10.02	Miles	$1935000	$2150000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,112	55	State Highway Agency	Systemic	Roadway Departure	
202112003	Roadway delineation	Wider Edge Lines (6 inch markings)	42.65	Miles	$3161700	$3513000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	2,500	55	State Highway Agency	Systemic	Roadway Departure	
202008002	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	6	Miles	$1215000	$1350000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,900	55	State Highway Agency	Systemic	Roadway Departure	
202011001	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	$900000	$1000000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,663	65	State Highway Agency	Spot	Intersections	

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
201903012	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	15.52	Miles	$8550000	$9500000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,500	55	State Highway Agency	Systemic	Roadway Departure	
201801007	Intersection traffic control	Modify traffic signal – add backplates with retroreflective borders	12	Intersections	$279000	$310000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	5,000	45	State Highway Agency	Spot	Intersections	
202007003	Roadside	Barrier end treatments (crash cushions, terminals)	60	Locations	$824400	$916000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,950	55	State Highway Agency	Systemic	Roadway Departure	
202007001	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	$3500000	$6000000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	7,550	55	State Highway Agency	Spot	Intersections	
201212011	Roadway	Roadway widening - add lane(s) along segment	0.74	Miles	$4667580	$5186200	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	11,000	45	State Highway Agency	Spot	Roadway Departure	
201901001	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	4.66	Miles	$894123	$993470	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,650	55	State Highway Agency	Systemic	Roadway Departure	
202103005	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	1	Intersections	$883800	$982000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,564	45	State Highway Agency	Spot	Intersections	
202109004	Roadway	Rumble strips – edge or shoulder	4.16	Miles	$810000	$900000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,500	55	State Highway Agency	Systemic	Roadway Departure	
202001007	Intersection geometry	Modify lane assignment	1	Intersections	$774000	$860000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	16,400	30	State Highway Agency	Spot	Intersections	
201912010	Alignment	Vertical alignment or elevation change	1	Curves	$549996	$611107	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	1,350	55	County Highway Agency	Spot	Roadway Departure	
202001003	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	5	Intersections	$1147500	$1275000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	10,000	40	County Highway Agency	Systemic	Intersections	
201809114	Lighting	Intersection lighting	1	Intersections	$49500	$55000	HSIP (23 U.S.C. 148)	Rural	Major Collector	900	55	County Highway Agency	Spot	Intersections	
202112003	Roadway delineation	Wider Edge Lines (6 inch markings)	42.65	Miles	$3552989	$3947765	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	2,500	55	State Highway Agency	Systemic	Roadway Departure	
202111027	Roadway signs and traffic control	Curve-related warning signs and flashers	1872	Signs	$1027800	$1142000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	2,500	55	State Highway Agency	Systemic	Roadway Departure	

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
202111024	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$1800000	$2000000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,275	55	State Highway Agency	Spot	Intersections	
201912020	Pedestrians and bicyclists	Medians and pedestrian refuge areas	1	Locations	$351035	$390039	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	26,000	35	State Highway Agency	Spot	Pedestrians	
202112009	Advanced technology and ITS	Advanced technology and ITS - other	10.4	Miles	$12690000	$14100000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	125,000	55	State Highway Agency	Systemic	Older Drivers	
201912006	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	6.7	Miles	$445000	$2200000	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,212	55	County Highway Agency	Spot	Roadway Departure	
202112001	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	5.47	Miles	$1890000	$2100000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,150	55	State Highway Agency	Systemic	Roadway Departure	
201310007	Intersection traffic control	Modify control – new traffic signal	1	Intersections	$675000	$607500	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	21,100	55	State Highway Agency	Spot	Intersections	
201310011	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$1500000	$1350000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	33,400	40	State Highway Agency	Spot	Intersections	
201912016	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	9.32	Miles	$1369953	$1522170	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	363	55	County Highway Agency	Systemic	Roadway Departure	
202111026	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	21.83	Miles	$3510000	$3900000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	2,355	55	State Highway Agency	Systemic	Roadway Departure	
201912026	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$648900	$721000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	9,975	45	City or Municipal Highway Agency	Spot	Intersections	
202203003	Roadway	Rumble strips – edge or shoulder	1.25	Miles	$695000	$4222000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,400	55	State Highway Agency	Systemic	Roadway Departure	
201605011	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$850000	$765000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	39,000	40	State Highway Agency	Spot	Intersections	
202110003	Roadside	Barrier end treatments (crash cushions, terminals)	39	Locations	$405000	$450000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,000	55	State Highway Agency	Systemic	Roadway Departure	

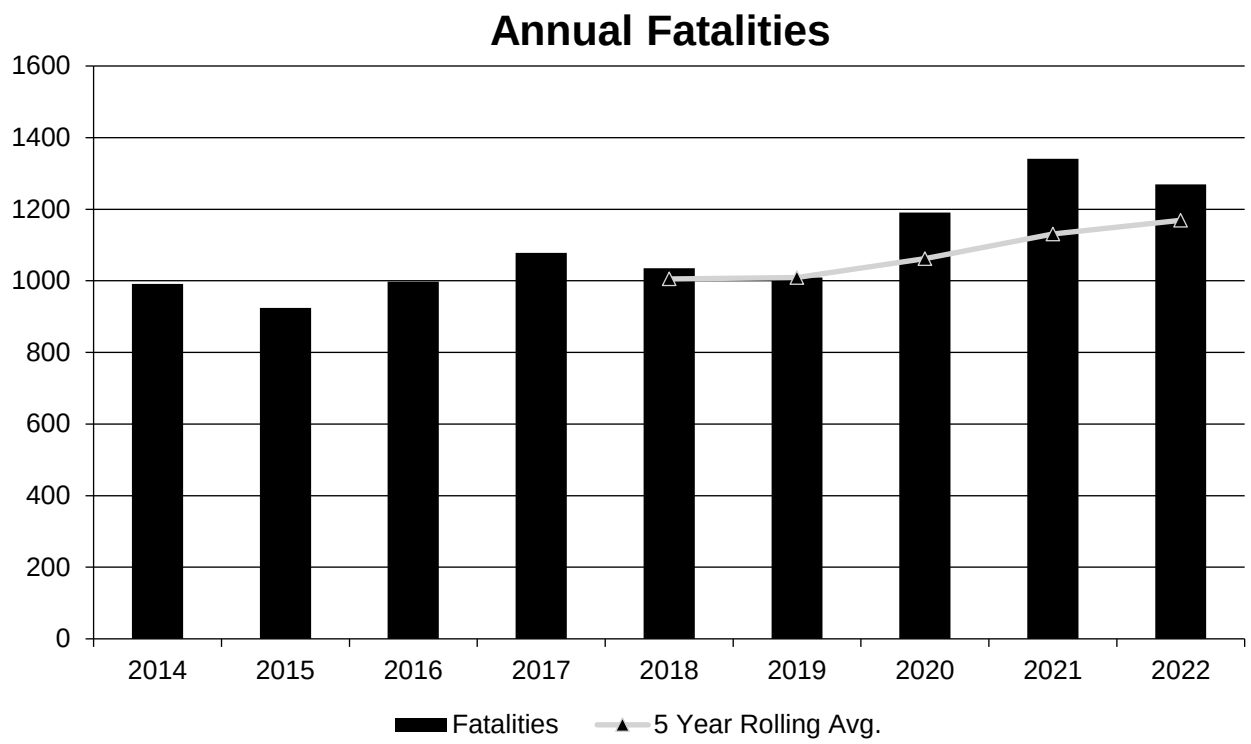
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
201809117	Intersection geometry	Add/modify auxiliary lanes	4	Intersections	$3179070	$3532300	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	5,000	55	County Highway Agency	Spot	Intersections	
202104001	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	8	Intersections	$950400	$1056000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,050	40	State Highway Agency	Spot	Intersections	
201912017	Intersection geometry	Intersection realignment	1	Intersections	$323482	$404482	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	12,500	35	County Highway Agency	Spot	Intersections	
201712034	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	8	Intersections	$704340	$782600	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	28,636	45	County Highway Agency	Spot	Intersections	
201510003	Intersection traffic control	Modify control – new traffic signal	1	Intersections	$675000	$750000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	41,600	45	State Highway Agency	Spot	Intersections	
201912023	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$541827	$602030	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	48,000	40	County Highway Agency	Spot	Intersections	
202011007	Intersection traffic control	Intersection signing – add enhanced advance warning (double-up and/or oversize)	25	Intersections	$101250	$112500	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	5,000	55	County Highway Agency	Systemic	Intersections	
201809130	Roadside	Barrier end treatments (crash cushions, terminals)	76	Locations	$1000000	$1283100	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	5,000	55	County Highway Agency	Systemic	Roadway Departure	
201701007	Roadside	Barrier- metal	57	Locations	$617449	$686054	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	5,000	55	County Highway Agency	Systemic	Roadway Departure	
202204002	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	3.5	Miles	$720000	$800000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	3,400	55	State Highway Agency	Systemic	Roadway Departure	
201809106	Pedestrians and bicyclists	Install sidewalk	0.74	Miles	$704921	$783246	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	11,200	35	County Highway Agency	Systemic	Pedestrians	

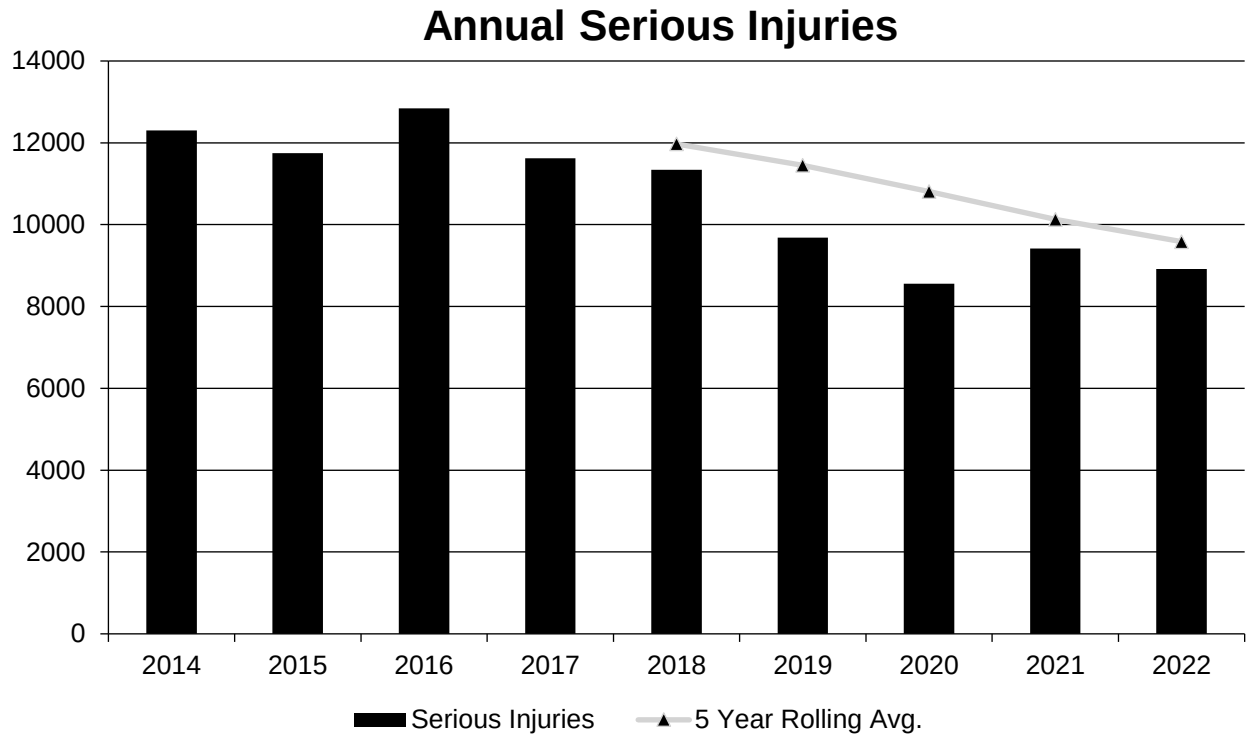
Safety Performance

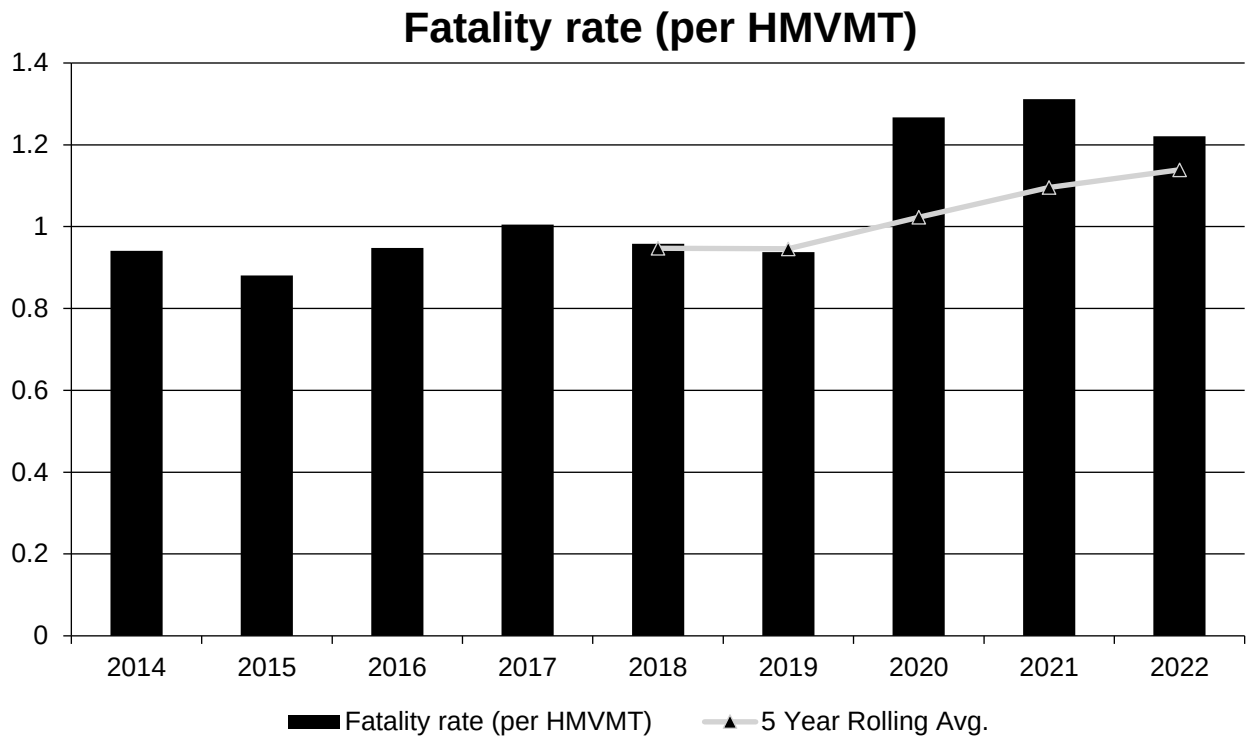
General Highway Safety Trends

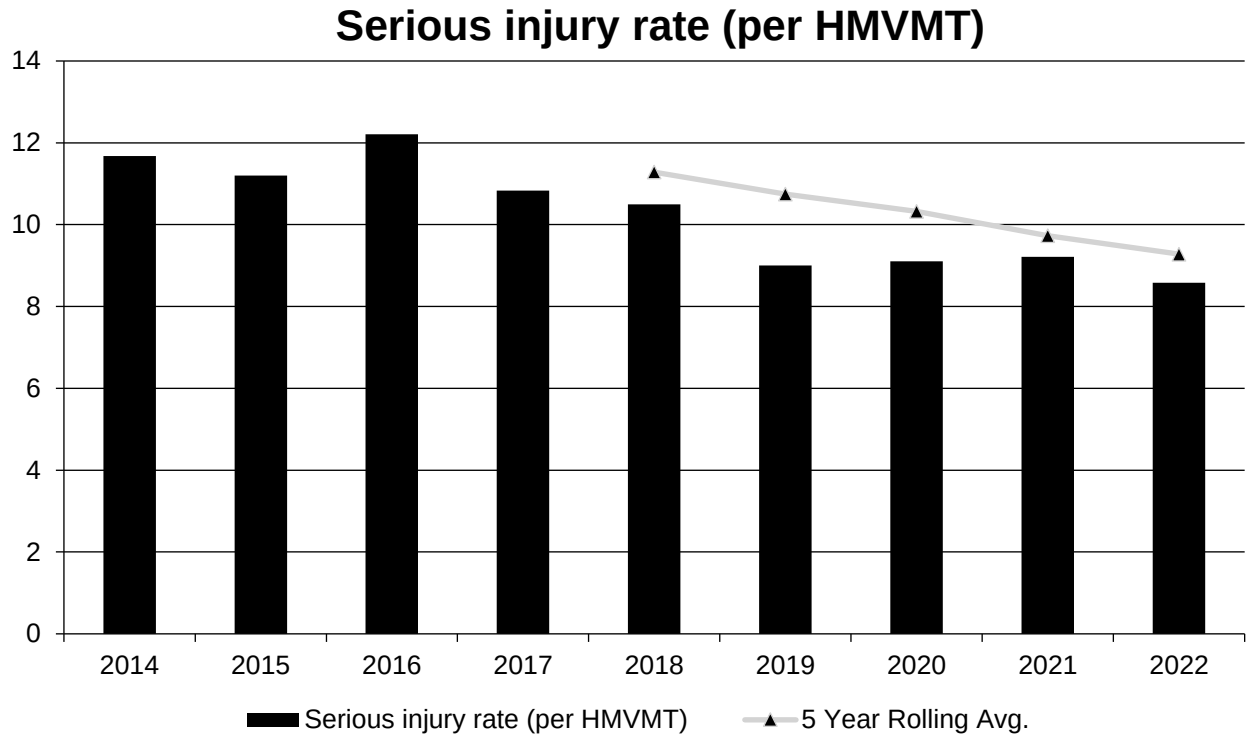
Present data showing the general highway safety trends in the State for the past five years.

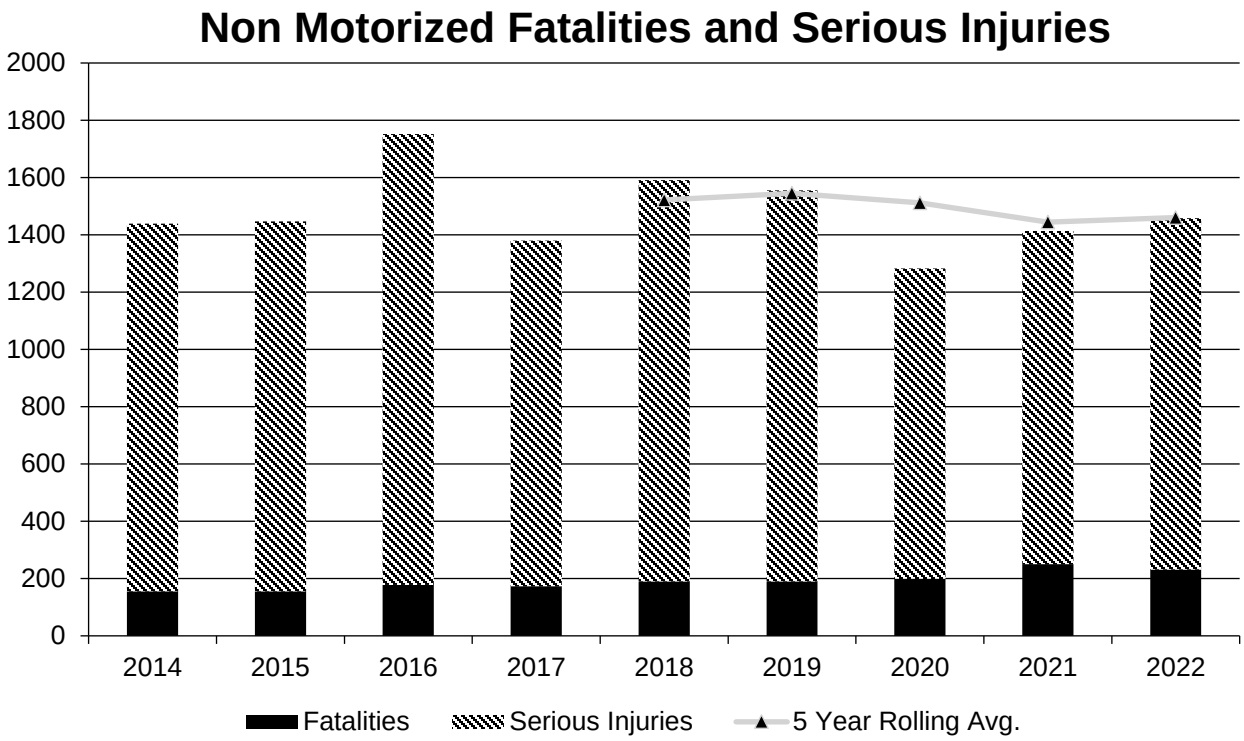
PERFORMANCE MEASURES	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatalities	991	924	998	1,078	1,035	1,009	1,191	1,341	1,269
Serious Injuries	12,300	11,748	12,844	11,622	11,344	9,685	8,560	9,417	8,920
Fatality rate (per HMVMT)	0.941	0.881	0.948	1.005	0.958	0.938	1.267	1.312	1.221
Serious injury rate (per HMVMT)	11.681	11.199	12.206	10.830	10.497	9.000	9.106	9.215	8.580
Number non-motorized fatalities	156	155	178	173	190	190	199	250	231
Number of non-motorized serious injuries	1,283	1,292	1,574	1,207	1,401	1,365	1,084	1,163	1,227


Annual Fatalities
1600
1400
1200
1000
800
600
400
200
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
14000
12000
10000
8000
6000
4000
2000
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
14
12
10
8
6
4
2
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

FARS

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

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

Year 2022

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	90.2	342.8	0.62	2.36
Rural Principal Arterial (RPA) - Other Freeways and Expressways	3.4	17.2	0.63	3.2
Rural Principal Arterial (RPA) - Other	159.4	876	1.71	9.39
Rural Minor Arterial	138	822.8	1.71	10.22

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Minor Collector	12.6	81.6	2.02	13.1
Rural Major Collector	108	585.4	2.11	11.44
Rural Local Road or Street	69	1,210.2	1.12	19.66
Urban Principal Arterial (UPA) - Interstate	204.4	1,159.2	1.65	9.36
Urban Principal Arterial (UPA) - Other Freeways and Expressways	5	24	0.67	3.22
Urban Principal Arterial (UPA) - Other	204.4	1,159.2	1.65	9.36
Urban Minor Arterial	171.4	1,018.8	1.69	10.04
Urban Minor Collector	12.4	83.6	1.77	11.94
Urban Major Collector	108.8	636.8	1.83	10.73
Urban Local Road or Street	69.6	1,641.2	0.91	21.42

Year 2019

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

Safety Performance Targets

Safety Performance Targets

Calendar Year 2024 Targets *

Number of Fatalities:1121.9

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

Illinois' ultimate goal is 0 fatalities as outlined in its SHSP. While this goal may be unrealistic and not easy to meet, Illinois uses 2% reduction to determine its target setting. Number listed here is the target for 2024 based on a five year rolling average.

Number of Serious Injuries:8418.0

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

Illinois' ultimate goal is 0 serious injuries as outlined in its SHSP. While this goal may be unrealistic and not easy to meet, Illinois uses 2% reduction to determine its target setting. Number listed here is the target for 2024 based on a five year rolling average.

Fatality Rate:1105.000

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

Illinois' ultimate goal is 0 fatalities as outlined in its SHSP. While this goal may be unrealistic and not easy to meet, Illinois uses 2% reduction to determine its target setting. Number listed here is the target for 2024 based on a five year rolling average.

Serious Injury Rate:8498.000

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

Illinois' ultimate goal is 0 serious injuries as outlined in its SHSP. While this goal may be unrealistic and not easy to meet, Illinois uses 2% reduction to determine its target setting. Number listed here is the target for 2024 based on a five year rolling average.

Total Number of Non-Motorized Fatalities and Serious Injuries:202.5

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

Illinois' ultimate goal is 0 no-motorized fatalities and serious injuries as outlined in its SHSP. While this goal may be unrealistic and not easy to meet, Illinois uses 2% reduction to determine its target setting. Number listed here is the target for 2024 based on a five year rolling average.

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

IDOT acknowledges there are issues with an annual 2% decrease. If changes were made, IDOT will work together to develop a plan with stakeholders such as MPOs, NHTSA, FHWA and others.

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

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2022 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	1000.0	1169.0
Number of Serious Injuries	11556.4	9585.2
Fatality Rate	0.930	1.139
Serious Injury Rate	10.328	9.280
Non-Motorized Fatalities and Serious Injuries	1512.2	1460.0

IDOT believes that the only acceptable number of fatalities and serious injuries is 0 and is therefore committed to a 2% reduction in fatalities each year even if it's not the most realistic goal. Illinois did meet its target for number of serious injuries, serious injury rate, and non-motorized fatalities and serious injuries targets but failed to meet the number of fatalities and fatality rate targets. However, Illinois did see a reduction in fatal crashes from 1341 in 2021 to 1269 in 2022. While not quite the reduction Illinois hoped for, after the spike in 2020, Illinois will hopefully continue to see a decrease in crashes.

Applicability of Special Rules

Does the VRU Safety Special Rule apply to the State for this reporting period?

No

This reporting period was based on State Fiscal Year from July 1st, 2021 - June 30, 2022. VRU Safety Special Rule will apply next reporting period.

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

No

Still waiting on information to finalize response. Please return question.

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	2016	2017	2018	2019	2020	2021	2022
Number of Older Driver and Pedestrian Fatalities	176	157	145	180	175	201	212
Number of Older Driver and Pedestrian Serious Injuries	893	989	1,024	985	664	771	789

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

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

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

BSPE is still working on program level evaluations. Unfortunately due to more pressing responsibilities, assignments and limited staff and resources, lag of crash data completion, BSPE has not yet been to complete updated program level evaluations nor has the consultants who normally assist BSPE with such assignments.

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

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

Again, the most significant programmatic changes which occurred between last year's report and this year's was increasing the allocation of local funding from a 80%/20% split to 70%/30% between state and local funding to better target fatal and severe injury crashes on the local system.

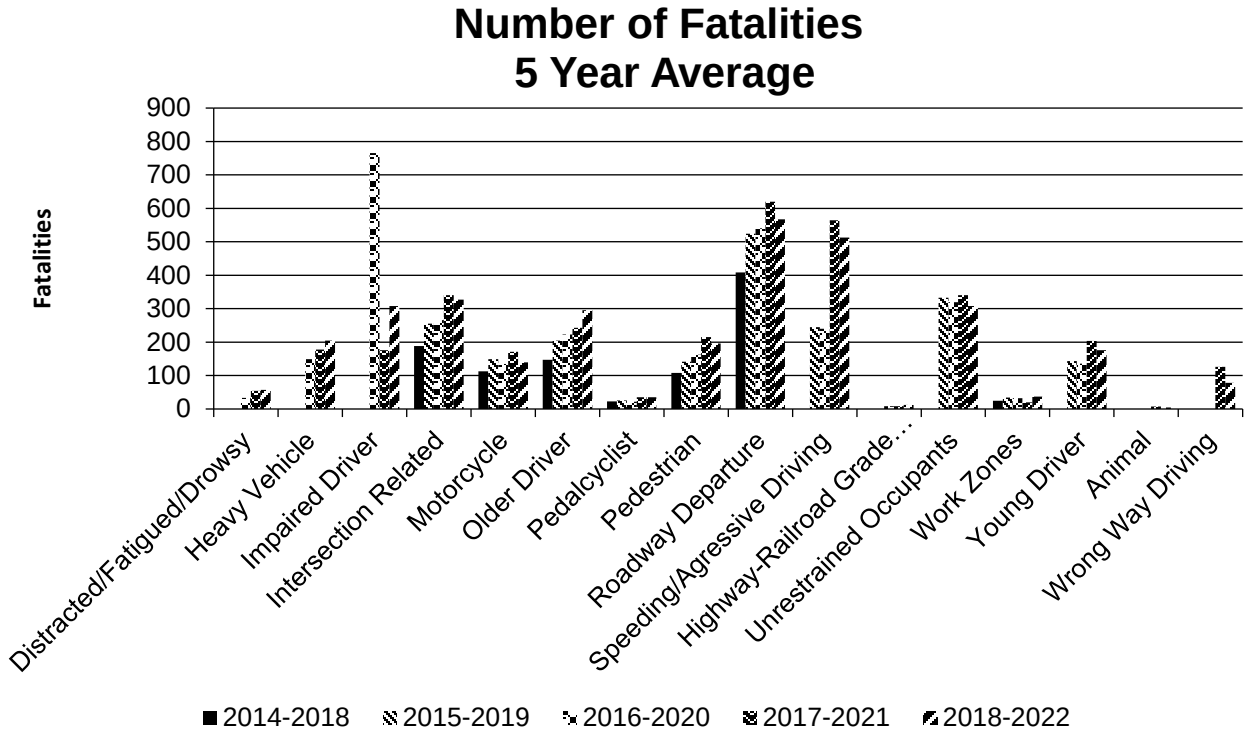
Effectiveness of Groupings or Similar Types of Improvements

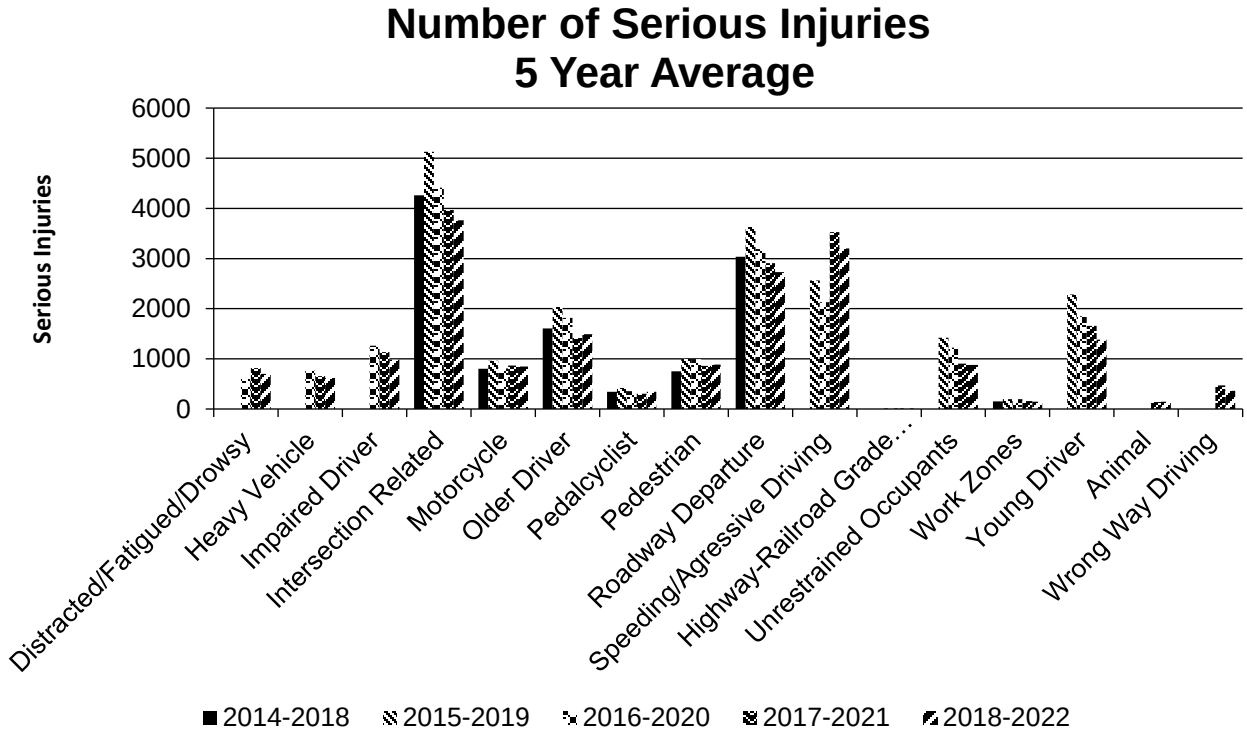
Present and describe trends in SHSP emphasis area performance measures.

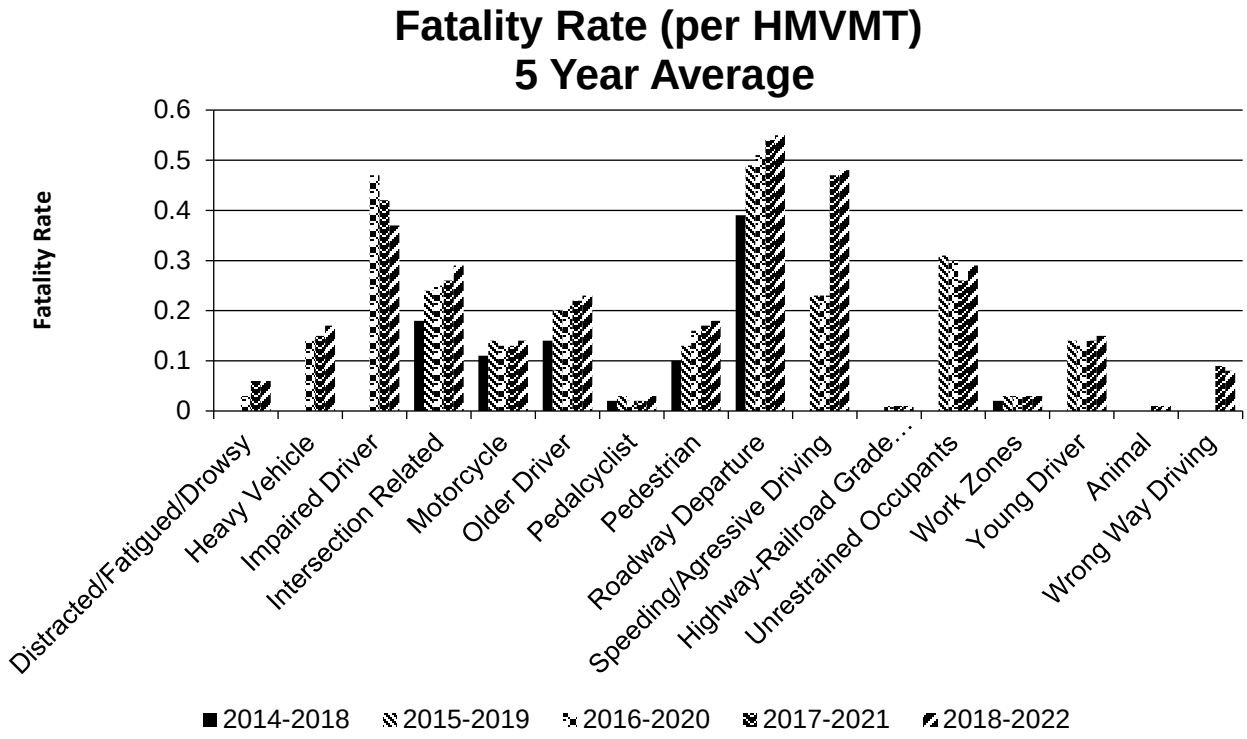
Year 2022

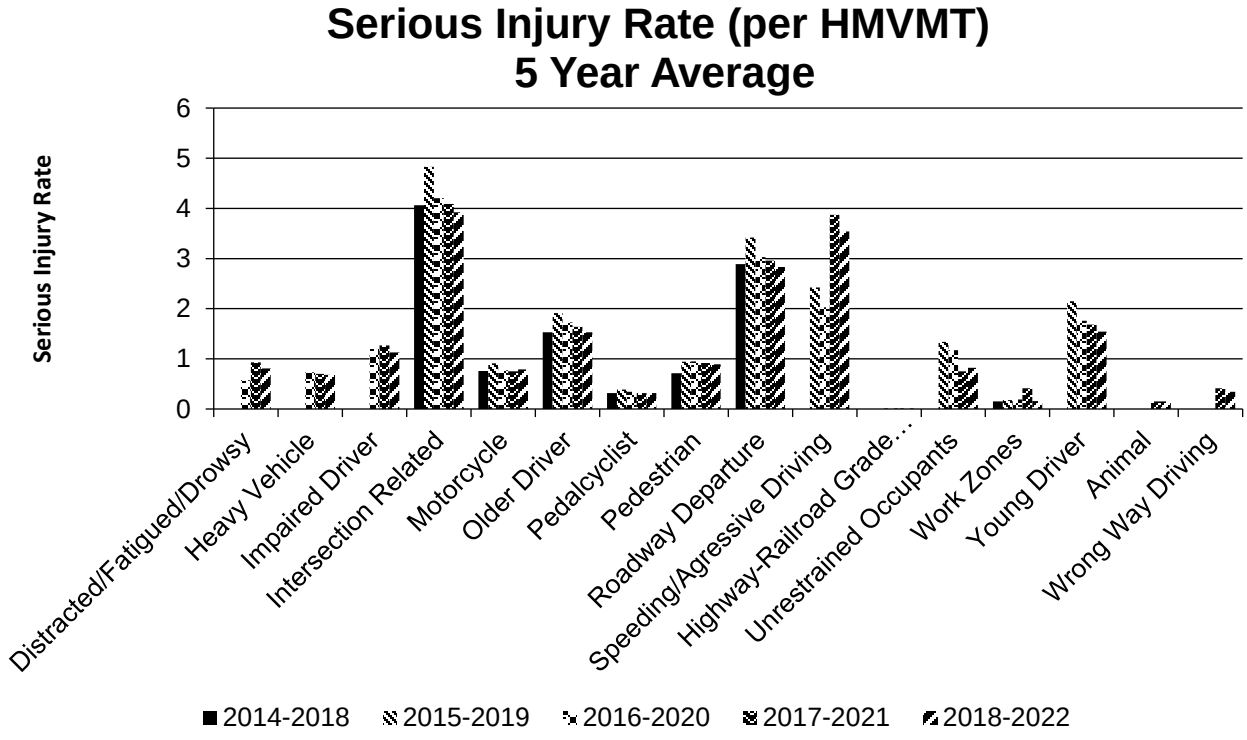
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Distracted/Fatigued/Drowsy		57	702	0.06	0.81
Heavy Vehicle		205	620	0.17	0.68
Impaired Driver		308	980	0.37	1.13
Intersection Related		327	3,760	0.29	3.92

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Motorcycle		139	849	0.14	0.79
Older Driver		295	1,491	0.23	1.53
Pedalcyclist		35	341	0.03	0.32
Pedestrian		196	886	0.18	0.89
Roadway Departure		567	2,729	0.55	2.83
Speeding/Agressive Driving		513	3,202	0.48	3.54
Highway-Railroad Grade Crossing		12	12	0.01	0.01
Unrestrained Occupants		308	879	0.29	0.82
Work Zones		37	147	0.03	0.16
Young Driver		176	1,385	0.15	1.54
Animal		5	143	0.01	0.15
Wrong Way Driving		78	363	0.08	0.34


Number of Fatalities
5 Year Average
Fatalities
900
800
700
600
500
400
300
200
100
0
Distracted/Fatigued/Drowsy
Heavy Vehicle
Impaired Driver
Intersection Related
Motorcycle
Older Driver
Pedalcyclist
Pedestrian
Roadway Departure
Speeding/Agressive Driving
Highway-Railroad Grade…
Unrestrained Occupants
Work Zones
Young Driver
Animal
Wrong Way Driving
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022


Number of Serious Injuries
5 Year Average
Serious Injuries
6000
5000
4000
3000
2000
1000
0
Distracted/Fatigued/Drowsy
Heavy Vehicle
Impaired Driver
Intersection Related
Motorcycle
Older Driver
Pedalcyclist
Pedestrian
Roadway Departure
Speeding/Agressive Driving
Highway-Railroad Grade…
Unrestrained Occupants
Work Zones
Young Driver
Animal
Wrong Way Driving
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022


Fatality Rate (per HMVMT)
5 Year Average
Fatality Rate
0.6
0.5
0.4
0.3
0.2
0.1
0
Distracted/Fatigued/Drowsy
Heavy Vehicle
Impaired Driver
Intersection Related
Motorcycle
Older Driver
Pedalcyclist
Pedestrian
Roadway Departure
Speeding/Agressive Driving
Highway-Railroad Grade…
Unrestrained Occupants
Work Zones
Young Driver
Animal
Wrong Way Driving
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022


Serious Injury Rate (per HMVMT)
5 Year Average
Serious Injury Rate
6
5
4
3
2
1
0
Distracted/Fatigued/Drowsy
Heavy Vehicle
Impaired Driver
Intersection Related
Motorcycle
Older Driver
Pedalcyclist
Pedestrian
Roadway Departure
Speeding/Agressive Driving
Highway-Railroad Grade…
Unrestrained Occupants
Work Zones
Young Driver
Animal
Wrong Way Driving
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022

Project Effectiveness

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

Compliance Assessment

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

07/01/2022

What are the years being covered by the current SHSP?

From: 2022 To: 2026

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

2027

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]

FHWA has spoken to IDOT regarding our 100% MIRE completion rating. Here is the response from Bill Morgan (William.Morgan@illinois.gov), Planning & Systems Section Chief who oversees the MIRE data elements:

We have been reporting 100% based on the attached spreadsheet and the Word document from Mehdi Nassirpour from 2017/2018. IDOT completed the GIS linework and basic inventory information for all roads (including local) in the 2014 – 2016 timeframe into our roadway inventory system. When that was completed we then had basic road information on all roads in the state. When the MIRE FDE TAP Peer Exchange was done in 2021, we walked through this document with the consultant who was doing the review. After that call, they said they were going to start a deeper dive into the spreadsheet and the published IRIS manual to start looking at each specific data element and the drop down options in MIRE related to the IRIS manual. They indicated they were going to complete that review, then get back with us to walk through the areas where they had questions and to clarify responses, and would then update their review. We have not had that follow up meeting.

During my review after those conversations, we identified that the row highlighted in yellow, Interchange Type, was one that we needed to address, the spreadsheet points to the Structure Manual, but that data element did not match the data options within MIRE. We started an effort at that time to begin collecting the Interchange type and have mostly completed that for the interstate system. Because we had identified it and have been collecting it, we indicated that we are still at 100% of being able to capture the data.

We are still looking forward to the MIRE FDE Peer Exchange review to do the deeper dive to clarify and confirm that our interpretation of MIRE and the linkage with our Roadway Inventory System, but as noted in the spreadsheet, we believe we are collecting all of the MIRE FDE data items there. With our current project to upgrade our Road Inventory system, we will also be looking to enhance a couple of the fields that are listed as aggregated in the spreadsheet.

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.

Again, FHWA has contacted IDOT with concerns over 100% completion of MIRE data elements. Here is the response from Bill Morgan (William.Morgan@illinois.gov), Planning & Systems Section Chief who oversees the MIRE data:

We have been reporting 100% based on the attached spreadsheet and the Word document from Mehdi Nassirpour from 2017/2018. IDOT completed the GIS linework and basic inventory information for all roads (including local) in the 2014 – 2016 timeframe into our roadway inventory system. When that was completed we then had basic road information on all roads in the state. When the MIRE FDE TAP Peer Exchange was done in 2021, we walked through this document with the consultant who was doing the review. After that call, they said they were going to start a deeper dive into the spreadsheet and the published IRIS manual to start looking at each specific data element and the drop down options in MIRE related to the IRIS manual. They indicated they were going to complete that review, then get back with us to walk through the areas where they had questions and to clarify responses, and would then update their review. We have not had that follow up meeting.

During my review after those conversations, we identified that the row highlighted in yellow, Interchange Type, was one that we needed to address, the spreadsheet points to the Structure Manual, but that data element did not match the data options within MIRE. We started an effort at that time to begin collecting the Interchange type and have mostly completed that for the interstate system. Because we had identified it and have been collecting it, we indicated that we are still at 100% of being able to capture the data.

We are still looking forward to the MIRE FDE Peer Exchange review to do the deeper dive to clarify and confirm that our interpretation of MIRE and the linkage with our Roadway Inventory System, but as noted in the spreadsheet, we believe we are collecting all of the MIRE FDE data items there. With our current project to upgrade our Road Inventory system, we will also be looking to enhance a couple of the fields that are listed as aggregated in the spreadsheet.

Optional Attachments

Program Structure:

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

Safety Performance:

Evaluation:

Compliance Assessment:

2018 MIRE Fundamental Data Elements-MehdiNHTSASubmittal.docx
MireFundamentalDataElements.xlsx

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.