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# 2022

## Illinois Highway Safety Plan



Illinois Department  
of Transportation

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## Letter from the Governor's Highway Safety Representative

Greetings:

As the Governor's Highway Safety Representative for the State of Illinois, I want our roadways to be safe for everyone. A safe and reliable transportation system helps to keep our economy moving and helps ensure the quality of life we enjoy in Illinois.

I am pleased to present the 2022 Illinois Highway Safety Plan (HSP). This annual data driven plan was designed to modify road-user behavior and prevent fatalities and serious injury through education, enforcement, engineering, and emergency medical services.

Our progress in highway safety has been impressive. Traffic fatalities in Illinois have fallen from 1,454 in 2003 to 1,193 in 2020. Still, too many people are being killed or seriously injured on Illinois roadways. With that in mind, the Illinois Strategic Highway Safety Plan is targeting a goal of "Zero Fatalities," which envisions reducing fatalities on Illinois roadways to zero in the long term.

Our shared vision of eliminating roadway fatalities can become tomorrow's reality. Achieving that vision requires continued collaboration, cooperation, and the sharing of knowledge and resources throughout the implementation of this plan. We must all do our part in keeping our roadways safe. Whether you drive, walk, ride, or bike, remember safety doesn't happen by accident. Together we can make a positive difference in the lives of our citizens and visitors to our state.

Sincerely,

A handwritten signature in blue ink that reads "Cynthia Watters". The signature is written in a cursive style and is contained within a light blue rectangular box.

Cynthia L. Watters  
Governor's Highway Safety Representative

# Illinois at a Glance

## Demographics and Characteristics (2020)

Population – 12.81 Million

### Demographics

#### Age:

Persons under 5 years – 5.90%

Persons under 18 years – 22.20%

Persons 65 years and Over – 16.10%

#### Median Household Income (2015-2019):

\$65,886

Licensed Drivers – 9.17 Million

Total Vehicle Registrations – 11.32 Million

Lane Miles in Illinois – 147,044

Annual Vehicle Miles of Travel – 94.0 Billion

Annual Gallons of Fuel Consumed – 6.2 billion

Average Fuel Cost - \$2.34

Rest Areas – 41

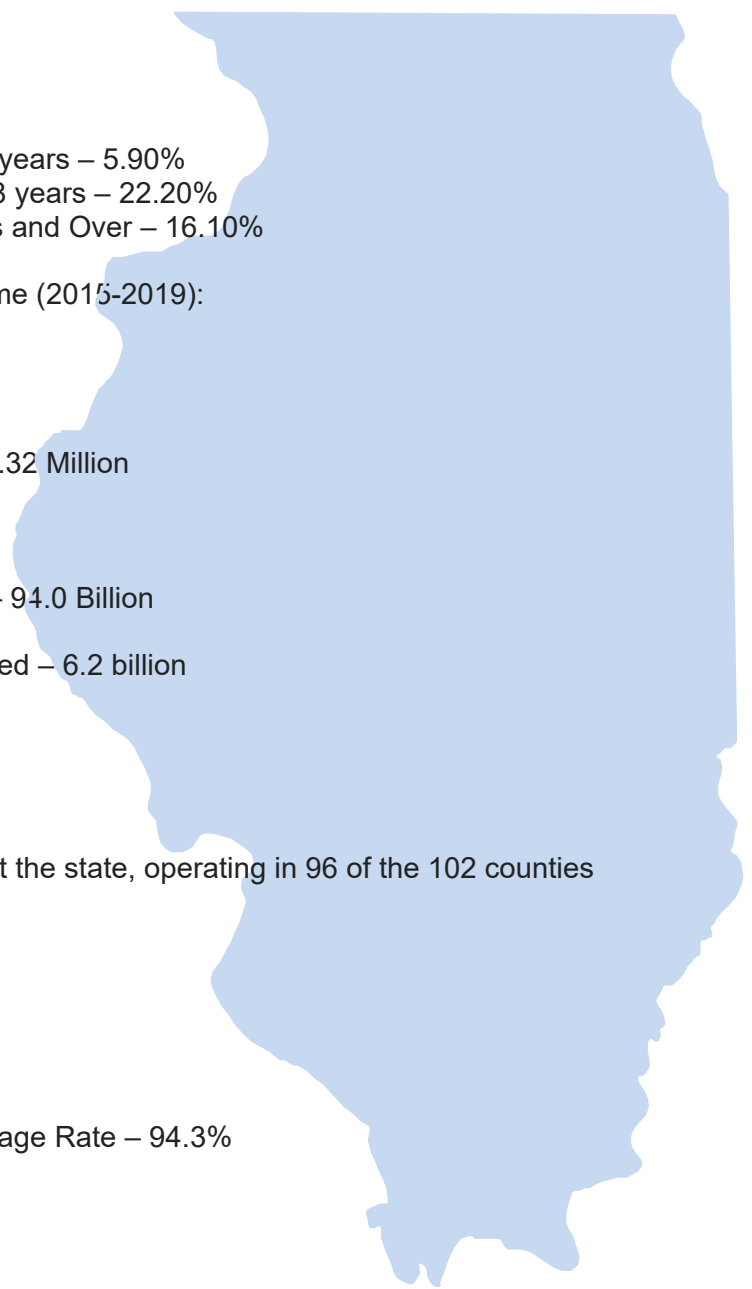
Transit Systems – 63 throughout the state, operating in 96 of the 102 counties

## Quick Facts and Statistics

2020 Fatalities – 1,193

2020 Fatal Crashes – 1,090

2019 Overall Front Seat Belt Usage Rate – 94.3%



# Illinois Strategic Highway Safety Plan

## Mission Statement:

The Illinois Department of Transportation (IDOT) provides safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity, and demonstrate respect for our environment.

## Vision Statement:

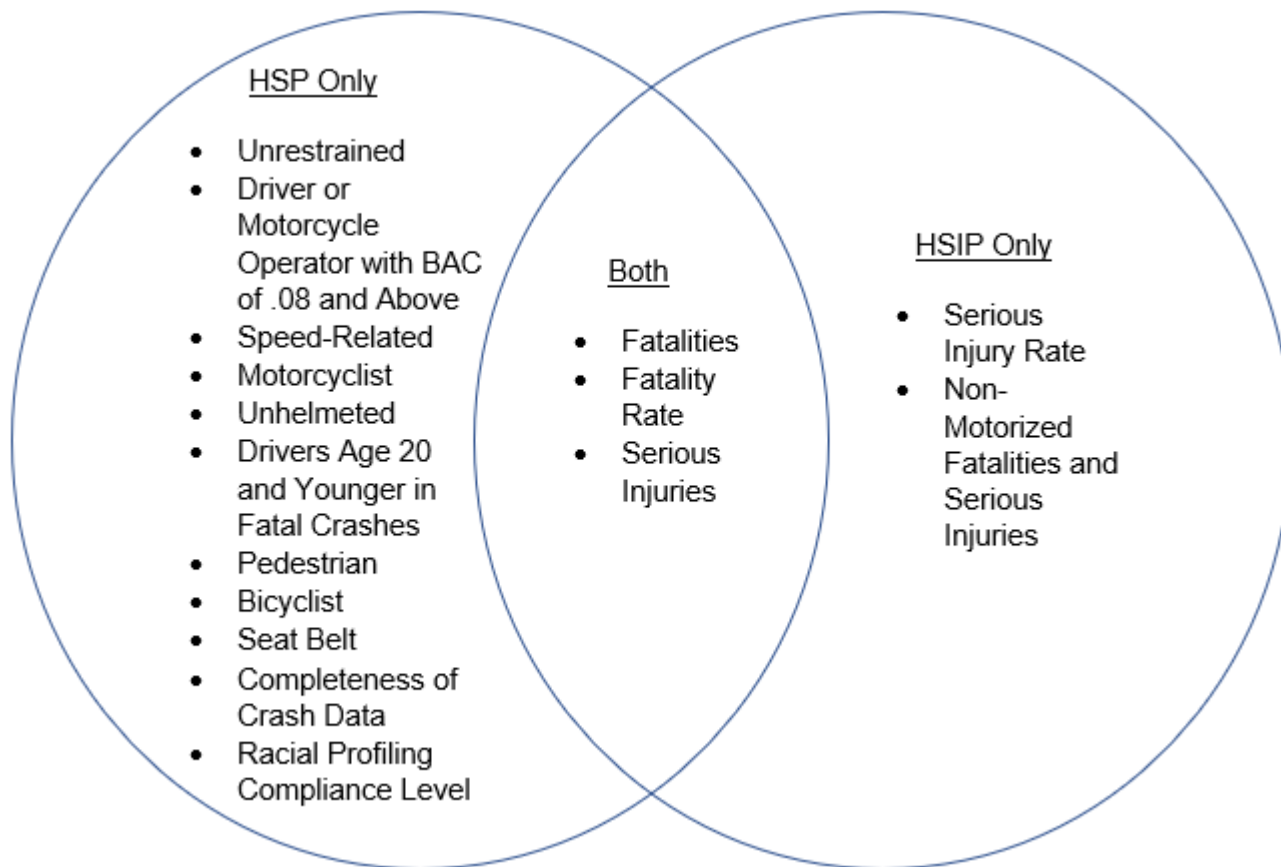
To be recognized as the premier state department of transportation in the nation.

## Strategic Highway Safety Plan:

The Illinois Strategic Highway Safety Plan (ILSHSP) provides an opportunity for safety stakeholders to participate in the statewide effort to reduce fatalities and serious injuries on Illinois roadways. The SHSP is a compilation of 4E (Education, Enforcement, Emergency Medical Services, and Engineering) safety strategies, plans, and programs developed based on data-driven priorities and proven effective strategies and approaches.

The ILSHSP serves as an overarching guidance document to safety programs and strategies to address fatalities and serious injuries. It is an umbrella plan for Highway Safety Improvement Programs (HSIPs), Commercial Vehicle Safety Plans (CVSPs), Highway Safety Plans (HSPs), and other State and local plans. Crash statistics in the ILSHSP represent fatalities and serious injuries from 2010 to 2014 statewide and by ILSHSP emphasis areas. Each of the emphasis areas has been prioritized based on the greatest opportunity to reduce fatalities and serious injuries. The ultimate goal is to reduce fatalities to zero.

State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.



## State Highway Safety Office

The Federal Highway Safety Act of 1966 makes the Governor of Illinois responsible for preparing and administering a statewide highway safety program designed to reduce traffic crashes as well as the resulting property damage, injuries, and fatalities. The Governor named the Bureau Chief of the Bureau of Safety Programs and Engineering (BSPE) to act as the Illinois Governor's Highway Safety Representative.

The BSPE is the state's highway safety office responsible for overseeing the highway safety funding from the National Highway Traffic Safety Administration (NHTSA) by producing the annual Highway Safety Plan (HSP) and the Annual Report (AR). The BSPE programs federal and state funds for local communities and state agencies to conduct highway safety enforcement and educational activities aimed at reducing highway crashes and resulting deaths and injuries.

The BSPE takes the lead for the State of Illinois' efforts to reduce fatalities and serious injuries on Illinois roads with internal and external coordination and cooperation. The Federal Fiscal Year 2022 Highway Safety Plan provides an overview of the state's plan to utilize federal highway safety funds for the period of October 1, 2021 through September 30, 2022.

In 2020, there were 1,193 traffic related fatalities. Motor vehicle fatalities are a major issue in Illinois. The main challenge facing Illinois is reducing motor vehicle crash fatalities and serious injuries and the growing problems of impaired driving, speed, and distracted driving. Other challenges include implementing the recommendations from the 2021 Traffic Records Assessment, utilizing the Illinois Impaired Driving Task Force, and addressing the ongoing speeding problem. IDOT will continue working with traffic safety partners to meet and overcome these challenges to make Illinois a safer place to travel.

Anyone seeking information about highway safety programs in Illinois, please contact:

Illinois Department of Transportation  
Bureau of Safety Programs and Engineering  
2300 South Dirksen Parkway  
Springfield, IL 62764  
(217) 782-3568  
[www.idot.illinois.gov](http://www.idot.illinois.gov)

## Highway Safety Planning Process

For the Illinois State Highway Safety Office to begin to develop a plan, they must first understand the traffic safety related issues and the data. Once the data has been processed and understood, a plan is developed to address the issue. This is the basis of the Highway Safety Plan. The following sections will establish the building blocks of the Highway Safety Plan. They include the data sources and processes, process participants, description of highway safety problems, methods for project solicitation and selection, information and data sources, and the description of outcomes.

### Data Sources and Processes

Each year IDOT identifies traffic safety problems using several databases which include data for crash reports, Fatality Analysis Reporting System (FARS), health care, census, vehicle miles of travel (VMT), and surveys such as observational seat belt surveys. These databases are used for policy development and for the allocation of public funds to create effective and cost-effective highway safety projects and programs. A “traffic safety problem” is an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is statistically higher in collision experience than normal expectations.

The main data sources that have been used in the problem identification process are:

- Crash data (2012-2020)
- FARS data (2012-2019)
- Federal VMT data (2012-2019)
- State VMT data (2020)
- National Center for Health Statistics census data (2019, estimate)
- Observational seat belt and car seat surveys (1985-2019)
- Memorial Day CIOT and Labor Day DSOGPO Surveys (2018-2020)
- Driver and vehicle data
- Health Care data
- Transportation Research Board data
- Bureau of Justice Statistics (2008)

The main variables that IDOT has used in this process are demographics (e.g., age, gender, region, and county), crash results (e.g., fatalities, severe injuries), safety equipment use, and other behavioral variables available through surveys.

### Process Participants

The Highway Safety Plan (HSP) Committee was created within the Bureau of Safety Programs and Engineering to identify traffic safety problems and review Illinois’ experience in the existing highway safety priority areas (e.g., occupant protection, impaired driving, speed, distracted driving, motorcycle safety, and pedestrian safety).

HSP Committee members may include: Occupant Protection Program Coordinator, Research Program Evaluation Manager, Law Enforcement Liaison Coordinator, Impaired Driving Program Coordinator, At-Risk Behavior Program Manager, Legislative Affairs, Safety Programs Implementation Manager, Safety Projects Manager, Safety Program Coordinators, Motorcycle Program Manager, Safety Grant Administrators, National Highway Traffic Safety Administration Regional Program Manager, Communications Staff, and Strategic Highway Safety Plan Emphasis Area Chairs.

The HSP Review and Scoring Committee is a subcommittee of the HSP Committee that is responsible for scoring, reviewing, and selecting highway safety grant applications. The committee is made up of technical and professional staff representing each of our highway safety programs.

Below is a sample listing of outside stakeholders that help develop our highway safety programs.

### Law Enforcement Liaison Program

The Law Enforcement Liaisons (LELs) work closely with the SHSO to provide a vital link to the Illinois' law enforcement community. They provide law enforcement expertise, encourage involvement in traffic safety initiatives, enhance communication, and assist the SHSO in developing grant opportunities to reduce injuries and fatalities.

### Impaired Driving Task Force

Illinois' Impaired Driving Task Force (IIDTF) aims to save lives by preventing impaired driving and crashes that result from impaired driving. The IIDTF is composed of professionals from a variety of organizations, each bringing a different experience and perspective on impaired driving issues. The task force has established the Illinois Impaired Driving Strategic Plan (IIDSP). It is a five-year plan developed to address specific objectives, strategies, and tactics to assist Illinois in exceeding performance targets.

## Description of Highway Safety Problems

Problem identification involves the study of relationships between collisions, population, licensed drivers, registered vehicles, and VMT as well as characteristics of specific subgroups that may contribute to collisions. Each program overview contains a detailed analysis of motor vehicle fatalities and injuries controlling for selected characteristics such as crash type and demographic characteristics using the last five recent crash year reports (2016-2020). Problems identified are serious injuries and fatalities related to distracted driving, motorcyclists, impairment, pedestrians, pedalcyclists, occupants, young drivers, and speed.

The targets identified in this report were determined using several quantitative data sources (e.g., crash data, VMT). They were established for the various program areas (e.g., impaired driving, occupant protection, pedestrian, and motorcycle). The specific thresholds and target dates were set based on past trends (five-year rolling averages for the fatality and injury related goals using 2016-2020 FARS) and police reports. Starting in 2010, IDOT has used a Governors Highway Safety Association (GHSA) recommended list of goals for 2010 and beyond. The projected figures are based on the linear models using the Statistical Analysis System (SAS) and Excel.

In order to establish the 2022 targets for the core traffic safety performance measures in Illinois, five-year rolling averages were generated using the 2012-2019 FARS data, 2020 state crash data, annual safety belt survey data, 2012-2019 Federal VMT, and 2020 State VMT. The following steps were used to set the 2022 targets:

1. Rolling averages were calculated using the 2012-2019 FARS data, 2020 state crash data, and observational survey data. The rolling averages for 2016 through 2020 are calculated using:

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

For example, the rolling average of total fatalities for 2017 is 1,016.2 and is based on the average of actual fatalities for the years 2013 through 2017.

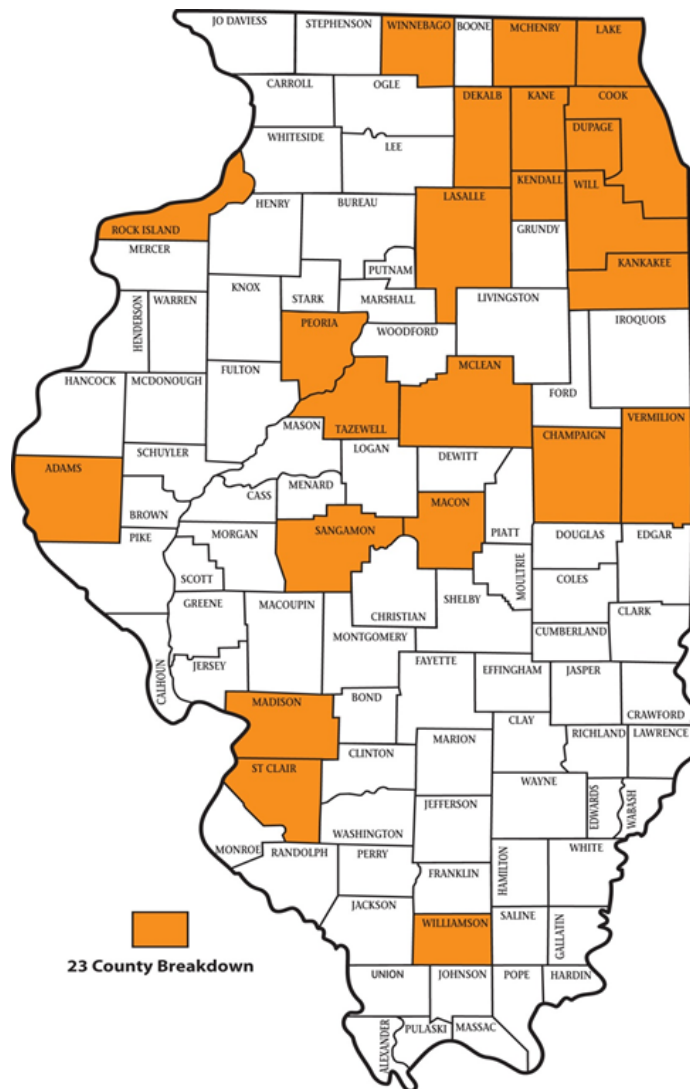
2. The following methodologies were used to develop targets for 2022:
  - a. Ordinary Least Squares (OLS) method was used to set targets for 2022. This is a common methodology (also known as Regression Model) that is often used to project future fatality numbers and rates. Most spreadsheet software offers a "Linear Trend" function which projects what the fatalities would be in the future if the trend were to continue. A two-percent reduction



was then calculated from the most recent five-year rolling average. The lower of the two values was used as the target.

- b. Rates for fatalities and serious injuries for 2016-2019 were calculated using Federal VMT. Since 2020 data were not available, State VMT was used.
- c. Five-year rolling averages were calculated for Total Fatalities, Fatality Rate, Young Driver Fatalities, Unrestrained Passenger Fatalities, Motorcyclist Fatalities, Unhelmeted Motorcycle Fatalities, Speed Fatalities, Pedestrian Fatalities, Bicyclist Fatalities, Serious Injuries, Serious Injury Rate, and Alcohol-Impaired Driving Fatalities.
- d. The Seat Belt Usage Rate, Racial Profiling Compliance level, and Completeness of Crash Data targets used individual years instead of 5-year rolling averages.

For the FY 2022 Highway Safety Plan, the process used to identify traffic safety problems began initially by evaluating Illinois' experience in each of the existing Illinois highway safety priority areas of seat belt and impaired driving. These two areas have been determined by NHTSA to be most effective in reducing motor vehicle-related injuries and fatalities. Consideration for other potential traffic safety problem areas came from analyzing survey data and other anecdotal information. Over the last 16 years, Illinois has used the 23-County Model to enhance the existing problem identification process. Under this model, Illinois selected the top 23 counties where 86 percent of the population resided in 2020.



## **23-County Breakdown Facts**

- There were 73,024 persons injured in motor vehicles crashes in 2020, of these 88.5 percent occurred where 86.0 percent of the population resides.
- 8,557 persons had serious injuries resulting from these crashes with 78.9 percent of these serious injuries in the 23 counties.
- 1,193 persons were fatally injured in crashes in 2020, 71.9 percent of these within the 23 counties.
- There were 766 drivers fatally injured in motor vehicle crashes in 2020. 66.8 percent of these drivers were fatally injured in the 23 counties.
- 224 motor vehicle passengers were killed in 2020. 71.4 percent of these passengers were within the 23 counties.
- 91.3 percent of the fatally injured pedestrians occurred in these 23 counties.
- 26 of the 28 pedalcyclists were fatally injured within these 23 counties.
- 110 of the 151 fatally injured motorcyclists, 72.8 percent, were killed within these 23 counties.
- There were 1,086 fatal crashes in 2020, 25.1 percent of these crashes involved alcohol (273), with 64.5 percent of those alcohol-related fatal crashes occurring within these 23 counties.
- Of the 1,193 persons who were killed in motor vehicle crashes in 2020, 25.0 percent of these fatalities were alcohol related and 65.1 percent of those alcohol-related fatalities occurred within the 23 counties.
- Crashes involving pedestrians account for 1.3 percent of the overall crashes statewide in 2020. Pedestrian crashes within the 23 counties account for 96.5 percent of the total statewide pedestrian crashes, 91.1 percent of the total statewide pedestrian fatal crashes and 96.9 percent of the statewide pedestrian injury crashes in 2020.
- Crashes involving pedalcyclists account for 0.9 percent of the overall crashes statewide. 96.0 percent of the total pedalcyclist crashes, 92.9 percent of the fatal pedalcyclist crashes and 96.1 percent of the pedalcyclist injury crashes occurred within these 23 counties.
- Crashes involving speed account for 28.7 percent of the overall crashes, 32.4 percent of the fatal crashes and 32.4 percent of the injury crashes in 2020. Crashes involving speed within these 23 counties account for 91.2 percent of the total statewide speed-related crashes, 75.0 percent of the fatal speed-related crashes and 88.8 percent of the speed-related crashes involving an injury.
- Crashes involving motorcycles account for 1.1 percent of the total crashes, 14.0 percent of the fatal crashes and 3.9 percent of the injury crashes statewide. 82.6 percent of these total crashes, 73.0 percent of the fatal crashes, and 81.9 percent of the injury crashes occurred within these 23 counties.

Note: 2020 State data used. Data as of 5/24/2021.

## Methods for Project Solicitation and Selection

In Illinois, the Grant Accountability and Transparency Act (GATA) has guided the solicitation of proposals. In January, the BSPE issued two Notice of Funding Opportunities (NOFO). These are publicly posted to generate a transparent application process. The first NOFO issued is for local agencies and non-profits to submit proposals. The second NOFO issued is for State Agency proposals for the following year due to state agency appropriations. All NOFOs are published for a minimum of 45 days.

When NOFOs are available, they are posted to IDOT's main website and posted on <https://idot.illinois.gov/transportation-system/safety/grants/current>. This website houses all the required documents and information for potential grantees to apply for grants. The BSPE will promote NOFOs for highway safety grants through a variety of methods including, but not limited to:

1. GATA website <https://www2.illinois.gov/sites/GATA/Pages/default.aspx>
2. IDOT's website <https://idot.illinois.gov/transportation-system/safety/grants/index>
3. Email blast to current grantees
4. Email blast to website subscribers
5. Meetings with Safety Grant Administrators and LELs
6. Meetings and conferences
7. Community outreach activities

Illinois has developed a process for selecting the appropriate projects after the applications have been received. The primary goal of the highway safety programs is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads and meet our highway safety performance measures. All highway safety programs require a strategic, data-driven approach for improving highway safety. In addition, all local project specifications are revised annually in December to include new objectives, strategies, and performance-directed measures to keep projects focused on reducing injuries and fatalities on Illinois roadways.

All submitted grant applications undergo a merit-based review using a project evaluation template in which each application is scored twice. Depending on the grant, the first review is conducted by one of the following: Safety Grant Administrator, Program Coordinator, Law Enforcement Liaisons, Safety Projects Manager, Safety Programs Implementation Manager, Bureau Chief, HSP Review and Scoring Committee, HSP Committee member, or an executive staff member. The second review is completed by a different individual in the above list of participants or group as listed above. After the two reviews are complete, the final score is calculated by averaging the two scores.

For FY 2022, Illinois received 272 local agency and 21 state agency grant applications. These applications were received under the following NOFOs:

### Local Agency

1. Sustained Traffic Enforcement Program
2. Non-Enforcement
3. Bicycle and Pedestrian Safety
4. Motorcycle Awareness
5. Traffic Records

### State Agency

1. Enforcement and Non-Enforcement
2. Racial Profiling
3. Traffic Records
4. Impaired Driving

The following tables show several scorecards with the project selection criteria and associated numeric scores based on preassigned weights. As shown below, the first column lists criteria, the second column indicates relative weight (percent), the third column depicts a numeric score of one to six, and the fourth column sums the numeric score (Score=Assigned Score x Assigned Weight). The fifth and sixth columns are repeated for a second review. The last column is reserved for comments. A scoring guide was provided to aid in the completion of the scorecards to help establish consistency of application grading. The Total row shows the overall score for each reviewer that ranges from the lowest score of 100 to the highest score of 600. Finally, the Average is calculated between the first and second reviewer.

### Traffic Records Application Scorecard

Project Evaluation Form for Traffic Records Grantees						
Reviewer #1:			Reviewer #2:			
Agency:						
Project Request Title:						
Project Request Number:						
Requested Funding Level:			Recommended Funding Level:			
Selection Criteria	Weight	Reviewer #1	Score	Reviewer #2	Score	Comments (Please continue on the next page)
1) Problem Identification	20		0		0	
2) Proposed Solution	15		0		0	
3) Project Benefits	15		0		0	
4) Performance Measures - Execution	15		0		0	
5) Performance Measures - Ongoing Assessment	15		0		0	
6) Program Implementation and Activities	10		0		0	
7) Previous Experience/Projects	10		0		0	
<b>Total</b>	<b>100</b>		<b>0</b>		<b>0</b>	
*Rating (1-low 2 3 4 5 6-high)		High of 600			<b>Average: 0</b>	
Reviewer #1 Recommendation:			Reviewer #2 Recommendation:			
<input checked="" type="checkbox"/> Accept <input type="checkbox"/> Reject <input type="checkbox"/> Accept with Changes			<input type="checkbox"/> Accept <input type="checkbox"/> Reject <input type="checkbox"/> Accept with Changes			
_____ Safety Programs Implementation Manager Signature			_____ Date			<input type="checkbox"/> Approved <input type="checkbox"/> Rejected

## New Enforcement Application Scorecard

Project Evaluation Form for New Enforcement Grantees						
Reviewer #1:			Reviewer #2:			
Agency:						
Project Request Title:						
Project Request Number:						
Requested Funding Level:			Recommended Funding Level:			
Selection Criteria	Weight	Reviewer #1	Score	Reviewer #2	Score	Comments (Please continue on the next page)
1) Located within 23 County Model	30		0		0	
2) City/Unincorporated population size of 25,000+	15		0		0	
3) Over 500 crashes for the last 3 years	15		0		0	
4) Over 20% of all crashes are fatal and serious injury crashes	20		0		0	
5) Complies with the Illinois Traffic Stop Study	10		0		0	
6) Risk Assessment	10		0		0	
<b>Total</b>	<b>100</b>		<b>0</b>		<b>0</b>	
*Rating (1-low 2 3 4 5 6-high)			High of 600		<b>Average: 0</b>	
Reviewer #1 Recommendation:			Reviewer #2 Recommendation:			
<input checked="" type="checkbox"/> Accept <input type="checkbox"/> Reject <input type="checkbox"/> Accept with Changes			<input type="checkbox"/> Accept <input type="checkbox"/> Reject <input type="checkbox"/> Accept with Changes			
_____			_____			
Safety Programs Implementation Manager Signature			Date		<input type="checkbox"/> Approved <input type="checkbox"/> Rejected	

## Non-Enforcement Grantees Scorecard

Project Evaluation Form for Non-Enforcement Grantees						
Reviewer #1:			Reviewer #2:			
Agency:						
Project Request Title:						
Project Request Number:						
Requested Funding Level:			Recommended Funding Level:			
Selection Criteria	Weight	Reviewer #1	Score	Reviewer #2	Score	Comments (Please continue on the next page)
1) Highway Safety Program Area	5		0		0	
2) Located within 23 Counties	5		0		0	
3) Problem Statement Detailed and Cited	15		0		0	
4) Background and explanation of problem statement	5		0		0	
5) Specific Objectives/Hypotheses	10		0		0	
6) Develop Specific Performance Measures	5		0		0	
7) Data, Method of Evaluation, and Surveys (if applicable) provided	20		0		0	
8) Program Implementation <input type="checkbox"/> Reviewed previous year's file if applicable	20		0		0	
9) Previous Experience	10		0		0	
10) Risk Assessment	5		0		0	
<b>Total</b>	<b>100</b>		<b>0</b>		<b>0</b>	
*Rating (1-low 2 3 4 5 6-high)			High of 600		<b>Average: 0</b>	
Reviewer #1 Recommendation:			Reviewer #2 Recommendation:			
<input type="checkbox"/> Accept <input type="checkbox"/> Reject <input type="checkbox"/> Accept with Changes			<input type="checkbox"/> Accept <input type="checkbox"/> Reject <input type="checkbox"/> Accept with Changes			
_____			_____			
Safety Programs Implementation Manager Signature			Date		<input type="checkbox"/> Approved <input type="checkbox"/> Rejected	

Recommendations for approval are based on the merit-based review average score, available funding, benefit to the Highway Safety Plan, IDOT performance targets, short and long-term targets, and initiatives that IDOT will fund and undertake to achieve success.

The HSP Committee will be given the recommendations of the HSP Review and Scoring Committee for review. They may recommend revisions to the proposed projects. If necessary, the LEL, Safety Grant Administrator, other IDOT staff, or applicant agency may be called in front of the HSP Committee to answer any questions the committee has regarding the project request. Due to limited funding, not all applications may receive funding.

Once the HSP Committee completes its recommendations for all the applications, a list of the approvals and denials will be presented to the Bureau Chief of the BSPE. After the Bureau Chief's approval, the Governor's Highway Safety Representative will be presented the final recommendations for approval. At the current time, Cynthia Watters is both the Bureau Chief and Governor's Highway Representative.

## Information and Data Sources

The 2022 project selection was based on the input of many different data sources. Those that have been used in the planning process are:

1. Crash data: 2012-2020 (Safety Data Mart, IDOT)
2. FARS data: 2012-2019 (<https://cdan.nhtsa.gov/STSI.htm>)
3. Federal VMT data: 2012-2019 (<https://www.fhwa.dot.gov/policyinformation/statistics.cfm>)
4. State VMT data: 2020 (<https://idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/OP&P/Travel-Stats/2020 ITS.pdf>)
5. National Center for Health Statistics census data (2019, estimate)
6. Observational seat belt and car seat surveys: 1985-2019 (<https://idot.illinois.gov/transportation-system/safety/evaluations>)
7. Memorial Day CIOT and Labor Day DSOGPO Surveys: 2018-2020 (<https://idot.illinois.gov/transportation-system/safety/evaluations>)
8. Driver and vehicle data
9. Healthcare data
10. Transportation Research Board
11. Bureau of Justice Statistics: 2008 (<https://www.bjs.gov/content/pub/pdf/cslla08.pdf>)

## Description of Outcomes

Illinois' safety planning efforts have been coordinated with the Strategic Highway Safety Plan (SHSP) which provides a clear strategic direction for the Highway Safety Plan (HSP) as required under Highway Safety Programs (23 U.S.C. 402(b)(1)(F)(v)). The main focus of the HSP is designed to reduce crashes, fatalities, injuries, and property damage by addressing several road user target groups (e.g., young drivers), behavioral issues (e.g., impaired driving, occupant protection, and speeding), police traffic services, emergency medical services, motorcycle safety, and traffic records improvements. The Bureau of Safety Programs and Engineering engages a wide range of state and local partners to focus on relevant SHSP emphasis areas and implement a range of strategies and countermeasures.

Overall, the HSP and other safety plans provide a comprehensive framework for reducing the number of fatalities and serious injuries on all public roads. Integration of all safety plans is relevant and important to a State's planning process. The SHSP is the mechanism to bring these safety "parts" together to form a consistent and "whole" safety program for the State. For example, the common grant programs between HSP and SHSP include law enforcement and community traffic safety programs in addition to occupant protection, impairment, distracted driving, and speed programs. The HSP also implements statewide campaigns and initiatives to increase public recognition of safety issues. Both HSP and the SHSP use similar problem identification, goals, objectives, countermeasure identification, project development process, and program evaluation techniques to determine the effectiveness of highway safety programs on motor vehicle-related fatal and injury crashes.

Of the strategies that are included in the SHSP, many are coordinated with the efforts of the 2021 and 2022 HSP as each emphasis area has set specific strategies to address the objectives of the SHSP. For example, one objective under Unrestrained Occupant Crashes in Illinois is to conduct highly publicized enforcement campaigns with highly visible marketing to increase restraint use.

To meet the objective, Illinois recruits enforcement grantees to participate in campaigns that enforce seat belt laws accompanied with a paid media campaign. These activities are combined to increase awareness and the effectiveness of the Click It or Ticket Campaign. Due to limitations and precautions during COVID-19, participation by the agencies in the 2020 campaign was reduced but 164 agencies were engaged for 2019 and for 2021, a similar number is expected.

Outside of individual outcomes, it is important to review the overall outcomes for the performance measures set by both federal and state governments. The next section of the HSP will describe the most recent performance measures and Illinois' progress in meeting them.



## Performance Report

The 2021 Highway Safety Plan established 15 safety performance measure targets for Illinois to achieve. The table below shows the established measures and Illinois' year-to-date progress in meeting those targets.

Performance Measure:	2022 HSP				
	Target Period	Target Year(s)	Target Value FY21 HSP	Data Source/ FY21 Progress Results 1/1/2021 5/31/2021	On Track to Meet FY21 Target YES/NO/In Progress
C-1) Total Traffic Fatalities	5 year	2017-2021	1,000.0	2021 State Crash Data 258	Yes
C-2) Serious Injuries in Traffic Crashes	5 year	2017-2021	11,556.4	2021 State Crash Data 2,933	Yes
C-3) Fatalities/VMT	5 year	2017-2021	0.930	2021 State Crash Data 0.950	No
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2017-2021	247.4	2021 State Crash Data -	In Progress
C-5) Alcohol-Impaired Driving Fatalities	5 year	2017-2021	313.7	2021 State Crash Data -	In Progress
C-6) Speeding-Related Fatalities	5 year	2017-2021	402.0	2021 State Crash Data -	In Progress
C-7) Motorcyclist Fatalities	5 year	2017-2021	137.5	2021 State Crash Data 13	Yes

2022 HSP					
Performance Measure:	Target Period	Target Year(s)	Target Value FY21 HSP	Data Source/ FY21 Progress Results 1/1/2021 5/31/2021	On Track to Meet FY21 Target YES/NO/In Progress
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2017-2021	98.2	2021 State Crash Data 7	Yes
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2017-2021	127.3	2021 State Crash Data 42	Yes
C-10) Pedestrian Fatalities	5 year	2017-2021	149.8	2021 State Crash Data 37	Yes
C-11) Bicyclist Fatalities	5 year	2017-2021	19.6	2021 State Crash Data 2	Yes
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)*	5 year	2017-2021	94.3%	2021 State Survey N/A	In Progress
Serious Injury Rate	5 year	2017-2021	10.79	2021 State Crash Data 9.57	Yes
Completeness of Crash Data	Annual	2021	6.8	2021 State Data N/A	In Progress
Racial Profiling Compliance Level	Annual	2021	100	2021 State Data N/A	In Progress

\*The Seat Belt Survey in 2020 was not conducted and the 2019 results were retained. Data as of 5/18/2021.

Illinois' current progress toward performance measures set for 2021 is overall satisfactory. Preliminary state crash data from January 1- May 31, 2021 reveals that most targets are on course to be met. As a note of caution, state data is subject to change and for some performance measures such as Serious Injuries, Serious Injury rate, and Alcohol-Impaired Driving Fatalities, preliminary results are severely underrepresented. A well-known countermeasure to reduce fatalities and serious injuries is high-visibility enforcement of traffic laws. Due to COVID-19, enforcement restrictions are a major factor during this time, which will likely impact fatalities and serious injuries for 2021. Illinois is looking to identify which projects and programs will best assist in meeting performance measure targets moving into the future and enable IDOT to reach its goal of zero fatalities.

A more detailed analysis below shows the 2020 HSP program area level report with specific information related to each performance measure and the established baseline. Due to 2020 FARS ARF not being available, state data was used.

### C-1) Number of Traffic Fatalities (FARS)

Core Measure	Baseline 2014-2018 Rolling Average	Projected 2016-2020 Rolling Average	Actual 2016-2020 Rolling Average	Met/Unmet
Traffic Fatalities	1,025.6	985.0	1,081.0	Unmet

For 2020, Traffic Fatalities of 985.0 were projected using a baseline rolling average from 2014-2018 and a two-percent reduction due to the data having an upward linear trend. The 2016-2020 Actual Traffic Fatalities rolling average was 1,081.0, resulting in the target being not met.

### C-2) Number of serious injuries in traffic crashes (State crash data files)

Core Measure	Baseline 2014-2018 Rolling Average	Projected 2016-2020 Rolling Average	Actual 2016-2020 Rolling Average	Met/Unmet
Serious Injuries	12,149.8	11,668.7	10,704.0	Met

For Total Serious Injuries in Traffic Crashes, five-year rolling averages were created for each year from 2013-2017 since 2018 was not yet available. 2018 was then estimated using a trendline and the total average of 2014 through 2018. Although this resulted in a downward trend, the reduction of fatalities by 2020 was not sufficient to be greater than two percent; therefore, a two-percent reduction was used which sets a target of 11,668.7 total serious injuries in 2020. Since the 2016-2020 rolling average was 10,704.0, the target was met.

### C-3) Fatalities/VMT (FARS, FHWA)

Core Measure	Baseline 2014-2018 Rolling Average	Projected 2016-2020 Rolling Average	Actual 2016-2020 Rolling Average	Met/Unmet
Fatalities/VMT	0.95	0.91	1.04*	Unmet

\*2020 State VMT was used since Federal was not available.

Projected Traffic Fatality Rate (Fatalities per 100 million VMT) for 2020 was 0.91 based on 2014-2018 rolling average in addition to a two-percent reduction due to the linear trend of the averages being on an upward slope. This target was not met since the 2016-2020 actual rolling average was 1.04.

**C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)**

Core Measure	Baseline 2014-2018 Rolling Average	Projected 2016-2020 Rolling Average	Actual 2016-2020 Rolling Average	Met/Unmet
Unrestrained Fatalities	254.8	244.7	271.0	Unmet

Unrestrained Passenger Fatalities for 2020 were projected to be 244.7 based on a rolling average from 2014-2018 and downward linear trend in recent previous years. The actual rolling average for 2016-2020 was 271.0 and the target was not met.

**C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)**

Core Measure	Baseline 2014-2018 Rolling Average	Projected 2016-2020 Rolling Average	Actual 2016-2020 Rolling Average	Met/Unmet
Driver or Motorcycle Operator with BAC of 0.08 or Above	317.2	304.7	322.8	Unmet

Since fatalities for Driver and Motorcycle Operator with a BAC of 0.08 or Higher were not yet available for 2018, an estimate was calculated by using five-year rolling averages for 2013 through 2017 to create a linear regression line to project 2018. The total average for 2014, 2015, 2016, 2017, and 2018 was then used as the value for 2018. Again, the data display an upward trend in fatalities, so a two-percent reduction was applied to set the 2020 target at 304.7. Since the 2016-2020 rolling average was 322.8, the target was not met.

**C-6) Number of speeding-related fatalities (FARS)**

Core Measure	Baseline 2014-2018 Rolling Average	Projected 2016-2020 Rolling Average	Actual 2016-2020 Rolling Average	Met/Unmet
Speed Fatalities	407.8	391.7	408.6	Unmet

Speed Fatalities for 2020 were projected to be 391.7 based on a baseline rolling average from 2014-2018 and downward linear trend that was mainly reflected in previous years. Since the actual rolling average for 2016-2020 was 408.6, the target was not met.

**C-7) Number of motorcyclist fatalities (FARS)**

Core Measure	Baseline 2014-2018 Rolling Average	Projected 2016-2020 Rolling Average	Actual 2016-2020 Rolling Average	Met/Unmet
Motorcyclist Fatalities	140.0	134.5	144.8	Unmet

Projected Motorcyclist Fatalities for 2020 was 134.5 based on 2014-2018 rolling average in addition to a two-percent reduction due to the linear trend of the averages being on an upward slope. The actual rolling average from 2016-2020 of 144.8 showed that the target was not met.

**C-8) Number of unhelmeted motorcyclist fatalities (FARS)**

Core Measure	Baseline 2014-2018 Rolling Average	Projected 2016-2020 Rolling Average	Actual 2016-2020 Rolling Average	Met/Unmet
Unhelmeted Motorcyclist Fatalities	99.6	95.6	102.6	Unmet

Unhelmeted Motorcyclist Fatalities for 2020 were projected to be 95.6 based on a baseline rolling average from 2014-2018. A two-percent reduction was also added due to the linear trend of the data only being slightly downward for the recent previous years. The actual 2016-2020 rolling average was 102.6 and as a result, the target was unmet.

**C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)**

Core Measure	Baseline 2014-2018 Rolling Average	Projected 2016-2020 Rolling Average	Actual 2016-2020 Rolling Average	Met/Unmet
Young Driver (<21) Fatalities	130.6	125.4	132.2	Unmet

Young Driver Fatalities for 2020 were projected to be 125.4 based on a baseline rolling average from 2014-2018. Due to the data showing only a slight downward trend from recent previous years, a two-percent reduction was added to create the 2020 value. Since the actual rolling average for 2016-2020 was 132.2, the target was not met.

**C-10) Number of pedestrian fatalities (FARS)**

Core Measure	Baseline 2014-2018 Rolling Average	Projected 2016-2020 Rolling Average	Actual 2016-2020 Rolling Average	Met/Unmet
Pedestrian Fatalities	146.4	140.6	161.0	Unmet

For 2020, Pedestrian Fatalities of 140.6 were projected using a baseline rolling average from 2014-2018 and a two-percent reduction due to the data having an upward linear trend. The actual 2016-2020 rolling average was 161.0, resulting in the target being not met.

**C-11) Number of bicyclists fatalities (FARS)**

Core Measure	Baseline 2014-2018 Rolling Average	Projected 2016-2020 Rolling Average	Actual 2016-2020 Rolling Average	Met/Unmet
Bicyclist or Other Cyclist Fatalities	24.4	23.2	22.0	Met

Projected Bicyclist Fatalities for 2020 were 23.2 based on the linear trend of the 2014-2018 rolling average. This target was met since the actual rolling average for 2016-2020 was 22.0.

**C-12) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)**

Core Measure	Baseline 2014-2018 Rolling Average	Projected 2016-2020 Rolling Average	Actual 2016-2020 Rolling Average	Met/Unmet
Seat Belt Usage Rate	94.1	94.4	94.0	Unmet

Seat Belt Usage for 2020 was projected to be 94.4 based on a baseline rolling average from 2014-2018 and an upward linear trend that was reflected in previous years. The 2020 survey was not conducted due to COVID-19 precautions and instead the usage rate for 2019 was retained. Since the actual rolling average for 2016-2020 was 94.0, the target was not met.

**C-13) Serious Injury Rate**

Core Measure	Baseline 2014-2018 Rolling Average	Projected 2016-2020 Rolling Average	Actual 2016-2020 Rolling Average	Met/Unmet
Serious Injury Rate	11.24	10.80	10.17	Met

For Serious Injury Rate (Serious Injuries per 100 million VMT), five-year rolling averages for Serious Injuries (as previously shown) were divided by five-year rolling averages for VMT for 2014 through 2018. Since Federal VMT was available for all years except 2018, state VMT was used for 2018. Linear regression for the projected values of 2019 and 2020 only show a slight downward trend in the reduction of the Serious Injury Rate so a two-percent reduction was applied, bringing the target to 10.80 per 100 M VMT in 2020. Since the 2016-2020 average was 10.17, the target was met.

**Completeness of Crash Data**

Performance Measure	Projected 2020	Actual 2020	Met/Unmet
Completeness of Crash Data	5.00	8.94	Unmet

This data is based on the percentage of “unknown” code used in critical crash field for a non-fatal crash at an agency level (data based on agencies submitting an average of at least 2 reports per month). Critical crash fields for non-fatal crashes are defined as weather, light condition, traffic control device, traffic control device condition, road surface, vehicle type, vehicle usage, maneuver, driver apparent condition, driver date of birth, driver safety equipment used, and driver airbag deployed. The projected number for 2020 (5 percent) was based on data that was not complete and did not consider the numbers of local agencies shifting from paper to electronic reporting. We are including this performance measure moving forward and are confident that training and familiarity with electronic reporting will improve this measure.

### Data Integration of Crash Data

Performance Measure	Projected 2020	Actual 2020	Met/Unmet
Data Integration of Crash Data	1	1	Met

This measure was included based on the anticipation that the new Trauma Registry System would be complete to a stage that integration with the Crash System would have begun. A Data Analyst was hired and the integration was performed.

### Timeliness of Crash Data

Performance Measure	Projected 2020	Actual 2020	Met/Unmet
Timeliness of Crash Data	87.00	80.82	Unmet

This data is based on the total number of crash reports being electronically reported. Steps are underway to enlist more agencies to report electronically. We projected 87.00 percent by December of 2020 and are confident that training and familiarity with electronic reporting will continue to improve this measure.

### Racial Profiling Data Compliance Level

Performance Measure	Baseline 2018	Projected 2020	Actual 2020	Met/Unmet
Racial Profiling Data Compliance Level	100	100	In Progress	In Progress

This performance measure reports of those agencies who have submitted traffic stop data to IDOT, how many reports were missing the race designation. The 2018 baseline is 100 percent and the 2020 projection is 100 percent. The 2020 results are currently being analyzed and not yet available.

## Performance Plan

PERFORMANCE PLAN CHART			BASE YEARS				
			2016	2017	2018	2019	2020
C-1	Traffic Fatalities	State and FARS Annual	1,078	1,090	1,035	1,009	1,193
	Reduce total fatalities to 1,038.2 (2018-2022 rolling average) by Dec 31 <sup>st</sup> , 2022.	5-Year Rolling Avg.	989.4	1,016.2	1,025.0	1,042.0	1,081.0
C-2	Serious Injuries in Traffic Crashes	State Annual	11,744	12,087	11,434	9,698	8,557
	Reduce serious traffic injuries to 10,280.1 (2018-2022 rolling average) by Dec 31 <sup>st</sup> , 2022.	5-Year Rolling Avg.	12,185.8	12,128.2	11,966.0	11,564.2	10,704.0
C-3	Fatalities/100M VMT	State and FARS Annual	1.00	1.01	0.96	0.94	1.27
	Reduce fatalities/100 MVMT to 0.99 (2018-2022 rolling average) by Dec 31 <sup>st</sup> , 2022.	5-Year Rolling Avg.	0.94	0.96	0.96	0.97	1.04
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	State and FARS Annual	268	265	252	250	320
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 4.0 percent from 271.0 (2016-2020 rolling average) to 260.3 (2018-2022 rolling average) by Dec 31 <sup>st</sup> , 2022.	5-Year Rolling Avg.	266.8	264.0	257.0	257.8	271.0
C-5	Alcohol-Impaired Driving Fatalities	State and FARS Annual	336	357	309	314	298
	Reduce alcohol impaired driving fatalities 4.0 percent from 322.8 (2016-2020 rolling average) to 310.0 (2018-2022 rolling average) by Dec 31 <sup>st</sup> , 2022.	5-Year Rolling Avg.	319.8	326.8	322.6	325.0	322.8
C-6	Speeding-Related Fatalities	State and FARS Annual	419	464	439	375	346
	Reduce speeding-related fatalities by 4.0 percent from 408.6 (2016-2020 rolling average) to 423.8 (2018-2022 rolling average) by Dec 31 <sup>st</sup> , 2022.	5-Year Rolling Avg.	390.6	406.0	409.6	414.8	408.6



PERFORMANCE PLAN CHART			BASE YEARS				
			2016	2017	2018	2019	2020
C-7	Motorcyclist Fatalities	State and FARS Annual	154	160	119	138	153
	Reduce motorcyclist fatalities by 4.0 percent from 144.8 (2016-2020 rolling average) to 139.1 (2018-2022 rolling average) by Dec 31 <sup>st</sup> , 2022.	5-Year Rolling Avg.	143.8	146.2	139.6	143.6	144.8
C-8	Unhelmeted Motorcyclist Fatalities	State and FARS Annual	116	108	87	100	102
	Reduce unhelmeted, motorcyclist fatalities 4.0 percent from 102.6 (2016-2020 rolling average) to 98.5 (2018-2022 rolling average) by Dec 31 <sup>st</sup> , 2022.	5-Year Rolling Avg.	106.0	104.6	99.4	103.2	102.6
C-9	Drivers Age 20 or Younger involved in Fatal Crashes	State and FARS Annual	138	154	110	114	145
	Reduce drivers age 20 and younger involved in fatal crashes by 4.0 percent from 132.2 (2016-2020 rolling average) to 127.0 (2018-2022 rolling average) by Dec 31 <sup>st</sup> , 2022.	5-Year Rolling Avg.	128.2	135.4	131.0	130.2	132.2
C-10	Pedestrian Fatalities	State and FARS Annual	147	147	166	173	172
	Reduce pedestrian fatalities by 4.0 percent from 161.0 (2016-2020 rolling average) to 154.6 (2018-2022 rolling average) by Dec 31 <sup>st</sup> , 2022.	5-Year Rolling Avg.	136.4	138.2	146.6	156.6	161.0
C-11	Bicyclist Fatalities	State and FARS Annual	20	26	24	12	28
	Reduce bicyclist fatalities 14.2 percent from 22.0 (2016-2020 rolling average) to 18.9 (2018-2022 Ordinary Least Squares Linear Trend) by Dec 31 <sup>st</sup> , 2022.	5-Year Rolling Avg.	26.4	25.8	24.6	21.6	22.0
C-12	Serious Injury Rate	State Annual	10.94	11.19	10.59	9.02	9.10
	Reduce serious injury rate 4.5 percent from 10.17 (2016-2020 rolling average) to 9.71 (2018-2022 Ordinary Least Squares Linear Trend) by Dec 31 <sup>st</sup> , 2022.	5-Year Rolling Avg.	11.49	11.43	11.22	10.79	10.17

PERFORMANCE PLAN CHART			BASE YEARS				
			2016	2017	2018	2019	2020
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	State Annual	93.0	93.8	94.6	94.3	94.3
	Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 0.94 percentage points from 94.3 percent in 2020 to 95.2 percent by Dec 31 <sup>st</sup> , 2022.	1 year					
	Completeness of Crash Data	State Annual	9.4	9.0	7.6	7.2	8.9
	Decrease percentage of “unknown” code used 1.6 percentage points from 8.9 (2020 value) to 7.3 (2022 Ordinary Least Squares Linear Trend) by Dec 31 <sup>st</sup> , 2022.	1 year					
	Racial Profiling Compliance Level	State Annual	95.6	94.0	94.5	79.8	89.2
	Racial profiling compliance level is projected to decrease 9.3 percentage points from 89.2 percent (2020 value) to 79.9 percent (2022 Ordinary Least Squares Linear Trend) by Dec 31 <sup>st</sup> , 2022.	1 year					

For measures that used both FARS and state crash data, FARS data was used for 2011-2019 and state crash data was used for 2020. Data as of 5/18/2021. Due to COVID-19 restrictions and precautions, the 2020 seat belt survey was not conducted. Instead, the 2019 survey was retained.

Performance Measure Target Details:

**C-1) Traffic Fatalities**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Traffic Fatalities	Numeric	1,038.2	5 Year	2018

Justification: Overall traffic fatalities in Illinois are a main concern and reduction of total fatalities remains the primary goal. Data from 2012-2020 were utilized to create a five-year rolling average for each year. For example, the rolling average for 2015 was computed by averaging 2011, 2012, 2013, 2014, and 2015. A rolling average is commonly used to smooth out short-term fluctuations and highlight longer-term trends or cycles. To project performance targets for Illinois, a two-percent reduction was utilized. The goal for 2021 was computed by reducing 2020 and 2021 by two percent. A two-percent reduction was used due to the fact the five-year rolling averages from 2016 to 2020 have an upward linear trend as seen through a linear regression line. The goal for Illinois is to reach zero fatalities per year and using a two-percent reduction will enable the state to reach its goal.

**C-2) Serious Injuries in Traffic Crashes**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Serious Injuries	Numeric	10,280.1	5 Year	2018

Justification: For Total Serious Injuries in Traffic Crashes, 2016-2020 five-year rolling averages were used to compute the 2022 projected value through Ordinary Least Squares trendline analysis. Although this value resulted in a downward trend from the 2020 baseline, the reduction of serious injuries by 2022 was not greater than two percent annually; therefore, a two-percent reduction from the 2020 baseline was applied annually which sets a target of 10,280.1 total serious injuries for 2022.

**C-3) Fatalities/100 M VMT**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Fatalities/100 M VMT	Numeric	0.99	5 Year	2018

Justification: Like previous target selection methods, five-year rolling averages were used from 2016-2020 for the Total Traffic Fatality Rate. Since the 2020 Vehicle Miles of Travel (VMT) data from FHWA were not available, the 2020 state VMT data published by IDOT were used to calculate the fatality rate. Like the Total Traffic Fatalities, the data show an upward trend. To move toward the goal of zero fatalities, a two-percent reduction is applied annually, resulting in the projected rate of 0.99 per 100 million VMT for 2022.

#### C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Unrestrained Occupant Fatalities	Numeric	260.3	5 Year	2018

Justification: For Unrestrained Passenger Fatalities, 2016 through 2020 fatalities were calculated using five-year rolling averages. The linear regression line illustrates a slight increase to 264.2 in 2022 so the two-percent reduction is applied, bringing the 2022 target to 260.3.

#### C-5) Alcohol-Impaired Driving Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Alcohol-Impaired Driving Fatalities	Numeric	310.0	5 Year	2018

Justification: Five-year rolling averages for 2016 through 2020 were used to create a linear regression line to project the 2022 value. Again, the data display an upward trend in fatalities with 2022 at 325.1. Instead, the two-percent reduction was applied to set the 2022 target at a much lower 310.0 which is better aligned with the goal of working toward zero fatalities.

#### C-6) Speed-Related Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Speed-Related Fatalities	Numeric	392.4	5 Year	2018

Justification: For Speed-Related Fatalities, the regression line for the rolling averages of 2016 through 2020 shows an upward trend, resulting in a projection of 423.8 fatalities for 2022. This projection does not align with moving toward zero fatalities, so a two-percent reduction is used instead, bringing the projected target to 392.4.

#### C-7) Motorcyclist Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Motorcyclist Fatalities	Numeric	139.1	5 Year	2018

Justification: The trendline for five-year rolling averages for Motorcyclist Fatalities project fatalities to slightly decrease from 144.8 in 2020 to 143.4 by 2022. Since the data have a slight downward slope, it is not consistent with Illinois' goal of zero fatalities. For this reason, a two-percent reduction is used to decrease fatalities to 139.1 for 2022.

### C-8) Unhelmeted Motorcyclist Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Unhelmeted Motorcyclist Fatalities	Numeric	98.5	5 Year	2018

Justification: The five-year rolling averages for 2016, 2017, 2018, 2019, and 2020 for Unhelmeted Motorcycle Fatalities shows a downward trend over time. The Projection for 2022 was created using linear regression as in previous target selections. This decrease to 99.9 in 2022 is higher than a two-percent reduction so the two-percent reduction is used instead bringing the target to 98.5 for 2022.

### C-9) Drivers Age 20 or Younger Involved in Fatal Crashes

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Young Driver (<21) Fatalities	Numeric	127.0	5 Year	2018

Justification: Rolling averages for 2016 through 2020 for Young Drivers (Under 21) Involved in Fatal Crashes were used in conjunction with a linear regression line to project fatalities for 2022. The projected value for 2022 is 132.5 and is higher than the 5-year rolling average for 2020 of 132.2. Due to this upward pointing trendline, the two-percent reduction is used. Using the two-percent reduction method, the projected value is now 127.0 which aligns with the goal of zero fatalities.

### C-10) Pedestrian Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Pedestrian Fatalities	Numeric	154.6	5 Year	2018

Justification: Pedestrian Fatalities for 2022 were projected using five-year rolling averages for 2016 through 2020 and a trendline. The five-year rolling averages have consistently increased year after year during this period. Using only linear regression for 2022, projections result in Illinois moving away from the goal of zero fatalities and for this reason, a two-percent reduction is used instead bringing the 2022 projection to 154.6.

### C-11) Bicyclist Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Bicyclist Fatalities	Numeric	18.9	5 Year	2018

Justification: Bicyclist Fatalities rolling averages for 2016 through 2020 were calculated and 2022 is projected with linear regression from these data points. When the projected linear value of 18.9 for 2022 was compared to a two-percent reduction of value of 21.1 for the same year, the linear projection value is selected as the target to bring Illinois closer to the goal of zero fatalities due to it being the lower value.

**C-12) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Seat Belt Usage Rate	Numeric	95.2	1 Year	2022

Justification: Contrary to the previously mentioned performance targets, Seat Belt Usage is desired to be on an upward trend. Single year values were used instead of 5-year rolling averages. The linear regression line shows the 2022 projected usage rate to be at 95.2 percent.

**C-13 Serious Injuries/100 M VMT**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Serious Injuries/100 M VMT	Numeric	9.71	5 Year	2018

Justification: For Serious Injuries per 100 M VMT, five-year rolling averages for Serious Injuries in Traffic Crashes (as previously shown) were divided by five-year rolling averages for VMT for 2016 through 2020. Federal VMT was available for all years except 2020 so state VMT was used for 2020's calculation. Linear regression for the projected value for 2022 shows a downward trend greater than a reduction of two percent annually so the linear projection of 9.71 per 100 M VMT in 2022 is the target.

**Completeness of Crash Data**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Completeness of Crash Data	Percentage	7.30	Annual	2021

Justification: This data is based on the percentage of "Unknown" code used in critical crash fields for a non-fatal crash at an agency level (data based on agencies submitting an average of at least 2 reports per month). Critical crash fields for non-fatal crashes are defined as being weather, light condition, traffic control device, traffic control device condition, road surface, vehicle type, vehicle usage, maneuver, driver apparent condition, driver date of birth, driver safety equipment used, and driver airbag deployed. This data reflects results from both paper and electronic crash reports.

## Racial Profiling Compliance Level

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Racial Profiling Compliance Level	Percentage	79.9	Annual	2021

Justification: The Illinois Vehicle Code states that every agency must compile all traffic data pertaining to the stop on a standardized law enforcement data compilation form which is provided by IDOT and must submit this data to the department. In the past, the Racial Profiling Compliance Level performance measure reported the percent of completed forms only of the agencies who sent in the required document. For FFY22, the performance measure will measure how many agencies of the total agencies comply with the law. Like Seat Belt Usage Rate and contrary to the previously mentioned performance targets, Racial Profiling Compliance Level is desired to be on an upward trend. Single year values were used instead of 5-year rolling averages. The linear regression line shows the 2022 projected percentage to be at 79.9 percent which instead indicates a downward trend. This is due to changes in data collection methodology. As of 2019, more data elements are reported including partial compliance to the traffic law. Also, the 2020 report was not available, so the value was estimated by first using 2015-2019 single year data to project the trendline and the value for 2020. Next, the values for 2016-2019 were averaged with the trendline value for 2020 to get the estimate for 2020. Last, the 2016-2020 values were used to project the values for 2021 and 2022 through Ordinary Least Squares Linear Regression.

## Program Areas

The efforts made by the State of Illinois and our traffic safety partners are presented in program areas that focus on specific traffic safety problems. The program areas Illinois is focusing on in the 2022 HSP are Occupant Protection, State Traffic Safety Information System Improvements, Impaired Driving, Distracted Driving, Motorcycle Safety, Young Drivers, Nonmotorized Safety, Planning and Administration, Racial Profiling, Speed Management, and Police Traffic Services.

Each program area will have a brief introduction, problem identification, associated performance measures, countermeasures strategies that address the problem identification, and planned activities that are associated with the primary countermeasure. The primary countermeasure strategies are the effective, science-based concepts to address highway safety problems. The planned activities are the specific actions IDOT and its partners are taking to address the established problems. The planned activities are Illinois' efforts to meet and exceed Illinois' performance targets established in the performance plan.





## Occupant Protection

The Occupant Protection Program area focuses on addressing serious injuries and fatalities of unrestrained or improperly restrained occupants. This area of traffic safety is a focus area for Illinois. Illinois has a high seat belt usage rate of 94.3 percent in 2019 as gauged by the annual Observational Seat Belt Use Survey. Due to restrictions and precautions related to COVID-19, the 2020 Observational Seat Belt Use Survey was not conducted, and the 2021 survey is in progress; therefore, the 2019 survey was retained. For federal fiscal year 2022, Illinois will be conducting the annual Observational Seat Belt Use Survey.

The foundation of Illinois' occupant protection efforts is the education and enforcement of the "Click It or Ticket" program. Illinois has a large enforcement program and a child passenger safety program that is one of the largest in the nation. Increasing seat belt and child restraint usage is one of the most effective ways to reduce injuries and fatalities.

To address occupant protection, Illinois has established an Occupant Protection Plan that consists of the makeup of this program area and the SHSP emphasis area. The occupant protection emphasis area consists of objectives, strategies, and action items, most of which are derived from the HSP. To carry out this plan, IDOT issues local and state agencies grant-funded projects to focus on enforcing laws and educating drivers and passengers. Occupant protection enforcement occurs via the Sustained Traffic Enforcement Program (STEP) with which grantees undertake integrated impaired driving and seat belt enforcement during holiday mobilizations (Halloween, Thanksgiving, Christmas/New Year's, Super Bowl, St. Patrick's Day, Memorial Day, Independence Day, and Labor Day). Thanksgiving and Memorial Day have a primary "Click It or Ticket" message and the other holiday timeframes have a strong secondary "Click It or Ticket" and "Drive Sober or Get Pulled Over" message. Additionally, local law enforcement agencies perform occupant protection details throughout the year. Each "Click It or Ticket" campaign has a comprehensive earned and paid media effort.

Occupant protection education has a wide variety of projects that target at-risk populations. These projects consist of distributing public information and education (PIE) materials, training Child Passenger Safety Technicians (CPST), distributing child safety seats, conducting Child Passenger Safety (CPS) Week efforts, and holding a biennial Child Passenger Safety Conference.

### Problem Identification

- Of the 1,662 drivers involved in fatal crashes in 2020, 51.0 percent were restrained, and 18.8 percent were unknown.
- Of the total number of occupant fatalities (794), 41.3 percent (328) were unrestrained, and 19.6 percent (156) were unknown.
- Drivers killed amounted to 64.2 percent of all fatalities.
- Drivers with serious injuries amounted to 65.3 percent of all serious injuries.
- There were 246,766 total crashes involving motor vehicles in Illinois.
- Crashes involving serious injury amounted to 13.2 percent of the injury crashes statewide.
- There were 2,038 injuries to children age 8 and younger in motor vehicles in 2020 which accounts for 10.9 percent of all passenger injuries.
- In 2020, there were 20 fatalities for children age 8 and younger.
- Individuals 16-20 years old account for 110 fatalities which is 9.2 percent of all fatalities.
- The observed seat belt usage rate in 2019 was 94.3 percent.
- For belted occupant fatalities and serious injuries from 2015 to 2019, males age 16 to 20 and 21 to 34 had the lowest usage at 64.2 percent and 60.8 percent, respectively.

Percent and Frequency Distributions of Belted Occupant  
Fatalities and Serious Injuries (2015-2019)

Gender	Age Group	Total Fatalities & Serious Injuries	Occupant Fatalities & Serious Injuries	Belted Occupant Fatalities & Serious Injuries	% Belted of the Occupant Fatalities & Serious Injuries
Male	0 - 8	772	565	395	69.9%
Male	9 - 15	1,067	554	402	72.6%
Male	16 - 20	3,499	2,769	1,777	64.2%
Male	21 - 34	10,444	7,433	4,519	60.8%
Male	35 - 64	14,652	9,199	6,570	71.4%
Male	65 +	3,625	2,642	2,078	78.7%
Female	0 - 8	726	606	406	67.0%
Female	9 - 15	1,059	773	599	77.5%
Female	16 - 20	3,363	3,039	2,327	76.6%
Female	21 - 34	8,000	6,924	5,172	74.7%
Female	35 - 64	11,117	9,252	7,711	83.3%
Female	65 +	3,513	3,051	2,683	87.9%
Total		61,837	46,807	34,639	74.0%

**Performance Measures Affecting this Program Area:**

This program area affects several performance measures. The direct performance measures affected are Traffic Fatalities, Serious Injuries in Traffic Crashes, Fatalities/100 M VMT, Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions, Observed Seat Belt Use for Passenger Vehicles, and Front Seat Outboard Occupants (State Survey).

**Primary Countermeasures Strategies:**

**Child Restraint System Inspection Station(s)**

**Impact:** This strategy is being used to increase the use of car seats and the proper use of seat belts for youth. Inspection stations are used to verify if car seats have been installed correctly and fix issues if they have not been. Illinois has an extensive network of inspection sites and more than 1,553 registered car seat technicians. Illinois plans to help facilitate 89 training courses throughout the year.

In FY 2022, we are recording 1,109 fitting stations/check events (which include an estimated 100 stand-alone CPS Week/Seat Check Saturday events). Efforts to update this list will continue with the training of new CPSTs and during the recertification of existing CPSTs. These events will serve urban, rural, and at-risk populations across the state.

**Linkage:** IDOT links the fatalities for occupants under eight years old directly to this countermeasure as this has the potential to make considerable reductions of fatalities and serious injuries for occupants under eight. The more children correctly buckled into a vehicle will create less serious injuries and fatalities. Data will also be collected through the digital check form and later evaluated to gauge the effectiveness of these fitting stations.

**Rationale:** Properly installed child restraints and occupant protection systems decrease the likelihood of severe injury or death in a motor vehicle crash. Operating child safety seat inspection stations increases the traveling public's access to education and technical assistance needed to properly install car seats.

**Planned Activities:**

1. **Title:** Child Passenger Safety Resource Center

**Unique Identifier/Activity Number:** 02-10

**Primary Countermeasure Strategy ID:** Child Restraint System Inspection Station(s)

**Description:** This task provides funds for five local agencies to serve as Child Passenger Safety Resource Centers (CPSRC). The centers are designed to conduct public information and education campaigns focusing on child passenger safety issues. They serve as regional resources providing education, training, and support in promoting safety programs.

Five CPSRCs are planned to be funded in Illinois and will be staffed by Traffic Safety Liaisons (TSLs). Each CPSRC covers a specific region in the state. They coordinate and support traffic safety initiatives within that region. The five regions are Chicago, Cook and Collar Counties, Northwest, Central, and Southern.

The CPSRC program addresses a wide variety of highway safety issues including, but not limited to, the following areas:

- A regional point of contact for traffic safety programs, trainings, and community events,
- Provide evidence-based programs aimed at increasing the safety of all drivers, specifically inexperienced drivers and older drivers,
- Provide education to the public about traffic safety by staffing informational booths at community events,
- Use data-driven approaches to evaluate and address local highway safety issues,
- Develop and disseminate Child Passenger Safety (CPS) continuing education unit (CEU) opportunities in each region. They offer, promote, and teach standardized CPS certification courses and renewal courses in the region,
- Participate in Statewide CPS Week/Seat Check Saturday promotions,
- Assist local agencies with setting up car seat checks, teen safety fairs, traffic safety presentations, and other community events,
- Establish and maintain community traffic safety networks of law enforcement, public health, and local organizations to reduce injury and fatality rates in their identified region,

**Intended Subrecipients:** Five public and private organizations

**Funding Source:**

<b>Fiscal Year</b>	<b>Funding Source ID</b>	<b>Use of Funds</b>	<b>Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit Amount</b>
2021	State Funds	Community Traffic Safety Project (FAST)	\$0	\$1,182,507	\$0

2. **Title:** Injury Prevention

**Unique Identifier/Activity Number:** 02-02

**Primary Countermeasure Strategy ID:** Child Restraint System Inspection Station(s)

**Description:** This task provides funds to support local community agencies in reducing deaths and injuries on Illinois roadways. This program is designed to enable local agencies to conduct public information and education campaigns focusing on highway safety issues. Injury Prevention projects address a wide variety of highway safety issues including, but not limited to,

- Provide educational materials and technical tools designed to foster community level approaches to highway safety issues such as occupant protection, impaired driving, pedestrian/bicycle safety, motorcycle safety, drowsy driving, and distracted driving,
- Provide victim impact, highway safety-based education programs, and trainings to local communities to reduce injuries and fatalities due to motor vehicle crashes,
- Provide safety education and instruction using evidence-based curricula,
- Use data-driven approaches to evaluate and address local highway safety issues,
- Assist with promoting major safety campaigns (paid and earned media) and activities,
- Participate in local traffic safety networks, coalitions, and councils dedicated to highway safety,
- Graduated Driver Licensing/Young Driver Education,
- Child Passenger Safety,

**Intended Subrecipients:** Various public and private organizations across the state.

**Funding Source:**

<b>Fiscal Year</b>	<b>Funding Source ID</b>	<b>Use of Funds</b>	<b>Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit Amount</b>
2021	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$1,486,995	\$0	\$0

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## High-Visibility Enforcement

**Impact:** The impacts of sustained enforcement are difficult to measure but states that vigorously enforce seat belt laws consistently report above average belt usage rates. By funding belt enforcement in addition to highly publicized campaigns, the zero-tolerance message reminds motorists to stay buckled. Law enforcement agencies are given the latitude to identify traffic safety issues outside of the highly publicized campaigns and tailor their efforts to meet their community's needs.

**Linkage:** Over 40 percent of fatalities in Illinois are people where were not restrained and this countermeasure will enforce the laws surrounding occupant protection in an effort to increase overall seat belt compliance.

**Rationale:** HVE and communication campaigns are most effective when paired together. Therefore, Illinois combines large communication campaigns with enforcement in most national enforcement campaigns to create the most impact.

**Planned Activities:**

1. **Title:** Occupant Restraint Enforcement Program

**Unique Identifier/Activity Number:** 19-01

**Primary Countermeasure Strategy ID:** High-Visibility Enforcement (HVE)

**Description:** This task provides funds for the Illinois State Police to conduct increased enforcement of Illinois' occupant protection laws. The patrols focus on roadways identified as having low safety belt compliance rates.

**Intended Subrecipients:** Illinois State Police

**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act 405b OP High	405b High Police Traffic Services (FAST)	\$1,085,757	\$0	\$0

2. **Title:** Occupant Protection Enforcement

**Unique Identifier/Activity Number:** 04-10

**Primary Countermeasure Strategy ID:** High-Visibility Enforcement (HVE)

**Description:** This task provides funds for the Illinois Secretary of State Police to conduct increased enforcement of Illinois' occupant protection laws. The patrols focus on roadways identified as having low safety belt compliance rates.

**Intended Subrecipients:** Illinois Secretary of State Police

**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	402 FAST Act	402 Police Traffic Services (FAST)	\$81,065	\$0	\$0

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## Communication Campaign (Occupant Protection)

**Impact:** This countermeasure strategy was chosen to elevate awareness, engagement, and compliance of motorists on the life-saving value of properly adjusted seat belts and child restraints. Illinois will be assessing the impacts of the communication campaign based off media platforms that provide measurable results. Using this data, we will be able to assess the traffic safety impact it has made on Illinois drivers and occupants. The planned activity to be funded would be running a full communication campaign focused on increasing seat belt use in all seating positions. This campaign will consist of radio, social media, television, billboards, and web-based advertisements.

**Linkage:** Illinois links paid media campaigns with High-Visibility enforcement to create the most impact with both programs. Enforcement grantees also pursue earned media in conjunction with their holiday campaigns. Pre and post enforcement detail press release templates are developed and shared with over 200 local law enforcement partners to bolster the HVE effort of “Click It or Ticket” and “Drive Sober or Get Pulled Over.”

**Rationale:** The rationale for selecting this countermeasure is based on unbelted occupant fatalities and serious injuries in Illinois. The planned activities will reach the target demographics of males 18-34, rural truck drivers, and back seat occupants.

### Planned Activities:

1. **Title:** Occupant Protection Paid Media

**Unique Identifier/Activity Number:** 19-11

**Primary Countermeasure Strategy ID:** Communication Campaign (Occupant Protection)

**Description:** IDOT’s occupant protection communication campaigns consist of comprehensive, statewide paid media buys including the use of radio, television, print, digital, and other online mass media. In FY 2021, the male age 18-34-year-old demographic will be targeted with the “Life or Death” prevention message. This campaign is intended to address consequences of being unrestrained.

**Intended Subrecipients:** Illinois Department of Transportation

### Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2022	FAST Act 405b OP High	Communication Campaign	\$400,000	\$0	\$0

## State Traffic Safety Information System Improvements

A successful Traffic Records System includes the collection, management, and analysis of data within six core statewide data systems of Crash, Driver, Vehicle, Roadway, Citation and Adjudication, and Injury Surveillance. The integration of these various state agency data systems is essential for creating a comprehensive database of information that can be analyzed to identify both engineering and behavioral dangers on our roadways. The quality of this data is assessed by measuring the following attributes and are indicated in the table below:

- **Timeliness:** The period from the time of the event until data are available for use.
- **Accuracy:** Data are valid with internal consistency. Data are coded properly.
- **Completeness:** There are no missing data and the file contains all events.
- **Uniformity:** All reporting jurisdictions have the same procedures and the data agree with national guidelines and standards.
- **Integration:** Data files can be linked to other appropriate files.
- **Accessibility:** Information is readily and easily available to the main users.

PERFORMANCE MEASURES FOR CRASH DATA		2015	2016	2017	2018	2019	2020
Timeliness	Average # days between the date the crash occurred and the date the official crash report was received by IDOT (all crash reports)	17	14	12	12	10	10.68
	Median # days to start coding the crash reports	120	110	90	40	17	14.2
	Average # days to location code the crash reports (all crash reports)	191	180	120	95	90	89
	Median # days to location code the crash reports	223	201	130	100	93	96
	% Crash reports electronically filed	34	30	70	84	87	81
	# Crash reports electronically filed	152,000	161,000	256,848	305,661	310,000	186,541
Completeness	% of time "Unknown" code is used in Critical Crash Field* for non-fatal crashes at an agency level (based on agencies submitting at least 2 reports per month)	9.4	9.4	9.0	7.6	7.2	8.9
Uniformity	% MMUCC compliant data elements	76.5	76.5	76.5	76.5	80	80
Accuracy	Number of errors per electronically reported crash only (errors for non-electronic crash reports cannot be traced)	2.2	2	2	1	1	No Longer Applicable
Integration	Crash to Roadway (GIO based data)	1	1	1	1	1	1
	Crash to FARS and SafetyNet (MCMIS)	1	1	1	1	1	1
	Crash to Hospital Inpatient Data	1	1	1	1	1	1
	Crash to Emergency Department Data	1	No Activity	No Activity	No Activity	1	1
	Crash/FARS to Trauma Registry Data	No Activity	No Activity	No Activity	No Activity	1	1

\*Critical crash fields for non-fatal crashes are defined as being: weather, light condition, traffic control device, traffic control device condition, road surface, vehicle type, vehicle usage, maneuver, driver apparent condition, driver date of birth, driver safety equipment used, and driver airbag deployed.

Illinois' Traffic Records Coordinating Committee (ITRCC) provided executive direction on all matters related to the various Illinois Traffic Safety Information Systems and the Traffic Safety Information Systems Improvement Program within the state. Federal funding from the National Highway Traffic Safety Administration is provided to complete projects that the ITRCC believes will improve statewide data in turn will be used to increase roadway safety within Illinois. The ITRCC provided a forum for review and comment of traffic records issues within the State of Illinois. This coordinating committee includes representatives from various public and private organizations and members served on various committees. The ITRCC has continued to encourage more participation from members.

In FY 2021, NHTSA conducted a Traffic Records Assessment per the FAST Act requirements. The purpose of the assessment was to determine whether the traffic records system in Illinois is capable of supporting management's needs to identify the state's highway safety problems, to manage the countermeasures applied in attempts to reduce or eliminate those problems, and to evaluate those efforts for effectiveness. Each of the six core data systems were assessed independently and improvement recommendations were made for the system. From the assessment, there were overall recommendations for the Vehicle, Roadway, Injury Surveillance, and Crash data systems to explore new possibilities for system interfaces and integration and to expand data sharing between systems. The problem identification section discusses other recommendations for each data system.

### **Problem Identification:**

The Traffic Records Assessment provided major recommendations in crash, vehicle, driver, roadway, citation and adjudication, EMS and injury surveillance, and data use and integration. The recommendations are areas where improvements are needed and therefore are considered problem identification.

#### **Crash**

- Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the procedures and process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### **Vehicle**

- Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### **Driver**

- Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### **Roadway**

- Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.



## **Citation/Adjudication**

- Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Illinois establishes a statewide authority that assigns unique citation numbers.

## **EMS/ Injury Surveillance**

- Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

## **Data Use and Integration**

- Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

### **Performance Measures Affecting this Program Area:**

This program area affects one performance measure. The direct performance measure affected is the completeness of crash data. Although there is only one performance measure specifically for this program area, the information acquired from this program area helps address all performance measures.

### **Primary Countermeasures Strategies:**

#### **Improves completeness of a core highway safety database**

**Impact:** Completeness of data used for Traffic Records is a primary concern. Missing or incomplete data may lead to erroneous conclusions and decision making. To improve completeness of core highway safety data, IDOT is providing funds to the Illinois Department of Public Health (IDPH) to improve its Trauma Registry. IDOT is also linking data with Crash Outcome Data Evaluation System (CODES) which connects healthcare data to crash data. In addition, the state is implementing the Roadway Data Improvement Program (RDIP). This program will assist Illinois in ensuring data are complete.

**Linkage:** Having complete data is vital to Illinois reaching safety goals. If the data received are incomplete, there is information that is unknown, thereby hindering progress. Only when all possible information is acquired can the state move closer to its goals. The performance measure directly impacted is completeness. If information is missing, integrating data becomes cumbersome and is likely to result in an inability to derive valid and reliable relationships among the variables. Funding Trauma Registry for IDPH and participating in Roadway Data Improvement Program (RDIP) allows the state to have thorough and complete data and more efficiently and effectively meet set goals.

**Rationale:** Reducing “unknown” and “blanks” will improve quality of the crash data and enable the state highway safety analysts to develop accurate problem identifications and program evaluations.

#### **Planned Activities:**

1. **Title:** Trauma Registry

**Unique Identifier/Activity Number:** 18-02

**Primary Countermeasure Strategy ID:** Improves accessibility of a core highway safety database

**Description:** BSPE provided funding for the Illinois Department of Public Health (IDPH) to develop a functional and updated Illinois Trauma Registry that includes a subset of Head and Spinal Cord and Violent Injury Registry. This registry will expand the current data reporting from 71 trauma centers to all general hospitals and trauma hospitals within Illinois (approximately 185 hospitals). Three years of crash data have been linked to Hospital Discharge data and crash-hospital linkages will be conducted each year as data become available. There are also plans to link the crash data to the Trauma Registry and EMS database (NEMSIS).

**Intended Subrecipients:** Illinois Department of Public Health

**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$112,500	\$0	\$0

**Improves Integration between one or more core highway safety databases**

**Impact:** Integration reflects the ability of records in a database to be linked to a set of records in another traffic safety database such as health care. Integration of highway safety databases will be coordinated with the Traffic Records Coordinator. This person works with many state agencies in Illinois to create the greatest impact. One example of this would be integrating the one customer one record project with other Illinois Data.

**Linkage:** When data are not integrated, Traffic Records data are incomplete and time to manipulate information is increased. Integration of relevant data increases benefits that may be derived by adding value to information that was previously viewed separately or not at all. Most projects are linked with crash data across all platforms.

**Rationale:** Based on the 2016 Illinois Traffic Records Assessment, IDOT needs to integrate all the traffic safety databases such as crash, roadway, vehicle, driver, citation, and health care data. The state will link crash data to health care data to reveal the nature and consequences of motor Vehicle-related crashes. When data are not integrated, possible relationships and correlations may be overlooked.

**Planned Activities:**

1. **Title:** Traffic Records Coordinator

**Unique Identifier/Activity Number:** 18-01

**Primary Countermeasure Strategy ID:** Improves integration between one or more core highway safety databases

**Description:** This position will oversee and coordinate traffic crash data at the state, regional, and national levels; direct the development of committees, task forces, and work groups to address issues regarding traffic records; track and report Traffic-related data activities to state and federal agencies; coordinate planning, documenting, and implementation activities among several state agencies and other partners; work with the State traffic records system agencies to coordinate activities within the Traffic Records area; and manage activities with the Illinois Statewide Traffic Records Coordinating Committee (ITRCC) that oversees traffic records and traffic safety-related data activities.

The involvement of a full-time Traffic Records Coordinator would inherently lead to improvements in all six of the traffic records attributes by definition of his/her role with the Traffic Records Coordinating Committee. The projects listed (18-02/18-13) illustrate the impact having a full-time Traffic Records Coordinator has on the improvements and enhancements made to the traffic records system. One of the databases from our Traffic Records projects are linked together and the Traffic Records Coordinator is the person in charge of the overall integration of all of our projects into a system. IDOT is focusing on combining like systems to increase the ability to integrate more systems as the program develops. For example, the EMS, Trauma, and Hospital data are not linked but the Trauma Registry project will integrate EMS, Trauma, and Hospital data to the crash system.

Illinois anticipates two or more databases will be integrated with the efforts of the Traffic Records Coordinator. The creation and implementation of the Data Linkage Project and the Trauma Registry databases will be the two integrated. There is the potential for other data systems to be integrated but plans are yet to be established.

**Intended Subrecipients:** Illinois Department of Transportation

**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$150,000	\$0	\$0

**2. Title:** Data Linkage Project

**Unique Identifier/Activity Number:** 18-13

**Primary Countermeasure Strategy ID:** Improves integration between one or more core highway safety databases

**Description:** This project would be a combination of Injury Surveillance and Data Use and Integration. The Injury Surveillance recommendation from the 2021 Traffic Records Assessment was to improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. There was also a consideration that this project addresses, “There are currently no interfaces between EMS and HD/ED and EMS and trauma data. Working on building these interfaces is recommended and are valuable to show the continuum of care and outcomes for motor vehicle injuries and can make data entry and management more efficient.” The goal of this project is to link those data sets and address the lack in interfaces between those data.

The current crash database that IDOT uses to identify highway safety problems and evaluate existing highway safety goals is limited because the crash data do not contain the true outcome data, such as medical and financial items. By linking crash data to injury surveillance data, identification can be made of specific types of injuries (head, neck, lower extremity, and upper extremity), severity of injury, cost of injury (hospital charges), payment source (Private, Medicare, Medicaid, and uninsured), and medical system response (EMS response time, transfer, hospitalized).

The linkage will allow us to track crash injury victims through EMS, Hospital Emergency Department and Inpatient, and Trauma Center care. This includes medical outcomes and costs. For example, comparisons can be made of the hospital costs for belted vs. unbelted occupants and helmeted vs. non-helmeted motorcyclists. Also, the overall hospital costs resulting from crashes involving impaired drivers can be described.

Linked data will also allow us to identify issues to improve the overall quality of traffic safety related data. For example, hospital discharge records include diagnosis coding which precisely describe the nature and severity of injury. These severities can be used to evaluate the validity and reliability of crash scene injury classification results. The injury classification results are important in identifying areas of focus for highway safety.

Progress will be measured by the improvement for hospital linkage data. They expect the improvement for hospital linkage data to be from 0% to 9%. Comparable numbers then can be used for EMS and trauma registry. That would be 0% to 9% of crash records linked to EMS for this year. Trauma registry has less total records (40k relative to 1M for hospital but all serious injuries), so they anticipate 0% to 1% for crash records linked to Trauma Registry in the following year.

**Intended Subrecipients:** Illinois Department of Public Health

**Funding Source:**

<b>Fiscal Year</b>	<b>Funding Source ID</b>	<b>Use of Funds</b>	<b>Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit Amount</b>
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$294,699	\$0	\$0

## Impaired Driving

The Impaired Driving Program area focuses on addressing serious injuries and fatalities caused by impaired driving. Each year in Illinois, approximately 30 percent of motor vehicle crash fatalities and serious injuries are from impaired driving crashes. This program emphasizes local and statewide enforcement and educational activities.

To address the impaired driving problem, Illinois formed the Illinois Impaired Driving Task Force (IIDTF) in April of 2016. This group designed, developed, and refined the Illinois Impaired Driving Strategic Plan. This multi-year strategic plan was first finalized in June 2017 and later revised in January of 2019 following the 2018 Illinois Impaired Driving Program Assessment. In compliance with Illinois' current medium-range status for FY 2022, the IIDTF updated the strategic plan again in June 2020. The Illinois Impaired Driving Strategic Plan and accompanying documents will be submitted with the FY 2022 Illinois Highway Safety Plan. The Illinois Impaired Driving Strategic Plan covers the primary focus areas of Program Management, Prevention, Criminal Justice System, Communication Programs, Alcohol and Drug Misuse, and Program Evaluation and Data.

The IIDTF is a group of dedicated professionals from a variety of organizations, each of whom bring different perspectives and experiences on impaired driving issues. IIDTF members include individuals from the Illinois State Highway Safety Office (SHSO), law enforcement (state, municipal, and county), criminal justice (judiciary, prosecution, and defense), probation, treatment, advocacy, law enforcement training, law enforcement forensic phlebotomy, Drug Recognition Expert/Standardized Field Sobriety Testing (DRE/SFST), driver license administration, prevention, victim advocacy, liquor control, and DUI court administration.

As the IIDTF was implemented, it emphasized the importance of the leading impaired driving countermeasure of high-visibility enforcement. IDOT utilizes its comprehensive grant program to maximize the deterrent effect of each enforcement hour funded. Local grant-funded, impaired driving enforcement occurs via the Sustained Traffic Enforcement Program (STEP). Grantees undertake integrated impaired driving and seat belt enforcement during holiday mobilizations (Halloween, Thanksgiving, Christmas/New Year's, Super Bowl, St. Patrick's Day, Memorial Day, Independence Day, and Labor Day). Local law enforcement agencies may also perform impaired driving details throughout the year at times of their choosing. The Illinois State Police's (ISP) impaired driving grant programs are Driving Under the Influence-Enforcement (DUIE), Special Traffic Enforcement Program, Alcohol Countermeasures Enforcement (ACE), and Nighttime Enforcement (NITE). The ISP programs are concentrated within the same holiday periods but also occur throughout the year.

To support enforcement, the SHSO funds paid and earned media in addition to prosecutorial and law enforcement training. Other Impaired Driving priority programs include DUI Courts, court monitoring, DUI prosecutors, Law Enforcement SFST, ARIDE Training, DRE Training, Judicial Training, Fraudulent ID programs, No-refusal search-warrant programs, law enforcement forensic phlebotomy, and underage drinking prevention.

### **Problem Identification**

- There were 1,086 fatal crashes in 2020, 24.3 percent were alcohol related.
- Of the 1,193 people killed in motor vehicle crashes in 2020, 24.1 percent of these fatalities were alcohol related.
- There were 766 drivers killed in motor vehicle crashes, 448 of these drivers were tested with 37.1 percent testing positive for BAC of 0.01 or higher in 2020.
- From 2015 to 2019, the group with the highest percentage of alcohol-related serious injuries and fatalities are males aged 21 to 34.
- Since this group is a high-risk group for driving-related serious injuries and fatalities and because males in this group are more apt to drink and drive, it is not surprising that the percentage of males age 21 to 34 have the highest rate of alcohol-related serious injuries and fatalities.

Percent and Frequency Distributions of Alcohol-Related Fatalities and Serious Injuries  
(2015-2019)

Gender	Age Group	Total Fatalities & Serious Injuries	Alcohol-related Fatalities & Serious Injuries	%Alcohol-Related Fatalities & Serious Injuries
Male	0 - 8	772	55	7.1%
Male	9 - 15	1,067	40	3.7%
Male	16 - 20	3,499	346	9.9%
Male	21 - 34	10,444	2,302	22.0%
Male	35 - 64	14,652	2,286	15.6%
Male	65 +	3,625	241	6.6%
Female	0 - 8	726	56	7.7%
Female	9 - 15	1,059	72	6.8%
Female	16 - 20	3,363	253	7.5%
Female	21 - 34	8,000	1,095	13.7%
Female	35 - 64	11,117	976	8.8%
Female	65 +	3,513	135	3.8%
Total		61,837	7,857	12.7%

**Performance Measures Affecting this Program Area:**

This program area affects several performance measures. The direct performance measures affected are Traffic Fatalities, Serious Injuries in Traffic Crashes, Fatalities/100 M VMT, and Alcohol-Impaired Driving Fatalities.

**Primary Countermeasures Strategies:**

**DUI Courts**

**Impact:** IDOT will continue to assist current and potential DUI Courts in interested jurisdictions. This countermeasure has demonstrated success at reducing recidivism by offering support to DUI court programs within Illinois.

**Linkage:** DUI Courts are proven to reduce recidivism and are more focused and efficient than standard courts. This is because judges and prosecutors closely supervise offenders. The judge, prosecutor, probation staff, and treatment staff work together as a team to assure that treatment and other sentencing requirements are satisfied. This dedicated team can become familiar with complicated DUI laws and all the associated issues. Although DUI courts require additional resources, they reduce recidivism which in turn leads to a decrease in motor vehicle crash fatalities and serious injuries.

**Rationale:** Evaluations of DUI Courts have shown them to be very effective in reducing recidivism among repeat offenders who complete the program. These results are the reason IDOT will continue to encourage and assist with the formation of DUI courts.

This countermeasure provides courtroom monitoring of cases to produce higher conviction rates and stiffer sentences than unmonitored cases. Judges, prosecutors, and other officials recognize court monitoring programs help increase DUI arrests, decrease plea agreements, and increase guilty pleas.

**Planned Activities:**

1. **Title:** DUI Court Program

**Unique Identifier/Activity Number:** 13-17

**Primary Countermeasure Strategy ID:** DUI Courts

**Description:** This activity funds a DUI Court Program in Peoria County. The DUI court in Peoria County aims to reduce the number of impaired driving cases using evidence-based practices, treatment, and supervision. This will be done by providing early screening, assessment, and court intervention in addition to promoting public safety by reducing incidents of repeat drinking/driving behavior.

**Intended Subrecipients:** Peoria County

**Funding Source:**

<b>Fiscal Year</b>	<b>Funding Source ID</b>	<b>Use of Funds</b>	<b>Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit Amount</b>
2020	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$305,604	\$0	\$0

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**Alcohol Vendor Compliance Checks**

**Impact:** This countermeasure provides additional enforcement efforts to deter youth involvement in alcohol-related motor vehicle incidents. Driving Under the Influence (DUI) and other underage, alcohol-related laws are enforced using both covert and overt enforcement techniques.

The desired outcomes of this countermeasure are: reduce the likelihood that alcohol vendors sell alcohol to minors; increase the perception among retail liquor vendors they will be caught if they sell alcohol to minors and the perception of minors they will be caught for possessing or trying to purchase alcohol; discourage young people from trying to obtain alcohol; and to encourage vendors to put policies and procedures in place that prevent the sale of alcohol to underage customers.

**Linkage:** This countermeasure and its associated planned activities should directly address the over-representation of underage motor vehicle crashes, injuries, and fatalities in Illinois. Preventing youth consumption will in turn reduce the youth driving under the influence of alcohol.

**Rationale:** The over representation of serious injuries and fatalities of motorists under the age of 21 continues to be a problem in Illinois and research shows that well-publicized and vigorous compliance checks reduce alcohol sales to youth. This has a positive effect on reducing fatalities and serious injuries for all motorists but more specifically for people under the age of 21.

**Planned Activities:**

1. **Title:** Cops in Shops

**Unique Identifier/Activity Number:** 04-11

**Primary Countermeasure Strategy ID:** Alcohol Vendor Compliance Checks

**Description:** This activity funds the Illinois Secretary of State Police to conduct its “Cops in Shops” program for FY 2022. Investigators trained in the Straight ID program will provide community outreach by recognizing and preventing the sale of alcohol to minors in establishments that sell liquor in college communities and at state and county fairs. Non-uniformed officers inside the establishment will look for misuse of identification and consumption of alcohol by minors. Uniformed officers will be available nearby for enforcement of minors caught misusing identification cards and consuming alcohol.

**Intended Subrecipients:** Illinois Secretary of State Police

**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act NHTSA 402	Alcohol (FAST)	\$103,892	\$0	\$0

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**Breath Test and Oral Fluid Test Devices**

**Impact:** Obtaining evidential breath alcohol concentration (BAC) test results in DUI arrests is essential to reduce the amount of time between the arrest and when the blood or other bodily fluid test results are obtained. This countermeasure directly addresses this issue by providing availability of evidential breath test supplies and oral fluid instruments to law enforcement.

**Linkage:** This countermeasure and the associated work of the Illinois State Police’s Alcohol and Substance Testing Section directly addresses the issue of obtaining accurate and timely evidential breath test results. This will help maximize the deterrent effect of Illinois law enforcement efforts by ensuring accurate test results for prosecution.

**Rationale:** Chemical test results are vital in DUI arrest cases and it is equally vital that properly working instruments are available to Illinois law enforcement. Accurate and timely results directly affect DUI arrests and thus both general and specific deterrence associated with DUI enforcement.

1. **Title:** Impaired Driving Training and Resources

**Unique Identifier/Activity Number:** 13-04

**Primary Countermeasure Strategy ID:** Breath Test and Oral Fluid Test Devices

**Description:** This task provides funds for the Illinois State Police (ISP) to purchase breath testing items needed for breath testing, oral fluid instruments, and to provide ARIDE and DRE training to ISP officers. Drugged driving is a growing problem in Illinois and it is imperative that the Illinois State Police do all that it can to prevent crashes.



**Intended Subrecipients:** Illinois State Police

**Funding Source:**

<b>Fiscal Year</b>	<b>Funding Source ID</b>	<b>Use of Funds</b>	<b>Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit Amount</b>
2021	FAST Act 405d Impaired Driving	405d Impaired Driving Low (FAST)	\$226,180	\$0	\$0

**Major Purchases and Dispositions:**

<b>Item</b>	<b>Quantity</b>	<b>Unit Cost</b>	<b>NHTSA Share per Unit</b>	<b>NHTSA Share Total Cost</b>	<b>Local Benefit Amount</b>
Breath Analysis Instruments – EC/IR II	5	\$9,800	\$9,800	\$49,000	\$0

**Justification:** Instruments will be utilized by law enforcement for breath analysis to detect consumption of alcohol. These instruments will be distributed statewide, replacing inoperable/broken equipment. The intent is to remove impaired drivers from the roads by providing functioning equipment.

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## Communication Campaign (Impaired Driving)

**Impact:** Paid and earned media are vital to support efforts during high-visibility enforcement campaigns to maximize the deterrent effect of law enforcement activity. This countermeasure is for paid media in support of the Christmas/New Years, Independence Day, and Labor Day campaigns. This countermeasure directly supports the creation and placement of impaired driving campaigns advertisements.

**Linkage:** The impaired driving communication campaign consists of statewide paid media buys that include radio, television, print, social media, and digital advertisements. In FY 2022, a predominantly male, age 18-34-year-old demographic will be targeted with a “Life or Death” message. This target demographic is who would be most likely to drive under the influence as noted in the problem identification.

**Rationale:** This countermeasure and the associated media efforts maximize the deterrent effect of Illinois’ law enforcement efforts. Research shows these campaigns, when combined with high levels of enforcement, can achieve reductions in alcohol and drug-impaired driving crashes.

1. **Title:** Impaired Driving Paid Media

**Unique Identifier/Activity Number:** 13-14

**Primary Countermeasure Strategy ID:** Communication Campaign (Impaired Driving)

**Description:** This task provides funds for paid media in support of the Impaired Driving Campaign. This campaign will focus on the Christmas/New Years, Independence Day, and Labor Day. The campaign will extend throughout the spring and summer in coordination with other paid media campaigns to combine and emphasize the importance of safe driving.

**Intended Subrecipients:** Illinois Department of Transportation

**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2022	FAST Act 405d Impaired Driving	405d Impaired Driving Low (FAST)	\$1,750,000	\$0	\$0

## Law Enforcement (DRE/ARIDE/SFST) Training

**Impact:** This countermeasure is carried out by the Illinois Law Enforcement Training and Standards Board on a statewide basis through the Mobile Team Training Units. In addition, some Local Alcohol Program (LAP) grants allow local police officers who are DRE instructors to augment the training and recertification needs of the Illinois Drug Evaluation and Classification (DEC) Program and provide ARIDE and other drug-impaired driving training to prosecutors and others. A statewide DEC Coordinator administers Illinois' DRE and ARIDE training efforts. In 2016, Illinois law changed to specify a 5ng level for THC in DUI cases. Recent law changes have made legal adult-use marijuana and medical marijuana available to qualified individuals. Data shows significant increases in THC presence in drivers involved in fatal crashes in Illinois over the last decade. It is vital to provide law enforcement with proper training in drug impairment recognition. The Illinois Impaired Driving Strategic Plan has set this as a high priority.

**Linkage:** Research shows that many illicit, prescription, over the counter, and other substances impair a person's ability to operate a vehicle; however, science lags in specifying the level of impairment in the individual's system. It's important for officers to recognize and identify impairment by drugs and substances other than alcohol (or a combination of alcohol and other drugs/substances). Recognizing impairment removes impaired drivers from the road and directly addresses the problem identification.

**Rationale:** This countermeasure is vital because drug-impaired driving is on the rise and roadside devices to quantify drug levels are not always available. This makes it imperative to assist officers with training to ensure drug impaired drivers are taken off Illinois roads.

### Planned Activities:

1. **Title:** Alcohol Police Training

**Unique Identifier/Activity Number:** 13-06

**Primary Countermeasure Strategy ID:** Law Enforcement (DRE/ARIDE/SFST) Training

**Description:** This task provides funds for the Illinois Law Enforcement Training and Standards Board (ILETSB) to continue the offering of statewide DUI law enforcement training for law enforcement officers. ILETSB will house the DRE/SFST Coordinator for Illinois. The goal of the project is to reduce statewide traffic crashes by improving alcohol countermeasure methods and techniques and by enhancing the total law enforcement effort.

**Intended Subrecipients:** Illinois Law Enforcement Training and Standards Board

### Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2022	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$325,000	\$0	\$0

2. **Title:** Police Training

**Unique Identifier/Activity Number:** 04-01

**Primary Countermeasure Strategy ID:** Law Enforcement (DRE/ARIDE/SFST) Training

**Description:** This task provides funds to continue traffic enforcement-related training to Illinois local law enforcement officers on a statewide basis. The Illinois Law Enforcement Training and Standards Board (ILETSB) coordinates the specialized police training activities. The training is most often delivered through ILETSB's 14 mobile training units although individuals may attend standard courses at recognized training institutions in certain situations. Training will be targeted in IDOT's 23 priority counties.

**Intended Subrecipients:** Illinois Law Enforcement Training and Standards Board

**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$90,000	\$0	\$0

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## High-Visibility Enforcement

**Impact:** High-Visibility Enforcement (HVE) is the number one countermeasure for the Illinois Highway Safety Program. Highway safety funds are utilized to provide hire-back for the Illinois State Police and hundreds of additional police and sheriff's departments throughout the state. Roadside Safety Checks and saturation patrols focus on impaired driving, seat belt, speeding, and distracted driving. These hire-back patrols are supported with extensive paid and earned media efforts to yield a maximum deterrent effect to would-be impaired drivers.

**Linkage:** HVE patrols placed in key jurisdictions throughout Illinois serve to deter impaired driving by increasing the perceived risk of arrest and actual arrests. Increasing DUI arrests and essential in reducing impaired driving deaths and serious injuries.

**Rationale:** Research shows HVE is a proven deterrent to impaired driving, resulting in a decrease in motor vehicle fatalities. For this reason, IDOT continues to encourage law enforcement participation and provide funding for these patrols.

### Planned Activities:

1. **Title:** DUI Enforcement (DUIE)

**Unique Identifier/Activity Number:** 13-01

**Primary Countermeasure Strategy ID:** High-Visibility Enforcement

**Description:** This task provides funds for the Illinois State Police to continue its alcohol-related crash reduction program by providing hours of hire-back to officers and supervisors conducting roadside safety checks and impaired driving saturation patrols. Officers will patrol during periods when DUI and other alcohol-related violations occur most frequently. This program is designed to reduce the number of alcohol-related crashes by decreasing the incidence of DUI.

**Intended Subrecipients:** Illinois State Police

**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2022	FAST Act 405d Impaired Driving	405d Alcohol	\$1,192,847	\$0	\$0

2. **Title:** Alcohol Countermeasures and Enforcement (ACE)

**Unique Identifier/Activity Number:** 13-11

**Primary Countermeasure Strategy ID:** High-Visibility Enforcement

**Description:** This task provides funds for the Illinois State Police to conduct additional enforcement efforts to deter youth involvement in alcohol-related incidents. Driving under the influence and other alcohol-related laws will be enforced using both covert and overt enforcement techniques.

**Intended Subrecipients:** Illinois State Police

**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$1,174,916	\$0	\$0

3. **Title:** Nighttime Enforcement (NITE)

**Unique Identifier/Activity Number:** 04-04

**Primary Countermeasure Strategy ID:** High-Visibility Enforcement

**Description:** This task provides funds for the Illinois State Police (ISP) to identify and focus enforcement on 6:00pm to 6:00am when impaired driving is highest and safety belt usage is lowest. Officers will place an emphasis on primary occupant restraint laws, DUI, alcohol-related violations, speeding, distracted driving, and Scott's Law (move-over law).

**Intended Subrecipients:** Illinois State Police

**Funding Source:**

<b>Fiscal Year</b>	<b>Funding Source ID</b>	<b>Use of Funds</b>	<b>Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit Amount</b>
2021	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,219,741	\$0	\$1,219,741

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## **Laboratory Drug Testing Equipment**

**Impact:** Motor vehicle crash fatality data shows drug use among drivers in fatal crashes and in DUI arrest cases is on the rise. For decades, there has been a focus on determining if and at what level a driver is impaired by alcohol. Unfortunately, Illinois is behind in identifying and quantifying exactly what other drugs/substances may be involved. Due to this, drug-impaired driving crash and arrest data is limited and, as a result, so are countermeasures and evaluative efforts. NHTSA uses alcohol-impaired fatality rates to determine a state's status regarding impaired driving presumably because of these data limitations. At a time when more and more states are legalizing marijuana and opioid abuse is at epidemic proportions, solutions to this data shortcoming must be pursued. Although there is no simple solution, a solution must include assisting forensic laboratories with improving their limited resources. Limited resources at forensic laboratories have caused backlogs, lack of proper testing instruments, and laboratory policies that mandate testing only for the most prominent drugs. Labs must have the proper equipment and adequate staff to focus on DUI cases to attain complete data. For example, alcohol mixed with THC is much more impairing than either drug by itself. If forensic laboratories cannot properly conduct comprehensive chemical testing, the completeness, accuracy, and timeliness of impaired driving crash data remains severely restricted.

**Linkage:** This countermeasure directly assists the Impaired Driving Program's enforcement and prosecutorial efforts by assisting with the accuracy and timeliness of impaired driving crash data. This countermeasure will also aid in the establishment of more problem identification in the future as we gain more drugged driving data.

**Rationale:** Any highway safety countermeasure is only as strong as the data supporting it. Crash and arrest data regarding drug-impaired driving is too limited to properly identify problems and support impaired driving countermeasures. Without accurate and complete data, it is impossible to properly fund enforcement efforts, evaluate the DRE program, and create and target paid media.

### **Planned Activities:**

1. **Title:** UIC Laboratory Testing

**Unique Identifier/Activity Number:** 03-05

**Primary Countermeasure Strategy ID:** Laboratory Drug Testing Equipment

**Description:** The UIC Analytical Forensic Testing Laboratory (AFTL) is proposing a project which seeks to increase the volume of collected DUI samples tested and gather more data to identify trends. AFTL is focused on tetrahydrocannabinol (THC) and its impact on people's ability to drive safely while under the influence. AFTL receives samples from various police departments all over the state of Illinois so this project can potentially serve the entire state.

**Intended Subrecipients:** University of Illinois Chicago Analytical Forensic Testing Lab

**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	402 - Traffic Safety	402 – Traffic Safety	\$107,418	\$0	\$0

## Liquor Law Enforcement

**Impact:** Responsible beverage service and compliance with the Illinois Liquor Control Act by retail liquor establishments and their employees is a key component of Illinois' Impaired Driving Program. The Impaired Driving Strategic Plan and the 2018 Illinois Impaired Driving Program Assessment both emphasize the importance of server training and responsible alcohol service. As a result, IDOT has provided funding assistance to the Illinois Liquor Control Commission and select local entities to conduct Beverage Alcohol Sellers and Servers Education and Training (BASSET). This process enables the Illinois Secretary of State's Police to train retail liquor establishments on recognition of fraudulent IDs and the Illinois State Police and Illinois Secretary of State Police to enforce underage drinking laws.

**Linkage:** Beginning in July 2015, Illinois law mandated server training for all retail liquor establishment employees. The law rolled out over three years by county population with the last servers mandated to be trained by July 1, 2018. IDOT supports the Illinois Liquor Control Commission's BASSET training program to assist with the compliance of the law. Additionally, enforcement of fraudulent ID laws and underage drinking laws are an ongoing necessity to reduce fatalities and serious injuries.

**Rationale:** Studies on the effectiveness of server trainer programs in reducing the level of intoxicated patrons at retail liquor establishments as well as selling to underage individuals have shown positive results. The training is intensive, hands on, and the management of the establishment is on board.

### Planned Activities:

1. **Title:** Operation Straight ID

**Unique Identifier/Activity Number:** 13-02

**Primary Countermeasure Strategy ID:** Liquor Law Enforcement

**Description:** The project goal is to address underage drinking and driving through a reduction in the use of fraudulent driver licenses and identification cards. Operation Straight ID (OPSID) provides classes for owners and employees of bars, stores, and restaurants where liquor is being served. The emphasis of these classes is to teach trainees how to detect fraudulent driver's licenses or ID's.

**Intended Subrecipients:** Illinois Secretary of State

**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$25,845	\$0	\$0

**Prevention**

**Impact:** Prevention is one of the six key components in NHSTA’s Impaired Driving Highway Safety Program Guidelines and the Illinois Impaired Driving Strategic Plan emphasizes its importance especially regarding youth community and school programs. The prevention countermeasure focuses on youth and underage drinking, drug use, and impaired driving issues. This is done by supporting community based and school programs to deter underage drinking, drug use, and impaired driving.

**Linkage:** Illinois’ safety prevention strategies include: creating partnerships to reduce alcohol/drug use and driving; introducing innovative programs in middle and high schools; improving parent and child communication; implementing extracurricular programs supervised by positive adult role models that incorporate youth leadership and skill building; promoting community involvement to incorporate school strategies in the prevention of underage drinking and drug use.

**Rationale:** Studies and evaluations on youth prevention programs have mixed results and show limited efficacy. Positive results have been shown with peer-to-peer led programs that are hands-on at a local level.

**Planned Activities:**

1. **Title:** Impaired Driving Prevention

**Unique Identifier/Activity Number:** 13-16

**Primary Countermeasure Strategy ID:** Prevention

**Description:** This activity funds various non-enforcement projects including: local police departments providing DRE Instructor officers to conduct ARIDE and DRE training and assist the DRE Program with re-certifications, etc.; court monitoring through the Alliance Against Intoxicated Motorists and Mothers Against Drunk Driving; Underage substance use and impaired driving prevention efforts via Students Against Destructive Decisions and other organizations including school districts. This task also provides funds for the Chicago Police Department to conduct comprehensive DUI enforcement details throughout the year.

**Intended Subrecipients:** Various local agencies and non-profit organizations



**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2020	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$1,552,540	\$0	\$0

**Traffic Safety Resource Prosecutor**

**Impact:** The Traffic Safety Resource Prosecutor (TSRP) program provides valuable training and resources to law enforcement and prosecutors. The Illinois Impaired Driving Strategic Plan outlines many objectives and strategies that fall under the TSRP’s purview. Some of these are No-refusal DUI search warrants, eWarrants, law enforcement training, DUI Courts, forensic phlebotomy, toxicology issues, and training prosecutors and law enforcement on the intricacies of impaired driving cases.

**Linkage:** Making proper arrests, gathering evidence correctly, and creating effective prosecution are proven and necessary tools for reducing impaired driving. The TSRP helps fulfill law enforcement and prosecutorial training needs and challenges. With nearly a third of fatalities in Illinois being impaired driving it is essential.

**Rationale:** The increase in drugged driving has brought about many issues with impaired driving and the TSRP is directly addressing these issues in a manner that cannot occur any other way. For instance, the TSRP can directly address issues with proving drug impairment. This will lead to reductions in impaired driving crashes, injuries, and fatalities.

**Planned Activities:**

1. **Title:** Traffic Safety Resource Prosecutor

**Unique Identifier/Activity Number:** 13-10

**Primary Countermeasure Strategy ID:** Traffic Safety Resource Prosecutor

**Description:** The Traffic Safety Resource Prosecutor (TSRP) provides a valuable outreach element to Illinois law enforcement, prosecutors, and the judiciary. The TSRP program will serve the whole State of Illinois. The goal is to reduce alcohol and drug impaired motor vehicle crashes in Illinois by acting as an advisor and trainer on prosecution, criminal justice, and enforcement issues on behalf of IDOT's Highway Safety program. The TSRP will be promoting the use of “No-Refusal” Electronic DUI Search Warrants, assisting law enforcement in the development of phlebotomy training and will work closely with the Illinois Law Enforcement Training and Standards Board.

**Intended Subrecipients:** University of Illinois at Springfield

**Funding Source:**

<b>Fiscal Year</b>	<b>Funding Source ID</b>	<b>Use of Funds</b>	<b>Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit Amount</b>
2021	FAST Act 405d	TSRP 405d	\$290,976	\$0	\$0

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## Distracted Driving

Distracted driving is any activity that could divert attention from the primary task of driving. There are three main types of distractions: visual, manual, and cognitive. Visual is taking your eyes off the road, manual is taking your hands off the wheel, and cognitive is taking your mind off the road. Distractions include, but are not limited to, electronic gadgets, radio, eating, drinking, reading, grooming, and interacting with passengers. Cellphone use affects how drivers scan and process information from the roadway. The cognitive distractions associated with cellphone use can lead to inattentive blindness in which drivers fail to comprehend or process information from objects in the road even if they are looking right at them.

Distracted driving and the use of an electronic device while driving is a growing problem in Illinois. To address this problem, Illinois initially passed anti-texting laws that first took effect in 2012. There have been several amendments to make these laws more specific and enforceable. One of the most notable changes was that hands-free violations became a moving violation in Illinois. With the implementation of increased penalties, there is an increase in the potential of changing driver behavior.

The enforcement of the distracted driving law is challenging but the Illinois State Police and local law enforcement have steadily increased the number of hands-free citations issued. Law enforcement continue to pursue more innovative ways to enforce this law.

### **Problem Identification:**

- There was a total of 246,835 motor vehicle crashes in 2020. Approximately 3.9 percent of the total crashes were involved in distracted driving.
- There were 1,193 fatalities and 73,013 motor vehicle related injuries in 2020. About 3.3 percent and 5.1 percent of these fatalities and injuries were involved in distracted driving crashes.
- 12.5 percent of all people involved in fatal distracted driving crashes included at least one driver who was using their cell phone at the time of the crash.
- In the most recent observational survey of driver electronic device use in Illinois, which was conducted in 2017, 8.7 percent of all drivers used an electronic device while driving. Females had a higher usage rate than males at 11.7 percent and 6.6 percent, respectively.

### **Performance Measures Affecting this Program Area:**

This program area affects several performance measures. The direct performance measures affected are Traffic Fatalities, Serious Injuries in Traffic Crashes, Fatalities/100 M VMT, and Serious Injuries/100 M VMT.

### **Primary Countermeasures Strategies:**

#### **Communication Campaign (Distracted Driving)**

**Impact:** Paid media is an absolute necessity to support efforts during enforcement periods to maximize the deterrent effect of law enforcement activity. This countermeasure provides funds for paid media throughout the year and in support of the month-long distracted driving campaign in April.

**Linkage:** The distracted driving communication campaign consists of statewide paid media buys such as radio, television, print, social media, and digital. In FY 2022, a predominantly male, age 18-34-year-old demographic will be targeted with a strong “Life or Death” message. This demographic was targeted based on our problem identification.

**Rationale:** This countermeasure and the associated media buy maximize the deterrent effect of Illinois law enforcement efforts. Research shows these campaigns when combined with high levels of enforcement can achieve reductions in distracted driving crashes.

**Planned Activities:**

1. **Title:** Paid Media (Distracted Driving)

**Unique Identifier/Activity Number:** 06-04

**Primary Countermeasure Strategy ID:** Communication Campaign (Distracted Driving)

**Description:** Paid media is vital to support efforts during enforcement periods to maximize the deterrent effect of law enforcement activity. IDOT will work with a media buyer for producing and airing television, radio, and internet campaigns for distracted driving. The focus of this effort will be to support the Distracted Driving month but will also air throughout the spring and summer.

**Intended Subrecipients:** Illinois Department of Transportation

**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act NHTSA 402	Paid Advertising (FAST)	\$500,000	\$0	\$0

**High-Visibility Cellphone/Text Messaging Enforcement**

**Impact:** High-Visibility Enforcement (HVE) is the number one countermeasure for the Distracted Driving Program. Highway safety funds are utilized to provide hire-back for the hundreds of additional police and sheriff’s departments throughout the state. Saturation patrols for Distracted Driving will occur in April of 2021. These extra funded patrols are supported with extensive paid and earned media efforts to yield a maximum deterrent effect to potential distracted drivers.

**Linkage:** HVE patrols placed in key jurisdictions serve to deter distracted driving by increasing the perceived risk of violations and the actual issuance. This in turn will reduce overall crashes caused by distracted driving.

**Rationale:** Research shows HVE to be a proven deterrent to distracted driving with a positive effect on motor vehicles fatalities. IDOT continues to encourage law enforcement participation and provide funding for these patrols.

**Planned Activities:**

1. **Title:** Distracted Driving Enforcement (SOS)

**Unique Identifier/Activity Number:** 06-02

**Primary Countermeasure Strategy ID:** High-Visibility Cellphone/Text Messaging Enforcement

**Description:** This task provides funds for the Illinois Secretary of State Police’s Distracted Driving Enforcement program. Uniformed investigators will perform high-visibility patrols in targeted areas during times of high vehicular traffic. The patrols will be a combined four-hour block and will take place during morning and evening rush hours. Investigators will make every effort to concentrate the patrols in school zones, construction zones, and highways. The goal of these patrols will be to lower the amount of statewide crashes involving vehicles and pedestrians by deterring distracted driving behavior.

**Intended Subrecipients:** Illinois Secretary of State Police

**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act NHTSA 402	Distracted Driving (FAST)	\$76,020	\$0.00	\$0.00

2. **Title:** Distracted Driving Enforcement (Local)

**Unique Identifier/Activity Number:** 06-03

**Primary Countermeasure Strategy ID:** High-Visibility Cellphone/Text Messaging Enforcement

**Description:** This task provides funds for local law enforcement agencies to conduct enforcement details during the month of April for Distracted Driving Awareness Month. This enforcement detail will allow local agencies to address Distracted Driving in their communities and will be used to help recruit new agencies to be part of IDOT’s STEP program.

**Intended Subrecipients:** Local law enforcement agencies to be established later in the year.

**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act NHTSA 402	Distracted Driving (FAST)	\$200,000	\$0.00	\$200,000

3. **Title:** Distracted Driving Enforcement Illinois State Police

**Unique Identifier/Activity Number:** 06-05

**Primary Countermeasure Strategy ID:** High-Visibility Cellphone/Text Messaging Enforcement

**Description:** This task provides funds for the Illinois State Police to conduct enforcement details for distracted driving. This enforcement detail will allow the Illinois State Police the ability to address electronic device usage on Illinois interstates and in local communities.

**Intended Subrecipients:** Illinois State Police

**Funding Source:**

<b>Fiscal Year</b>	<b>Funding Source ID</b>	<b>Use of Funds</b>	<b>Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit Amount</b>
2021	FAST Act NHTSA 402	Distracted Driving (FAST)	\$425,578	\$0	\$0

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## Motorcycle Safety

Motorcyclists are some of the most vulnerable road users in Illinois. More than 10 percent of Illinois' total fatalities are motorcyclists. It has become evident that a multi-dimensional approach to motorcycle safety is needed to prevent fatalities and serious injuries. The Motorcycle Safety Program in Illinois consists of motorcyclist training, outreach, and education.

One of the most effective approaches of prevention of fatalities and serious injuries in the State of Illinois has been the development the Cycle Rider Safety Training Program. This training program provides rider education of safe motorcycling principles for basic and experienced riders. This program has evolved beyond basic training courses and has become a comprehensive program for all riders. IDOT's goal is to provide motorcycle training to all with the inclination to ride. It is not the intent to entice people to ride motorcycles, but rather to train all who are interested in the benefits of training. The Cycle Rider Safety Training Program is funded by Illinois motorcyclists through a portion of license endorsement and license plate fees. These funds are statutorily restricted to uses directly related to motorcycle training.

Due to COVID-19 related issues in 2020, very little motorcycle training was conducted and therefore not representative of an average year. 2019 is more representative of a typical training year. In 2019, Illinois enrolled 14,693 motorcyclists in IDOT's Cycle Rider Safety Training Program. Of those enrolled, 10,395 successfully completed the training and 2,487 were walk-in students who were not pre-registered. There were 497 students turned away for training due to the courses being filled.

### **Problem Identification:**

- Crashes involving motorcyclists account for 1.1 percent of all crashes in Illinois in 2020.
- In 2020, there were 153 fatal crashes and 153 fatalities involving motorcyclists.
- Of the 2,282 motorcyclists injured in 2020, 36.2 suffered from serious injuries.
- In 2020, 18 of the 153 motorcyclist fatalities occurred in Chicago as well as 18 of the 153 fatal crashes.
- Of the 358 motorcyclists injured in Chicago in 2020, 90 resulted in serious injuries.
- Crashes involving unhelmeted motorcyclists account for 0.7 percent of all crashes in Illinois in 2020.
- Unhelmeted motorcyclists account for 103 fatal crashes and 102 fatalities in 2020.
- Of the 1,347 unhelmeted motorcyclists injured in 2020, 539 suffered from serious injuries in 2020.
- As illustrated in the chart below, the group with the highest percent of motorcyclist fatalities and serious injuries are males age 35 to 64 at 15.9 percent followed by 21 to 34-year-old males at 13.5 percent for 2015 to 2019.

Percent and Frequency Distributions of Motorcycle-Related  
Fatalities and Serious Injuries and Helmet Use (2015-2019)

Gender	Age Group	Total Fatalities & Serious Injuries	Motorcycle Fatalities & Serious Injuries	Helmeted Motorcycle Fatalities & Serious Injuries	% Helmeted Motorcycle Fatalities & Serious Injuries	% Motorcycle Fatalities & Serious Injuries of Total
Male	0 - 8	772	3	0	0.0%	0.4%
Male	9 - 15	1,067	15	1	6.7%	1.4%
Male	16 - 20	3,499	194	91	46.9%	5.5%
Male	21 - 34	10,444	1,405	480	34.2%	13.5%
Male	35 - 64	14,652	2,324	503	21.6%	15.9%
Male	65 +	3,625	282	91	32.3%	7.8%
Female	0 - 8	726	0	0	0.0%	0.0%
Female	9 - 15	1,059	8	3	37.5%	0.8%
Female	16 - 20	3,363	30	12	40.0%	0.9%
Female	21 - 34	8,000	218	69	31.7%	2.7%
Female	35 - 64	11,117	477	120	25.2%	4.3%
Female	65 +	3,513	28	14	50.0%	0.8%
Total		61,837	4,984	1,384	27.8%	8.1%

**Performance Measures Affecting this Program Area:**

This program area affects several performance measures. The direct performance measures affected are Traffic Fatalities, Serious Injuries in Traffic Crashes, Fatalities/100 M VMT, Motorcyclist Fatalities, Unhelmeted Motorcyclist Fatalities, and Serious Injuries/100 M VMT.

**Primary Countermeasures Strategies:**

**Communication Campaign (Motorcycle Safety)**

**Impact:** This countermeasure strategy was chosen to elevate awareness and engagement of motorists to motorcyclists. Paid media is vital to support efforts to draw attention to this issue. This countermeasure provides funds for paid media in support of educating the motoring public to be more aware of motorcyclists. Illinois will be assessing the impacts of the communication campaign based off media platforms that provide measurable results. Using this data, we will be able to assess the traffic safety impact it has made on motorcycle fatalities in Illinois. This communication campaign would consist of radio, social media, television, billboards, and web-based advertisements.

**Linkage:** In the last few years the training of new riders has been down, and it is imperative that we ensure motorists who drive four-wheeled vehicles are aware and cognizant of the dangers they present to motorcyclists. This countermeasure strategy was chosen to elevate awareness and engagement of motorists on the vulnerability of motorcyclists. This countermeasure is funded with both 405f and 402 funds. The amount of 405f funds received by Illinois is too small to handle a statewide media campaign so it is supplemented with 402 funds.

**Rationale:** This countermeasure and associated media buy will maximize awareness of Illinois motorists by utilizing a mass media buy. Research shows these campaigns, if carefully planned, well-funded, and well-executed can achieve high levels of audience exposure, producing reductions in motorcycle crashes.



**Planned Activities:**

1. **Title:** Paid Media (General)

**Unique Identifier/Activity Number:** 02-08

**Primary Countermeasure Strategy ID:** Communication Campaign (Motorcycle Safety)

**Description:** This task provides funds for IDOT to conduct a paid media campaign for a Motorcycle Awareness campaign and potentially occupant protection or other traffic safety campaigns, if necessary. This motorcycle campaign is planned for the summer riding months when there are more motorcycles on the roads and there is potential for more crashes. The occupant protection campaign would be throughout the year. This planned activity is to supplement the Motorcycle Paid Media Campaign that is funded with 405f funds.

**Intended Subrecipients:** Illinois Department of Transportation

**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2018	FAST Act NHTSA 402	Paid Advertising (FAST)	\$300,000	\$0	\$0

2. **Title:** Paid Media (Motorcycle 405f)

**Unique Identifier/Activity Number:** 22-01

**Primary Countermeasure Strategy ID:** Communication Campaign (Motorcycle Safety)

**Description:** This task provides funds for IDOT to conduct a paid media campaign for a Motorcycle Awareness campaign. This campaign is planned for the summer riding months when there are more motorcycles on the roads and there is potential for more crashes. This planned activity is to supplement the Motorcycle Paid Media Campaign that is funded with 402 funds.

**Intended Subrecipients:** Illinois Department of Transportation

**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2020	FAST Act 405f Motorcycle Program	405f Motorcyclist Awareness (FAST)	\$300,000	\$0	\$0

## Motorcycle Outreach and Community Education

**Impact:** This countermeasure will bring more attention to motorcycle riders on Illinois roadways. Illinois continues to work on expanding the number of training courses and provide public information and education material for motorist to start seeing motorcycles. The goal is to train more riders, promote safety messages, and bring awareness to educational opportunities.

**Linkage:** Outreach and community education are integral when addressing the problem to reach Illinois' targets for motorcycle fatalities and serious injuries. A significant portion of motorcycle fatalities occur when four-wheeled motorists react incorrectly. The intent is to make the motoring public aware of the vulnerability of motorcyclists and educate riders.

**Rationale:** Motorcyclists are vulnerable road users and in order to prevent crashes, the public needs to be aware of their presence. Community education and outreach will promote these behaviors with a strong emphasis on the "Start Seeing Motorcycles" campaign.

### Planned Activities:

1. **Title:** Public Information and Education Materials

**Unique Identifier/Activity Number:** 22-02

**Primary Countermeasure Strategy ID:** Motorcycle Outreach and Community Education

**Description:** This task identifies funding for IDOT to purchase motorcycle safety banners and yard signs for Illinois' Start Seeing Motorcycles campaign. The banners and signs will be distributed throughout the state. The focus will be in areas where high rates of motorcycle fatalities and serious injuries occur. This campaign will bring awareness to motorcycle riders and inform motorcyclists on how to receive free motorcycle rider training.

**Intended Subrecipients:** Illinois Department of Transportation

### Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2020	FAST Act 405f Motorcycle Program	405f Motorcyclist Awareness (FAST)	\$30,000	\$0	\$0

2. **Title:** Motorcycle Winter Conference

**Unique Identifier/Activity Number:** 22-03

**Primary Countermeasure Strategy ID:** Motorcycle Outreach and Community Education

**Description:** This task identifies funding for IDOT to conduct an annual motorcycle safety conference. This conference will discuss training and educational components that are pertinent to rider coaches and motorcycle training facilities.

**Intended Subrecipients:** Illinois Department of Transportation

**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2020	FAST Act 405f Motorcycle Program	405f Motorcyclist Awareness (FAST)	\$10,000	\$0	\$0

**Motorcycle Rider Training**

**Impact:** This countermeasure will provide motorcycle training to roughly 14,000 motorcyclists in Illinois. Successful completion of the basic rider course will allow new or current riders to be compliant with issuance of a motorcycle license. Illinois continues to work on expanding the number of training courses and provide public information and education material for motorists to start seeing motorcycles. The goal is to train more riders, promote safety messages, and bring awareness to educational opportunities.

**Linkage:** Training and education are integral when addressing the problem to achieve Illinois' targets for motorcycle fatalities and serious injuries. Correctly training motorcyclists on how to drive a motorcycle, what gear to wear, and what to look for when riding will reduce the amount of fatalities and serious injuries across the state. It has the potential for motorcyclists to be more aware of their surroundings when driving a four-wheeled vehicle or motorcycle. A significant portion of motorcycle fatalities occur when four-wheeled motorists react incorrectly.

**Rationale:** Training and education are effective in preventing fatalities and injuries. Illinois has a long-established training program and has been highly effective and reaches thousands of riders and drivers annually. This program is state funded and directly affects driver behavior. Motorcyclists are vulnerable road users and in order to prevent crashes, the public needs to be aware of their presence.

**Planned Activities:**

1. **Title:** Cycle Rider Safety Training Program Match

**Unique Identifier/Activity Number:** 22-04

**Primary Countermeasure Strategy ID:** Motorcycle Rider Training

**Description:** This planned activity is the training of motorcycle riders through the Illinois Cycle Rider Safety Training Program. Roughly 14,000 motorcyclists are trained through this program annually.

**Intended Subrecipients:** Illinois Department of Transportation

**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2022	State Funds	Driver Education	\$0	\$3,230,000	\$0

## Young Drivers

The Young Driver Program Area focuses on the enforcement of Graduated Driver Licensing (GDL), Zero Tolerance Laws, and educational programs in an effort that will better prepare young drivers to handle hazards on the road and make safe driving decisions. The strategies to reduce young crashes must help young drivers gain valuable experience while mitigating their risk by keeping them out of dangerous situations.

In Illinois, the GDL program consists of three phases: Permit Phase (drivers age 15), Initial Licensing Phase (drivers ages 16-17), and the Full Licensing Phase (drivers ages 18-20). In addition to the phase process, parents play an integral role in keeping their kids safe on the road. The Secretary of State provides parents with a Parent-Teen Driving Guide and allows parental access to their child's driving record.

### Problem Identification:

- Speed-related fatalities and serious injuries for males and females age 16-20 in Illinois made up 43.2 percent and 37.9 percent, respectively of all fatalities and serious injuries for the same gender and age group in Illinois from 2015 to 2019.
- During the same period, occupant fatalities and serious injuries for males and females age 16-20 in Illinois made up 9.62 percent of all occupant fatalities and serious injuries in Illinois across all age groups.
- From 2015 to 2019, belted fatalities and serious injuries for males and females age 16-20 in Illinois made up 59.1 percent and 78.0 percent, respectively of all occupant fatalities and serious injuries in Illinois for the same age group and gender.
- Males and females age 16-20 in Illinois from 2015 to 2019 made up 6.47 percent of the population in Illinois collectively.
- The ratio of percent fatalities and serious injuries to percent population among males and females in the 16-20 age group in Illinois is 1.32 and 1.28, respectively. (8.41 percent of total fatalities and serious injuries versus 6.47 percent of population).

Percent and Frequency Distributions of Young Driver (<21) Fatalities and Serious Injuries (2015-2019)												
Gender	Age Group	Total Fatalities & Serious Injuries	Speed - Related Fatalities & Serious Injuries	% Speed-Related Fatalities & Serious Injuries	Occupant Fatalities & Serious Injuries	Belted Occupant Fatalities & Serious Injuries	% Belted Occupant Fatalities & Serious Injuries	Population 2019 NCHS Estimate	Population %	Population Proportion	Fatality & Serious Injury Proportion to Population Proportion	
Male	16 - 20	2,687	1,162	43.2%	2,687	1,587	59.1%	418,587	3.30%	0.03	1.32	
Female	16 - 20	2,515	952	37.9%	2,515	1,961	78.0%	401,037	3.16%	0.03	1.28	
Both	16 - 20	5,202	2,114	40.6%	5,202	3,548	68.2%	819,624	6.47%			
Total All Ages		61,846	20,978	33.9%	54,081	35,778	66.2%	12,671,821				

### Performance Measures Affecting this Program Area:

This program area affects several performance measures. The direct performance measures affected are Traffic Fatalities, Serious Injuries in Traffic Crashes, Fatalities/100 M VMT, Drivers Age 20 or Younger Involved in Fatal Crashes, and Serious Injuries/100 M VMT.

the number of traffic fatalities, number of serious injuries, serious injury rate, fatality rate, and number of drivers age 20 or younger involved in fatal crashes.

**Primary Countermeasures Strategies:**

**Enforcement of GDL and Zero Tolerance Laws**

**Impact:** Illinois is fortunate to have very comprehensive GDL laws as well as a Zero Tolerance law that has been in existence since the mid-1990s. While the low VMT of underage drivers makes enforcement difficult, GDL and Zero Tolerance laws are enforced with all state and local enforcement programs in Illinois’ Highway Safety Program.

**Linkage:** As teens are at a higher risk of crashes it is essential to educate and inform them of the laws. This countermeasure assists with the education of GDL and zero tolerance enforcement of meeting the following FY20 Illinois HSP performance measures:

**Rationale:** Enforcement in general as well as enforcement of licensing restrictions associated with GDL and Zero Tolerance laws have been shown to reduce crash rates in young drivers.

**Planned Activities:**

1. **Title:** Safety Education Unit

**Unique Identifier/Activity Number:** 04-12

**Primary Countermeasure Strategy ID:** Enforcement of GDL and Zero Tolerance Laws

**Description:** The Illinois State Police’s Safety Education Unit (SEU) is responsible for statewide safety programs that educate young drivers, schools, teachers, and community organizations. They provide awareness and prevention programs to change dangerous driving behaviors. These programs are designed to increase seatbelt compliance, speed awareness, and to reduce teenage alcohol offenses and distracted driving.

**Intended Subrecipients:** Illinois State Police

**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2020	Fast Act NHTSA 402	Police Traffic Services	\$48,553	\$0	\$0

## Nonmotorized Safety

The Nonmotorized Safety program area focuses on addressing serious injuries and fatalities of pedestrian, bicyclist, and other cyclists. This area of traffic safety has become a focus area for Illinois. Over the past few years, pedestrian safety specifically has become an emphasis due to the steady increase of fatalities and serious injuries. This is not Illinois specific as it has become a nationwide trend. Illinois is working with local and state partners to strengthen laws, create awareness campaigns, and issue grants with the goal of decreasing nonmotorized fatalities and injuries.

This program area problem identification has been split into pedestrian and bicycle safety to better address the specific problems in this program area.

### Problem Identification:

#### Pedestrian Safety

- Crashes involving pedestrians account for 1.3 percent of all crashes in Illinois in 2020.
- In 2020, there were 169 fatal crashes and 172 fatalities involving pedestrians.
- Of the 3,150 pedestrians injured in 2020, 768 suffered from serious injuries.
- In 2020, 52 of the 172 pedestrian fatalities occurred in Chicago as well as 51 of the 169 fatal crashes.
- Of the 1,938 pedestrians injured in Chicago in 2020, 397 resulted in serious injuries.
- The group with the highest percent of pedestrian fatalities and serious injuries for 2015 to 2019 are males age 9 to 15 at 23.3 percent followed by 0 to 8-year-old males at 20.6 percent.

Percent and Frequency Distributions of  
Pedestrian-Related Fatalities and Serious  
Injuries (2015-2019)

Gender	Age Group	Total Fatalities & Serious Injuries	Pedestrian Fatalities & Serious Injuries	% Pedestrian Fatalities & Serious Injuries
Male	0 - 8	772	159	20.6%
Male	9 - 15	1,067	249	23.3%
Male	16 - 20	3,499	257	7.3%
Male	21 - 34	10,444	754	7.2%
Male	35 - 64	14,652	1,459	10.0%
Male	65 +	3,625	438	12.1%
Female	0 - 8	726	100	13.8%
Female	9 - 15	1,059	165	15.6%
Female	16 - 20	3,363	206	6.1%
Female	21 - 34	8,000	610	7.6%
Female	35 - 64	11,117	999	9.0%
Female	65 +	3,513	370	10.5%
Total		61,837	5,766	9.3%

**Performance Measures Affecting this Program Area:**

This program area affects several performance measures. The direct performance measures affected are Traffic Fatalities, Serious Injuries in Traffic Crashes, Fatalities/100 M VMT, Pedestrian Fatalities, and Serious Injuries/100 M VMT.

**Problem Identification:**

Pedalcyclist Safety

- Crashes involving pedalcyclists account for 0.9 percent of all crashes in Illinois in 2020.
- Pedalcyclists account for 28 fatal crashes and 28 fatalities in 2020.
- Of the 2,005 pedalcyclists injured in 2020, 317 suffered from serious injuries.
- In 2020, 8 of the 28 fatalities and 8 of the 28 fatal crashes occurred in Chicago.
- Of the 852 pedalcyclists injured in Chicago in 2020, 124 resulted in serious injuries.
- Males age 9 to 15 hold the highest percent of pedalcycle-related fatalities and serious injuries for 2015 to 2019 at 18.6 percent as shown in the table below.

Percent and Frequency Distributions of  
Pedalcycle-Related Fatalities and Serious Injuries  
(2015-2019)

Gender	Age Group	Total Fatalities & Serious Injuries	Pedalcyclist Fatalities & Serious Injuries	% Pedalcyclist Fatalities & Serious Injuries
Male	0 - 8	772	28	3.6%
Male	9 - 15	1,067	198	18.6%
Male	16 - 20	3,499	182	5.2%
Male	21 - 34	10,444	370	3.5%
Male	35 - 64	14,652	681	4.6%
Male	65 +	3,625	106	2.9%
Female	0 - 8	726	12	1.7%
Female	9 - 15	1,059	59	5.6%
Female	16 - 20	3,363	44	1.3%
Female	21 - 34	8,000	113	1.4%
Female	35 - 64	11,117	138	1.2%
Female	65 +	3,513	15	0.4%
Total		61,837	1,946	3.1%

**Performance Measures Affecting this Program Area:**

This program area affects several performance measures. The direct performance measures affected are Traffic Fatalities, Serious Injuries in Traffic Crashes, Fatalities/100 M VMT, Bicyclist Fatalities, and Serious Injuries/100 M VMT.

## Primary Countermeasures Strategies:

### Communication Campaign (Nonmotorized)

**Impact:** Paid media will support efforts during nonmotorized campaign periods to maximize awareness. Paid media is vital to support efforts of high-visibility enforcement campaigns to maximize the deterrent effect of law enforcement activity. This communication campaign will also bring awareness to the general public to be aware of bicycles and pedestrians.

**Linkage:** The nonmotorized communication campaign consists of statewide paid media buys such as radio, television, print, social media, and digital. In FY 2022, a “Life or Death” messaging campaign focuses on the tragedies faced by those affected by biking or pedestrian fatalities. After the campaign, reach, frequency, and cost evaluations will be conducted as the evaluation of the campaign. Bringing awareness to the problems that face Illinois is essential to addressing the issue.

**Rationale:** Paid media is an absolute necessity to support efforts to reduce bicycle and pedestrian fatalities. IDOT will work with a media buyer to target a specific demographic to target our audience for running television, radio, and internet campaigns. This campaign will air throughout the spring and summer to address the increasing amount of pedestrian fatalities. Most media efforts will be focused in large urban areas where fatalities are occurring more frequently.

#### Planned Activities:

1. **Title:** Nonmotorized Paid Media (IDOT)

**Unique Identifier/Activity Number:** 12-01

**Primary Countermeasure Strategy ID:** Communication Campaign (Pedestrian/Bicycle Safety)

**Description:** Paid media is vital to support efforts during enforcement periods to maximize the deterrent effect of law enforcement activity. IDOT will work with a media buyer for producing and airing television, radio, and internet campaigns for pedestrian and bicycle safety. The focus of this effort will be to support Pedestrian and Bicycle Safety month but will also air throughout the spring, summer, and fall.

**Intended Subrecipients:** Illinois Department of Transportation

#### Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2020	FAST Act 405h	405h Driver Education (FAST)	\$600,000	\$0	\$0



## **Bicycle and Pedestrian Safety Education for Adults and Children**

**Impact:** This countermeasure strategy was chosen to elevate awareness and engagement of motorists, bicyclists, and pedestrians on Illinois' roads. This countermeasure provides funds for bicycle and pedestrian education throughout the Chicagoland area. This includes paid media in support of educating the motoring public as well as bicyclists and pedestrians. Illinois will be assessing the impacts of the communication campaign based off media platforms that provide measurable results. Using this data, we will be able to assess the traffic safety impact it has made on nonmotorized fatalities in Illinois.

**Linkage:** Bicycle and Pedestrian fatalities continue to increase in Illinois. Our goals are designed around reducing bicyclist and pedestrian fatalities by linking enforcement, education, and communication together to reduce fatalities and serious injuries.

**Rationale:** Chicago is Illinois' largest metropolitan area with the largest concentration of bicyclists and pedestrians. Almost all of the efforts are focused in this area. This countermeasure strategy will focus on enforcement and traffic safety education through face-to-face outreach at schools, senior homes, and other community events. This will be done through presentations, information tables, and workshops. The funding allocation determined allows for extensive education throughout the area and will be paired with the paid media campaign.

### **Planned Activities:**

1. **Title:** Bike and Pedestrian Safety (Local)

**Unique Identifier/Activity Number:** 12-02

**Primary Countermeasure Strategy ID:** Pedestrian/Bicycle Safety Outreach and Education for Adults and Children

**Description:** This task includes education, training, and enforcement.

The Chicago SAFE (Streets Are for Everybody) Ambassadors, formally known as The Safe Routes & Bicycling Ambassadors, are the Chicago Department of Transportation's (CDOT) safety education and engagement team. The purpose of the Chicago SAFE Ambassadors is to educate and encourage all residents of Chicago how to safely walk, safely bike, safely drive and use mass transit such as the CTA. Achieving CDOT safety goals requires many different approaches. CDOT works to meet their goals by attending a host of community bike rides, health fairs, and public events throughout the city in which they engage those in attendance with educational traffic safety tips.

Chicago Police Department - This project is an effort to heighten the public's awareness of pedestrian crashes. The Chicago Police Department (CPD) will conduct a combination of pedestrian safety initiatives that will include high-visibility crosswalk enforcement and speed-related missions in areas throughout the City of Chicago where pedestrian crashes have been most prevalent.

Illinois Public Health Association – This is a new project which will focus on high school students. The goal is to enhance education and awareness on pedestrian and pedal-cyclist on the individual and systematic level. This will be accomplished by developing a community engagement plan in 10 communities.

The League of Illinois Bicyclists' program titled Ride Illinois will provide interactive BikeSafetyQuiz.com classroom lessons that will be used to fill serious motorist, truck driver, and cyclist education curriculum gaps about safe driving in the presence of bicycles and safe cycling in the presence of motor vehicles. The foundation of the BikeSafetyQuiz.com is founded upon relevant state laws and tips on avoiding common crashes.

The Village of Deerfield and the University of Illinois Chicago will conduct bike/pedestrian programs. They will focus on enforcement, education, and outreach to motorist and non-motorists in high crash locations determined by their crash data.

**Intended Subrecipients:** Various Public, Government, and Non-For-Profit Agencies

**Funding Source:**

<b>Fiscal Year</b>	<b>Funding Source ID</b>	<b>Use of Funds</b>	<b>Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit Amount</b>
2021	FAST Act 405h	405h Driver Education (FAST)	\$963,591	\$0	\$0

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## Planning and Administration

The State Highway Safety Office (SHSO) is responsible for creating and facilitating the Highway Safety Plan (HSP) while abiding by National Highway Traffic Safety Administration rules and regulations. This office facilitates the HSP by issuing grants to local and state agencies to reduce fatalities and injuries and to meet the Illinois performance measures. For IDOT to create the best possible results with the resources available, some of the HSP funding is used to provide training to staff, attend conferences and seminars, create communication campaigns, and conduct public education.

Planning and Administration costs expended by Illinois are the direct and indirect expenses that are attributable to the overall management and support of the Illinois' Highway Safety Plan. Some of the costs include: Governors Highway Safety Association annual fee; training and education for staff and travel to trainings and conferences necessary to carry out a successful State Highway Safety Office. It is essential to the everchanging landscape of traffic safety to be aware of best practices and emerging issues as they develop around the country.

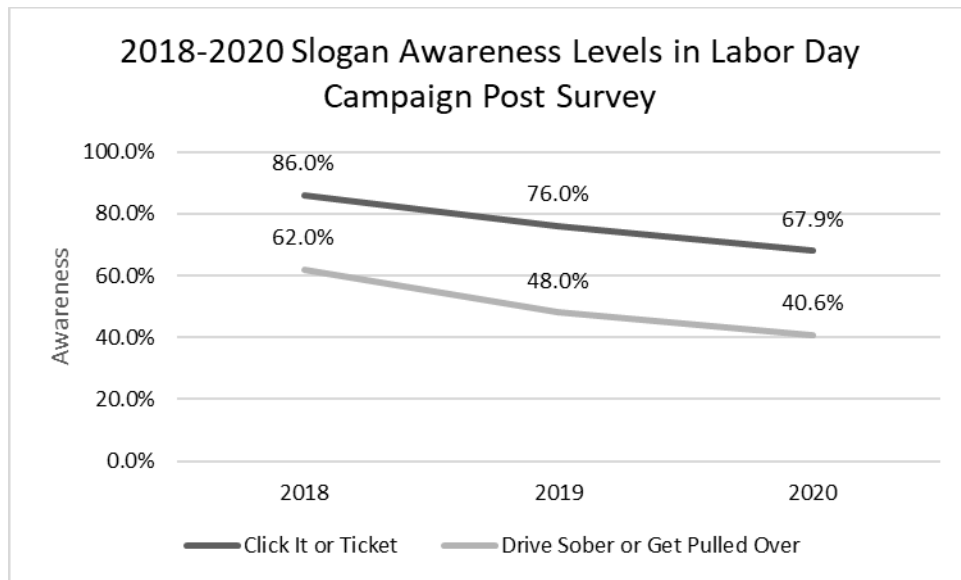
Beyond grant issuance and the administration of the HSP, IDOT focuses on increasing the effectiveness of enforcement. This is done by combining enforcement with paid media campaigns. This effort is facilitated by the SHSO and the IDOT Communications Division. In FY 2022, IDOT will focus paid media efforts on the current theme of Life or Death Illinois unless another campaign is developed. The campaigns under this umbrella brand will be Impaired Driving, Occupant Protection, Distracted Driving, Motorcycle Safety, and Bike/Pedestrian Safety. IDOT will also be creating a paid media campaign for work zones but this was not funded with NHTSA funds.



Furthermore, IDOT is always looking for ways to innovate and develop new programs and activities to prevent crashes. The planning and administration program area is where they are supported.

### Problem Identification:

- During the 2020 Memorial Day Click It or Ticket Campaign, participants in the post-mobilization survey were asked how often they wear a seat belt. The percentage who answered always was 88.5 percent while driving, 86.5 percent as a front seat passenger, and 58.4 percent as a back-seat passenger.
- For the same survey in 2020, 54.9 percent of post-mobilization respondents answered either sometimes or always to "On an average trip, how often do you use a hand-held cell phone or other mobile device to make calls while driving." This represents a 48.8 percent increase from 2019 which was at 36.9 percent.
- During the 2020 Labor Day Drive Sober or Get Pulled Over Campaign, respondents who reported to ever drink in the post-mobilization survey were asked "About how many times in the last 30 days did you drive when you thought you had too much to drink?" Respondents revealed 13.6 percent did so once and 31.5 percent did so more than once. This represents a 30.8 percent and 16.2 percent increase, respectively, from 2019.
- For the pre-mobilization survey for the same campaign in 2020, 17.4 percent of participants answered most of the time to "On an interstate or toll road which has a speed limit of 70 mph, how often would you say you drive faster than 75?" while 18.8 percent reported to half of the time.
- As shown in the chart below, as of September 2020, 67.9 percent of survey respondents reported having heard the slogan Click It or Ticket in the last 30 days compared to 76 percent in 2019 and 86 percent in 2018.
- Also shown in the chart below, during the 2020 post-mobilization Labor Day campaign survey, 40.6 percent of respondents stated they had heard Drive Sober or Get Pulled Over within the last 30 days compared to 48 percent in 2019 and 62 percent in 2018.



**Performance Measures Affecting this Program Area:**

This program area affects all performance measures due to the support this program area provides to the State Highway Safety Office and all other program areas. Direct performance measures affected are Traffic Fatalities, Serious Injuries in Traffic Crashes, Fatalities/100 M VMT, and Serious Injuries/100 M VMT.

**Primary Countermeasures Strategies:**

**Highway Safety Office Program Management**

**Impact:** The overall impact this strategy can be is tremendous for any SHSO. Being able to have well-trained and educated staff on highway safety issues is essential to creating and maintaining effective programs. This strategy also gives the SHSO access to resources that provide clarification and best practice sharing from across the country.

**Linkage:** The SHSO continuously focuses on designing our programs to directly impact Illinois' performance measures. Each planned activity facilitated by the SHSO is linked to a countermeasure and performance measure to reduce fatalities and serious injuries. The use of planning and administration will be used to help develop new programs and create a greater impact.

**Rationale:** For the SHSO to be effective, it is necessary to provide staff with the tools that are needed to create a positive impact for the motoring public. This strategy can create large impacts with relatively low costs.

**Planned Activities:**

1. **Title:** Planning and Administration

**Unique Identifier/Activity Number:** 01-01

**Primary Countermeasure Strategy ID:** Planning and Administration

**Description:** The Bureau of Safety Programs and Engineering (BSPE) administers the Section 402 highway safety grants related to the National Highway Traffic Safety Administration (NHTSA) awards, initiatives, and contracts for traffic safety activities. The BSPE incurs the cost of the Governors Highway Safety Association's annual fee; office expenses such as travel, equipment, and supplies; and other indirect costs necessary to carry out the functions of BSPE.

**Intended Subrecipients:** Illinois Department of Transportation

**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	Fast Act NHTSA 402	Planning and Administration (FAST)	\$50,000	\$0	\$0

2. **Title:** Planning and Administration (Match)

**Unique Identifier/Activity Number:** 01-02

**Primary Countermeasure Strategy ID:** Planning and Administration

**Description:** Housed under the Illinois Department of Transportation (IDOT) the Bureau of Safety Programs and Engineering (BSPE) administers the Section 402 highway safety grants related to the National Highway Traffic Safety Administration (NHTSA) awards, initiatives, and contracts for traffic safety activities. In addition to direct office expenditures, BSPE incurs the cost of the Governors Highway Safety Association's annual fee; office expenses such as travel, equipment, and supplies; and other indirect costs necessary to carry out the functions of BSPE.

**Intended Subrecipients:** Illinois Department of Transportation

**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2022	State Funds	Planning and Administration	\$0	\$50,000	\$0

3. **Title:** Travel

**Unique Identifier/Activity Number:** 02-05

**Primary Countermeasure Strategy ID:** Planning and Administration

**Description:** This task provides Section 402 funds for BSPE staff to conduct and attend on-site monitoring visits with local and state grantees, highway safety-related meetings, highway safety-related trainings, and highway safety-related conferences.

**Intended Subrecipients:** Illinois Department of Transportation

**Funding Source:**

<b>Fiscal Year</b>	<b>Funding Source ID</b>	<b>Use of Funds</b>	<b>Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit Amount</b>
2021	Fast Act NHTSA 402	Planning and Administration (FAST)	\$12,500	\$0	\$0

4. **Title:** Travel (Match)

**Unique Identifier/Activity Number:** 02-06

**Primary Countermeasure Strategy ID:** Planning and Administration

**Description:** This task provides Section 402 funds for BSPE staff to conduct and attend on-site monitoring visits with local and state grantees, highway safety-related meetings, highway safety-related trainings, and highway safety-related conferences.

**Intended Subrecipients:** Illinois Department of Transportation

**Funding Source:**

<b>Fiscal Year</b>	<b>Funding Source ID</b>	<b>Use of Funds</b>	<b>Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit Amount</b>
2021	State Funds	Planning and Administration	\$0	\$12,500	\$0

5. **Title:** Traffic Safety Survey

**Unique Identifier/Activity Number:** 02-04

**Primary Countermeasure Strategy ID:** Highway Safety Office Program Management

**Description:** This task provides funds for the attitudinal survey of Illinois residents. The survey will gauge the strength of IDOT highway safety campaigns by the general public. This survey is conducted by the University of Illinois at Springfield and will be used to help develop new messaging and determine how to better focus media efforts.

**Intended Subrecipients:** University of Illinois at Springfield

**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2018	FAST Act NHTSA 402	Attitudinal Survey	\$84,054	\$0	\$0

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## Racial Profiling

Racial profiling data collection in Illinois is required by state statute. On July 18, 2003, Senate Bill 30 was signed into law to establish a four-year statewide study of data from traffic stops to identify racial bias. State law mandates that a racial profiling study be completed and that law enforcement agencies participate. Illinois is focused on collecting and analyzing the data. The study began on January 1, 2004 and was originally scheduled to end December 31, 2007; however, the legislature extended the data collection several times and has now expanded the study to include data on pedestrian stops.

As of January 1, 2020, the Illinois Criminal Justice Authority will be creating a commission to address the future of the Illinois Traffic Stop Study. This commission is tasked with addressing how Illinois will collect, compile, and analyze the traffic stop statistical study data.

Our goal is to allow the public inspection of statistical information on the race and ethnicity of the driver for all motor vehicle stops made on all public roads except those classified at local or minor rural roads.

### **Performance Measures Affecting this Program Area:**

This program area affects one performance measure. The direct performance measure affected is the Racial Profiling Compliance Level.

### **Primary Countermeasures Strategies:**

#### **Highway Safety Office Program Management**

**Impact:** Racial profiling is currently being addressed in Illinois. State law mandates that a racial profiling study be completed and that law enforcement agencies participate. Illinois is focused on collecting and analyzing the data. Our goal is to allow the public inspection of statistical information on the race and ethnicity of the driver for all motor vehicle stops made on all public roads except those classified at local or minor rural roads.

**Linkage:** Illinois will be collecting and analyzing traffic stop study data. To confirm compliance the data will be reviewed to determine what agencies are submitting racial profiling data in an effort to increase the Racial Profiling Compliance Level.

**Rationale:** Illinois is required to collect traffic stop information and NHTSA makes funds available to fund such analysis. There is great potential for this data and it can be used to further understand policing in Illinois.



**Planned Activities:**

1. **Title:** Racial Profiling Study

**Unique Identifier/Activity Number:** 23-01

**Primary Countermeasure Strategy ID:** Highway Safety Office Program Management

**Description:** This task provides funds for an outside vendor to conduct analysis to detect statistically significant aberrations in the traffic statistical data provided by law enforcement agencies to IDOT pursuant to the IVC, 625 ILCS 5/11-212 Traffic Stop Statistical Study.

**Intended Subrecipients:** Illinois Department of Transportation

**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2018	FAST Act 1906 Prohibit Racial Profiling	1906 Collecting and Maintaining Data	\$120,000	\$0	\$0

2. **Title:** Racial Profiling Data Evaluation

**Unique Identifier/Activity Number:** 23-03

**Primary Countermeasure Strategy ID:** Highway Safety Office Program Management

**Description:** This task provides funds for the Illinois Criminal Justice Information Authority to identify gaps in the extent and quality of state traffic stop data and to improve the ways traffic stop data is collected and analyzed. A data analyst will be used to review the collection and maintenance of the data and also work on new ways to evaluate the data.

**Intended Subrecipients:** Illinois Criminal Justice Information Authority

**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2018	FAST Act 1906 Prohibit Racial Profiling	1906 Collecting and Maintaining Data	\$136,642	\$0	\$0

## Speed Management

Speeding often translates to death, injury, and property damage. Speeding drivers put themselves, passengers, and other motorists at an increased risk. Some of those causes for increased risk are reducing a driver's ability to steer safely, reducing effectiveness of occupant protection equipment, increasing stopping distance, and increasing the degree of crash severity.

In Illinois, speeding remains one of the most prevalent factors contributing to motor vehicle crashes, fatalities, and injuries. Currently, Illinois surpasses the national average for speeding-related motor vehicle crash fatalities. In 2020, there were 1,193 motor vehicle fatalities in Illinois and 346 (29.0 percent) of these deaths were attributed to speeding. According to 2019 NHTSA national crash data, 36,096 people were killed in motor vehicle crashes and 9,478 (26.3 percent) of those fatalities involved speeding. This shows that Illinois is higher than the national average.

Speeding is a problem everywhere, on every type of road throughout Illinois. Therefore, IDOT has committed funding to state and local law enforcement to enforce speeding laws throughout the year. In addition, IDOT, the Illinois State Police, the Illinois Association of Chiefs of Police, and law enforcement across the state participate in a "Speed Awareness Week" to emphasize this ongoing safety problem.

Moreover, the SHSO is looking at new approaches to addressing this ongoing issue and may begin to implement more planned activities and countermeasures in the future.

### **Problem Identification:**

- Of the 1,086 fatal crashes in Illinois in 2020, 32.4 percent were speed related.
- In 2020, 346 fatalities were attributed to speed in Illinois. This accounts for 29.0 percent of all fatalities.
- Speed accounts for 32.6 percent of total injuries in 2020.
- Serious injuries that are caused by speed are 2,445 in Illinois for 2020.
- As shown below, males aged 16 to 20 and 21 to 34 make up the highest percentages for speed-related fatalities and serious injuries for 2015 to 2019 in Illinois at 38.9 percent and 37.9 percent, respectively.

Percent and Frequency Distributions of Speed-Related Fatalities and Serious Injuries  
(2015-2019)

Gender	Age Group	Total Fatalities & Serious Injuries	Speed-related Fatalities & Serious Injuries	% Speed-Related Fatalities & Serious Injuries
Male	0 - 8	772	234	30.3%
Male	9 - 15	1,067	310	29.1%
Male	16 - 20	3,499	1,360	38.9%
Male	21 - 34	10,444	3,954	37.9%
Male	35 - 64	14,652	4,856	33.1%
Male	65 +	3,625	985	27.2%
Female	0 - 8	726	234	32.2%
Female	9 - 15	1,059	337	31.8%
Female	16 - 20	3,363	1,189	35.4%
Female	21 - 34	8,000	2,804	35.1%
Female	35 - 64	11,117	3,742	33.7%
Female	65 +	3,513	971	27.6%
Total		61,837	20,976	33.9%

**Performance Measures Affecting this Program Area:**

This program area affects several performance measures. The direct performance measures affected are Traffic Fatalities, Serious Injuries in Traffic Crashes, Fatalities/100 M VMT, Speed-Related Fatalities, and Serious Injuries/100 M VMT.

**Primary Countermeasures Strategies:**

**High-Visibility Enforcement**

**Impact:** Speed is a factor in approximately 34 percent of Illinois motor vehicle fatalities. Illinois State Police and local law enforcement agencies conduct regular speed enforcement. IDOT has added a speed component to its STEP local grant program in order to give law enforcement agencies an opportunity to add more speed-specific enforcement.

**Linkage:** As stated above, approximately 34 percent of motor vehicle fatalities in Illinois involve speed. This creates a direct linkage between speed enforcement and Illinois' performance measures. Issuance of citations and high-visibility enforcement are necessary to reduce speed-related fatalities.

**Rationale:** As stated above, approximately 34 percent of motor vehicle fatalities in Illinois involve speed. With such a high rate of involvement, it is crucial for Illinois to focus on enforcement for the deterrence of speeding.

**Planned Activities:**

There are no specific planned activities that directly and exclusively focus on speed enforcement but within other planned activities in other program areas speed High-visibility enforcement is addressed.

Planned activities that have a speed component:

04-02 Sustained Traffic Enforcement Program (STEP)

04-03 Work Zone Enforcement (Illinois State Police)

04-04 Special Traffic Enforcement Program (Illinois State Police)

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## Police Traffic Services

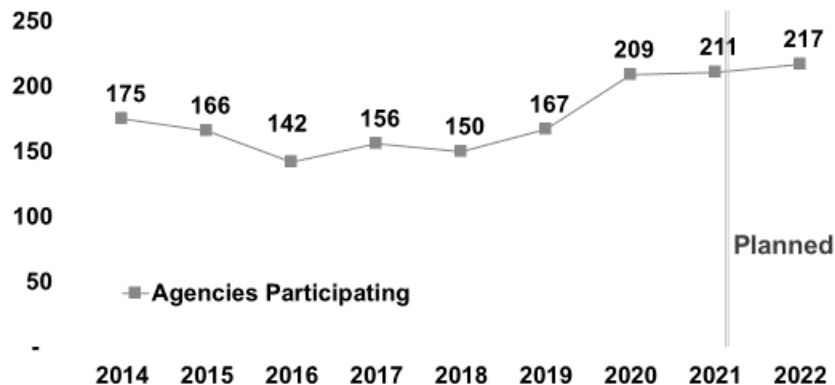
High-Visibility Enforcement of traffic laws remains one of the most effective traffic safety countermeasure strategies. Police Traffic Services is a significant portion of the Illinois HSP. The SHSO continues to direct substantial resources toward enforcement of occupant protection, impaired driving, speeding, distracted driving, and other traffic laws.

The main enforcement program in Illinois is our Sustained Traffic Enforcement Program. This consists of 217 local law enforcement grantees in 2022. These grantees are required to conduct six enforcement campaigns each year and can conduct additional campaigns outside of the mandatory.

Eight mobilization periods throughout the year will occur with the major holiday timeframes of St. Patrick's Day, Independence Day, Labor Day, and Christmas/New Year's having a focus on impaired driving. Memorial Day and Thanksgiving will have a focus on occupant protection. Additionally, law enforcement will utilize grant funding to increase patrols during Super Bowl weekend and Halloween. Grantees can increase enforcement at other times throughout the year including a distracted driving campaign in April and speed law enforcement during and apart from the major holidays. The five major holidays, as well as the distracted driving campaign in April, are supported with comprehensive paid media programs. Earned media efforts accompany grant-funded enforcement.

The Evaluation Section staff conducted in-depth analysis of 2017-2019 data and produced fatalities and serious injuries among the funded and unfunded agencies both at the city and county levels. They identified unfunded law enforcement agencies that have high fatalities and serious injuries. The data was provided for the Illinois Law Enforcement Liaisons (LELs) to identify those unfunded agencies with high fatalities and injuries and attempt to recruit them to conduct enforcement activities during the major highway safety campaigns. As evident in the graph below, the number of agencies participating in enforcement activities increased for FY 2021 and continues to remain substantially higher in number than recent past years.

**Number of STEP Agencies Participating in Enforcement**



Additionally, enforcement data for 2011-2020 were collected to determine the total hours and total citations by law enforcement. As seen below, this information is reported as percentage of alcohol/drug, occupant, speeding, and other citations regarding total citations.

## Citation Results

The table below represents enforcement activities conducted by BSPE projects from FY 2011 to FY 2020. These results reflect BSPE's enforcement activities and the overall effectiveness the programs have in meeting the performance goals.

Total Enforcement Activities by Citation Type (FY 2011-2020)						
Year	Hours	Total Citations	Citation Type			
			Total Alcohol/Drug Related Citations	Total Occupant Restraint Citations	Total Speeding Citations	Other Citations
2011	158,415.0	166,537	7,995 4.8%	64,217 38.6%	25,912 15.6%	68,413 41.1%
2012	141,946.7	150,197	7,712 5.1%	58,403 38.9%	24,458 16.3%	60,164 40.1%
2013	106,988.0	117,288	5,119 4.4%	44,080 37.6%	20,550 17.5%	47,539 40.5%
2014	111,357.0	124,341	4,442 3.6%	47,604 38.3%	18,911 15.2%	53,384 42.9%
2015	122,541.7	138,732	5,092 3.7%	47,794 34.5%	24,544 17.7%	61,302 44.2%
2016	98,687.5	112,911	4,286 3.8%	36,602 32.4%	23,143 20.5%	48,880 43.3%
2017	107,161.0	124,715	2,343 1.9%	40,520 32.5%	26,457 21.2%	55,392 44.4%
2018	100,690.7	109,262	1,963 1.8%	38,812 35.5%	22,003 20.1%	46,484 42.5%
2019	144,181.0	182,203	3,970 2.2%	48,616 26.7%	45,176 24.8%	84,441 46.3%
2020	112,136.7	140,895	2,595 1.8%	39,923 28.3%	45,804 32.5%	52,573 37.3%

### **Problem Identification:**

- In 2021 there were 203 law enforcement agencies that participated in grant funding opportunities which represents 23.15 percent (877) of all law enforcement agencies in Illinois.
- Of the total citations issued by law enforcement agencies participating in grant funded activities in 2020, 32.5 percent were Speed-related and of the total fatalities in Illinois in 2020, 29 percent were related to speed.
- Also, 1.8 percent of total citations issued in 2020 were impaired driving-related while 24.9 percent of total fatalities involved a driver with a BAC of 0.08 or greater.
- In 2020, 28.3 percent of citations issued by grant agencies were for occupant protection. During the same year, unrestrained fatalities accounted for 26.8 percent of the total.
- During the 2020 Memorial Day Click It or Ticket Campaign, participants in the post-mobilization survey were asked “Suppose you didn’t wear your seat belt at all over the next six months. How likely do you think it is that you would get a ticket for not wearing a seat belt during this time?” The percentage who responded very likely was 45.8 percent compared to 40.1 percent in 2019 and 44.1 percent in 2018.
- For the same survey in 2020, 22.0 percent of post-mobilization respondents answered yes to “Do you use a cell phone or other mobile device while driving?” which increased from 21.6 percent in the 2019 survey.
- During the 2020 Labor Day Drive Sober or Get Pulled Over Campaign (DSOGPO), respondents in the post-mobilization survey were asked “If you drove after having too much to drink to drive safely, how likely do you think you are to be stopped by a police officer?” in which 30.8 percent stated it was very likely. This increased from 18.4 percent and 13.1 percent in the 2019 and 2018 survey, respectively. Only 25 percent of participants in the 2020 survey stated it was almost certain.
- In the pre-mobilization survey for the DSOGPO campaign for 2020, 36.2 percent of participants answered at least half of the time to “On an interstate or toll road which has a speed limit of 70 mph, how often would you say you drive faster than 75?” When asked in 2019 and 2018, 38.8 percent and 25 percent stated the same, respectively.

### **Performance Measures Affecting this Program Area:**

This program area affects all performance measures due to the support this program area provides to the law enforcement community.

### **Primary Countermeasures Strategies:**

#### **High-Visibility Enforcement**

**Impact:** Illinois would expect positive impact with the increased presence of law enforcement on Illinois roadways. This enforcement program will address and enforce all traffic laws and focus on seat belt usage, speeding, impaired driving, and distracted driving. Law enforcement agencies are given the latitude to identify traffic safety issues outside of the highly publicized campaigns and tailor their efforts to meet their community’s needs.

**Linkage:** This countermeasure is intended to assist with meeting all performance measures as this helps law enforcement increase presence and issue citations.

**Rationale:** HVE is one of the most impactful countermeasures available. This allows local agencies to directly change the behaviors that are causing serious injuries and fatalities. The impact of sustained HVE enforcement is difficult to measure but states that vigorously enforce traffic laws consistently report below average fatal and serious injury rates.

**Planned Activities:**

1. **Title:** Sustained Traffic Enforcement Program

**Unique Identifier/Activity Number:** 04-02

**Primary Countermeasure Strategy ID:** High-Visibility Enforcement

**Description:** This task provides funds for local law enforcement agencies to increase occupant protection and reduce DUI, speeding, and distracted driving through hire-back enforcement. This program provides for participation in enforcement campaigns such as “Click It or Ticket” and “Drive Sober or Get Pulled Over.” Enforcement campaigns during Thanksgiving, Christmas/New Years, St. Patrick’s Day, Memorial Day, Independence Day, and Labor Day Campaign are required. Grantees can also conduct additional occupant protection, impaired driving, distracted driving, speed patrols, and roadside safety checks.

**Intended Subrecipients:** Local Police Agencies

**Funding Source:**

<b>Fiscal Year</b>	<b>Funding Source ID</b>	<b>Use of Funds</b>	<b>Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit Amount</b>
2021	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$10,168,663	\$0	\$10,168,663

2. **Title:** Work Zone Enforcement – Illinois State Police

**Unique Identifier/Activity Number:** 04-03

**Primary Countermeasure Strategy ID:** High-Visibility Enforcement

**Description:** This planned activity provides state funds for the Illinois State Police to conduct high-visibility enforcement on and around work zones throughout Illinois. The intent of these projects is to reduce crashes and injuries. This hire-back activity will increase belt usage and will reduce DUI, speeding, and distracted driving through hire-back enforcement.

**Intended Subrecipients:** Illinois State Police

**Funding Source:**

<b>Fiscal Year</b>	<b>Funding Source ID</b>	<b>Use of Funds</b>	<b>Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit Amount</b>
2020	State Match	Police Traffic Services	\$0	\$4,000,000	\$0

3. **Title:** Sustained Traffic Enforcement Patrols

**Unique Identifier/Activity Number:** 04-05

**Primary Countermeasure Strategy ID:** High-Visibility Enforcement



**Description:** This task provides funds for the Illinois State Police (ISP) to conduct increased patrol and enforcement of traffic laws with a primary emphasis on the speed limit, occupant restraint, and impaired driving laws. Off-duty troopers will be hired back to patrol when crash patterns and speed survey data indicate a need for patrol. The patrols are conducted statewide at locations identified jointly by the Illinois State Police.

**Intended Subrecipients:** Illinois State Police

**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$996,334	\$0	\$0

4. **Title:** Motorcycle Patrol Unit

**Unique Identifier/Activity Number:** 04-09

**Primary Countermeasure Strategy ID:** High-Visibility Enforcement

**Description:** This project provides funds for Illinois State Police (ISP) to support the Motorcycle Patrol Unit. This planned activity will help support training, education, travel, and enforcement for the Motorcycle Patrol Unit. Illinois is working to deploy this unit around the state and focus on areas where crashes are more frequent.

**Intended Subrecipients:** Illinois State Police

**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$20,234	\$0	\$0

5. **Title:** Law Enforcement Liaisons

**Unique Identifier/Activity Number:** 03-04

**Primary Countermeasure Strategy ID:** High-Visibility Enforcement

**Description:** Law Enforcement Liaisons (LELs) are the link between the state and local law enforcement communities, the State Highway Safety Office (SHSO), and the National Highway Traffic Safety Administration (NHTSA). LELs work with Illinois law enforcement agencies to encourage enforcement of laws promoting occupant protection, distracted driving, speed, impaired driving, and other strategies to improve traffic safety. The LEL program is designed to communicate with local agencies and drive up recruitment levels. The Traffic Safety Challenge is designed to communicate with grantees to generate a safety culture with local agencies throughout Illinois. LELs participate in the support and implementation of the state's Highway Safety Plan which will decrease the number of traffic fatalities and injuries.

**Intended Subrecipients:** Illinois Association of Chiefs of Police and the University of Illinois Springfield

**Funding Source:**

<b>Fiscal Year</b>	<b>Funding Source ID</b>	<b>Use of Funds</b>	<b>Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit Amount</b>
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$689,825	\$0	\$0

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## Traffic Safety Enforcement Program

Outside of the program areas, NHTSA requires the SHSO to report on the state's traffic safety enforcement program and high-visibility enforcement strategies.

Illinois has an extensive traffic safety enforcement program that collectively works together to prevent traffic violations, crashes, fatalities, and injuries in areas most at risk for such incidents. Our partnership with over 210 local law enforcement partners, the Illinois State Police, and the Illinois Secretary of State creates a blanket of traffic enforcement that covers most of Illinois.

This program supports officer training and education. The SHSO helps to provide officer training for Standard Field Sobriety Training (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Expert (DRE) training.

This program consists of many planned activities and projects that support our law enforcement partners with training, education, equipment, supplies, and funds for hire-back enforcement.

### **TSEP Planned Activities:**

The Illinois Traffic Safety Enforcement Program is made up of a variety of enforcement grants and programs focusing on different types of highway safety areas. The table below lists the planned activities that collectively constitute an evidence-based traffic safety enforcement program.

<b>Task Code</b>	<b>Planned Activity</b>
03-04	Law Enforcement Liaison
04-01	Police Training
04-02	Sustained Traffic Enforcement Program
04-03	Work Zone Enforcement (ISP)
04-04	Nighttime Enforcement (ISP)
04-05	Sustained Traffic Enforcement Plan (ISP)
04-09	Motorcycle Patrol Unit (ISP)
04-10	Occupant Protection Enforcement (SOS)
04-11	Cops in Shops (SOS)
06-02	Distracted Driving Enforcement (SOS)
06-03	Distracted Driving Enforcement (local)
06-05	Distracted Driving Enforcement (ISP)
13-01	Driving Under the Influence Enforcement (ISP)
13-02	Operation Straight I.D. (SOS)
13-04	Impaired Driving Training and Resources (ISP)
13-06	Alcohol Police Training
13-11	Alcohol Countermeasures Enforcement (ISP)
19-01	Occupant Restraint Enforcement Program (ISP)

## **Analysis of crashes, crash fatalities, and injuries in areas of highest risk**

IDOT identifies traffic safety problems using several existing databases outlined in the data sources section of the HSP. IDOT then conducts in-depth analysis of crashes for the last five years to identify problem areas where there are high fatalities and/or serious injuries. The analytical report includes the following data items:

1. County
2. Gender
3. Age Group
4. Total Fatalities & Serious Injuries
5. Occupant Fatalities & Serious Injuries
6. Belted Occupant Fatalities & Serious Injuries
7. Speed-Related Fatalities & Serious Injuries
8. % Speed-Related Fatalities & Serious Injuries
9. Alcohol-related Fatalities & Serious Injuries
10. % Alcohol-Related Fatalities & Serious Injuries
11. Motorcycle Fatalities & Serious Injuries
12. Helmeted Motorcycle Fatalities & Serious Injuries
13. % Helmeted Motorcycle Fatalities & Serious Injuries
14. Pedestrian Fatalities & Serious Injuries
15. Pedalcyclist Fatalities & Serious Injuries
16. Population
17. Fatality & Serious Injury Proportion
18. Population Proportion
19. Fatality & Serious Injury Proportion to Population Proportion
20. VMT
21. Fatalities & Serious Injuries
22. Fatality & Serious Injury Rate

IDOT then uses that data to drive the enforcement plan. IDOT focuses enforcement efforts on the Illinois' 23 county breakdown model where 86 percent of the population resided and accounted for 87.9 percent of the total crashes. Illinois views this to be the area with the highest risk in Illinois. To prevent deaths and serious injuries in the 23-county model, Illinois focuses enforcement in these counties.

### **Deployment of Resources**

After reviewing the data and understanding the areas of high risk, the SHSO and law enforcement liaisons market our hire-back program to address the issues in those areas. We focus on deploying the resources we have where the most impact can be made. Our program focuses on the 23-county model and that is emphasized in our recruitment of applicants and grant scoring. A significant amount of weight is given to areas within the 23-county model, high populations, high amount of crashes, and greater severity of the crashes. To deploy our resources, we use data-driven approaches in recruitment and scoring.

The impact of the deployed resources can be seen in the number of hire-back hours and citations issued during enforcement. Although COVID-19 presented restrictions on enforcement, the FY 2020 figures reveal that local law enforcement agencies, the Illinois Secretary of State, and the Illinois State Police conducted 112,136.7 hours of patrol with grant funding. Further, a total of 140,895 citations were issued.

In the past, IDOT provided state and local law enforcement grantees with heat maps and summary data tables that focus on the data relevant to respective agencies. By using these heat maps, law enforcement agencies were able to make data-driven decisions to plan traffic safety enforcement events in those areas where there are high rates of unsafe driver behavior. IDOT has worked with our local law enforcement to make the heat maps more effective and relevant to their needs.

At the current time, IDOT is in the process of designing a new interactive heat map database that local agencies will be able to use in their own departments. This new database will allow them to query specific years, crash types, and locations in an effort for them to address the crash locations and causes in their communities.

### **Monitoring the Effectiveness of Enforcement Activities and Strategies**

Enforcement activity monitoring in Illinois has been developed over the past Highway Safety Plans. Every year, the SHSO and law enforcement liaisons review the current specifications set forth in the previous year and determine what adjustments need to be made in the coming year. These ongoing adjustments range from new campaigns programs to changes in hours of the enforcement. Currently, each agency is issued a set of desired outcomes for specific enforcement types. For instance, occupant protection enforcement requires a minimum of 50 percent of overall patrol hours be conducted between 6:00pm and 6:00am because the data shows most unrestrained fatalities happen between that time frame. It is recommended that the agencies should be able to issue one traffic citation for every 60 minutes of patrol and 30 percent should be for occupant protection violations.

Throughout the year, the enforcement grants and activities are reviewed and monitored based on the desired outcomes set forth in the program specifications. The activity reviews are completed by safety grant administrators and law enforcement liaisons. They review the goals of the project and compare them with the performance of grantee. They then help the grantee adjust their operations to be more effective in their communities. Every agency is a little different and every community has different needs so ongoing adjustments to the program are necessary to operating a successful enforcement program.

At the end of each grant year, all enforcement grants are reviewed, and project reports are generated. The SHSO reviews the number of citations, citations per hour, cost per citation, and use of overall funds to evaluate the effectiveness of the program. This evaluation helps the office develop the next year's program and goals.

The BSPE uses this information to evaluate how each grant-funded enforcement agency performed throughout the year. See the following link:

<https://idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/Safety/Evaluations/Enforcement/FY%202020%20Enforcement%20Tools.pdf>

Evaluation of two major Holiday Campaigns--IDOT conducts two in-depth evaluations, namely Click It or Ticket (CIOT) Campaign and Drive Sober or Get Pulled Over (DSGOPO) Campaign. Both reports include detailed data on process and outcome measures. The following two links provide information on both campaigns.

1. <https://idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/Safety/Evaluations/Alcohol/2020%20Labor%20Day%20Report.pdf>
2. <https://idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/Safety/Evaluations/ClickItOrTicket/May%202020%20Click%20It%20or%20Ticket%20Report.pdf>

## High-Visibility Enforcement Strategies

It has been proven that one of the most effective tools in reducing injuries and fatalities is increased high-visibility enforcement. Increased enforcement maximizes the likelihood of detecting, arresting, and convicting drivers who disobey the State's highway safety laws. IDOT focuses a significant amount of NHTSA highway safety funds directly for HVE. All HVE activity is issued to local and state agencies through IDOT issued grants.

### National Campaigns Support

The focus of our Sustained Traffic Enforcement Program (STEP) is in the support of the national enforcement campaigns. This program focuses on specific times of the year and on specific times of the day when data show alcohol-involved and unrestrained fatalities are the highest. STEP grants bring impaired driving and seat belt enforcement closer together because of the connection between late-night alcohol-involved fatalities, late-night unrestrained fatalities, and lower late-night seat belt usage. In FY 2022, IDOT's campaign focus will continue to be on the main national enforcement campaigns (Memorial Day and Labor Day) and the state enforcement campaigns (Thanksgiving, Christmas/New Years, St. Patrick's Day, and Independence Day).

These enforcement grants require participation in the Thanksgiving, Christmas/New Years, St. Patrick's Day, Memorial Day, Independence Day, and Labor Day Campaigns. This has and will create a sustained, year-long emphasis on high-visibility enforcement.

IDOT has paid media campaigns during Thanksgiving, Christmas/New Years, Distracted Driving Awareness Month, Memorial Day, Independence Day, and Labor Day enforcement campaigns. The plan is to keep sustained messaging all year to support the ongoing enforcement. IDOT has and continues to produce the paid media campaign titled "Life or Death Illinois" that features radio, television, and digital advertising.

Local law enforcement, Illinois State Police, Illinois Secretary of State, and IDOT create earned media throughout the year to extend those messages even further into local communities. The state agencies focus on creating a social media presence and press releases. The local law enforcement agencies are provided and required to complete pre- and post-media releases in their communities. IDOT creates the template for all agencies and allows the locals to fill in their plan and or results. The use of social media has helped broaden the reach into demographics that were not as accessible with previous methods.

### Planned High-Visibility Enforcement Strategies to Support National Mobilizations

The SHSO uses a variety of HVE countermeasure strategies to support the national mobilizations. The state implements activities in support of national highway safety goals to reduce motor vehicle-related fatalities. They also reflect the primary data-related crash factors within Illinois. See the Countermeasure Strategy table for the listing of HVE strategies that support NHTSA national mobilizations.

<b>Countermeasure Strategy</b>
High-Visibility Enforcement (Occupant Protection)
Communication Campaign (Occupant Protection)
Alcohol Vendor Compliance Checks
Breath Test and Oral Fluid Test Devices
Communication Campaign (Impaired Driving)
Law Enforcement (DRE/ARIDE/SFST) Training
High-Visibility Enforcement (Impaired Driving)
Liquor Law Enforcement
Communication Campaign (Distracted Driving)
High-Visibility Cellphone/Text Messaging Enforcement
Communication Campaign (Nonmotorized)
Bicycle and Pedestrian Safety Education for Adults and Children
High-Visibility Enforcement (Police Traffic Services)

## High-Visibility Enforcement Planned Activities Supporting National Mobilizations

The SHSO uses a variety of HVE planned activities to support the national mobilizations. Illinois law enforcement support and participate in the national HVE mobilizations to reduce impaired driving and increase use of seat belts. See the Planned Activity table with Unique Identifier for the listing of HVE planned activities supporting NHTSA national mobilizations.

<b>Unique Identifier</b>	<b>Planned Activity</b>
03-04	Law Enforcement Liaison
04-02	Sustained Traffic Enforcement Program
04-03	ISP Work Zone Enforcement
04-04	Nighttime Enforcement (ISP)
04-05	STEP (ISP)
04-09	Motorcycle Patrol Unit (ISP)
04-10	Occupant Protection Enforcement (SOS)
06-02	Distracted Driving Enforcement (SOS)
06-03	Distracted Driving Enforcement (local)
06-05	Distracted Driving Enforcement (ISP)
13-01	Driving Under the Influence Enforcement (ISP)
13-11	Alcohol Countermeasure Enforcement (ISP)
19-01	Occupant Restraint Enforcement Program (ISP)

## Local and State Enforcement Agencies Participating in Click It or Ticket National Mobilization

Adams, County of	Dupo, Village of	Lincolnwood, Village of
Addison, Village of	East Moline, City of	Lisle, Village of
Algonquin, Village of	East Peoria, City of	Lockport, City of
Arlington Heights, Village of	Edwardsville, City of	Lombard, Village of
Auburn, City of	Elgin, City of	Lostant, Village of
Bannockburn	Elk Grove, Village of	Loves Park, City of
Barrington, Village of	Elmhurst, City of	Macomb, City of
Bartlett, Village of	Elwood, Village of	Macon, County of
Beardstown, City of	Evanston, City of	Madison, City of
Bellwood, Village of	Fairview Heights, City of	Madison, County of
Belvidere, City of	Forest Park, Village of	Manhattan, Village of
Bensenville, Village of	Fox Lake, Village of	Marine, Village of
Berwyn, City of	Franklin Park, Village of	Marion, City of
Blue Island, City of	Franklin, County of	Maryville, Village of
Bolingbrook, Village of	Freeport, City of	Mascoutah, City of
Boone, County of	Galesburg, City of	Matteson, Village of
Bourbonnais, Village of	Geneva, City of	Mattoon, City of
Bradley, Village of	Glen Carbon, Village of	Maywood, Village of
Broadview, Village of	Glendale Heights, Village of	McCook, Village of
Brown, County of	Glenview, Village of	McHenry, County of
Buffalo Grove, Village of	Glenwood, Village of	Midlothian, Village of
Cahokia, Village of	Granite City, City of	Moline, City of
Calumet City, City of	Grundy, County of	Momence, City of
Carol Stream, Village of	Gurnee, Village of	Monroe, County of
Carterville, City of	Hamel, Village of	Montgomery, Village of
Cary, Village of	Hanover Park, Village of	Morton Grove, Village of
Champaign, City of	Hebron, Village of	Morton, Village of
Champaign, County of	Herrin, City of	Mount Olive, City of
Chatham, Village of	Highland Park, City of	Naperville, City of
Cherry Valley, Village of	Hillside, Village of	Niles, Village of
Chicago Heights, City of	Hinsdale, Village of	Norridge, Village of
Chicago Ridge, Village of	Hoffman Estates, Village of	North Pekin, Village of
Chicago, City of	Homewood, Village of	North Riverside, Village of
Cicero, Town of	Huntley, Village of	Northlake, City of
Clarendon Hills, Village of	Island Lake, Village of	Oak Brook, Village of
Coles, County of	Jackson, County of	Oak Lawn, Village of
Collinsville, City of	Joliet, City of	Oak Park, Village of
Columbia, City of	Justice, Village of	Oakwood Hills, Village of
Cook, County of	Kane, County of	Ogle, County of
Countryside, City of	Kankakee, City of	Olympia Fields, Village of
Crawford, County of	Kankakee, County of	Orland Park, Village of
Crest Hill, City of	Kildeer, Village of	Oswego, Village of
Crete, Village of	Lake Bluff, Village of	Palatine, Village of
Crystal Lake, City of	Lake in the Hills, Village of	Palos Heights, City of
Danville, City of	Lake Zurich, Village of	Park City, City of
Decatur, City of	Lake, County of	Park Forest, Village of
Deerfield, Village of	Lakemoor, Village of	Park Ridge, City of
DeKalb, City of	Lansing, Village of	Peoria, City of
DeKalb, County of	Lee, County of	Peoria, County of
Dixon, City of	Leland Grove, City of	Peru, City of
Dolton, Village of	Libertyville, Village of	Plainfield, Village of
DuPage, County of	Lincolnshire, Village of	Pontoon Beach, Village of



Prairie Grove, Village of  
Prospect Heights, City of  
Quincy, City of  
River Forest, Village of  
River Grove, Village of  
Riverside, Village of  
Robinson, City of  
Rochester, Village of  
Rock Island, City of  
Rock Island, County of  
Rockford, City of  
Rolling Meadows, City of  
Romeoville, Village of  
Roscoe, Village of  
Roselle, Village of  
Rosemont, Village of  
Round Lake, Village of  
Sangamon, County  
Schaumburg, Village of  
Schiller Park, Village of  
Shiloh, Village of  
Shorewood, Village of

Skokie, Village of  
South Beloit, City of  
South Chicago Heights,  
Village of  
Southern View, Village of  
Spaulding, Village of  
Spring Grove, Village of  
Springfield, City of  
St. Charles, City of  
St. Clair, County of  
Stephenson, County of  
Stickney, Village of  
Streamwood, Village of  
Summit, Village of  
Swansea, Village of  
Sycamore, City of  
Taylorville, City of  
Tazewell, County of  
Troy, City of  
Univ. of IL Chicago P.D.  
Vernon Hills, Village of  
Villa Park, Village of

Washington, County of  
Wauconda, Village of  
Waukegan, City of  
Western IL Task Force  
Wheeling, Village of  
Whiteside, County of  
Will, County of  
Williamson, County of  
Willow Springs, Village of  
Willowbrook, Village of  
Wilmette, Village of  
Winnebago, County of  
Winthrop Harbor, Village of  
Wood Dale, City of  
Woodford, County of  
Woodridge, Village of  
Woodstock, City of  
Yorkville, City of  
Secretary of State Police  
Illinois State Police

## Application Requirements for Appendix B of the Certifications and Assurances for Section 405 and 1906

This area is to provide the required documentation for Section 405 and 1906 grant application sections required by NHTSA as part of Appendix B to Part 1300.

### Part 1: Occupant Protection Grants (23 CFR 1300.21)

The Illinois Department of Transportation, the lead State agency responsible for occupant protection programs, will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

**The State's occupant protection program area plan for the upcoming fiscal year is provided in the HSP at pages 33-38, 98-100, and attachment IL FY22 405b.pdf.**

Occupant Protection Program Area and Plan:

Illinois' 2022 Highway Safety Plan contains the Occupant Protection Program area and this is used as the plan for occupant protection. This area identifies the safety problems to be addressed, performance measures and targets, countermeasure strategies, and planned activities that Illinois will implement to address those problems.

**The State will participate in the Click It or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the HSP at pages 98-100, and attachment IL FY22 405b.pdf.**

Description of the State's planned participation in the Click It or Ticket national mobilization:

Illinois will participate in the May 2022 Click It or Ticket (CIOT) campaign. The campaign will consist of both media and enforcement. CIOT is a highly visible, enforcement effort designed to detect violators of Illinois traffic laws with special emphasis on occupant protection. Illinois will conduct an intense public information and education campaign which will run concurrently with enforcement campaigns. The goal of the CIOT campaign is to save lives and reduce injuries resulting from motor vehicle crashes by increasing the seat belt usage rates in Illinois. To complete this goal, we intend to educate the motoring public on the of the benefits of seat belt use and issue tickets for seat belt violations.

Illinois will conduct both paid and earned media for the campaign. Paid media consists of advertising which has been purchased and strategically placed on multiple media platforms. Paid media will focus on media avenues most likely to reach the target population of 18-34-year-old males. Earned media is free media publicity, such as newspaper, television, or radio news stories, as well as community outreach activities that are typically completed by our participating law enforcement agencies. Additionally, Illinois will conduct earned media events during the CIOT campaigns and throughout the year by highlighting positive community traffic safety initiatives like "Saved by the Belt" and "Saved by the Car Seat."

The most effective tool in reducing injuries and fatalities is through increased high-visibility enforcement. IDOT encourages local, county, and state agencies to establish strong policies regarding enforcement. IDOT’s enforcement grantees are required to participate in national campaigns and promote the campaigns by posting op-ed articles, sending email blasts, distributing education materials, and staffing booths at safety fairs. They are also required to conduct a minimum of 50 percent of their enforcement activities after 6 p.m. and before 6 a.m. for both the Thanksgiving and Memorial Day campaigns.

The enforcement of occupant protection laws will reach Illinois residents by concentrating on the 23-county model. This model shows where 86 percent of the population resides, but 70 percent of the total fatalities, 88 percent of total crashes, and 89 percent of injury crashes occurred using the past five years of crash data (2015–2019).

The main enforcement effort conducted by Illinois is the Sustained Traffic Enforcement Program (STEP). These grants focus on specific times of the year and on specific times of the day when data show alcohol-involved and unrestrained fatalities are the highest. STEP requires participation in the Thanksgiving, Christmas/New Year’s, St. Patrick’s Day, Memorial Day, Independence Day, and Labor Day Campaigns. Halloween and Super Bowl are optional campaigns. This creates a sustained, year-long emphasis on IDOT’s high enforcement priorities consisting of impaired driving and seat belt usage.

Participating Agencies in Click It or Ticket (CIOT) National Mobilization:

Illinois has roughly 217 local law enforcement grantees that will be participating in the CIOT national mobilization along with the Illinois State Police and the Illinois Secretary of State Police. These planned activities are listed below.

Planned Activities for Participants & Organizations:

Unique Identifier	Planned Activity
04-02	STEP (local agencies)
04-05	STEP (Illinois State Police)
04-10	Occupant Protection Enforcement (IL Secretary of State)
19-01	Occupant Restraint Enforcement Program (Illinois State Police)

**Countermeasure strategies and planned activities demonstrating the State’s active network of child restraint inspection stations are provided in the HSP at [HSP pages 33-38, 98-100, and attachment IL\\_FY22\\_405b.pdf](#). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the HSP are staffed with at least one current nationally Certified Child Passenger Safety Technician.**

Full description of countermeasure and planned activities can be found in the Occupant Protection Program Area.

Countermeasure Strategy: Child Restraint System Inspection Station

Planned Activities: These planned activities together create the network of child passenger safety certification training and inspections.

Unique Identifier	Planned Activity
02-10	Child Passenger Safety Resource Center
02-02	Injury Prevention

(1) Total number of planned inspection stations and/or events in the State: 1,109

(2) Total number of planned inspection stations and/or events in the State serving:

Urban Populations served – 416

Rural Populations served – 693

Total Inspection Stations – 1,109 of which 887 are for At-Risk Populations.

All inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

**Countermeasure strategies and planned activities, as provided in the HSP at [pages 98-100](#), and [attachment IL\\_FY22\\_405b.pdf](#), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.**

Countermeasure Strategy: Child Restraint System Inspection Station

Planned activities for recruiting, training, and maintaining sufficient child passenger safety technicians:

Unique Identifier	Planned Activity
02-09	Child Passenger Safety Resource Center
02-02	Injury Prevention

**Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.**

Estimated total number of classes: 89

Estimated total number of technicians: 1,553

### Part 3: Impaired Driving Countermeasures (23 CFR 1300.23(D)-(F))

The Illinois Department of Transportation is the lead State agency responsible for Impaired Driving Countermeasures and will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

Illinois is a Mid-Range State for 2021 and is required to complete the following:

The State has previously submitted a Statewide impaired driving plan approved by a Statewide impaired driving task force on 06/01/2020 and continues to use this plan.

Part 7: Motorcyclist Safety Grants (23 CFR 1300.25)

**Motorcycle riding training course:**

**Name and organization of the head of the designated State authority over motorcyclist safety issues:**

State authority agency: Illinois Department of Transportation

State authority name/title: Adam Gabany / Safety Programs Implementation Manager

**The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the following introductory rider curricula:**

Motorcycle Safety Foundation Basic Rider Course.

**The list of counties or political subdivisions in Illinois where motorcycle rider training courses will be conducted during the fiscal year of the grant and number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.**

Total number of registered motorcycles in Illinois: 274,528

County or Political Subdivision	Number of registered motorcycles
Adams	2,071
Champaign	4,073
Clinton	1,196
Coles	1,744
Cook	61,047
Effingham	1,268
Fulton	1,445
Jackson	1,280
Kane	11,363
Kankakee	3,047
Knox	1,806
La Salle	4,900
Lake	15,525
Livingston	1,322
Macon	3,150
Madison	8,105

County or Political Subdivision	Number of registered motorcycles
McDonough	719
McLean	4,062
Montgomery	1,365
Morgan	1,174
Richland	696
Rock Island	3,930
Sangamon	5,278
St. Clair	6,105
Stephenson	1,567
Tazewell	5,318
Vermillion	2,439
Wabash	412
Wayne	499
Will	17,174
Winnebago	8,010

**Use of fees collected from motorcyclists for motorcycle programs:**

Illinois is applying as a law state. Illinois law requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal Citation: **625 ILCS 35/6, 625 ILCS 35/7**

Amended Date: **1/1/2010**

The State's law appropriating funds for FY2022 demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal Citation: **625 ILCS 35/6, 625 ILCS 35/7**

Amended Date: **1/1/2010**

## Part 9: Nonmotorized Safety Grants (23 CFR 1300.27)

Illinois is applying for and *NHTSA has identified the State as eligible because the State annual combined pedestrian and bicyclist fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data.*

The State affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR 1300.27(d).



## Part 10: Racial Profiling Data Collection Grants (23 CFR 1300.28)

Illinois law demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads. Below are the legal citations for this law.

Legal Citation: 5 ILCS 140/1  
Amended Date: 1/1/2010

Legal Citation: 625 ILCS 5/11-212  
Amended Date: 1/1/2016

Legal Citation: 625 ILCS 5/11-212 PA 101-0024  
Amended Date: 6/21/2019

The official studies and other information around the Illinois Traffic Stop Statistical Study can be found at the following website.

<http://www.idot.illinois.gov/transportation-system/local-transportation-partners/law-enforcement/illinois-traffic-stop-study>

## Listing of Major Purchases or Dispositions Over \$5,000

This document outlines the items requested for purchase over \$5,000 that are associated with the planned activities outlined in the HSP. All items in this document are represented in the HSP. This document has been created for easy reference. Below is the planned activity title, activity number, subrecipient, funding information, and major purchase description and justification.

**Title:** Impaired Driving Training and Resources

**Unique Identifier/Activity Number:** 13-04

**Intended Subrecipients:** Illinois State Police

**Funding Source:**

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$226,180	\$0	\$0

**Major Purchases and Dispositions:**

Item	Quantity	Unit Cost	NHTSA Share per Unit	NHTSA Share Total Cost	Local Benefit Amount
Breath Analysis Instruments – EC/IR II	5	\$9,800	\$9,800	\$49,000	\$0

**Justification:** Instruments will be utilized by law enforcement for breath analysis to detect consumption of alcohol. These instruments will be distributed statewide, replacing inoperable/broken equipment. The intent is to remove impaired drivers from the roads by providing functioning equipment.

## Planned Activity List with Funding Amounts

Prefix	Task Number	Fund Type	Task Title	Programmed Amount
PA	01-01	402	P & A	\$50,000
<b>PA</b>	<b>01-02</b>	<b>STATE</b>	<b>P &amp; A (Match)</b>	<b>\$50,000</b>
OP	02-02	402	Injury Prevention (Local)	\$1,486,995
OP	02-04	402	Traffic Safety Survey (Local)	\$84,054
OP	02-05	402	Travel	\$12,500
<b>OP</b>	<b>02-06</b>	<b>STATE</b>	<b>Travel (Match)</b>	<b>\$12,500</b>
OP	02-08	402	General Paid Media (IDOT)	\$300,000
<b>OP</b>	<b>02-10</b>	<b>STATE</b>	<b>CPSRC (Match)</b>	<b>\$1,182,507</b>
AL	03-04	402	Law Enforcement Liaison (Local)	\$689,825
AL	03-05	402	UIC Laboratory Testing	\$107,418
PT	04-01	402	Police Training (ILETSB)	\$90,000
PT	04-02	402	STEP (Local)	\$10,168,663*
<b>PT</b>	<b>04-03</b>	<b>STATE</b>	<b>Illinois State Police WZ (Match)</b>	<b>\$4,000,000</b>
PT	04-04	402	NITE Patrol (ISP)	\$1,219,741*
PT	04-05	402	STEP (ISP)	\$996,334
PT	04-09	402	MC Patrol Unit (ISP)	\$20,234
PT	04-10	402	Occupant Prot. Enf. (SOS Police)	\$81,065
PT	04-11	402	Cops in Shops (SOS)	\$103,892
PT	04-12	402	Safety Education Unit (ISP)	\$48,553
DD	06-02	402	Distracted Driving Enf (SOS)	\$76,020
DD	06-03	402	Distracted Driving Enf. (Local)	\$200,000*
DD	06-04	402	Distracted Driving Paid Media	\$500,000
DD	06-05	402	Distracted Driving Enf. (ISP)	\$425,578
FHPE	12-01	405h	Non-Motor Paid Media (IDOT)	\$600,000
FHPE	12-02	405h	Bike/Pedestrian Safety (Local)	\$963,591
M6OT	13-01	405d	DUIE (ISP)	\$1,192,847
M6OT	13-02	405d	Operation Straight I.D. (SOS)	\$25,845
M6OT	13-04	405d	Im. Dr. Training/Resources (ISP)	\$226,180
M6OT	13-06	405d	Alcohol Police Training (ILETSB)	\$325,000
M6OT	13-10	405d	Traffic Safety Resource Pros.	\$290,976
M6OT	13-11	405d	ACE (ISP)	\$1,174,916
M6OT	13-14	405d	ID Paid Media (IDOT)	\$1,750,000
M6OT	13-16	405d	Impaired Driving Prevention	\$1,552,540
M6OT	13-17	405d	DUI Court Program	\$305,604

<b>Prefix</b>	<b>Task Number</b>	<b>Fund Type</b>	<b>Task Title</b>	<b>Programmed Amount</b>
M3DA	18-01	405c	Traffic Records Coordinator	\$150,000
M3DA	18-02	405c	Trauma Registry (IDPH)	\$112,500
M3DA	18-13	405c	Data Linkage (IDPH)	\$294,699
M1HVE	19-01	405b	OREP (ISP)	\$1,085,757
M1*PM	19-11	405b	OP Paid Media	\$400,000
M9MT	22-01	405f	Paid Media (IDOT)	\$300,000
M9MA	22-02	405f	PI&E Materials (IDOT)	\$30,000
M9MT	22-03	405f	MC Winter Conference (IDOT)	\$10,000
<b>M9MT</b>	<b>22-04</b>	<b>STATE</b>	<b>CRSTP (Match)</b>	<b>\$3,230,000</b>
F1906ER	23-01	1906	Racial Profiling (IDOT)	\$120,000
F1906ER	23-03	1906	Racial Profiling (ICJIA)	\$136,642

\*Benefit to Local

Updated: 6-10-2021



Chicago Loop Exits  
 Washington Blvd 51 C  
 Monroe St 51 E  
 Jackson Blvd 51 G

RAMP  
 35  
 MPH

SPEED  
 LIMIT  
 45

