ILLINOIS

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2024 ANNUAL REPORT

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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, 2022 - June 30, 2023. VRU Safety Special Rule applied for the first year.

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.

Not included in this year's report is Illinois' commitment to FHWA's Allies in Action or new HSIP site as both fell outside the report period.

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. IDOT hopes to have the HSIP Policy updated by March 31st, 2025 in time for the next Local HSIP Circular, which should be in time to be reflected on next year's Online Report.

Most highway projects incorporate one or more design features or elements that relate to highway safety through IDOT policies and standards. Examples include incorporation of guardrail in a design, intersection channelization, signing and pavement markings or other similar elements. Appropriate use of HSIP funds is only for locations or corridors where a known, ‘substantive safety’ problem exists outside normal design standards or funding policy. Substantive safety is where a specific project action can, with confidence, produce a measurable and significant reduction in fatalities or serious injuries. To achieve the maximum safety benefit, the focus of the program is on the cost-effective use of the funds allocated for safety improvements to reduce fatalities and serious injury crashes which is in alignment with Illinois' State Strategic Highway Safety Plan (SHSP), last updated in 2022.

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. This ensures that the goals of the program are met. Priority is given to projects having higher total number of fatalities and serious injuries affected. Projects that address a pattern of crashes with lower severity as well as projects that are systemic in nature are also considered.

Where is HSIP staff located within the State DOT?

Other-Bureau of Safety Programs and Engineering

How are HSIP funds allocated in a State?

- Formula via Districts/Regions
- Other-See explanation in box.

70% of HSIP funding is allocated to state projects, and distributed to the nine IDOT districts based on their fatalities with some set aside for BSPE statewide funds. The remaining 30% is allocated to local projects, although BSPE is able to transfer statewide funds to local projects should there be a need.

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.

As for tribal lands, historically Illinois has not had any. In April 2024 the US Department of Interior (DOI) placed 128 acres of land in DeKalb County in a trust for the Prairie Band Potawatomi Nation. Doing so gives the Prairie Band Potawatomi Nation sovereignty over the land. The land is on the Chief Shabbona Forest Preserve with a few county roads, but there is a possibility of more land being returned to the Prairie Band Potawatomi Nation in the future and other Tribal Nations. BSPE is currently in the process of reaching out to DOI for more information on the Tribal lands and how best to proceed with meeting the safety needs of the Prairie Band Potawatomi Nation.

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.

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 BSPE's Safety Design Unit Chief. The HSIP Committee is made of members from BSPE, BDE, 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

IDOT is aware that the HSIP Policy is outdated and is currently working on updating it by March 31st, 2025 in time for the next Local HSIP Circular.

Select the programs that are administered under the HSIP.

- Horizontal Curve
- HRRR
- Intersection
- Left Turn Crash
- Local Safety
- Roadway Departure
- Vulnerable Road Users

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?

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?

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: Intersection

Date of Program Methodology:3/1/2023

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?

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Fatal and serious injury crashes only	• Traffic	• Functional classification

What project identification methodology was used for this program?

- Crash 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?

- 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

Ranking based on net benefit:1
Cost Effectiveness:2

Program: Left Turn Crash

Date of Program Methodology:3/1/2023

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?

Funding set-aside

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

For 2023, BSPE completed it's Intersection Initiative which identified rural stop and urban signalized intersections with overrepresented turning and angle crashes. Each district was then allocated an additional $1 million per year for 3 years ($3 million total) to address the locations. The funds could either be spent at several locations over several years, or a single location using all $3 million. All 9 IDOT districts except 1 have submitted projects for the Initiative. The Left-Turn is different than the intersection program as it is only focusing on left-turn crashes at intersections and not all intersection crashes. An Intersection Initiative was developed for the locals, but BSPE has had issues with pursuing it as the Bureau of Local Roads has indicated it does not want to promote favoritism as not all local agencies have identified intersections. BSPE is still working with BLRS to resolve this issue.

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: Roadway Departure

Date of Program Methodology:5/1/2022

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety
- Other-Assist local agencies

What is the funding approach for this program?

Other-Local projects compete against all projects. State projects are approved based on merit

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Fatal and serious injury crashes only		• Other-Local 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?

Yes

How are projects under this program advanced for implementation?

- Other-Complete with all Local Roads projects, not just ROR

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

Rank of Priority Consideration

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

Program: Vulnerable Road Users

Date of Program Methodology:6/1/2023

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-Local projects compete against all projects. State projects are approved based on merit

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Fatal and serious injury crashes only		

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?

- 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

Ranking based on net benefit:1
Cost Effectiveness:2

Previous HSIP Online Reports listed Pedestrian Safety under program details. Due to the focus on VRU Safety, that program turned in the VRU program.

What percentage of HSIP funds address systemic improvements?

61

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

- Add/Upgrade/Modify/Remove Traffic Signal
- Install/Improve Lighting
- Install/Improve Pavement Marking and/or Delineation
- Install/Improve Signing
- Other-Advance Technology/ITS
- Other-Alignment/elevation change
- Other-Barrier End Treatments
- Other-VRU
- Pavement/Shoulder Widening
- Rumble Strips
- Upgrade Guard Rails

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?

Yes

Describe how the State HSIP considers connected vehicles and ITS technologies.

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 and the local safety tiers in 2023.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

Reporting year is for Illinois State Fiscal Year from July 1, 2022 to June 30, 2023

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$136,594,000	$101,252,771	74.13%
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	$13,797,627	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	$136,594,000	$115,050,398	84.23%

Nothing was originally programmed for HRRR or VRU. Once VRU Penalty was in place, $13,797,627 was obligated. Just because nothing was specifically programmed or obligated for HRRR, does not mean HSIP funding was not spent on HRRR locations. Illinois was not under HRRR penalty during this reporting period.

The obligated amounts are for projects that are obligated for the first time during the state fiscal year. Amounts do not include obligations (+/-) for projects which were first obligated in previous years nor any projects that include only land acquisition (included in project obligations). The obligation rate does not add to 100% as this report is for the state fiscal year cycle and not the federal fiscal year cycle.

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

$50,224,000

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

30%

30% of funding is set aside to be obligated to local projects, but additional funding is available from BSPE if there is a need such as construction cost increases or the number of good projects and funding being greater than the 30% set aside. $50,224,000 was programmed.

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

$9,000,000

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

$9,000,000

The single non-infrastructure project was 202309001 which was for Safe System Administration for $9,000,000

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?

$79,822,943

$79,822,943.30 was transferred to the Surface Transportation Program (STP) and National Highway Pavement Preservation (NHPP) by IDOT without input by BSPE as part of funding redistribution. If needed for HSIP projects, it can be transferred back.

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 property 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. Over the past several years construction costs have risen as well, which can cause obstacles when projects are planned years in advance and result in higher than expected bids and an increase in HSIP need.

The above obstacles are still present, along with obstacles BSPE has identified on an 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.

The spending of VRU penalty funds has created another impediment in the past year. There have been instances where projects with VRU elements were not coded as such in time and were thus counted as HSIP projects only, and not towards the VRU penalty. Because a project might only have a small portion applicable for VRUs, it can be difficult for the Districts to break out the VRU elements separately in the cost estimate for separate VRU funding.

BSPE currently has no plans to overcome the majority of these obstacles, as some of them are beyond BSPE's control. In response to rising costs, BSPE and the HSIP Committee are aware and try to have additional funding set aside for when a project inevitably comes back with a high cost.

Some impediments BSPE does have control over are the lagging HSIP SharePoint Site, outdated CMF tool, outdated HSIP Policy, lack of safety analysis software, and lack of experience working with tribal lands. However, as all of those issues have solutions which were developed after this report period, they will be addressed in next year's 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 OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
201912029	Pedestrians and bicyclists	Pedestrian signal - other	1	Locations	$558000	$620000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	12,400	30	State Highway Agency	Spot	Pedestrians	
202212003	Lighting	Lighting - other	1	Lighting Improvements	$5684733	$6316370	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	150,000	55	State Highway Agency	Systemic	Lighting Improvements	
202212004	Lighting	Lighting - other	1	Lighting Improvements	$6623352	$7359280	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	140,000	55	State Highway Agency	Systemic	Lighting Improvements	
201312005	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$3735000	$4150000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	62,300	45	State Highway Agency	Spot	Intersections	
202311007	Intersection traffic control	Modify traffic signal – modernization/replacement	6	Intersections	$1260000	$1400000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	25,846	Varie	State Highway Agency	Spot	Intersections	
201809121	Intersection traffic control	Modify traffic signal – modernization/replacement	4.5	Miles	$740160	$822400	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	14,900	45	County Highway Agency	Spot	Intersections	
202001009	Intersection traffic control	Modify traffic signal – modernization/replacement	0.58	Miles	$877566	$975074	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	21,800	35	City or Municipal Highway Agency	Spot	Intersections	
201809001	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Locations	$540000	$600000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	12,900	35	State Highway Agency	Spot	Intersections	
202001007	Intersection traffic control	Modify traffic signal timing – left-turn phasing	7	Intersections	$770000	$860000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	27,700	30	City or Municipal Highway Agency	Spot	Intersections	
201406005	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$1440000	$1600000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	47,200	50	State Highway Agency	Spot	Intersections	
202307006	Intersection traffic control	Modify traffic signal – modernization/replacement	8.89	Miles	$2700000	$3150000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	58,700	35	State Highway Agency	Spot	Intersections	
201912032	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	$3841200	$4268000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	13,000	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 OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
202311009	Pedestrians and bicyclists	Pedestrian signal	103	Intersections	$903000	$1030200	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	25,846	Vario	State Highway Agency	Systemic	Pedestrians	
201312008	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$5400000	$6000000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	53,400	45	State Highway Agency	Spot	Intersections	
201610009	Intersection traffic control	Modify traffic signal – modernization/replacement	2	Intersections	$900000	$1000000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	49,100	50	State Highway Agency	Spot	Intersections	
201702003	Intersection traffic control	Modify traffic signal timing – left-turn phasing	1	Locations	$1080000	$1200000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	43,200	40	State Highway Agency	Spot	Intersections	
202303002	Roadway	Pavement surface – high friction surface	2	Locations	$540000	$600000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	28,100	40	State Highway Agency	Spot	Roadway Departures	
202009001	Intersection geometry	Splitter island – remove from one or more approaches	1	Intersections	$105100	$118000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,700	55	State Highway Agency	Spot	Intersections	
202111008	Roadway	Roadway widening - travel lanes	4.5	Miles	$1200000	$1331000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	5,600	55	County Highway Agency	Spot	Roadway Departures	
202111025	Intersection geometry	Intersection geometry - other	1	Roundabout	$2083500	$2315000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,600	55	State Highway Agency	Spot	Intersections	
202101002	Alignment	Horizontal curve realignment	0.49	Miles	$239000	$680000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,250	55	State Highway Agency	Spot	Roadway Departure	
202002003	Roadside	Barrier - other	1	Locations	$923243	$1111124	HSIP (23 U.S.C. 148)	N/A	Multiple/Varies	667	Varie	County Highway Agency	Systemic	Roadway Departure	
202201005	Intersection traffic control	Intersection signing –other	1	Locations	$100000	$108000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,900	55	State Highway Agency	Systemic	Roadway Departure	
202203004	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	6.91	Miles	$1417000	$1575000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,300	55	State Highway Agency	Spot	Roadway Departure	
202203001	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	4	Miles	$1170000	$1300000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,550	55	State Highway Agency	Spot	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 OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
202203002	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	3.01	Miles	$607500	$675000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,200	55	State Highway Agency	Spot	Roadway Departure	
202204003	Pedestrians and bicyclists	Pedestrians and bicyclists – other	8.44	Miles	$1710000	$1900000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Rural	Minor Arterial	2,100	55	State Highway Agency	Spot	Bicyclists	
202210004	Pedestrians and bicyclists	Pedestrians and bicyclists – other	6	Miles	$1224000	$1360000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Rural	Minor Arterial	1,850	55	State Highway Agency	Spot	Bicyclists	
202211001	Intersection traffic control	Modify traffic signal – modernization/replacement	9	Intersections	$333000	$370000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	6,300	Varie	State Highway Agency	Systemic	Intersections	
202112004	Advanced technology and ITS	Advanced technology and ITS - other	1	Locations	$450000	$500000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	6,300	Varie	State Highway Agency	Systemic	Work Zones	
202212021	Roadway delineation	Longitudinal pavement markings – new	14	Miles	$1260000	$1400000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	22,100	70	State Highway Agency	Systemic	Roadway Departure	
202207003	Intersection geometry	Modify lane assignment	0.01	Miles	$305000	$339000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	4,550	65	State Highway Agency	Systemic	Intersections	
201809111	Pedestrians and bicyclists	Medians and pedestrian refuge areas	0.55	Miles	$168000	$2005057	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Minor Arterial	9,500	30	City or Municipal Highway Agency	Spot	Pedestrians	
201809111	Intersection traffic control	Modify traffic signal – modernization/replacement	0.55	Miles	$1636000	$2005057	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	9,500	30	City or Municipal Highway Agency	Spot	Intersections	
202209004	Intersection geometry	Add/modify auxiliary lanes	0.21	Miles	$1019700	$1133000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,250	55	State Highway Agency	Spot	Intersections	
202210001	Intersection traffic control	Modify control – new traffic signal	1	Intersections	$542000	$602000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	5,100	45	State Highway Agency	Spot	Intersections	
202111006	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	5.9	Miles	$1000000	$3200000	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,300	55	County Highway Agency	Spot	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 OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
201809115	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	8.9	Miles	$1586000	$1687088	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,396	55	County Highway Agency	Systemic	Roadway Departure	
201912016	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	7	Miles	$44026	$137000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	363	55	County Highway Agency	Systemic	Roadway Departure	
201912016	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	7	Miles	$91643	$137000	HSIP (23 U.S.C. 148)	Rural	Major Collector	363	55	County Highway Agency	Systemic	Roadway Departure	
202204001	Roadside	Barrier end treatments (crash cushions, terminals)	8.17	Miles	$698000	$775000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,200	55	State Highway Agency	Systemic	Roadway Departure	
202307004	Advanced technology and ITS	Congestion detection / traffic monitoring system	1	Real-time traffic control	$450000	$500000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	25,000	70	State Highway Agency	Systemic	Work Zones	
202205003	Advanced technology and ITS	Congestion detection / traffic monitoring system	1	Real-time traffic control	$450000	$500000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	25,000	70	State Highway Agency	Systemic	Work Zones	
202109003	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	2.59	Miles	$648000	$720000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,800	55	State Highway Agency	Spot	Roadway Departure	
202110002	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	3.41	Miles	$1300000	$1426732	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,800	55	State Highway Agency	Systemic	Roadway Departure	
202111005	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	7	Miles	$1170000	$3019000	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,300	55	County Highway Agency	Systemic	Roadway Departure	
202204004	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	6.12	Miles	$1737000	$4129000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,176	55	State Highway Agency	Systemic	Roadway Departure	
202209003	Pedestrians and bicyclists	Install sidewalk	2.02	Miles	$1890000	$2100000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	17,100	40	State Highway Agency	Spot	Pedestrians	
202111014	Roadside	Barrier- metal	2.3	Miles	$649152	$721280	HSIP (23 U.S.C. 148)	Rural	Major Collector	350	55	County Highway Agency	Spot	Roadway Departure	
202307009	Pedestrians and bicyclists	Pedestrians and bicyclists – other	7.87	Miles	$2862000	$9300000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Rural	Minor Arterial	3,350	55	State Highway Agency	Systemic	Bicyclists	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
202002004	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	7.6	Miles	$902880	$1003200	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,930	55	County Highway Agency	Systemic	Roadway Departure	
201505025	Alignment	Vertical alignment or elevation change	0.32	Miles	$630000	$700000	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,200	55	County Highway Agency	Spot	Intersections	
201809010	Pedestrians and bicyclists	ADA curb ramps	11.96	Miles	$1800000	$2728091	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Principal Arterial-Other	18,300	35	State Highway Agency	Systemic	Pedestrians	
201911002	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	3.33	Miles	$1386000	$1540000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	14,600	40	State Highway Agency	Systemic	Intersections	
202012011	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	3.5	Miles	$459000	$510000	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,550	Varie	County Highway Agency	Systemic	Roadway Departure	
202202002	Pedestrians and bicyclists	Pedestrians and bicyclists – other	12.69	Miles	$2061000	$2290000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Rural	Principal Arterial-Other	2,450	55	State Highway Agency	Systemic	Bicyclists	
201912010	Alignment	Vertical alignment or elevation change	0.5	Miles	$549996	$611107	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,350	55	County Highway Agency	Systemic	Intersections	
201712014	Roadside	Barrier- metal	1	Locations	$1720000	$1911000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	570	Varie	County Highway Agency	Systemic	Roadway Departure	
202112038	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	4.6	Miles	$959350	$1099278	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,800	55	County Highway Agency	Systemic	Roadway Departure	
202307001	Lighting	Interchange lighting	2.77	Miles	$7200000	$8000000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	117,700	50	State Highway Agency	Systemic	Roadway Departure	
202112036	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	6.1	Miles	$900000	$1000000	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,600	55	County Highway Agency	Systemic	Roadway Departure	
202212002	Roadside	Barrier- metal	13.1	Miles	$3780000	$4200000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,750	55	State Highway Agency	Systemic	Roadway Departure	
202110004	Advanced technology and ITS	Dynamic message signs	1	Locations	$1598000	$1775000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	45,000	65	State Highway Agency	Systemic	Work Zones	

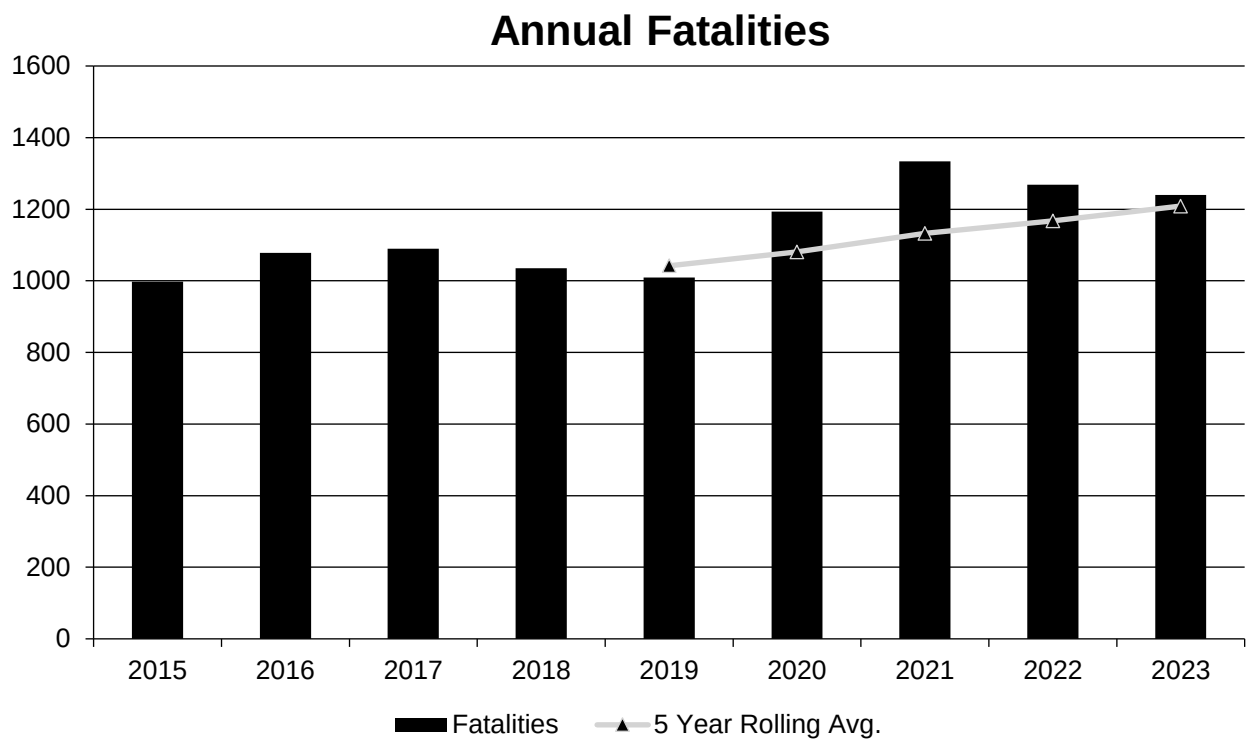
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
201912001	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	4.54	Miles	$2103300	$2337000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	3,775	55	State Highway Agency	Systemic	Roadway Departure	
202307003	Pedestrians and bicyclists	Pedestrians and bicyclists – other	10	Miles	$2610000	$2900000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Rural	Minor Arterial	3,150	55	State Highway Agency	Systemic	Bicyclists	
202012017	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	2.6	Miles	$180000	$1796000	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,950	55	County Highway Agency	Systemic	Roadway Departure	
202103002	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	1	Intersections	$265000	$295000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	19,775	45	State Highway Agency	Spot	Intersections	
202111020	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	6.25	Miles	$1012500	$1125000	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,850	55	County Highway Agency	Systemic	Roadway Departure	
202303001	Pedestrians and bicyclists	Pedestrian signal - other	0.08	Miles	$219403	$243782	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	17,100	35	State Highway Agency	Spot	Pedestrians	
202207001	Intersection traffic control	Modify traffic signal – modernization/replacement	113	Intersections	$324000	$360000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	6,028	Varie	State Highway Agency	Systemic	Intersections	
202012024	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	8.1	Miles	$760000	$2520000	HSIP (23 U.S.C. 148)	Rural	Major Collector	650	55	County Highway Agency	Systemic	Roadway Departure	
202310005	Miscellaneous	Equipment	1	Trailer Mounted Attenuators	$1981186	$2201318	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	6,028	Varie	State Highway Agency	Systemic	Work Zones	
202310004	Miscellaneous	Equipment	1	Trailer Mounted Attenuators	$163396	$181552	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	6,028	Varie	State Highway Agency	Systemic	Work Zones	
202309001	Miscellaneous	Transportation safety planning	1	Locations	$9000000	$10000000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	6,028		State Highway Agency	Systemic	Safe System Administration	
202012020	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	7.12	Miles	$1908000	$2120000	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,550	55	County Highway Agency	Systemic	Roadway Departure	
202011009	Intersection geometry	Intersection geometry - other	1	Roundabout	$1930500	$2145000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,150	50	County Highway Agency	Spot	Intersections	

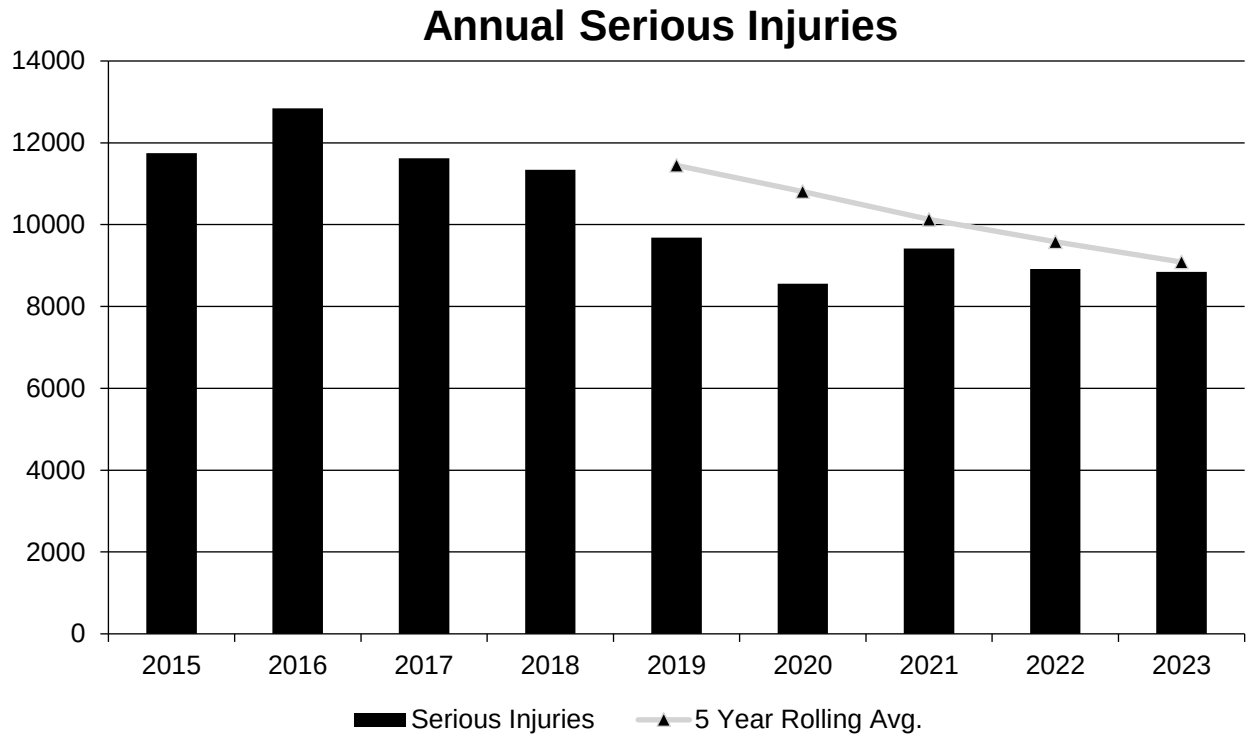
Safety Performance

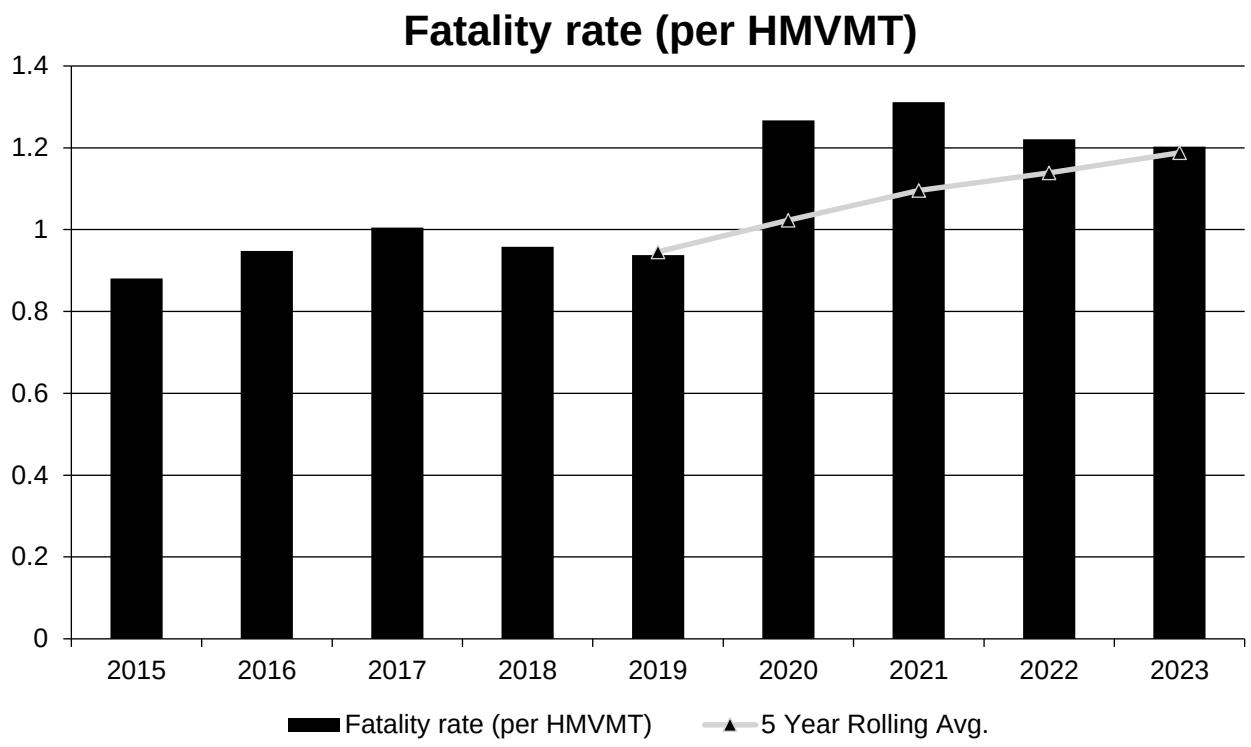
General Highway Safety Trends

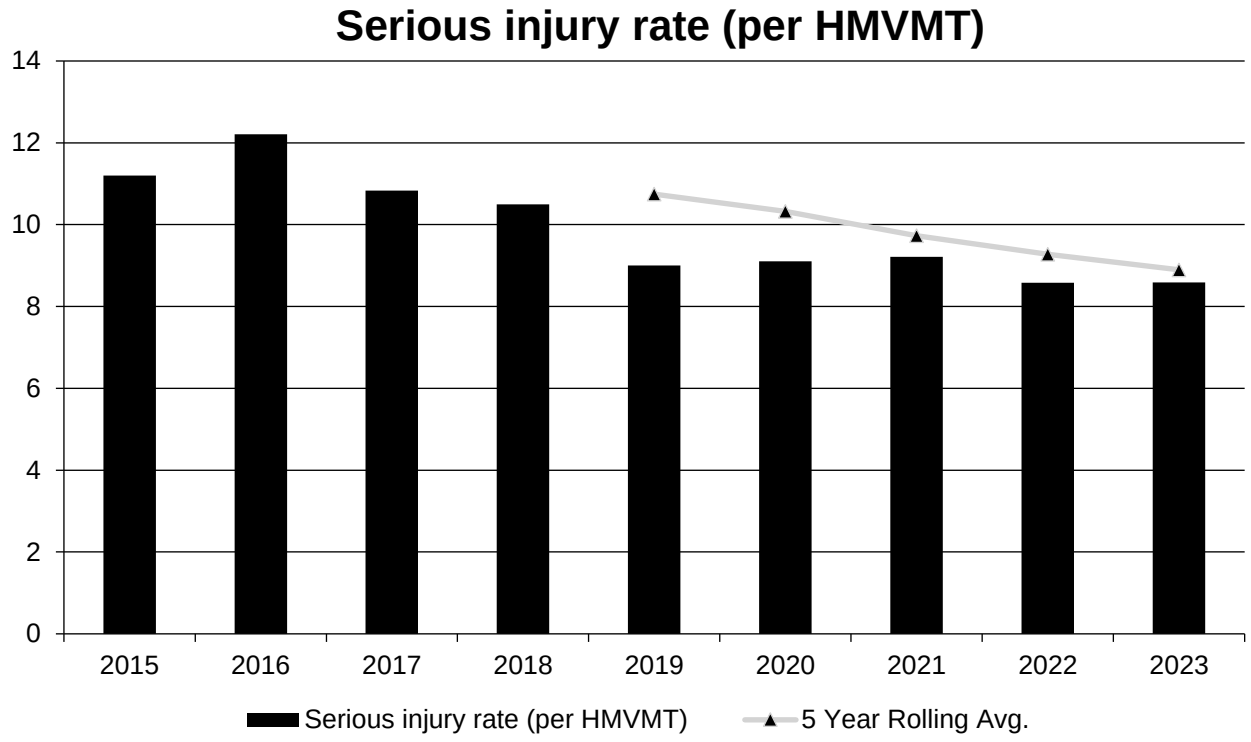
Present data showing the general highway safety trends in the State for the past five years.

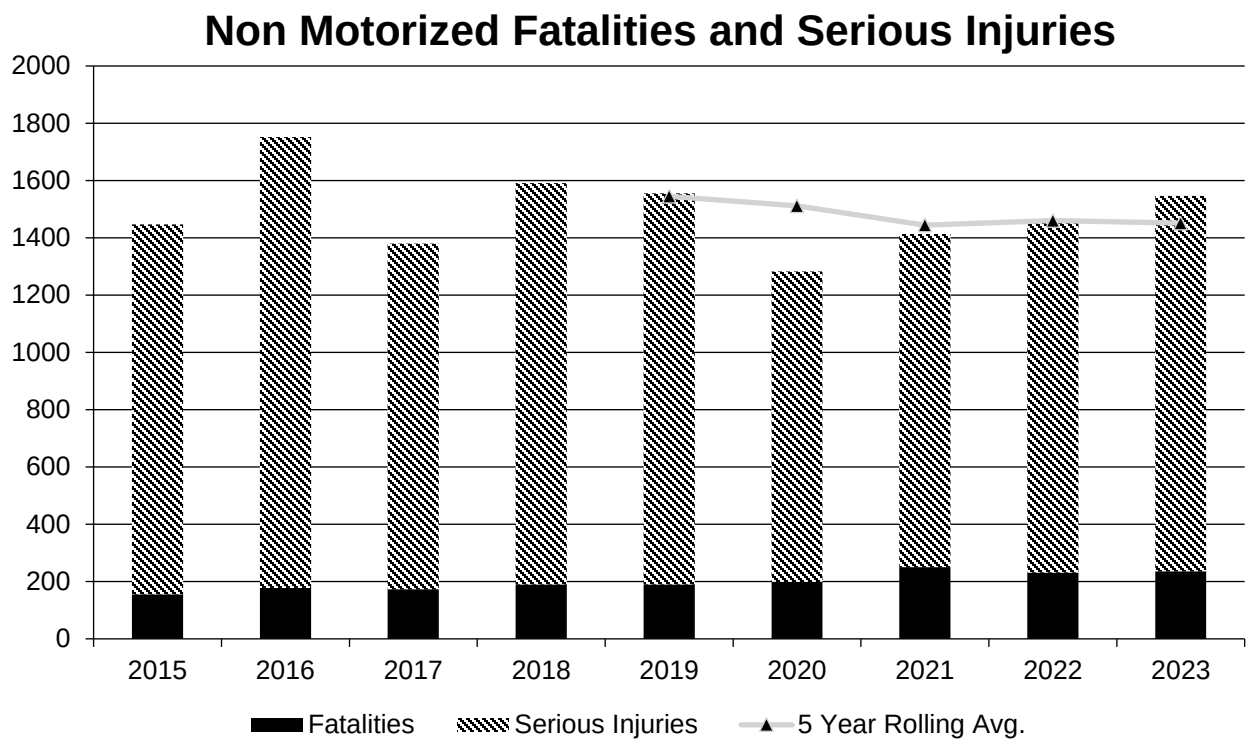
PERFORMANCE MEASURES	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatalities	998	1,078	1,090	1,035	1,009	1,193	1,334	1,268	1,240
Serious Injuries	11,748	12,844	11,622	11,344	9,685	8,560	9,417	8,920	8,847
Fatality rate (per HMVMT)	0.881	0.948	1.005	0.958	0.938	1.267	1.312	1.221	1.203
Serious injury rate (per HMVMT)	11.199	12.206	10.830	10.497	9.000	9.106	9.215	8.580	8.585
Number non-motorized fatalities	155	178	173	190	190	199	250	231	236
Number of non-motorized serious injuries	1,292	1,574	1,207	1,401	1,365	1,084	1,163	1,227	1,310


Annual Fatalities
1600
1400
1200
1000
800
600
400
200
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
14000
12000
10000
8000
6000
4000
2000
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
14
12
10
8
6
4
2
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



2014 should be 924 but am unable to change.

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 2023

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	90.6	342.6	0.62	2.36
Rural Principal Arterial (RPA) - Other Freeways and Expressways	3.4	17.2	0.64	3.24
Rural Principal Arterial (RPA) - Other	159	873.8	1.7	9.37
Rural Minor Arterial	137	826.6	1.7	9.37
Rural Minor Collector	12.6	81.6	2.02	13.1
Rural Major Collector	107.8	584.8	2.11	11.42
Rural Local Road or Street	69	1,208.8	1.12	19.63
Urban Principal Arterial (UPA) - Interstate	109.6	420.8	0.61	2.35
Urban Principal Arterial (UPA) - Other Freeways and Expressways	5	24	0.68	3.27
Urban Principal Arterial (UPA) - Other	203.8	1,155.2	1.65	9.33
Urban Minor Arterial	170.2	1,019.4	1.68	10.04
Urban Minor Collector	12.6	84.2	1.8	12.02
Urban Major Collector	110	636.2	1.85	12.02
Urban Local Road or Street	69.6	1,639	0.91	21.34

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 2025 Targets *

Number of Fatalities:1099.5

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 2025 based on a five year rolling average.

Number of Serious Injuries:7816.8

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 2025 based on a five year rolling average.

Fatality Rate:1.083

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 2025 based on a five year rolling average.

Serious Injury Rate:8.046

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 2025 based on a five year rolling average.

Total Number of Non-Motorized Fatalities and Serious Injuries:1332.4

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

Illinois' ultimate goal is 0 non-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 2025 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 are made, IDOT will work together with stakeholders such as MPOs, NHTSA, FHWA and others to develop a plan to set targets.

Past methodology used 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 2023 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	1088.1	1208.8
Number of Serious Injuries	9316.7	9085.8
Fatality Rate	1.060	1.188
Serious Injury Rate	9.000	8.897
Non-Motorized Fatalities and Serious Injuries	1438.9	1451.0

Illinois met the number of serious injuries and serious injury rate targets.

As for the Fatality Rate and Number of Fatalities, Illinois has set an aggressive 2% annual reduction and recognizes that such a target is difficult to meet. However, believing that 0 is the only acceptable number of fatalities and serious injuries, it continues with a 2% reduction as setting a target which would allow for an increase in fatalities, is unacceptable. Illinois has several new initiatives planned in attempts to reach that target.

Illinois did not meet the non-motorized fatalities and serious injuries target either. HSIP projects targeting VRUs are being encouraged by BSPE to meet that target.

Applicability of Special Rules

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

No

Illinois did complete projects which would have qualified, but Illinois did not break those out because Illinois was not under HRRR Penalty for SFY23. No funds were programmed and used as HSIP.

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

Yes

Illinois obligated $13,797,626.65 to meet the penalty.

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	2017	2018	2019	2020	2021	2022	2023
Number of Older Driver and Pedestrian Fatalities	157	145	180	175	201	212	207
Number of Older Driver and Pedestrian Serious Injuries	989	1,024	985	664	771	789	837

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 and identifying what exactly is desired in an evaluation to be the most effective for the HSIP Program. Unfortunately, due to more pressing responsibilities, assignments and limited staff and resources, lag of crash data completion, BSPE has not yet been able to complete updated program level evaluations nor has the consultants who normally assist BSPE with such assignments. BSPE expects an updated evaluation to be completed by the next report.

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

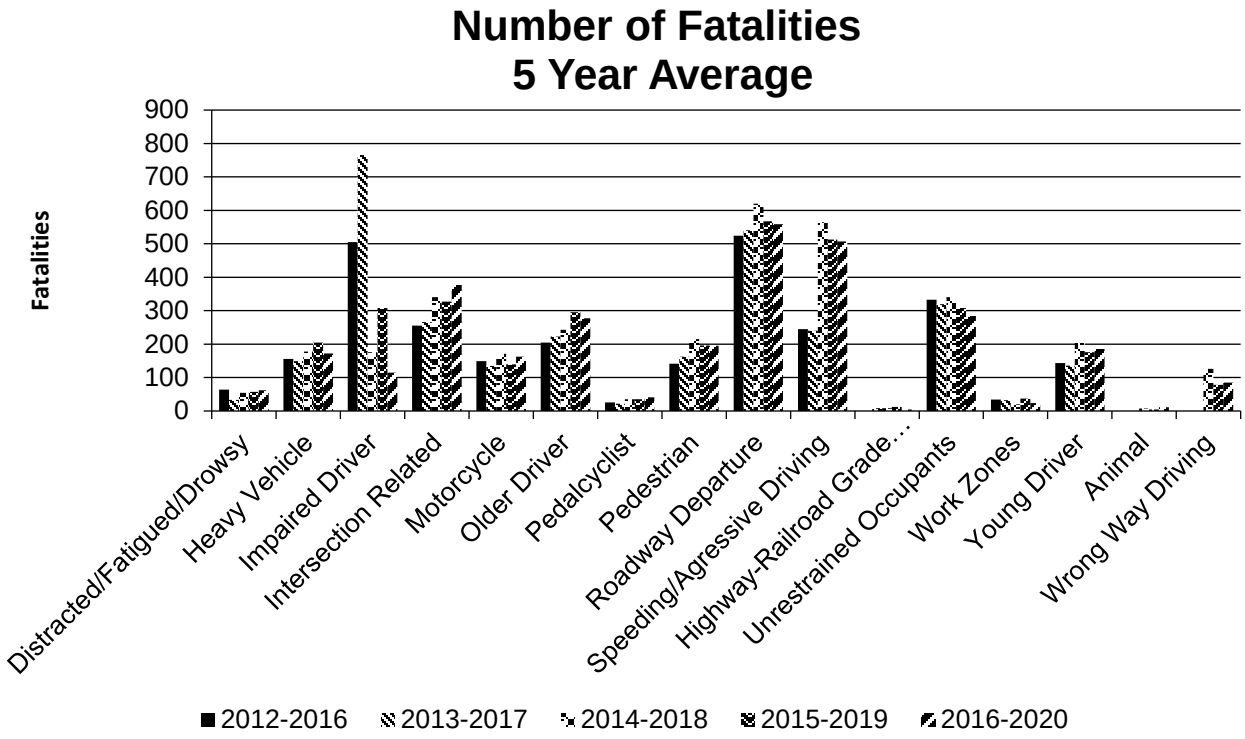
- Increased awareness of safety and data-driven process
- Increased focus on local road safety

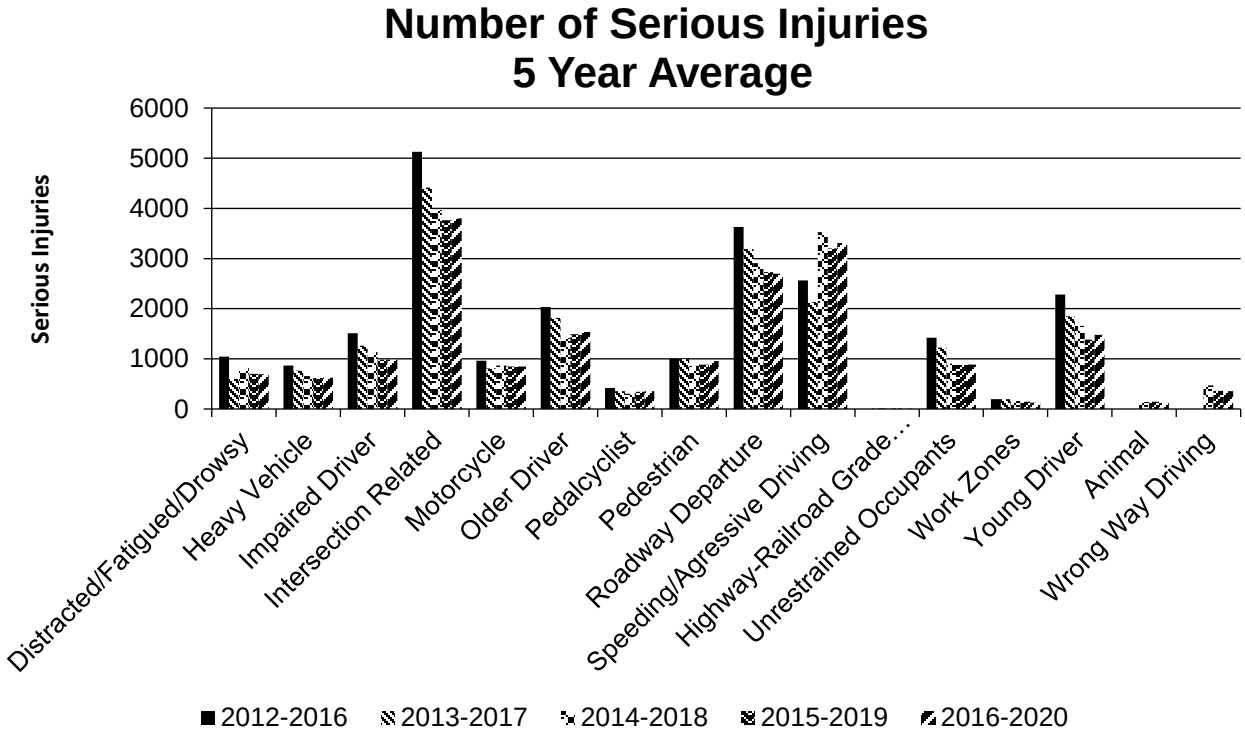
Effectiveness of Groupings or Similar Types of Improvements

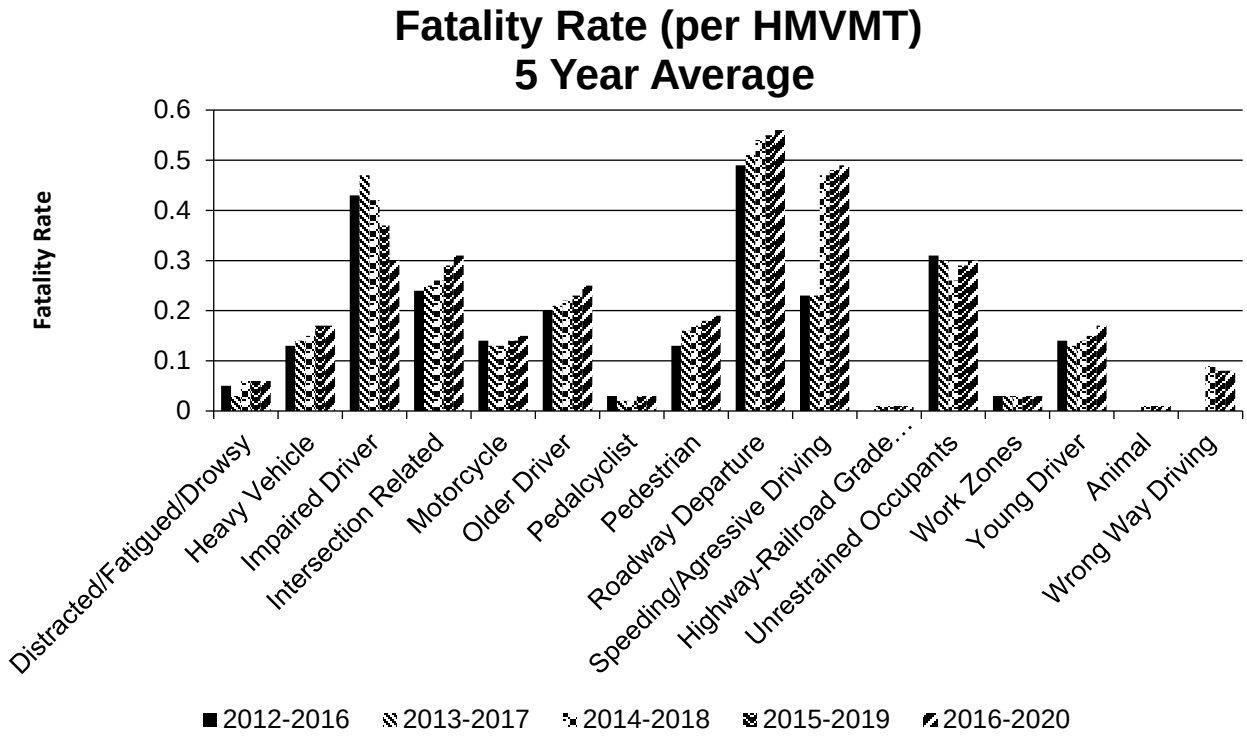
Present and describe trends in SHSP emphasis area performance measures.

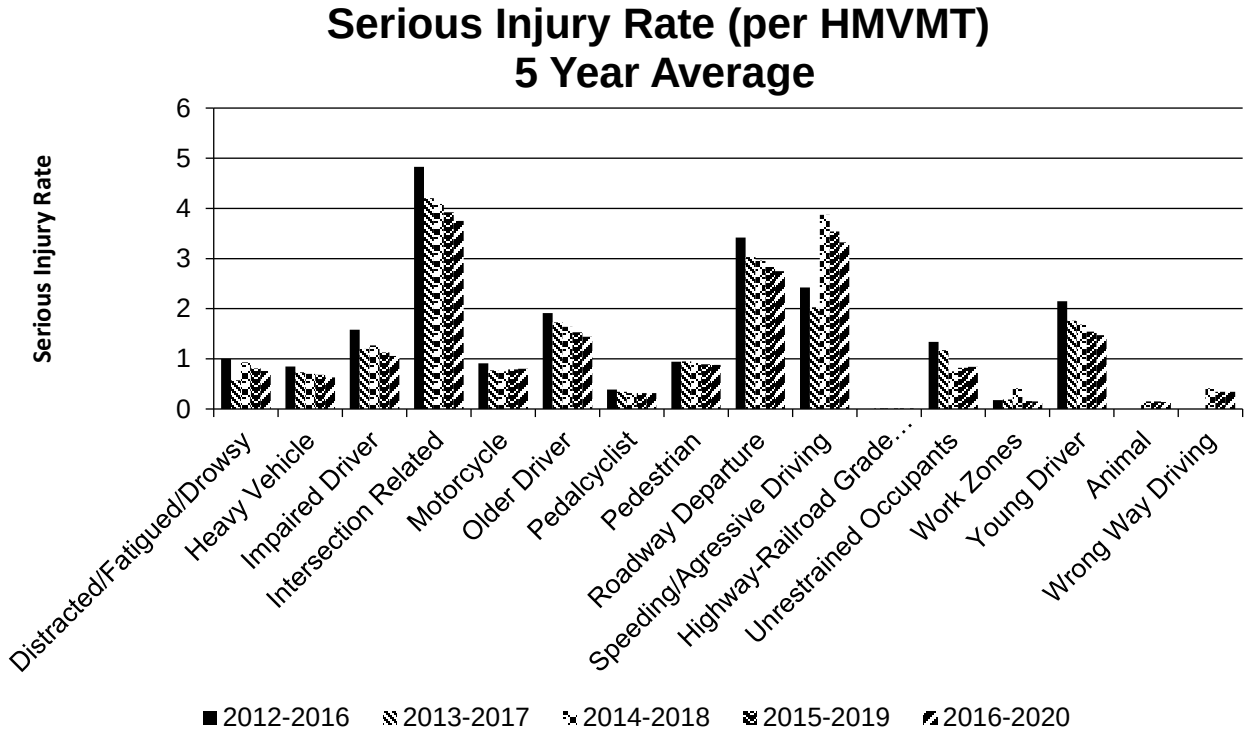
Year 2020

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		62	695	0.06	0.76
Heavy Vehicle		172	625	0.17	0.63
Impaired Driver		115	978	0.3	1.06
Intersection Related		377	3,800	0.31	3.75
Motorcycle		162	849	0.15	0.8
Older Driver		277	1,539	0.25	1.44
Pedalcyclist		41	354	0.03	0.32
Pedestrian		195	956	0.19	0.88
Roadway Departure		559	2,696	0.56	2.75
Speeding/Agressive Driving		507	3,312	0.49	3.32
Highway-Railroad Grade Crossing		5	4	0.01	0.01
Unrestrained Occupants		284	886	0.3	0.84
Work Zones		24	128	0.03	0.15
Young Driver		185	1,479	0.17	1.47
Animal		11	121	0.01	0.14
Wrong Way Driving		85	357	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
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020


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
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020





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

No

BSPE is still working on countermeasure evaluations but has not completed any.

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 its 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]

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.

From Bill Morgan (William.Morgan@illinois.gov), Planning & Systems Section Chief who oversees the MIRE data:

The latest update for MIRE is that they believe they have the required data. Currently they're working on assigning individual IDs to the interchange roadway data which is difficult due to the complexity of some interchanges, most of which are located in District 1.

Optional Attachments

Program Structure:

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

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

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

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

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

HMVMT: means hundred million vehicle miles traveled.

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

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

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

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

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

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

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

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

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