

## U.S. Department of Transportation - National Highway Traffic Safety Administration

Fiscal Year	2019
NHTSA Grant Application	ILLINOIS - Highway Safety Plan - FY 2019
State Office	Illinois Bureau of Safety Programs & Engineering
Application Status	Submitted

# Highway Safety Plan

## 1 Summary information

### APPLICATION INFORMATION

Highway Safety Plan Name:	ILLINOIS - Highway Safety Plan - FY 2019
Application Version:	3.1

**INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.**

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	No
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	Yes
S. 405(d) 24-7 Sobriety Programs:	Yes
S. 405(e) Distracted Driving:	Yes
S. 405(f) Motorcyclist Safety Grants:	Yes
S. 405(g) State Graduated Driver Licensing Incentive:	Yes
S. 405(h) Nonmotorized Safety:	Yes
S. 1906 Racial Profiling Data Collection:	Yes

### STATUS INFORMATION

Submitted By:	Adam Gabany
Submission On:	6/28/2018 7:40 PM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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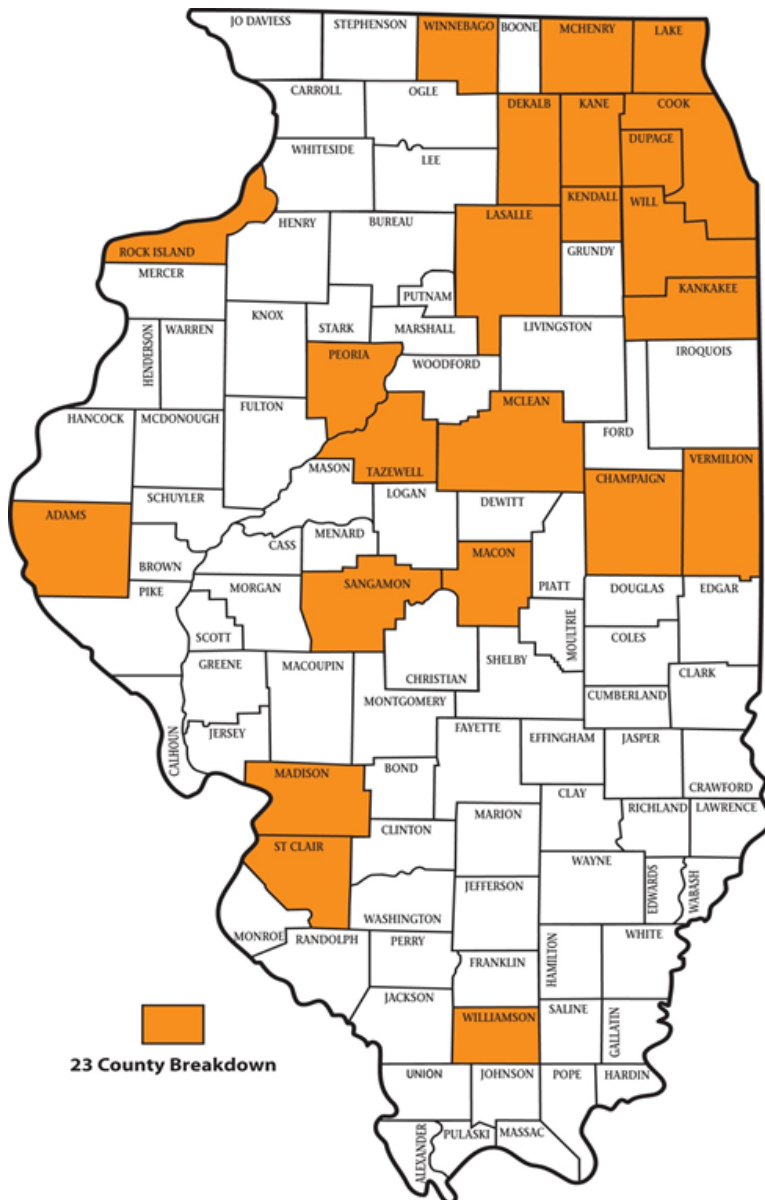
## 2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based

**countermeasure strategies and projects to address its problems and achieve its performance targets.**

Each year, IDOT identifies traffic safety problems using several existing databases, such as crash reports, Fatality Analysis Reporting System (FARS), health care data, census data, vehicle miles traveled (VMT) data, survey data, and results of telephone and observational seat belt surveys. These databases are used for policy development and for the allocation of public funds to effective and cost-effective 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. Problem identification through over-representation studies involves the relationships between crashes and the population, licensed drivers, registered vehicles and vehicle miles of travel, as well as characteristics of specific subgroups that may contribute to crashes.

For the FY 2019 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, seat belt and impaired driving. These two areas have been determined by NHTSA to be most effective in reducing motor vehicle-related injuries and deaths. 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 2016.



**23-County Breakdown Facts**

- There were 92,912 persons injured in motor vehicles crashes in 2016, of these 88.5 percent occurred where 86 percent of the population resides.
- 11,637 persons had “A” type injuries resulting from these crashes with 78.3 percent of these “A” injuries in the 23 counties.
- 1,078 persons were fatally injured in crashes in 2016, 69.5 percent of these within the 23 counties.
- There were 700 drivers fatally injured in motor vehicle crashes in 2016. 66.3 percent of these drivers were fatally injured in the 23 counties.
- 204 motor vehicle passengers were killed in 2016. 67.6 percent of these passengers were within the 23 counties.
- 85.8 percent of the fatally injured pedestrians occurred in these 23 counties.
- 15 of the 20 pedalcyclists were fatally injured within these 23 counties.
- 110 of the 155 fatally injured motorcyclists, 71 percent, were killed within these 23 counties.
- There were 1,003 fatal crashes in 2016, 30.6 percent of these crashes involved alcohol, with 68.4 percent of those crashes occurring within these 23 counties.
- Of the 1,078 persons who were killed in motor vehicle crashes in 2016, 31.4 percent of these fatalities were alcohol-related and 69 percent of those alcohol-related fatalities occurred within the 23 counties.
- Crashes involving pedestrians account for 1.5 percent of the overall crashes statewide. Pedestrian crashes within the 23 counties account for 95.8 percent of the total statewide pedestrian crashes, 85.3 percent of the total statewide pedestrian fatal crashes and 96.1 percent of the statewide pedestrian injury crashes in 2016.
- Crashes involving pedalcyclists account for 0.9 percent of the overall crashes statewide. 95.8 percent of the total pedalcyclist crashes. 78.9 percent of the fatal pedalcyclist crashes and 95.9 percent of the pedalcyclist injury crashes occurred within these 23 counties.
- Crashes involving speed account for 32.6 percent of the overall crashes, 37.49 percent of the fatal crashes and 37.9 percent of the injury crashes in 2016. Crashes involving speed within these 23 counties account for 91 percent of the total statewide speed-related crashes, 69.9 percent of the fatal speed-related crashes and 88.8 percent of the speed-related crashes involving an injury.
- Crashes involving motorcycles account for 0.9 percent of the total crashes, 14.8 percent of the fatal crashes and 3.3 percent of the injury crashes statewide. 81.2 percent of these total crashes, 75 percent of the fatal crashes and 79.4 percent of the injury crashes occurred within these 23 counties.

The highway safety problem areas identified and currently being addressed are: occupant protection, impaired driving, young drivers, pedestrian safety, bicycle safety, traffic records and motorcycle safety. The main data sources that have been used in the problem identification process are:

1. Crash data (2012-2016)
2. FARS data (2012-2017)
3. VMT data (2012-2017)
4. Census data (2016, estimate)
5. Observational seat belt and car seat surveys (1985-2017)
6. Telephone surveys (2007-2017)

The main independent variables that IDOT has used in this process are: demographics (e.g., age, gender, region and county), crash results (e.g., fatalities, severe injuries), whether or not safety equipment was used, and other behavioral variables that are only available in the telephone surveys.

### Highway Safety Core Performance Measures

In order to establish 2018-2019 targets for the core traffic safety performance measures in Illinois, five year rolling averages were generated using the 2008-2017 FARS data (<https://cdan.nhtsa.gov/SASStoredProcess/guest>), crash data (Safety Data Mart, IDOT), annual safety belt survey data ([http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/Safety/Evaluations/SafetyBeltObservationReports/2017%20seat%20belt%20one%20sheet-jun2017%20\(July\).pdf](http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/Safety/Evaluations/SafetyBeltObservationReports/2017%20seat%20belt%20one%20sheet-jun2017%20(July).pdf)), Federal Highway Annual Vehicle Miles of Travel (<https://www.fhwa.dot.gov/policyinformation/>), and State Annual Vehicle Miles of Travel

([http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/OP&P/Travel-Stats/2017\\_ITS.pdf](http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/OP&P/Travel-Stats/2017_ITS.pdf)). The following steps were used to set 2017-2019 targets:

1. Rolling averages were calculated using the 2009-2017 FARS data, crash data, and observational survey data. The rolling averages for 2009-2017 are:

2013	2014	2015	2016	2017
2009-2013	2010-2014	2011-2015	2012-2016	2013-2017

For example, the rolling average of total fatalities for 2017 is 1017.8 and is based on the average of actual fatalities for 2013-2017.

2. The following methodologies were used to develop targets for 2018 and 2019:

- a. Ordinary Least Squares (OLS) method was used to set targets for 2018-2019. 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.
- b. All rates for injuries for 2012-2016 were calculated using Federal Annual Highway Vehicle Miles of Travel. Since 2017 data was not available, State Vehicle Miles of Travel was used.
- c. Five-year rolling averages were calculated for Fatality, Fatality Rate, Federal Annual Vehicle Miles of Travel, State Annual Vehicle Miles of Travel, Rural Fatality Rate, Urban Fatality Rate, Seat Belt Usage, Young Drivers Fatality, Unrestrained Passenger Fatality, Motorcyclist Fatality, Unhelmeted Motorcyclist Fatalities, Pedestrian Fatalities, Bicyclist and Other Cyclist Fatalities, and Pedestrian.
- d. When data were not yet available, estimations were used. This occurred for Serious Injury, Serious Injury Rate, Driver and Motorcycle BAC of 0.08 or Higher, and Non-Motorized and Serious Injuries. For Serious Injury and Driver and Motorcycle BAC of 0.08 or Higher, the rolling averages for 2012-2016 were used to project 2017 using a trend line. 2012-2016 rolling averages were averaged with the value for 2017 to create the value used for 2017. 2018 and 2019 were then projected with a trendline.

Core Highway Safety Performance Measures Based on Rolling Average Using 2013-2017 FARS and Survey Data								
Selected Core Measures	Rolling Average					Baseline (Rolling Average)	Projected Measures for 2018 and 2019	
	2008- 2012	2009- 2013	2010- 2014	2011- 2015	2012- 2016		2013- 2017	2018
NHTSA/FHWA Common Core Measures								
Total Fatalities		941	943	957	989.4	1017.8	1029.6	1049.6
Fatality Rate		0.9	0.9	0.91	0.94	0.96	0.97	0.986
Total Serious Injuries*	12675	12454.8	12203.2	12245.8	12168.6	12210.92	12099.2	12047.5
Total Serious Injury Rate*	12.06	11.87	11.65	11.7	11.54	11.5	11.4	11.31
Non-motorized Fatalities and Serious Injuries (Pedestrian, Bicyclist, and Other Cyclist)		1496.2	1468.4	1515.8	1499.4	1490.7	1500.1	1502.1
NHTSA Only Core Measures								
Rural Fatality Rate		1.49	1.54	1.6	1.64	1.65	1.71	1.75
Urban Fatality Rate		0.7	0.69	0.69	0.72	0.74	0.74	0.75
Unrestrained Passenger Vehicle Occupant Fatalities		272	268	265	265	263.2	260.5	258.4
Fatalities in Crashes Involving a Driver and Motorcycle Operator with BAC of 0.08 or Higher*	312	307	305	309	317	310	315	317
Motorcyclist Fatalities		141	139	142	144	146.8	147.54	148.78

Unhelmeted Motorcycle Fatalities		108	105	104	106	104.6	103.78	103.2
Speed Related Fatalities		402	407	395	390	405	396.5	395.4
Young Drivers Involved in Fatal Crashes (Under 21)		129	128	126	128	135.2	132.96	134.2
Pedestrian Fatalities		125	127	134	137	138	143	146.6
Bicyclist and Other Cyclist Fatalities		26	27	28	26	25.8	26.14	26
Seat Belt Usage		92.9	93.4	93.9	93.9	93.96	94.4	94.7
* 2017 data are estimated.								

**Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).**

The Highway Safety Plan (HSP) Committee was created within the Bureau of Safety Programs and Engineering to identify traffic safety problems, review existing highway safety priority areas (e.g., occupant protection, impaired driving, speed, distracted driving, motorcycle safety, pedestrian safety) and review and select highway safety grant applications for funding. The Committee is made up of technical and professional staff representing each of our highway safety programs. The committee members include: Safety Programs Implementation Manager, Evaluation Unit Manager, Safety Policy Engineer, Occupant Protection Coordinator, Impaired Driving Coordinator, and the Grant Administrators.

Law Enforcement Liaison Program

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

Illinois' Impaired Driving Task Force

Illinois' Impaired Driving Coordinator developed Illinois' Impaired Driving Task Force (IIDTF). The purpose of the IIDTF is to save lives by preventing impaired driving and impaired driving crashes. The IIDTF is a group of dedicated professionals from a variety of organizations each of whom brings different perspectives and experiences on impaired driving issues.

The IIDTF first met in April 2016 and immediately began work on organizational specifics for the group. Establishing documents comprising the IIDTF's mission, by-laws, membership, and objectives were drafted. The organizational details were refined over the next 15 months, as the task force involved itself with accomplishment of its main objective of developing the Illinois Impaired Driving Strategic Plan (IIDSP).

The IIDSP is a five-year plan developed to work in conjunction with the Illinois Highway Safety Plan (IHSP) and the Illinois Strategic Highway Safety Plan (ISHSP), two additional federally required strategic plans that identify the state's highway safety problems, develop goals, and support initiatives that will help that state achieve the specified goals. Both the IHSP and ISHSP identify impaired driving as a high priority. The IIDSP enhances these plans by identifying specific objectives, strategies, and tactics to assist Illinois in reaching the outcome goals of the IHSP and ISHSP.

Illinois' Impaired Driving Program Assessment

On March 19-23, 2018 an Impaired Driving Program Assessment was conducted on Illinois' impaired driving program. The purpose of the assessment is to assist Illinois' efforts to enhance the effectiveness of its impaired driving program by equipping the criminal justice community and law enforcement officials with the knowledge and skills to detect, arrest, and prosecute impaired drivers. For future Highway Safety Plans and Illinois' Impaired Driving Program the recommendations from the assessment team will be reviewed and discussed as we plan our impaired driving programs and strategies.

## Illinois Traffic Fatality Reduction Task Force

The Illinois Traffic Fatality Reduction Task Force (“Task Force”) was established by the Secretary of the Illinois Department of Transportation, Randall S. Blankenhorn, in February 2018 to identify solutions to reduce crash fatalities on Illinois roadways. Fatalities due to motor vehicle crashes on Illinois roadways have increased by 10 percent since 2015 according to the agency report on fatalities.

Although past efforts of outreach and engineering safety have succeeded in reducing Illinois Crash Fatalities, the numbers are increasing once more. To identify and propose solutions to reduce roadway fatalities, the Task Force has established five working groups on the following categories of traffic: Data, Behavior, Engineering, Communications, and Safety Enforcement/Legislation. Each working group researched and identified countermeasures explained in the Recommendations sections.

The Task Force conducted analysis of Strengths, Weaknesses, Opportunities and Threats (SWOT Analysis) of the Communications, Data, Enforcement and Legislation, and Engineering working groups to identify the strengths, weaknesses, opportunities and threats. The Behavioral Working Group conducted a root cause analysis to identify the causes where countermeasures can be applied to behaviors. Additionally, the Task Force reached out to various states, US cities, the country of Sweden and other Illinois state agencies.

Upon completion of the analyses, the Task Force determined and prioritized strategies within each area and created an action plan to develop recommended strategies. After developing preliminary recommendations, the task force continued to think further beyond known solutions in Illinois.

## Traffic Safety Liaisons

Regional Traffic Safety Resource Centers and Injury Prevention coalitions work continually with the Occupant Protection Coordinator and BSPE to drive programming and planning. Safe Kids Coalitions, the Traffic Safety Liaison network, and other stakeholders develop activities and coordinate events locally to address specific traffic safety needs. These partners assist BSPE with the implementation and evaluation of safety campaigns year-round.

**Enter description and analysis of the State’s overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.**

Problem identification involves the study of relationships between collisions, the population, licensed drivers, registered vehicles and vehicle miles, 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 reports (2013-2017). Problems identified are serious injuries and fatalities related to distracted driving, motorcyclists, alcohol, pedestrians, pedalcyclists, occupants, and speed.

The goals identified in this report were determined using several quantitative data (e.g., crash data, VMT). The goals were established for the various program priority 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, 2013-2017 FARS and Police Reports. Starting in 2010, IDOT has used a 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.

**Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).**

During the last three years, Illinois has developed a process for selecting the appropriate projects for solving our highway safety problems and meeting our highway safety performance goals. The primary goal of all highway safety programs is to achieve a significant reduction in

traffic fatalities and serious injuries on all public roads, including non-state owned roads. All highway safety programs require a strategic data-driven approach to improving highway safety. In addition, all the local project specifications were revised in January 2018 to include new objectives, strategies and performance-directed measures to keep projects focused on reducing injuries and fatalities on Illinois roadways. The Bureau of Safety Programs and Engineering's Evaluation Unit provided updated objectives and performance driven measures for local project specifications, and grantees are required to focus enforcement squarely behind each holiday mobilization.

In 2018, Illinois received 226 local agencies and 18 state agency grant applications for the FY 2019 grant year. These applications fall into three types:

1. Existing Enforcement Grantees
2. New Enforcement Grantees
3. Non-enforcement (Education) Grantees

All grant applications were assigned to highway safety staff for reviewing and scoring based on specific criteria. Once an application was received it was assigned to a staff member along with a project evaluation template for a first review. A second review was completed by one of IDOT's program coordinators (i.e., occupant protection, impaired driving, etc.), or by either a member of the HSP Committee or an executive staff member. Then the final score was calculated by averaging the first two reviewers. The following three tables show project selection criteria and their numeric scores based on preassigned weights. All three tables include four columns. The first column lists criteria; the second column indicates relative weight (percent); the third column depicts a numeric score of 1-6; and the last column totals the numeric score (Total Score=Assigned Score X Assigned Weight). The last row of each table shows the final score that ranges from the lowest level of 100 to the highest level of 600.

<b>Table 1: Existing Enforcement Grantees Criteria and Scoring</b>			
<b>Criteria</b>	<b>Weight (%)</b>	<b>Score Range</b>	<b>Total Score</b>
Located within 23 Counties	40	1 to 6	40 to 240
City/Unincorporated population size of 25,000+	5	1 to 6	5 to 30
Over 500 crashes for last three years	5	1 to 6	5 to 30
Over 20 percent fatal/injury crashes	5	1 to 6	5 to 30
Adequate number of enforcement officers to implement the proposed objectives and have a reasonable budget	5	1 to 6	5 to 30
Have successful previous performance (results of prior year of conducting enforcement activities for both daytime and nighttime):			
Submitting acceptable reports and claims	5	1 to 6	5 to 30
Below average cost of citation	15	1 to 6	15 to 90
Below average time it takes to issue citation per hour/minutes	15	1 to 6	15 to 90
Above average nighttime enforcement hours	5	1 to 6	5 to 30

<b>Total Maximum Score</b>	<b>100%</b>		<b>100 to 600</b>
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<b>Table 2: New Enforcement Grantees Criteria and Scoring</b>			
<b>Criteria</b>	<b>Weight (%)</b>	<b>Score Range</b>	<b>Total Score</b>
Located within 23 Counties	50	1 to 6	50 to 300
Specific City Population and Crash Data			
City/Unincorporated population size of 25,000+	5	1 to 6	5 to 30
Over 500 crashes for last three years	10	1 to 6	10 to 60
Over 20 percent fatal/injury crashes	10	1 to 6	10 to 60
Adequate number of enforcement officers to implement the proposed objectives and have a reasonable budget	25	1 to 6	25 to 150
<b>Total Maximum Score</b>	<b>100%</b>		<b>100 to 600</b>

<b>Table 3: Non-Enforcement Grantees Criteria and Scoring</b>			
<b>Criteria</b>	<b>Weight (%)</b>	<b>Score Range</b>	<b>Total Score</b>
Located within 23 Counties	20	1 to 6	20 to 120
Affected Population	10	1 to 6	10 to 60
Adequate staff experience and qualification to implement the proposed objectives	10	1 to 6	10 to 60
Have successful previous work experience based on the annual evaluation	15	1 to 6	15 to 90
Project Evaluation: Does the project request:			
Address a safety problem adequately?	15	1 to 6	15 to 90
Have measurable and reasonable goals?	10	1 to 6	10 to 60
Method(s) of resolving specific safety	10	1 to 6	10 to 60



problems?			
Reasonable budget?	5	1 to 6	5 to 30
Have an evaluation component?	5	1 to 6	5 to 30
<b>Total Maximum Score</b>	<b>100%</b>		<b>100 to 600</b>

The Evaluation Unit gathered all the scores and ranked the project applications by their average score of the two reviews. Based on the overall average and any discussion, the HSP committee voted for either approval or denial. Once the HSP Committee completed its recommendations for all the applications, a list of the approvals and denials was presented to the Governors Highway Safety Representative for approval and inclusion into the HSP. Using the performance goals as a guideline, the committee selected the state and local agency projects that will allow IDOT to achieve its short and long-term program goals projections. The FY 2019 HSP was then formulated including funding levels, goals and, most importantly, initiatives that IDOT will fund and undertake to achieve success.

### **Evaluation Unit**

The Evaluation Unit focuses on evaluation and monitoring of various highway safety projects and programs in Illinois. It provides research that enhances the safety and efficiency of transportation by analyzing the human factors important to transportation in Illinois. The main functions of the Evaluation Unit in relation to the HSP include:

- Conducting problem identification studies and providing in-depth analysis of motor vehicle-related fatalities and injuries in Illinois using several crash-related databases (Crash data, FARS, Trauma Registry, hospital data, state and local police data).
- Developing measurable long-term and short-term goals and objectives for the Highway Safety Program using historical crash-related databases.
- Evaluate highway safety programs and projects using crash and citation data provided by local and state police departments.
- Evaluating selected statewide occupant protection and impaired driving campaigns, such as “Click It or Ticket,” and “Drive Sober or Get Pulled Over.” This involves evaluating effects of public policy and intervention programs that promote safe driving using many data sources including public opinion on traffic safety-related issues through statewide telephone surveys. Results of the annual evaluation reports are shared with the HSP committee for inclusion into the HSP.

### **Program Feedback**

Important feedback is received throughout the year from our traffic safety partners on issues concerning their communities. This feedback is received in various forms. One form of feedback is through on-site monitoring visits conducted by Grant Administrators and Law Enforcement Liaisons. Grant monitoring oversees compliance with procedures, laws and regulations. It also allows for sharing information from a local and state agency standpoint. Grantee orientation meetings conducted throughout the state identify goals and procedures for the highway safety projects. These meetings also serve as another way to receive feedback from the grantees on the highway safety issues affecting their communities.

The HSP is formatted using program assessments, telephone survey results, observational survey results, evaluation reports on various highway safety programs, problem identification analysis and the NHTSA emphasis areas.

In Illinois, the Grant Accountability and Transparency Act has been established and is guiding our solicitation of proposals. In January the Bureau of Safety Programs and Engineering issues two Notice of State Awards (NOSA). These are publicly posted to generate a transparent application process. The first NOSA issued was for local agencies and non-profits to submit proposals and the second NOSA was issued for State Agency proposals. The NOSAs were published for roughly 60 days. Once the applications were received:

- Reviewed data evaluating the previous year’s projects.
- Reviewed updated program goals including: a new five-year study of crash data within counties that make up 85 percent of Illinois’ population, vehicle fatality and crash data from various sources and annual seat belt and motorcycle helmet survey results.

- Presentations were made to the HSP Committee by the Law Enforcement Liaison, traffic records, impaired driving, and occupant protection coordinators regarding strategies and goals for FY 2018.

Problem identification was based on information from Illinois crash and health care data, national data and information from other organizations, such as NHTSA, FHWA, Center for Disease Control (CDC), and Transportation Research Board (TRB).

**Enter list of information and data sources consulted.**

The 2019 project selection was based on the input of many different data sources. Those that were used in the planning process are:

- Crash data (2012-2016)
- FARS data (2012-2017)
- Federal VMT data (2012-2016)
- State VMT data (2017)
- Census data (2016, estimate)
- Observational seat belt and car seat surveys (1985-2017)
- Telephone surveys (2007-2017)
- Driver and vehicle data
- Health care data
- Center for Disease Control
- Transportation Research Board

**Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).**

Illinois' safety planning efforts have been coordinated with the Strategic Highway Safety Plan (SHSP) which provides strategic direction for the Highway Safety Plan (HSP) as required under Highway Safety Programs (23 U.S.C. 402(b)(1)(F)(v)). On January 18, 2017 staff from the Bureau of Safety Programs and Engineering attended the Illinois Strategic Highway Safety Plan (ILSHSP) stakeholder kickoff meeting. The Illinois SHSP stakeholder process is an opportunity to work with federal, state, and local 4E (Education, Enforcement, Emergency Medical Services and Engineering) partners to contribute to this statewide effort. Sixteen emphasis areas have been identified as part of the Illinois SHSP stakeholder process to focus on specific and unique contributing factors and potential treatments for reducing fatalities and serious injuries on all public roads. The FY 2018 HSP had also incorporated the SHSP high level goals (total fatalities, total fatality rate, and total injury rate), emphasis areas, and strategies. The HSP was developed in a cooperative process and consistent safety goals and objectives that support a performance-based highway safety program. If applicable, project tasks in the HSP have an emphasis area from the SHSP associated with the activity. In April of 2018, IDOT along with several safety stakeholders started implementing the Illinois SHSP to support the mission and vision of the SHSP and maximize benefits to all nine working Group Emphasis Areas(EAs) as they carry out action items in relation to the objectives and strategies identified in the SHSP.

Of the strategies that are included in the SHSP, many are coordinated with the efforts of the 2018 and 2019 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. In 2018, there are about 150 enforcement grantees enforcing unrestrained occupant laws which is accompanied with a large paid media campaign to increase the awareness and effectiveness of the campaign. For the 2019 HSP, there are approximately 170 enforcement grantees which will be accompanied with a large paid media campaign. This ties together with the following strategy in the SHSP of increasing enforcement for seat belt use. In the SHSP working groups, Illinois is devising new ways to recruit and build engagement with enforcement agencies. This is one example of how Illinois is combining the coordination of the HSP and SHSP.

Data Collection with SHSP

### 3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	Not Met
C-2) Number of serious injuries in traffic crashes (State crash data files)	Not Met
C-3) Fatalities/VMT (FARS, FHWA)	Not Met
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Not Met
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Not Met
C-6) Number of speeding-related fatalities (FARS)	Not Met
C-7) Number of motorcyclist fatalities (FARS)	Not Met
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Not Met
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Not Met
C-10) Number of pedestrian fatalities (FARS)	Not Met
C-11) Number of bicyclists fatalities (FARS)	Met
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Not Met
C -13) Serious Injury Rate	Not Met

#### C-1) Number of traffic fatalities (FARS)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Projected versus Actual Traffic Fatalities

Core Measure	Baseline 2016	Projected 2017	Actual 2017
Traffic Fatalities	990.2	970.4	1,098

For 2017, Traffic Fatalities of 970.4 were projected using a baseline rolling average from 2012-2016 and a two-percent reduction due to the data having an upward linear trend. Actual Traffic Fatalities were 1,098, resulting in the target being not met.

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

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Projected versus Actual Serious Injuries

Core Measure	Baseline	Projected	Actual 2017
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	2016	2017	
Serious Injuries	11,774.4	11,502.8	12,210

Five-year rolling average used for projection since actual 2017 data was not available.

Serious Injuries for 2017 were projected to be 11,502.8 based on a baseline rolling average from 2012-2016 and downward linear trend that was mainly reflected in previous years. Since the actual data for 2017 was 12,210, the target was not met.

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

Progress: Not Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Projected versus Actual Traffic Fatality Rate

Core Measure	Baseline 2016	Projected 2017	Actual 2017
Traffic Fatality Rate	0.94	0.92	1.02

2017 State Vehicle Miles Traveled used since Federal was not available.

Projected Traffic Fatality Rate for 2017 was 0.92 based on 2012-2016 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 actual rate was 1.02.

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

Progress: Not Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Projected versus Actual Unrestrained Fatalities

Core Measure	Baseline 2016	Projected 2017	Actual 2017
Unrestrained Passenger	249.4	239.8	268

Unrestrained Passenger Fatalities for 2017 were projected to be 239.8 based on a baseline rolling average from 2012-2016 and downward linear trend in recent previous years. The actual data for 2017 was 268 and as a result, 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)

Progress: Not Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Projected versus Actual BAC 0.08 or Higher Fatality

Core Measure	Baseline 2016	Projected 2017	Actual 2017
Driver and Motorcycle Operator with BAC 0.08 or Higher Fatalities	295.0	288.0	310

Five-year rolling average used for projection since actual 2017 data was not available.

For 2017, Driver and Motorcycle Operator with BAC of 0.08 or Higher Fatalities were projected to be 288. This projection derived from a baseline rolling average for 2012-2016 and downward linear trendline. Most of the data from recent previous years had shown a reduction year after year. Actual Driver and Motorcycle Operator with BAC of 0.08 or Higher Fatalities were 310, resulting in the target being not met.

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

Progress: Not Met

**Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.**

Projected versus Actual Speed Fatalities

Core Measure	Baseline 2016	Projected 2017	Actual 2017
Speed Fatalities	390.0	382.2	462

Speed Fatalities for 2017 were projected to be 382.2 based on a baseline rolling average from 2012-2016 and downward linear trend that was mainly reflected in previous years. Since the actual data for 2017 was 462, the target was not met.

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

Progress: Not Met

**Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.**

Projected versus Actual Motorcyclist Fatalities

Core Measure	Baseline 2016	Projected 2017	Actual 2017
Motorcyclist Fatalities	144.0	141.1	162

Projected Motorcyclist Fatalities for 2017 was 141.1 based on 2012-2016 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 actual fatalities were 162.

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

Progress: Not Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Projected versus Actual Unhelmeted Motorcycle Fatalities

Core Measure	Baseline 2016	Projected 2017	Actual 2017
Unhelmeted Motorcycle Fatalities	106.0	103.9	108

Unhelmeted Motorcyclist Fatalities for 2017 were projected to be 103.9 based on a baseline rolling average from 2012-2016. 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 data for 2017 was 108 and as a result, the target was not met.

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

Progress: Not Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Projected versus Actual Young Driver Fatalities

Core Measure	Baseline 2016	Projected 2017	Actual 2017
Young Driver (<21) Fatalities	128.0	125.4	153

Young Driver Fatalities for 2017 were projected to be 125.4 based on a baseline rolling average from 2012-2016. Due to the data showing only a slight downward trend from recent previous years, a two-percent reduction was added to create the 2017 value. Since the actual data for 2017 was 153, the target was not met.

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

Progress: Not Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Projected versus Actual Pedestrian Fatalities

Core Measure	Baseline 2016	Projected 2017	Actual 2017
Pedestrian Fatalities	136.6	133.9	145

For 2017, Pedestrian Fatalities of 133.9 were projected using a baseline rolling average from 2012-2016 and a two-percent reduction due to the data having an upward linear trend. Actual Pedestrian Fatalities were 145, resulting in the target being not met.

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

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Projected versus Actual Bicyclist Fatalities

Core Measure	Baseline 2016	Projected 2017	Actual 2017
Bicyclist and Other Cyclist Fatalities	26.5	26.0	26

Projected Bicyclist Fatalities for 2017 were 26 based on 2012-2016 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 met since the actual fatalities were 26.

### B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Projected versus Actual Seat Belt Usage Rate

Core Measure	Baseline 2016	Projected 2017	Actual 2017
Seat Belt Usage	93.9	94.6	93.8

Seat Belt Usage for 2017 was projected to be 94.6 based on a baseline rolling average from 2012-2016 and an upward linear trend that was reflected in previous years. Since the actual data for 2017 was 93.8, the target was not met.

### C -13) Serious Injury Rate

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Projected versus Actual Serious Injury Rate

Core Measure	Baseline 2016	Projected 2017	Actual 2017	Met/Unmet
Serious Injury Rate	11.29	11.06	11.50	Unmet

Five-year rolling average used for projection since actual 2017 data was not available.

Serious Injury Rate for 2017 was projected to be 11.06 based on a baseline rolling average from 2012-2016 and downward linear trend that was mainly reflected in previous years. Since the data for 2017 was 11.50, the target was not met.

## 4 Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	977.5
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	11,727.4
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	0.920
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2015	2019	252.8
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	297.7
C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	389.0
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	141.0
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	100.5
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	129.8
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	132.5
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	24.8
C-12) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2015	2019	94.7
Racial Profiling Data Compliance Level	Annual	2019	2019	100.0
Completeness of Crash Data	Annual	2019	2019	6.0
Data Integration of Crash Data	Annual	2019	2019	1.0
C-13) Serious Injury Rate	5 Year	2015	2019	11.0
Timeliness of Crash Data	Annual	2019	2019	85.0

### C-1) Number of traffic fatalities (FARS)

Is this a traffic records system performance measure?

No

C-1) Number of traffic fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 977.5

Target Period: 5 Year

Target Start Year: 2015

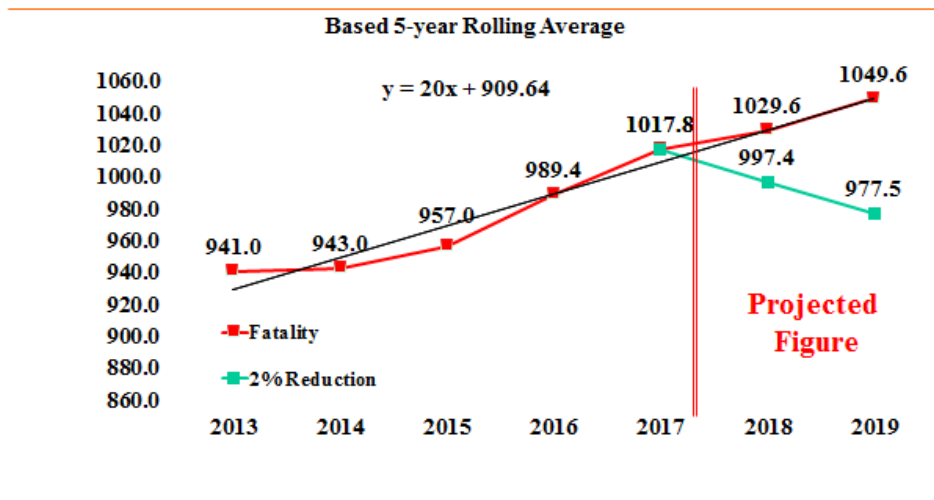


Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Total traffic fatalities in Illinois are a main concern and reduction of total fatalities remains the primary goal. Data from 2009-2017 were utilized to create a five-year rolling average for each year. For example, the rolling average for 2013 was computed by averaging 2009, 2010, 2011, 2012, and 2013. 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 2018 was computed by reducing 2017 by two-percent and 2019 was computed by reducing 2018 by 2 percent. A 2 percent reduction was used due to the fact the five-year rolling averages from 2013 to 2017 have an upward linear trend as seen through the 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-1: Total Number of Traffic Fatalities



Bureau of Safety Programs and Engineering

Goal: To reduce the statewide traffic fatalities from 1017.8 (2013-2017 average) to 977.5 by December 31, 2019.

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

Is this a traffic records system performance measure?

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019

Target Metric Type: Numeric

Target Value: 11,727.4

Target Period: 5 Year

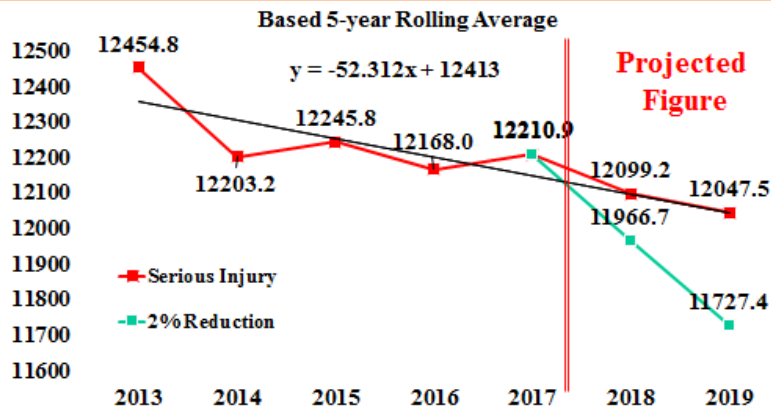
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For Total Serious Injuries in Traffic Crashes, five-year rolling averages were created for each year from 2012-2016 since 2017 was not yet available. 2017 was then estimated through the use of a trendline and the total average of 2013 through 2017. Although this resulted in a downward trend, the

reduction of fatalities by 2019 was not sufficient to be greater than two-percent; therefore, a two-percent reduction was used which sets a target of 11,727 total serious injuries in 2019.

## C-2: Total Serious Injuries in Traffic Crashes



Bureau of Safety Programs and Engineering

Goal: To reduce the statewide serious injuries from 12210.9 (2013-2017 average) to 11,727.4 by December 31, 2019.

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

Is this a traffic records system performance measure?

No

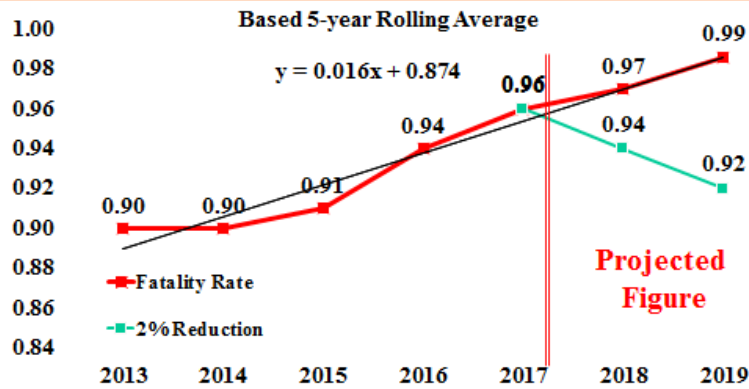
C-3) Fatalities/VMT (FARS, FHWA)-2019
Target Metric Type: Numeric
Target Value: 0.920
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Like previous target selection methods, five-year rolling averages were used from 2013-2017 for the Total Traffic Fatality Rate. Since the 2017 Vehicle Miles of Travel (VMT) data from FHWA were not available, the 2017 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 0.92 per 100 million VMT in 2019.

### C-3: Total Traffic Fatality Rate per 100 M VMT



Bureau of Safety Programs and Engineering

Goal: To reduce the statewide fatality rate from 0.96 per 100 M VMT (2013-2017 average) to 0.92 per 100 M VMT by December 31, 2019.

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

Is this a traffic records system performance measure?

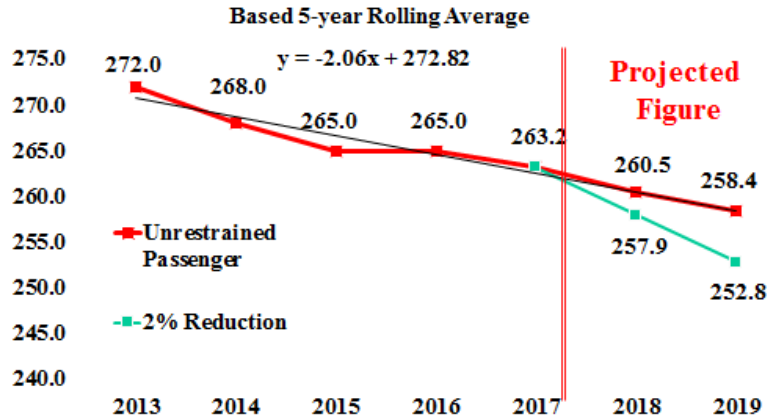
No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019
Target Metric Type: Numeric
Target Value: 252.8
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For Unrestrained Passenger Fatalities, 2013 through 2017 fatalities were calculated using five-year rolling averages. The linear regression line illustrates only a slight reduction to 258.4 in 2019 so the two-percent reduction is applied, bringing the target to 252.8 in 2019.

## C-4: Unrestrained Passenger Fatalities



Bureau of Safety Programs and Engineering

Goal: To reduce total number of unrestrained passengers from 263.2 (2013-2017 average) to 252.8 by December 31, 2019.

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

Is this a traffic records system performance measure?

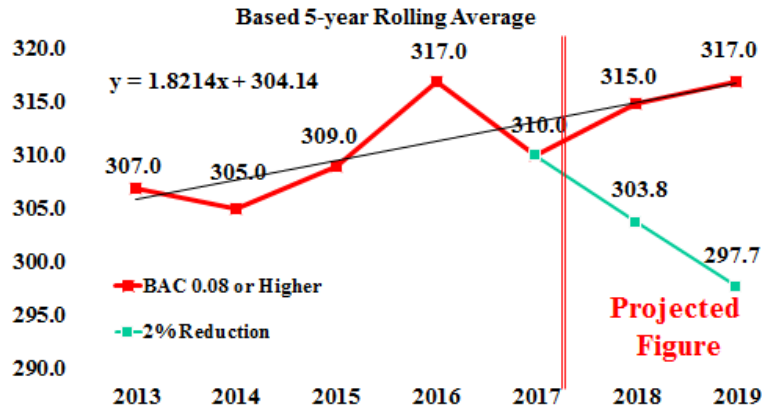
No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019
Target Metric Type: Numeric
Target Value: 297.7
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Since fatalities for Driver and Motorcycle Operator with a BAC of 0.08 or Higher were not yet available for 2017, an estimate was calculated by using five-year rolling averages for 2012 through 2016 to create a linear regression line to project 2017. The total average for 2013, 2014, 2015, 2016, and 2017 was then used as the value for 2017. Again, the data display an upward trend in fatalities with 2019 at 317. Instead, the two-percent reduction was applied to set the 2019 target at a much lower 297.7 which is better aligned with the goal of working toward zero fatalities.

## C-5: Driver and Motorcycle Operator with BAC 0.08 or Higher Fatalities



Bureau of Safety Programs and Engineering

Goal: To reduce total number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 or higher from 310.0 (2013-2017 average) to 297.7 by December 31, 2019.

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

Is this a traffic records system performance measure?

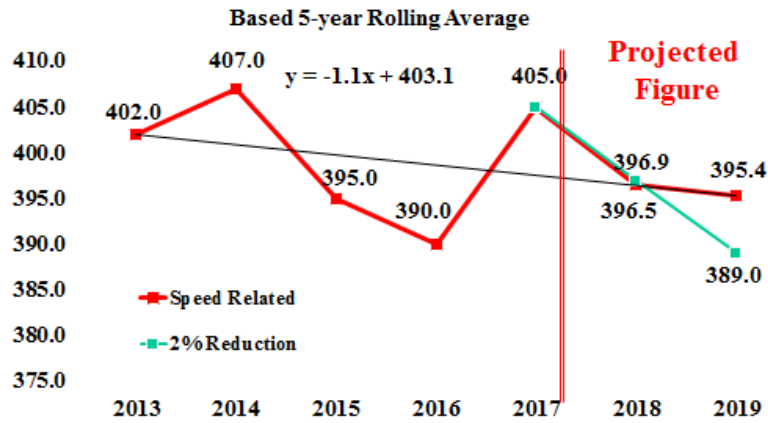
No

C-6) Number of speeding-related fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 389.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For Speed Fatalities, the regression line for the rolling averages of 2013 through 2017 shows a downward trend resulting in a projection of 395.4 fatalities in 2019. This projection is not sufficient since a two-percent reduction shows a greater decrease at 389.

## C-6: Speed Related Fatalities



Bureau of Safety Programs and Engineering

Goal: To reduce total number of fatalities in crashes involving speed from 405 (2013-2017 average) to 398 by December 31, 2019.

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

Is this a traffic records system performance measure?

No

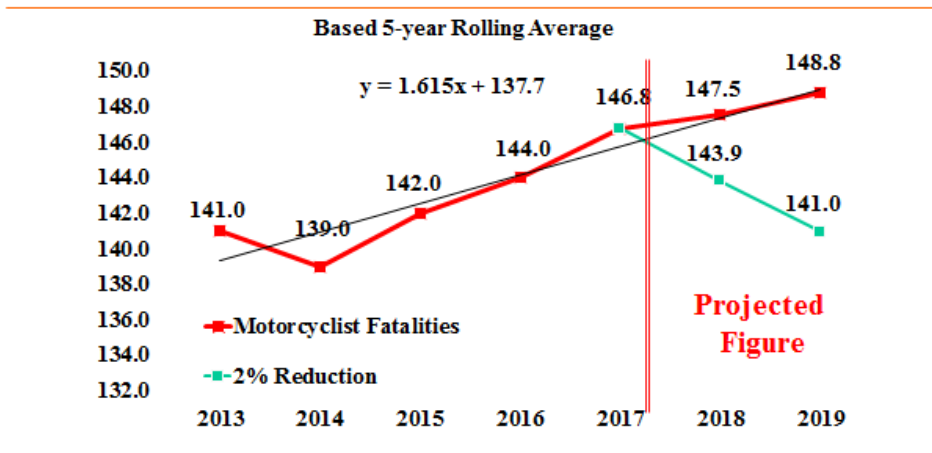
C-7) Number of motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 141.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The trendline for five-year rolling averages for Motorcyclist Fatalities project fatalities to increase from 146.8 in 2017 to 148.8 in 2019. Since the data are on an upward slope it is not consistent with Illinois' goal of zero fatalities. For this reason, a two-percent reduction is used to

decrease fatalities to 141 for 2019.

### C-7: Motorcyclist Fatalities



Bureau of Safety Programs and Engineering

Goal: To reduce total number of fatalities in crashes involving a motorcyclist from 146.8 (2013-2017 average) to 141.0 by December 31, 2019.

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

Is this a traffic records system performance measure?

No

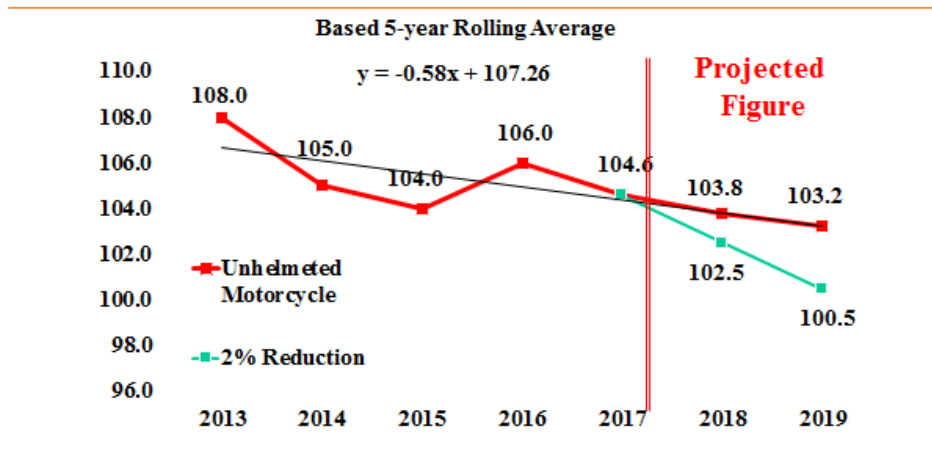
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 100.5
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Using the five-year rolling averages for 2013, 2014, 2015, 2016, and 2017 for Unhelmeted Motorcycle Fatalities shows a downward trend over time. Projections for 2018 and 2019 were again created using linear regression as in previous target selections. This decrease of 103.2

in 2019 is higher than a two-percent reduction so the two-percent reduction is used instead bringing the target to 100.5 for 2019.

## C-8: Unhelmeted Motorcycle Fatalities



Bureau of Safety Programs and Engineering

Goal: To reduce total number of fatalities in crashes involving an unhelmeted motorcyclist from 104.6 (2013-2017 average) to 100.5 by December 31, 2019.

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

Is this a traffic records system performance measure?

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019
Target Metric Type: Numeric
Target Value: 129.8
Target Period: 5 Year
Target Start Year: 2015

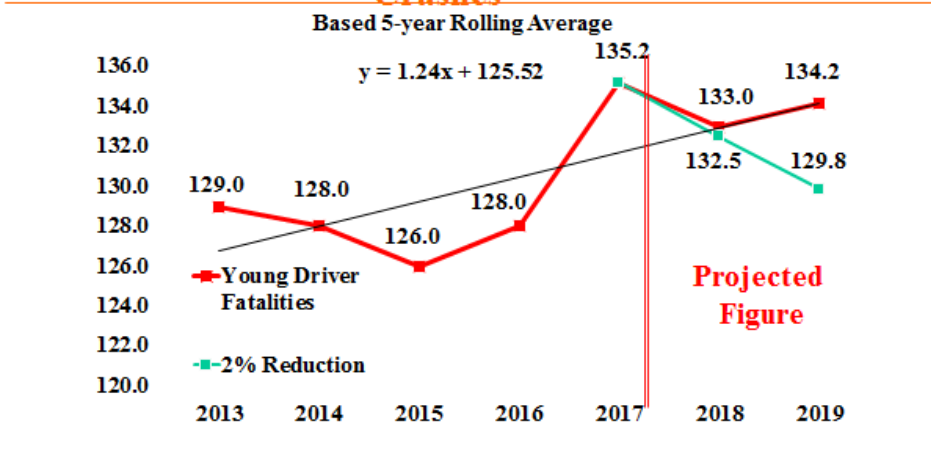
Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Rolling averages for 2013 through 2017 for Young Drivers (Under 21) Involved in Fatal Crashes were used in conjunction with a linear regression line to predict fatalities for 2018 and 2019. The projected value for 2019 was 134.2, only one death fewer than the rolling average of 135.2 for 2017. Due to this slight decrease and upward pointing trendline, the two-percent reduction was used. Using the two-percent reduction method, the projected value is



now 129.8 which aligns with the goal of zero fatalities.

### C-9: Young Drivers (Under 21) Involved in Fatal Crashes



Bureau of Safety Programs and Engineering

Goal: To reduce total number of fatalities in crashes involving a driver under 21 years old from 135.2 (2013-2017 average) to 129.8 by December 31, 2019.

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

Is this a traffic records system performance measure?

No

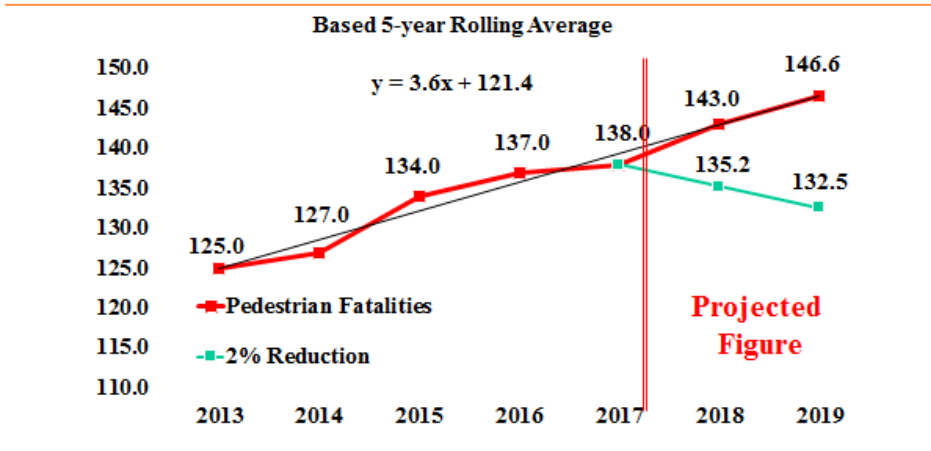
C-10) Number of pedestrian fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 132.5
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Pedestrian Fatalities for 2019 was projected using five-year rolling averages for 2013 through 2017 and a trendline. The five-year rolling averages have consistently increased year after year during this period. Using only linear regression for 2019 projections will result in Illinois moving away from the

goal of zero fatalities and for this reason a two-percent reduction is used instead bringing the 2019 projection to 132.5.

### C-10: Pedestrian Fatalities



Bureau of Safety Programs and Engineering

Goal: To reduce total number of fatalities in crashes involving a pedestrian from 138 (2013-2017 average) to 132.5 by December 31, 2019.

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

Is this a traffic records system performance measure?

No

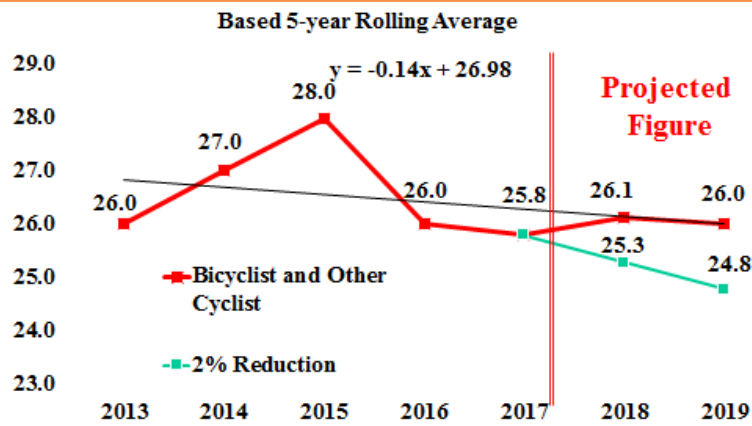
C-11) Number of bicyclists fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 24.8
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Bicyclist and Other Cyclist Fatalities rolling averages for 2013 through 2017 were calculated and 2018 and 2019 were projected with linear regression from those data points. When the projected value of 26 for 2019 was compared to a two-percent reduction of value of 24.8 for the same year, the two-

percent reduction was decided on as the target value to bring Illinois closer to the goal of zero fatalities.

## C-11: Bicyclist and Other Cyclist Fatalities



Bureau of Safety Programs and Engineering

Goal: To reduce total number of fatalities in crashes involving a bicyclist from 25.8 (2013-2017 average) to 24.8 by December 31, 2019.

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

Is this a traffic records system performance measure?

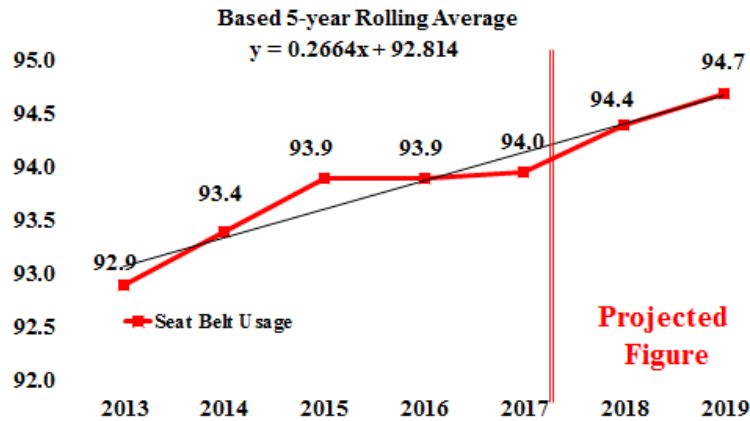
No

C-12) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019
Target Metric Type: Percentage
Target Value: 94.7
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Contrary to the previously mentioned performance targets, Seat belt Usage is desired to be on an upward trend. Again, rolling averages for 2013 through 2017 were calculated and a regression line shows the projected usage rate for 2019 to be at 94.7 percent.

## C-12: Seat Belt Usage



Bureau of Safety Programs and Engineering

Goal: To increase the Observed Seat Belt Usage rate from 94.0 percent (2013-2017 average) to 94.7 percent by December 31, 2019.

### Racial Profiling Data Compliance Level

Is this a traffic records system performance measure?

No

Racial Profiling Data Compliance Level-2019

Target Metric Type: Percentage

Target Value: 100.0

Target Period: Annual

Target Start Year: 2019

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Illinois currently has 991 law enforcement agencies that meet the requirements to have a Racial Profiling Study. Of the 991 local agencies, 947 comply with the law and submit annual Racial Profiling information. We currently have a submission rate of 95.6% and we strive to reach our goal of 100% compliance. Although our reporting rate is high, we aspire to achieve completeness of this data. The Illinois Department of Transportation has the Bureau of Data Collections work with the local agencies to acquire the Racial Profiling information.

### Completeness of Crash Data

Is this a traffic records system performance measure?

Yes

Primary performance attribute: Completeness

Core traffic records data system to be impacted: Crash

Completeness of Crash Data-2019

Target Metric Type: Percentage

Target Value: 6.0

Target Period: Annual

Target Start Year: 2019

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Reduce "unknown" code is used in critical crash field\* for a non-fatal crash at an agency level (data based on agencies submitting an average of 2 reports per month) from 9.0% in 2016 to 6.0% in 2018.

(Note: \* Note: 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.

### Data Integration of Crash Data

**Is this a traffic records system performance measure?**

Yes

Primary performance attribute: Integration

Core traffic records data system to be impacted: Crash

Data Integration of Crash Data-2019

Target Metric Type: Numeric

Target Value: 1.0

Target Period: Annual

Target Start Year: 2019

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Link the 2016 and 2017 crash data to hospital discharge data that has medical outcome and medical charge data (from the Illinois Department of Public Health). The linked database will be used to support local, regional and statewide highway safety decision-making to affect decreases in deaths, non-fatal injuries, and health care costs resulting from motor vehicle crashes. Illinois Department of Transportation. Data Integration

Link the 2016 and 2017 crash data to Emergency Medical Services (EMS) that is called National Emergency Medical Service Information System (NEMSIS) that information on the crash victims who are transported to EMS center. The linked database will be used to support local, regional and statewide highway safety decision-making to affect decreases in deaths, non-fatal injuries, and health care costs resulting from motor vehicle crashes. Illinois Department of Transportation. Data Integration

### C-13 Serious Injury Rate

**Is this a traffic records system performance measure?**

No

C-13 Serious Injury Rate-2019

Target Metric Type: Numeric

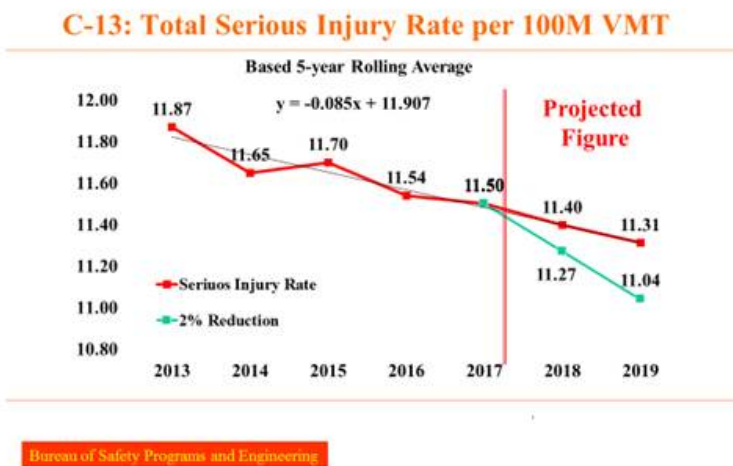
Target Value: 11.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For Total Serious Injury Rate per 100M VMT, five-year rolling averages for Total Serious Injuries (as previously shown) were divided by five-year rolling averages for VMT for 2013 through 2016. Since Federal VMT was not available for 2017, state VMT was used. Linear regression for the projected values of 2018 and 2019 only show a slight downward trend in the reduction of Total Serious Injury Rate by 2019 of 11.31 per 100 M VMT. Instead, a two-percent reduction was used, bringing the target to 11.04 per 100 M VMT in 2019.



Goal: To reduce total injury rate from 11.5 (2013-2017 average) to 11.04 by December 31, 2019.

### Timeliness of Crash Data

Is this a traffic records system performance measure?

Yes

Primary performance attribute: Timeliness

Core traffic records data system to be impacted: Crash

Timeliness of Crash Data-2019

Target Metric Type: Percentage

Target Value: 85.0

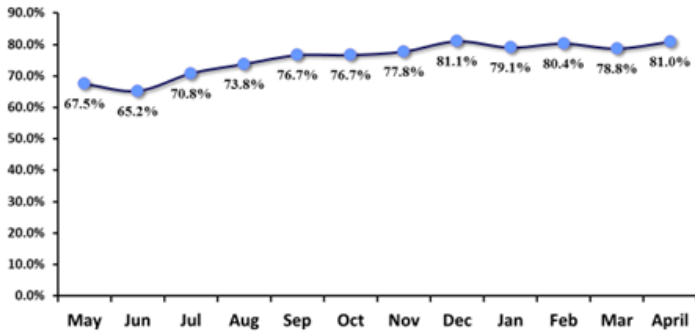
Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Increase percent of electronic reported crashes from 76% percent during the last 12 months (May 2017 – April 2018) to 85% in the next 12 months (May 2018 – April 2019).

**Percent Crash Reports submitted Electronically to IDOT within 30 Days of Crash Occurrence in May 2017 - April 2018**



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.

Check the box if the statement is correct.

Yes

**Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.**

**A-1) Number of seat belt citations issued during grant-funded enforcement activities\***

Fiscal year	2018
Seat belt citations	40,520

**A-2) Number of impaired driving arrests made during grant-funded enforcement activities**

Fiscal year	2018
Impaired driving arrests	2,343

**A-3) Number of speeding citations issued during grant-funded enforcement activities\***

Fiscal year	2018
Speeding citations	26,457

## 5 Program areas

### Program Area Hierarchy

1. Impaired Driving (Drug and Alcohol)
  - Underage Drinking Enforcement
  - Traffic Safety Resource Prosecutor
    - Local Alcohol Project (LAP)
      - FAST Act 405d Impaired Driving Low
  - Publicized Sobriety Checkpoints
  - Prevention

Liquor Law Enforcement  
Law Enforcement Training  
Judicial Education  
Integrated Enforcement  
Impaired Driving Task Force  
    Impaired Driving Priorities  
        FAST Act 405d Impaired Driving Low

High Visibility Enforcement  
    Mini Mobilizations (Impaired Driving)  
        FAST Act 405d Impaired Driving Low  
    DUIE (ISP)  
        FAST Act 405d Impaired Driving Low  
    STEP (Local)  
        FAST Act NHTSA 402  
    Police Training (ILETSB)  
        FAST Act NHTSA 402  
    NITE Patrol (ISP)  
        FAST Act NHTSA 402  
    STEP (ISP)  
        FAST Act NHTSA 402  
    OREP (ISP)  
        FAST Act 405b OP High  
    Motorcycle Patrol Unit  
        FAST Act NHTSA 402

DWI Courts  
    Probation Services (Match)  
        Other

DUI Law Review  
Drugged Driver Roadside Testing  
Drug Recognition Expert (DRE) Training  
    Police Training Board (ILETSB)  
        FAST Act 405d Impaired Driving Low

Court Monitoring  
Communication Campaign  
    Paid Media (Impaired Driving)  
        FAST Act 405d Impaired Driving Low  
    Paid Media (Motorcycle)  
        FAST Act NHTSA 402

Breath Test Devices  
    Breath Test Analysis (ISP)  
        FAST Act 405d Impaired Driving Low

BAC Test Refusal Penalties

Alternative Transportation  
    Alternative Trans (Ride Share)  
        FAST Act NHTSA 402

Alcohol Vendor Compliance Checks  
    ACE (ISP)  
        FAST Act 405d Impaired Driving Low  
    Operation Straight I.D. (SOS)  
        FAST Act 405d Impaired Driving Low

2. Occupant Protection (Adult and Child Passenger Safety)

Sustained Enforcement  
    Illinois State Police Match  
        Other  
    Illinois State Police (Match)  
        Other

Communication Campaign  
    Injury Prevention (Local)  
        FAST Act NHTSA 402  
    Public Information & Education Materials  
        FAST Act 405b OP High  
    State Match (Local) RTSRC



- Other
- Parent/Teen Handbook
  - FAST Act NHTSA 402
- Distracted Driving (SOS)
  - FAST Act NHTSA 402
- Rural Area Initiative
  - FAST Act 405d Impaired Driving Low
- STEP Campaign PIE
  - NHTSA 402
- Saved by the Belt/Helmet
  - FAST Act NHTSA 402
- Law Enforcement Liaisons
  - FAST Act NHTSA 402
- Traffic Safety Challenge
  - FAST Act NHTSA 402
- Combined Seat Belt and Alcohol Enforcement, Nighttime
- Child Restraint System Inspection Station(s)
  - Keep Me In a Safe Seat (Secretary of State)
    - FAST Act 405b OP High
  - CPS Programs (Local Agency)
    - FAST Act 405b OP High
  - CPS Seats (IDOT) - CPS Week
    - FAST Act 405b OP High
  - Child Passenger Safety (IDOT)
    - FAST Act 405b OP High
  - LATCH Manuals (IDOT)
    - FAST Act 405b OP High
  - CPS Conference
    - FAST Act 405b OP High
- 3. Young Drivers
  - Graduated Driver Licensing (GDL)
- 4. Distracted Driving
  - High Visibility Cellphone/Text Messaging Enforcement
    - Distracted Driving Enforcement (SOS)
      - FAST Act NHTSA 402
    - Distracted Driving Enforcement (Local)
      - FAST Act NHTSA 402
  - Communication Campaign
    - Paid Media (Distracted Driving)
      - FAST Act NHTSA 402
    - Paid Media CIOT
      - FAST Act 405b OP High
- 5. Motorcycle Safety
  - Motorcycle Outreach and Community Education
    - Public Information and Education Materials
      - FAST Act 405f Motorcycle Programs
    - Motorcycle Winter Conference
      - FAST Act 405f Motorcycle Programs
  - Communication Campaign
    - Paid Media Campaign
      - FAST Act 405f Motorcycle Programs
- 6. Non-motorized (Pedestrians and Bicyclist)
  - Communication Campaign
    - Paid Media (Bike/Ped)
      - FAST Act 405h Nonmotorized Safety
  - Bicycle and Pedestrian Safety Education for Adults and Children
    - Bike/Pedestrian Safety
      - FAST Act 405h Nonmotorized Safety
  - Bicycle and and Pedestrian Safety Enforcement
- 7. Speed Management
  - Sustained Enforcement
    - Illinois State Police Match

- Other
- Illinois State Police (Match)
- Other
- Speed Limits
- High Visibility Enforcement
  - Mini Mobilizations (Impaired Driving)
    - FAST Act 405d Impaired Driving Low
  - DUIE (ISP)
    - FAST Act 405d Impaired Driving Low
  - STEP (Local)
    - FAST Act NHTSA 402
  - Police Training (ILETSB)
    - FAST Act NHTSA 402
  - NITE Patrol (ISP)
    - FAST Act NHTSA 402
  - STEP (ISP)
    - FAST Act NHTSA 402
  - OREP (ISP)
    - FAST Act 405b OP High
  - Motorcycle Patrol Unit
    - FAST Act NHTSA 402

8. Traffic Records

- Improves timeliness of a core highway safety database
  - Data Governance
    - MAP 21 405c Data Program
- Improves integration between one or more core highway safety databases
  - BSPE Data Collection
    - MAP 21 405c Data Program
  - CATT Lab (IDOT)
    - MAP 21 405c Data Program
  - Crash Outcomes Data Evaluation System (CODES)
    - FAST Act 405c Data Program
  - Image Enhancement (SOS)
    - MAP 21 405c Data Program
  - ISP Traffic Records Match
    - Other
- Improves accuracy of a core highway safety database
- Improves accessibility of a core highway safety database

9. Racial Profiling Data Collection

- Highway Safety Office Program Management

10. Planning & Administration

- (none)
- SHSO Travel
  - FAST Act NHTSA 402
- Planning and Administration
  - FAST Act NHTSA 402

## 5.1 Program Area: Impaired Driving (Drug and Alcohol)

**Program area type** Impaired Driving (Drug and Alcohol)

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

## Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

- There were 1,003 fatal crashes in 2016, 30.6 percent were alcohol related.
- Of the 1,095 driver alcohol involvement crashes, 24.2 percent involved alcohol.
- Of the 1,078 total fatalities in 2016, 34.79 percent involved a BAC of 0.01 or greater.
- The group with the highest percentage of alcohol-related A-injuries and fatalities is males age 21 to 34 at 24.6 percent for 2012-2016.
- Males age 16 to 64 make up 53.9 percent of all alcohol-related A-injuries and fatalities for 2012-2016.

### Percent and Frequency Distributions of Alcohol-Related A-Injuries and Fatalities (2012-2016)

Gender	Age Group	Total A-Injuries & Fatalities	Alcohol-Related A-Injuries & Fatalities	% Alcohol-Related A-Injuries & Fatalities
Male	0 to 8	862	74	8.6%
	9 to 15	1,250	68	5.4%
	16 to 20	4,072	546	13.4%
	21 to 34	10,737	2,645	24.6%
	35 to 64	14,922	2,375	15.9%
	65+	3,409	214	6.3%
Female	0 to 8	789	61	7.7%
	9 to 15	1,254	107	8.5%
	16 to 20	3,968	359	9.0%
	21 to 34	8,511	1,224	14.4%
	35 to 64	11,675	1,026	8.8%
	65+	3,477	111	3.2%
<b>Total</b>		<b>64,926</b>	<b>8,810</b>	<b>13.6%</b>

## Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted

driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	977.5
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	11,727.4
2019	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2019	0.920
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	297.7
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	129.8
2019	C-13 Serious Injury Rate	5 Year	2019	11.0

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Underage Drinking Enforcement
2019	Traffic Safety Resource Prosecutor
2019	Publicized Sobriety Checkpoints
2019	Prevention
2019	Liquor Law Enforcement
2019	Law Enforcement Training
2019	Judicial Education
2019	Integrated Enforcement
2019	Impaired Driving Task Force
2019	High Visibility Enforcement
2019	DWI Courts
2019	DUI Law Review
2019	Drugged Driver Roadside Testing
2019	Drug Recognition Expert (DRE) Training
2019	Court Monitoring
2019	Communication Campaign
2019	Breath Test Devices
2019	BAC Test Refusal Penalties
2019	Alternative Transportation
2019	Alcohol Vendor Compliance Checks

## 5.1.1 Countermeasure Strategy: Underage Drinking Enforcement

**Program area** Impaired Driving (Drug and Alcohol)

**Countermeasure strategy** Underage Drinking Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under §**

**1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Enforcement is key to impaired driving reductions and a strategy of reducing underage drinking, as well as drinking and driving, by enforcing laws that restrict minors' access to alcohol is also very important. The Illinois State Police's Alcohol Countermeasure Enforcement (ACE) program provides additional underage drinking enforcement laws by conducting sting and should tap operations as well as saturation and other patrols directly targeting underage drinking violations.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

There is strong evidence that minimum legal drinking age laws reduce drinking, driving after drinking, and alcohol-related crashes and injuries among youth. Studies have even shown that laws reduced youth drinking and driving more than youth drinking alone. This countermeasure directly addresses the following FY19 Illinois HSP performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes, and serious injury rate.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Many studies have shown minimum age drinking laws, and the enforcement of them, have positively affected alcohol-related crashes.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
13-01	DUIE (ISP)	High Visibility Enforcement
04-02	STEP (Local)	High Visibility Enforcement
13-11	ACE (ISP)	Alcohol Vendor Compliance Checks
13-02	Operation Straight I.D. (SOS)	Alcohol Vendor Compliance Checks

## 5.1.2 Countermeasure Strategy: Traffic Safety Resource Prosecutor

**Program area** Impaired Driving (Drug and Alcohol)

**Countermeasure strategy** Traffic Safety Resource Prosecutor

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

In FY 2017, IDOT reinvigorated a Traffic Safety Resource Prosecutor (TSRP) Program. In FY18, the program took great strides and continues in FY19. The Illinois Impaired Driving Strategic Plan outlines many objectives and strategies that fall under the TSRP's prevue such as DUI search warrants, law enforcement training, DUI Courts, and training prosecutors and law enforcement on the intricacies of drunk and drugged driving cases to help ensure synergy between law enforcement, prosecutors and the judiciary.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Making proper arrests, gathering good evidence correctly, and effective prosecution are all proven tools in reducing impaired driving. The TSRP helps fulfill law enforcement and prosecutorial training needs and challenges and directly addresses the following FY19 Illinois HSP performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes, and serious injury rate.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

The increase in drugged driving has brought many news issues with impaired driving and the TSRP is directly addressing these issues in a way that simply can't occur any other way. The TSRP can directly address issues with proving drug impairment, for instance, and this will certainly lead to reductions in impaired driving crashes, injuries, and fatalities.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
13-12	Local Alcohol Project (LAP)	Traffic Safety Resource Prosecutor

#### 5.1.2.1 Planned Activity: Local Alcohol Project (LAP)

Planned activity name	Local Alcohol Project (LAP)
Planned activity number	13-12
Primary countermeasure strategy	Traffic Safety Resource Prosecutor

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and**



maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

This task provides funds for the Chicago Police Department to conduct comprehensive DUI enforcement countermeasure activities and six non-enforcement projects. It also funds various non-enforcement projects that include task forces, prosecution, public information and education, prevention/youth efforts, DUI Courts, and the TSRP program.

**Enter intended subrecipients.**

Local law enforcement jurisdictions, other governmental and private agencies

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

<b>Fiscal Year</b>	<b>Countermeasure Strategy Name</b>
2019	Traffic Safety Resource Prosecutor
2019	Publicized Sobriety Checkpoints
2019	Prevention
2019	Law Enforcement Training
2019	Integrated Enforcement
2019	High Visibility Enforcement

2019	DWI Courts
2019	Drugged Driver Roadside Testing
2019	Drug Recognition Expert (DRE) Training
2019	Court Monitoring
2019	BAC Test Refusal Penalties

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$1,895,090.00	\$0.00	

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

### 5.1.3 Countermeasure Strategy: Publicized Sobriety Checkpoints

**Program area** Impaired Driving (Drug and Alcohol)

**Countermeasure strategy** Publicized Sobriety Checkpoints

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Illinois is fortunate to have the ability to conduct Roadside Safety Checks to battle impaired driving, and IDOT fully supports law enforcement agencies who are capable and willing to do so. When Roadside Safety Checks are undertaken, they are advertised prior to the detail taking place. Often, local jurisdictions will even advertise the details exact location. IDOT also utilizes earned media to publicize Roadside Safety Checks during major holiday campaigns. Specific grant programs that directly support Roadside Safety Checks are ISP's Driving Under the Influence Enforcement (DUIE), Sustained Traffic Enforcement Program (STEP), and eLAP.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Roadside Safety Checks are expensive on a cost per arrest basis, but they yield very high results in increasing an individual's perception of arrest. These results are maximized when Roadside Safety Checks are publicized. This countermeasure directly addresses the following FY19 Illinois HSP performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes, and serious injury rate.

## Evidence of effectiveness

### Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Numerous studies have shown conducting and publicizing Roadside Safety Checks can significantly reduce impaired driving crashes and fatalities. Additionally, studies show that motorists in a particular jurisdiction that conducts Roadside Safety Checks have a much higher perception of risk of arrests than do motorists in communities that make more arrests, but don't conduct checks. This makes Roadside Safety Checks a very worthy impaired driving countermeasure.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
13-04	Mini Mobilizations (Impaired Driving)	High Visibility Enforcement
13-01	DUIE (ISP)	High Visibility Enforcement
13-12	Local Alcohol Project (LAP)	Traffic Safety Resource Prosecutor
04-02	STEP (Local)	High Visibility Enforcement

## 5.1.4 Countermeasure Strategy: Prevention

**Program area** Impaired Driving (Drug and Alcohol)

**Countermeasure strategy** Prevention

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in**

which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Prevention is one of the six key components in NHSTA's *Impaired Driving Highway Safety Program Guideline*, and the Illinois Impaired Driving Strategic Plan emphasizes its importance especially regarding youth community and school programs. Impaired Driving prevention comes in many forms, of course, all of which are addressed in Illinois' other key countermeasures. In the FY19 Illinois HSP, the Prevention countermeasure focuses on youth and underage drinking/drug use/impaired driving issues by supporting community based and school programs meant to motivate youth not to drink, not to use illicit drugs, and not to drive after doing one or both.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Illinois' Highway Safety Program prevention strategies include: Creating partnerships to help achieve initiatives to reduce alcohol/drug use and impaired driving; introducing innovative programs in middle and high schools; improvement of parent and child communication helping parents keep their children alcohol and drug free; extracurricular programs supervised by positive adult role models that also incorporate youth leadership and skill building; and promoting community involvement to incorporate school strategies in the prevention of underage drinking and drug use. This countermeasure is intended to assist with meeting the following FY19 Illinois HSP performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes, and serious injury rate.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Studies and evaluations on youth prevention programs are mixed and show limited efficacy. However, positive results have been shown with peer-to-peer programs and those that are consistent and hands on at a local level.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
13-12	Local Alcohol Project (LAP)	Traffic Safety Resource Prosecutor

## 5.1.5 Countermeasure Strategy: Liquor Law Enforcement

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Liquor Law Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat**

**belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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. In addition, 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, over many years, IDOT has provided funding assistance to the Illinois Liquor Control Commission to conduct Beverage Alcohol Sellers and Servers Education and Training (BASSET) educational programs, the Illinois Secretary of State's Police to train retail liquor establishments on recognition of fraudulent IDs, and the Illinois State Police to enforce underage drinking laws.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Beginning in July 2015 Illinois law mandated server training for all retail liquor establishment employees. The law rolled out over three years with the last counties 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 and to better train employees on complying with laws prohibiting the sale of alcoholic beverages to visibly intoxicated patrons. Additionally, enforcement of fraudulent ID laws and underage drinking laws are an ongoing necessity. This countermeasure is intended to assist with meeting the following FY19 Illinois HSP performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes, and serious injury rate.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Studies on the effectiveness of server trainer programs in reducing the level of intoxicated patrons at retail liquor establishments have shown positive results providing the training is intensive, hands on and the management of the establishment is on board. Strong enforcement of these laws is also a

very effective specific and general deterrent.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
13-11	ACE (ISP)	Alcohol Vendor Compliance Checks
13-02	Operation Straight I.D. (SOS)	Alcohol Vendor Compliance Checks

## 5.1.6 Countermeasure Strategy: Law Enforcement Training

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Law Enforcement Training

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**



No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Like law enforcement officer DRE Training, this countermeasure is carried out by the Illinois Law Enforcement Training and Standards Board on a statewide basis through its Mobile Team Training Units. Additionally, the Illinois TSRP plays a vital role in assisting with the training of law enforcement on search warrant, evidence, and other issues pertinent in DUI cases. Emphasis areas for project funding include DRE, ARIDE, SFST, and DUI Search Warrant processes. The Illinois Impaired Driving Strategic Plan sets a high priority on law enforcement training.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

A solid DUI case starts with the officer in the field. A properly trained officer helps insure protocols and proper policies are followed in the stopping, identifying, and arresting of an impaired driver. Properly trained officers are also vital to the training of new officers in proper DUI arrest procedures. From this perspective, training helps groom the next generation of DUI officers. This countermeasure directly addresses each of the following HSP performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes, and serious injury rate.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This countermeasure's effectiveness is measured directly by the strong conviction numbers of properly trained DUI officers.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

## Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
13-12	Local Alcohol Project (LAP)	Traffic Safety Resource Prosecutor
13-06	Police Training Board (ILETSB)	Drug Recognition Expert (DRE) Training
03-04	Law Enforcement Liaisons	Communication Campaign

### 5.1.7 Countermeasure Strategy: Judicial Education

**Program area** Impaired Driving (Drug and Alcohol)

**Countermeasure strategy** Judicial Education

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Illinois DUI laws are extremely complicated and together with judges' large caseloads makes judicial education a very important aspect of the Illinois impaired driving program. IDOT funds the Administrative Office of the Illinois Courts to conduct an annual seminar for judges on issues related to cases charging driving under the influence of alcohol (DUI). The annual seminar will focus on a broad range of issues related to DUI offenders, with emphasis on non-legal topics such as clinical aspects of substance abuse, understanding the substance abuse evaluation and alternative sentencing. In addition, the onset of Illinois' medical marijuana law, de-criminalization of marijuana, the increase of THC per se levels, and the possible legalization of recreational marijuana makes this training vital for Illinois' judiciary. Additionally, Illinois' TSRP contributes efforts to this countermeasure.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

The importance of this countermeasure has been emphasized, like so many other countermeasures in this HSP, by the Illinois Impaired Driving Strategic Plan and the 2018 Illinois Impaired Driving Program Assessment. Keeping judges up to speed on the myriad of complicated issues surrounding impaired driving cases means greater justice for impaired drivers. This countermeasure contributes directly to each of these FY19 Illinois HSP: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes, and serious injury rate.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

The judiciary must be up to speed on the latest changes in DUI law and processes. The effectiveness of this countermeasure is shown in the even application of DUI law.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
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No records found.

## 5.1.8 Countermeasure Strategy: Integrated Enforcement

**Program area** Impaired Driving (Drug and Alcohol)

**Countermeasure strategy** Integrated Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under §**

**1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Illinois' integration of nighttime seat belt law enforcement into its impaired driving crackdowns and other patrols begin in FY09 and remains a key tactic in Illinois' impaired driving enforcement grant programs. The Illinois State Police (ISP) conduct numerous integrated enforcement patrols during holiday campaigns and throughout the year as do IDOT's local law enforcement grantees. This is done predominantly in the 9 p.m. to 6 a.m. timeframe when motor vehicle crash fatalities are at their highest and impairment and non-belt use play such a significant role.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Enforcement at the right time of day is the key to integrated enforcement because it maximizes the effect of every arrest and citation issues. While the overall number of traffic stops may be less due to reduced traffic, integrated enforcement directly addresses the following FY19 HSP performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes, and serious injury rate.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Integrated enforcement program evaluations have shown encouraging results in reducing late night single vehicle crashes as well as fatal crashes involving alcohol. In addition, IDOT grantees report that drivers pulled over for speeding, non-belt use, or other violations at night do result in the apprehension of impaired drivers.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
13-04	Mini Mobilizations (Impaired Driving)	High Visibility Enforcement
13-12	Local Alcohol Project (LAP)	Traffic Safety Resource Prosecutor
04-02	STEP (Local)	High Visibility Enforcement
19-04	Memorial Day Mini Grant	Short-term, High Visibility Seat Belt Law Enforcement
04-04	NITE Patrol (ISP)	High Visibility Enforcement
04-05	STEP (ISP)	High Visibility Enforcement
19-01	OREP (ISP)	High Visibility Enforcement

## 5.1.9 Countermeasure Strategy: Impaired Driving Task Force

**Program area** Impaired Driving (Drug and Alcohol)

**Countermeasure strategy** Impaired Driving Task Force

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

In mid-FY 2016, the Illinois Impaired Driving Task Force was formed and worked over the next 12 months to develop Illinois' first statewide impaired driving strategic plan. The Illinois Impaired Driving Strategic Plan was submitted with the FY18 Illinois Highway Safety Plan regardless of the fact that Illinois remains a "Low-range" state by FAST Act standards. Illinois sees the value of this task force in bringing together experts from the various disciplines that affect impaired driving and will continue to utilize this group moving forward. To date, no direct federal highway safety funds have been utilized for the Illinois Impaired Driving Task Force.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

NHTSA has long encouraged the use of such groups in formulating a state's strategies to combat impaired driving and Illinois will continue to do so in order to develop it's key objectives, strategies, and tactics to accomplish the following FY19 HSP performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; and Number of drivers age 20 or younger involved in fatal crashes.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

The Illinois Impaired Driving Program has seen very positive results and networking benefits because of the Illinois Impaired Driving Task Force. Over the next year, the group will continue to refine the Impaired Driving Strategic Plan by developing a logic model to lay out an action plan to accomplish the objectives within it. These objectives are all proven countermeasures to impaired driving.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
13-17	Impaired Driving Priorities	Impaired Driving Task Force

#### 5.1.9.1 Planned Activity: Impaired Driving Priorities

Planned activity name	Impaired Driving Priorities
Planned activity number	13-17
Primary countermeasure strategy	Impaired Driving Task Force

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

This task will fund priorities as set forth in the Illinois Impaired Driving Strategic Plan and the 2018 Illinois Impaired Driving Program Assessment.

**Enter intended subrecipients.**

Private and/or government organizations

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

**Fiscal Year Countermeasure Strategy Name**

2019 Impaired Driving Task Force

2019 DWI Courts

2019 DUI Law Review



## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$50,000.00	\$0.00	

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

### 5.1.10 Countermeasure Strategy: High Visibility Enforcement

**Program area** Impaired Driving (Drug and Alcohol)

**Countermeasure strategy** High Visibility Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

High visibility enforcement is the number one countermeasure for the Impaired Driving 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 of all kinds – impaired driving, seat belt, speeding, distracted driving – occurring both during concentrated holiday periods and throughout the year. These extra funded patrols are supported with extensive paid and earned media efforts to yield a maximum deterrent effect to would-be impaired drivers.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

An absolute necessity, high visibility enforcement patrols of all kinds placed in key jurisdictions throughout Illinois serve to deter impaired driving by increasing the perceived risk of arrest. This countermeasure contributes directly to the accomplishment of the following FY19 HSP performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes, and serious injury rate.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Research shows HVE to be a proven deterrent to impaired driving with a positive effect on motor vehicles fatalities. For this reason, IDOT continues to encourage law enforcement participation in and provide funding for these patrols and the advertising of them.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
13-04	Mini Mobilizations (Impaired Driving)	High Visibility Enforcement
13-01	DUIE (ISP)	High Visibility Enforcement
13-12	Local Alcohol Project (LAP)	Traffic Safety Resource Prosecutor
13-14	Paid Media (Impaired Driving)	Communication Campaign
04-02	STEP (Local)	High Visibility Enforcement
04-01	Police Training (ILETSB)	High Visibility Enforcement
13-11	ACE (ISP)	Alcohol Vendor Compliance Checks
04-04	NITE Patrol (ISP)	High Visibility Enforcement
04-05	STEP (ISP)	High Visibility Enforcement
19-01	OREP (ISP)	High Visibility Enforcement
03-04	Law Enforcement Liaisons	Communication Campaign
04-09	Motorcycle Patrol Unit	High Visibility Enforcement

#### 5.1.10.1 Planned Activity: Mini Mobilizations (Impaired Driving)

**Planned activity name** Mini Mobilizations (Impaired Driving)  
**Planned activity number** 13-04  
**Primary countermeasure strategy** High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

This task provides funds for local law enforcement agencies to conduct enforcement details during the July 4th and Labor Day mobilizations.

**Enter intended subrecipients.**

Local law enforcement jurisdictions (city and county)

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Publicized Sobriety Checkpoints
2019	Integrated Enforcement
2019	High Visibility Enforcement
2019	Combined Seat Belt and Alcohol Enforcement, Nighttime

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$100,000.00	\$0.00	

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

## 5.1.10.2 Planned Activity: DUIE (ISP)

**Planned activity name** DUIE (ISP)  
**Planned activity number** 13-01  
**Primary countermeasure strategy** High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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 in Illinois by decreasing the incidence of DUI.

**Enter intended subrecipients.**

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Underage Drinking Enforcement
2019	Publicized Sobriety Checkpoints
2019	High Visibility Enforcement

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$1,124,689.00		

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

### 5.1.10.3 Planned Activity: STEP (Local)

Planned activity name	STEP (Local)
Planned activity number	04-02
Primary countermeasure strategy	High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d),

that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

This task provides funds for local law enforcement agencies to increase occupant protection usage and reduce DUI and speeding through hire back enforcement. This program provides for participation in special enforcement campaigns such as "Click It or Ticket" and "Drive Sober or Get Pulled Over". This program includes up to ten (10) enforcement periods. Enforcement details during Thanksgiving, Holiday Season Campaign, St. Patrick's Day Campaign, Distracted Driving Campaign, Memorial Day Campaign, Fourth of July and Labor Day Campaign is required for these grants. Grantees can also conduct additional occupant protection, impaired driving, and speeding patrols. Also, roadside safety checks are funded throughout the year, apart from holiday campaigns.

#### Enter intended subrecipients.

Local police agencies (city and county)

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Underage Drinking Enforcement
2019	Speed Limits
2019	Short-term, High Visibility Seat Belt Law Enforcement
2019	Publicized Sobriety Checkpoints
2019	Integrated Enforcement
2019	High Visibility Enforcement
2019	Combined Seat Belt and Alcohol Enforcement, Nighttime

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$6,573,229.00	\$0.00	\$6,573,229.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.1.10.4 Planned Activity: Police Training (ILETSB)

**Planned activity name** Police Training (ILETSB)

**Planned activity number** 04-01

**Primary countermeasure strategy** High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State**



will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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. In addition, training will be targeted in IDOT's 23 county breakdown.

**Enter intended subrecipients.**

Illinois Law Enforcement Training and Standards Board

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement
2019	Speed Limits
2019	Short-term, High Visibility Seat Belt Law Enforcement
2019	High Visibility Enforcement
2019	High Visibility Cellphone/Text Messaging Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$75,000.00	\$0.00	\$0.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

**5.1.10.5 Planned Activity: NITE Patrol (ISP)**

<b>Planned activity name</b>	NITE Patrol (ISP)
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Planned activity number 04-04

Primary countermeasure strategy High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This task provides funds for the Illinois State Police (ISP) to identify and focus on specific times of 9:00pm to 6:00am when impaired driving is highest and safety belt usage is lowest in order to make the greatest impact on lowering traffic deaths due to these two causes. Officers will enforce ALL traffic laws with emphasis on Illinois' primary occupant restraint laws, DUI and alcohol-related violations, speeding, and other laws which contribute to the higher number of traffic deaths during late night hours.

**Enter intended subrecipients.**

Illinois State Police

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

## Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Speed Limits
2019	Integrated Enforcement
2019	High Visibility Enforcement
2019	Combined Seat Belt and Alcohol Enforcement, Nighttime

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,220,801.00	\$0.00	\$0.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

### 5.1.10.6 Planned Activity: STEP (ISP)

Planned activity name	STEP (ISP)
Planned activity number	04-05
Primary countermeasure strategy	High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

This task provides funds for the Illinois State Police (ISP) to conduct increased patrol and enforcement of ALL traffic laws with a primary emphasis on the maximum speed limit, occupant restraint and impaired driving laws. Off-duty troopers will be hired back to patrol on those days of the week and during those times of the day 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 and the Department of Transportation using the High Accident Location and Information System (HALIS), seat belt usage survey data and arrest data.

#### Enter intended subrecipients.

Illinois State Police

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Speed Limits
2019	Integrated Enforcement
2019	High Visibility Enforcement
2019	Combined Seat Belt and Alcohol Enforcement, Nighttime

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$0.00	\$3,542,610.00	\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

### 5.1.10.7 Planned Activity: OREP (ISP)

**Planned activity name** OREP (ISP)

**Planned activity number** 19-01

**Primary countermeasure strategy** High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This task provides funds for the Illinois State Police to conduct increased enforcement of Illinois' occupant protection laws. Each ISP District will conduct two four-hour patrols twice a month. The patrols will occur on roadways identified as having low safety belt compliance rates. This task also provides for the travel and equipment costs associated with the Safety Education/Public Information Unit;s training and equipment.

**Enter intended subrecipients.**

Illinois State Police

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Speed Limits
2019	Integrated Enforcement
2019	High Visibility Enforcement
2019	Combined Seat Belt and Alcohol Enforcement, Nighttime

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Police Traffic Services (FAST)	\$1,108,041.00	\$0.00	

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Golf Cart	3	\$5,500.00	\$16,500.00		
Seat Belt Convincer	2	\$25,000.00	\$50,000.00		

**5.1.10.8 Planned Activity: Motorcycle Patrol Unit**

<b>Planned activity name</b>	Motorcycle Patrol Unit
<b>Planned activity number</b>	04-09
<b>Primary countermeasure strategy</b>	High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

This project provides funds for the Illinois State Police (ISP) to continue a Motorcycle Patrol Unit. The ISP will strive to serve the people of Illinois by searching for ways to increase effectiveness while enforcing traffic laws. The ISP Motorcycle Patrol Unit will be assigned to enforcement duties on the Interstate highways, U.S. routes, and state routes.

**Enter intended subrecipients.**

Illinois State Police

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
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2019	Sustained Enforcement
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## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$81,100.00	\$0.00	\$0.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.1.11 Countermeasure Strategy: DWI Courts

**Program area** Impaired Driving (Drug and Alcohol)

**Countermeasure strategy** DWI Courts

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No



Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

This countermeasure has been a goal of the Illinois Highway Safety Program for years, and that goal has been reiterated by the Illinois Impaired Driving Task Force in the Illinois Impaired Driving Strategic Plan and in the 2018 Illinois Impaired Driving Program Assessment. Currently, Illinois has only two DUI Courts and adding to that number has proven difficult. IDOT will continue to assist any current and potential DUI Courts in interested jurisdictions in Illinois because of these courts documented success at reducing recidivism.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

DUI Courts have been shown to reduce recidivism and they are much more focused and efficient than standard courts because judges and prosecutors closely supervise offenders. Judge, prosecutor, probation staff, and treatment staff work together as a team to assure that treatment and other sentencing requirements are satisfied for offenders on an individual basis. This dedicated team is able to become familiar with complicated DUI laws and all the issues associated with a hard-core offender's DUI case. While DUI courts require additional resources, this should pay off when offenders do not recidivate and this can lead to a positive effect on the following FY19 HSP performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes, and serious injury rate.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Evaluations around the country have shown DUI Courts to be very effective in reducing recidivism among hard-core offenders who complete the program. These solid results are the reason IDOT will continue to encourage and assist with their formation when opportunities to do so arise.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
13-09	Probation Services (Match)	DWI Courts
13-12	Local Alcohol Project (LAP)	Traffic Safety Resource Prosecutor
13-17	Impaired Driving Priorities	Impaired Driving Task Force

#### 5.1.11.1 Planned Activity: Probation Services (Match)

Planned activity name	Probation Services (Match)
Planned activity number	13-09
Primary countermeasure strategy	DWI Courts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

The Administrative Office of the Illinois Courts has the responsibility for oversight of the probation supervision of DUI offenders. This task is all state funds utilized for DUI Probation Services.

**Enter intended subrecipients.**

State of Illinois

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	DWI Courts

### Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	Other		\$2,222,500.00	\$2,222,500.00	

### Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

### 5.1.12 Countermeasure Strategy: DUI Law Review

**Program area** Impaired Driving (Drug and Alcohol)

**Countermeasure strategy** DUI Law Review

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

It has been pointed out by the Illinois Impaired Driving Task Force and the 2018 Illinois Impaired Driving Program Assessment that Illinois' DUI statute(s) are very difficult to understand and exist in several different locations making them difficult to enforce, prosecute, and adjudicate. The intention would be to review and revise the law(s) making them simpler, more understandable, more efficient and effective.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Law enforcement officers, prosecutors, judges, probation officials, and defense attorneys support simple, streamlined DUI laws and achieving this could have a positive effect on the following FY19 HSP performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes, and serious injury rate.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Illinois undertook a comprehensive DUI review and revision nearly two decades ago, but numerous law changes over the years have again made Illinois' statutes confusing. At the very least, this activity should lead to a more efficient and effective DUI system that could mean better justice for offenders.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
13-17	Impaired Driving Priorities	Impaired Driving Task Force

## 5.1.13 Countermeasure Strategy: Drugged Driver Roadside Testing

**Program area** Impaired Driving (Drug and Alcohol)

**Countermeasure strategy** Drugged Driver Roadside Testing

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under §**

1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Roadside drug testing devices are still a work in progress but will no doubt play a vital role in impaired driving enforcement in the coming years. It is important that law enforcement knows the effectiveness of these instruments and that protocols and policies are established for their use in the field. This countermeasure is supported by a project with the Carol Stream PD, in the Greater-Chicago metropolitan area.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Numerous devices for roadside drug testing have started to appear in recent years, and while they seem to be improving as time goes on, the accuracy and reliability of them is still a question. However, their use is virtually inevitable and will no doubt be a valuable tool as the instrument's reliability and

accuracy is validated. Use of these instruments in the field could eventually have a positive effect on the following FY19 HSP performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes, and serious injury rate.

## Evidence of effectiveness

### Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure is a part of Illinois' Highway Safety Program because drug-impaired driving is on the rise, and roadside devices to quantify drug levels are still being tested. This makes it vital to assist officers with become as knowledgeable as possible on the use of these instruments.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
13-12	Local Alcohol Project (LAP)	Traffic Safety Resource Prosecutor

## 5.1.14 Countermeasure Strategy: Drug Recognition Expert (DRE) Training

**Program area** Impaired Driving (Drug and Alcohol)

**Countermeasure strategy** Drug Recognition Expert (DRE) Training

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

This countermeasure is carried out by the Illinois Law Enforcement Training and Standards Board on a statewide basis through its Mobile Team Training Units. In addition, two LAP grants allow local police officers to augment the training and recertification needs of the Illinois DEC Program. A statewide DEC Coordinator administers the Illinois' DRE and ARIDE training efforts. In 2016, Illinois law changed to specify a 5ng level for THC in DUI cases (before this, the state was zero-tolerance for THC). In addition, recent law changes have decriminalized marijuana and made available "medical" marijuana to qualified individuals. Data shows significant increases in THC presence in drivers involved in fatal crashes have occurred in Illinois over the last decade, making it vital to provide law enforcement with proper training in drug impairment recognition. The Illinois Impaired Driving Strategic Plan has set a high priority on this training need.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Research shows that many illicit, prescription, and over-the-counter drugs and other impairing substances impair a person's ability to operate a vehicle. However, science still lags in showing the level of impairment in every individual simply by the level of a particular drug in ones system. This means it's very important for officers to recognize and identify impairment from drugs and substances other than alcohol (or a combination of alcohol and other drugs/substances). Doing so means getting impaired drivers off the road and that directly addresses each of the following FY19 HSP performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes, and serious injury rate.

## Evidence of effectiveness



**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This countermeasure is a part of Illinois' Highway Safety Program because drug-impaired driving is on the rise, and roadside devices to quantify drug levels are still being tested. This makes it vital to assist officers with training to help insure those driving impaired by substances other than alcohol are taken off roads.

**Planned activities**

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

**Planned activities in countermeasure strategy**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
13-12	Local Alcohol Project (LAP)	Traffic Safety Resource Prosecutor
13-06	Police Training Board (ILETSB)	Drug Recognition Expert (DRE) Training
03-04	Law Enforcement Liaisons	Communication Campaign

**5.1.14.1 Planned Activity: Police Training Board (ILETSB)**

<b>Planned activity name</b>	Police Training Board (ILETSB)
<b>Planned activity number</b>	13-06
<b>Primary countermeasure strategy</b>	Drug Recognition Expert (DRE) Training

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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 also house the DRE/SFST Coordinator for Illinois. The ultimate 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.

**Enter intended subrecipients.**

Illinois Law Enforcement Training and Standards Board

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcement Training
2019	Drug Recognition Expert (DRE) Training

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$300,000.00	\$0.00	

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

**5.1.15 Countermeasure Strategy: Court Monitoring**

Program area Impaired Driving (Drug and Alcohol)

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

This countermeasure is supported by Illinois' two, prominent anti-impaired Driving Advocacy Groups – the Alliance Against Intoxicated Motorists (AAIM) and Mothers Against Drunk Driving (MADD). Through both paid staff and volunteers, these organizations have a presence in numerous court rooms throughout the state collecting data on how many cases are dismissed or pled down to lesser offenses, how many result in convictions, what sanctions are imposed, and how these results compare across different judges and different courts.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

IDOT's assistance with these two advocacy groups' court monitoring efforts has a specific deterrent effect on offenders who are held to the law and on prosecutors and judges to assist the law is administered as intended. These outcomes, along with the general deterrence created via more uniform application of DUI laws, addresses each of the following HSP performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; and Number of drivers age 20 or younger involved in fatal crashes.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This countermeasure continues as part of Illinois' Highway Safety Program because it provides in courtrooms the positive results shown in previous studies which is that court-monitored cases produce higher conviction rates and stiffer sentences than unmonitored cases, and judges, prosecutors, and other officials believe that court monitoring programs helped increase DUI arrests, decrease plea agreements, and increase guilty pleas.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
13-12	Local Alcohol Project (LAP)	Traffic Safety Resource Prosecutor

## 5.1.16 Countermeasure Strategy: Communication Campaign

**Program area** Impaired Driving (Drug and Alcohol)

**Countermeasure strategy** Communication Campaign

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Paid and earned media are an absolute necessity to support efforts during crackdown periods and for all high-visibility enforcement efforts to maximize the deterrent effect of law enforcement activity. This countermeasure provides funds for paid media in support of the Holiday Season Crackdown, Fourth of July Crackdown and the National Crackdown for Labor Day during August/September. It also helps support the media buyer for these three campaigns. In addition, this countermeasure also includes earned media efforts such as those conducted by law enforcement grantees and the law enforcement liaisons' activity, including the Traffic Safety Challenge.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

IDOT's impaired driving communication campaigns consist of comprehensive, statewide paid media buys including the use of radio, television, print, and digital and other on-line mass media. Extensive earned media efforts take place as well. They are a standard part of every major Illinois' impaired driving crackdown intended to reduce drunk and drugged driving. In FY19, a predominantly male, age 18-34-year-old demographic will be targeted with a strong "Life or Death" message prevention measure intended to point out the severe personal and tragic consequences of impaired driving. As a result, this countermeasure addresses each of the following FY19 HSP performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes, and serious injury rate. Reach, frequency, and cost evaluations will be conducted for each campaign.

**Evidence of effectiveness**

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This countermeasure and the associated media buys and earned media efforts maximize the deterrent effect of Illinois law enforcement efforts by utilizing media to deliver directly to target audiences. Research shows these campaigns, if carefully planned, well-funded, and well-executed can achieve high levels of audience exposure producing reductions in drunk and drugged driving crashes.

**Planned activities**

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

**Planned activities in countermeasure strategy**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
13-14	Paid Media (Impaired Driving)	Communication Campaign

**5.1.16.1 Planned Activity: Paid Media (Impaired Driving)**

<b>Planned activity name</b>	Paid Media (Impaired Driving)
<b>Planned activity number</b>	13-14
<b>Primary countermeasure strategy</b>	Communication Campaign

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and**

maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

This task provides funds for paid media in support of the Holiday Season Mobilization, Fourth of July Mobilization and the National Enforcement Crackdown for the Labor Day Mobilization during August/September 2018. This task also helps support the media buyer for these three campaigns.

**Enter intended subrecipients.**

Illinois Department of Transportation will use a media buyer for these three campaigns.

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	High Visibility Enforcement
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2019	Communication Campaign
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## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,000,000.00	\$0.00	

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

### 5.1.16.2 Planned Activity: Paid Media (Motorcycle)

Planned activity name	Paid Media (Motorcycle)
Planned activity number	02-03
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]



No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This task provides funds for IDOT to conduct a paid media campaign for a Motorcycle Awareness campaign.

**Enter intended subrecipients.**

The Illinois Department of Transportation will be the subrecipient.

## Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	Communication Campaign
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## Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$400,000.00	\$0.00	\$0.00

## Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

## 5.1.17 Countermeasure Strategy: Breath Test Devices

**Program area** Impaired Driving (Drug and Alcohol)

**Countermeasure strategy** Breath Test Devices

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Obtaining evidential breath test results in DUI arrests is of utmost importance as is the reducing the amount of time between the arrest and when the results are obtained. This countermeasure directly addresses these issues by providing ready access to breath test instruments to all Illinois law enforcement jurisdictions as well as insuring proper use of those instruments by practitioners.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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 in DUI arrests, and should help maximize the deterrent effect of Illinois law enforcement efforts by insuring accurate BAC results, and motor vehicle crashes, serious injuries, and fatalities in Illinois by directly addressing each of the following FY 19 HSP performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes, and serious injury rate.

**Evidence of effectiveness**

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

BAC test results are vital in DUI arrest cases and it is equally vital that proper working instruments are available to Illinois law enforcement. Accurate and timely BAC results can also directly affect DUI conviction rates and thus both general and specific deterrence associated with DUI enforcement in Illinois.

**Planned activities**

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

**Planned activities in countermeasure strategy**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
13-03	Breath Test Analysis (ISP)	Breath Test Devices

**5.1.17.1 Planned Activity: Breath Test Analysis (ISP)**

<b>Planned activity name</b>	Breath Test Analysis (ISP)
<b>Planned activity number</b>	13-03
<b>Primary countermeasure strategy</b>	Breath Test Devices

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

This task provides funds for the Illinois State Police (ISP) to purchase breath-testing instruments to train local law enforcement officers as breath analysis operators. These trained operators will further the enforcement of alcohol-related offenses occurring upon roadways.

**Enter intended subrecipients.**

Illinois State Police

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Breath Test Devices

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$253,884.00	\$0.00	

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Evidential Breath Instrument	20	\$6,875.00	\$137,500.00	\$6,875.00	\$137,500.00

### 5.1.18 Countermeasure Strategy: BAC Test Refusal Penalties

**Program area** Impaired Driving (Drug and Alcohol)

**Countermeasure strategy** BAC Test Refusal Penalties

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

The Illinois Impaired Driving Task Force through the Illinois Impaired Driving Strategic Plan, has identified the need to address the high number of breath and chemical test refusals in DUI cases. One of the highest priorities for the Illinois Traffic Safety Resource Prosecutor Program is to work with prosecutors around the state to utilize search warrants in DUI cases, and also reduce the number of administrative suspension resends for failing and refusing BAC and chemical testing.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

This countermeasure and the associated work of Illinois' TSRP will directly address the problem of breath and chemical test refusals in DUI arrest cases, and motor vehicle crashes, serious injuries, and fatalities in Illinois by directly addressing each of the following FY19 HSP performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes, and serious injury rate.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

BAC test refusals and administrative suspicion refusals are far too numerous in Illinois and studies have shown that test refusal rates appear to be lower in States where the consequences of test refusal are greater than the consequences of test failure. While Illinois has these great penalties, the high refusal rates and high suspension resend numbers, ultimately end up in a failure of these strict laws being enforced. Active pursuit of this countermeasure could ultimately end in a reduction of fatalities.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
13-12	Local Alcohol Project (LAP)	Traffic Safety Resource Prosecutor

## 5.1.19 Countermeasure Strategy: Alternative Transportation

**Program area** Impaired Driving (Drug and Alcohol)

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the**

assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Over the years, IDOT has provided support to various local alternative transportation programs (cab vouchers, designated driver programs, etc.). The idea behind funding these types of programs is to make it as easy as possible and accessible as possible to find alternative ways home apart from driving his/her own vehicle if the individual is impaired. IDOT will commit a relatively small amount of resources to pursue ways to implement an effective alternative transportation program.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

An alternative transportation program's effectiveness can be difficult to measure but evidence has shown they can reduce drinking and driving on a local level. This countermeasure directly addresses the following FY19 Illinois HSP performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes, and serious injury rate.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Select programs around the country have been shown to reduce alcohol-involved crashes IF they are always available, free to users, convenient, and easy to use. IDOT will pursue a program that fits these criteria.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
03-01	Alternative Trans (Ride Share)	Alternative Transportation

### 5.1.19.1 Planned Activity: Alternative Trans (Ride Share)

Planned activity name	Alternative Trans (Ride Share)
Planned activity number	03-01
Primary countermeasure strategy	Alternative Transportation

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No



Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

This activity will establish a pilot program to test alternative transportation for impaired drivers in a local jurisdiction. This program is being developed with our Traffic Fatality Task Force at IDOT.

#### Enter intended subrecipients.

Local jurisdictions chosen by IDOT as a pilot program.

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	Alternative Transportation
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#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		\$25,000.00		\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.1.20 Countermeasure Strategy: Alcohol Vendor Compliance Checks

**Program area** Impaired Driving (Drug and Alcohol)

**Countermeasure strategy** Alcohol Vendor Compliance Checks

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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: To reduce the likelihood that alcohol vendors sell alcohol to minors; to 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; to 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.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

This countermeasure and its associated planned activities should directly address the over-representation of underage motor vehicle crashes, injuries, and fatalities in Illinois by directly addressing each of the following FY19 HSP performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes, and serious injury rate.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

The over-representation of serious injuries and fatalities of under-21-year-old motorists continues as a problem in Illinois and studies document that well-publicized and vigorous compliance checks

reduce alcohol sales to youth which, in turn, could have a positive effect on the reduction of alcohol-involved motor vehicle incidents among this age group.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

## Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
13-11	ACE (ISP)	Alcohol Vendor Compliance Checks

### 5.1.20.1 Planned Activity: ACE (ISP)

Planned activity name	ACE (ISP)
Planned activity number	13-11
Primary countermeasure strategy	Alcohol Vendor Compliance Checks

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Illinois State Police

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Underage Drinking Enforcement
2019	Liquor Law Enforcement
2019	High Visibility Enforcement
2019	Alcohol Vendor Compliance Checks

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$1,106,440.00	\$0.00	

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.1.20.2 Planned Activity: Operation Straight I.D. (SOS)**

<b>Planned activity name</b>	Operation Straight I.D. (SOS)
<b>Planned activity number</b>	13-02
<b>Primary countermeasure strategy</b>	Alcohol Vendor Compliance Checks

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

The project goal is to address under-age drinking and driving through a reduction in the use of fraudulent driver licenses and identification cards. The Operation Straight ID (OPSID) class consists of owners and employees of bars, stores, restaurants, etc., where liquor is being served or sold. The emphasis of these classes is to teach the students of these particular establishments how to detect fraudulent driver's licenses or ID's, going on the assumption that minors entering these businesses might use fraudulent identification to purchase alcohol.

#### Enter intended subrecipients.

Illinois Secretary of State Police

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Underage Drinking Enforcement
2019	Liquor Law Enforcement

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$21,866.00	\$0.00	

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.2 Program Area: Occupant Protection (Adult and Child Passenger Safety)

**Program area type** Occupant Protection (Adult and Child Passenger Safety)

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

Yes

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

Of the 1,402 fatal crashes in 2016 involving drivers, 68.19 percent were restrained.  
 There were 704 occupants in 2016 involved in fatal crashes of which 50.85 percent were restrained.  
 Drivers killed amounted to 64.93 percent of all fatalities in 2016.  
 Drivers with A-injuries amounted to 66.13 percent of all A-injuries in 2016.  
 There were 324,240 total crashes involving motor vehicles in Illinois in 2016.  
 Crashes involving "A" injury account for 13.64 percent of the injury crashes statewide in 2016.  
 There were 3,509 injuries to children age 8 and younger in motor vehicles in 2016, which accounts for 13.12 percent of all passenger injuries.  
 In 2016 there were 18 fatalities for children age 8 and younger.  
 Individuals 16-20 years old account for 98 fatalities, which is 9.1 percent of all fatalities in 2016.  
 The observed seat belt usage rate in 2016 was 93.0 percent.  
 For belted occupants involved in A-injuries and fatalities for 2012-2016, males age 9 to 15 had the lowest use at 41.4 percent.

## Frequency and Percentage Distribution of Belted Occupant A-Injuries & Fatalities by Gender and Age Group (2012-2016)

Gender	Age Group	Total A-Injuries & Fatalities	Occupant A-Injuries & Fatalities	Belted Occupant A-	% Belted Occupant A-
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				Injuries & Fatalities	Injuries & Fatalities
Male	0 to 8	862	643	485	56.3%
	9 to 15	1,250	674	517	41.4%
	16 to 20	4,072	3,235	2,185	53.7%
	21 to 34	10,737	7,788	4,917	45.8%
	35 to 64	14,922	9,304	6,924	46.4%
	65+	3,409	2,544	2,054	60.3%
Female	0 to 8	789	652	475	60.2%
	9 to 15	1,254	923	735	58.6%
	16 to 20	3,968	3,571	2,775	69.9%
	21 to 34	8,511	7,474	5,770	67.8%
	35 to 64	11,675	9,862	8,415	72.1%
	65+	3,477	3,089	2,748	79.0%
<b>Total</b>		<b>64,926</b>	<b>49,759</b>	<b>38,000</b>	<b>58.5%</b>

## Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	977.5
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	11,727.4
2019	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2019	0.920
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	252.8
2019	C-12) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2019	94.7



## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement
2019	Communication Campaign
2019	Combined Seat Belt and Alcohol Enforcement, Nighttime
2019	Child Restraint System Inspection Station(s)

### 5.2.1 Countermeasure Strategy: Sustained Enforcement

**Program area** Occupant Protection (Adult and Child Passenger Safety)

**Countermeasure strategy** Sustained Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

The impacts of sustained enforcement are difficult to measure, but states that vigorously enforce seat belt laws consistently report above average belt usage rates. The same is true in Illinois. By funding belt enforcement in addition to highly publicized campaigns, the zero tolerance message reminds motorists to stay buckled.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

This countermeasure is intended to assist with meeting the following FY19 Illinois HSP performance measures: C-1) Number of traffic fatalities (FARS); C-2) Number of serious injuries in traffic crashes (State crash data files); C-3) Fatalities/VMT (FARS, FHWA); C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS); C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS); C-12) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This countermeasure is implemented easily statewide and vigorous enforcement of belt law is customary with the State Police. The planned activities associated with this countermeasure are funded as a state match.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

## Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
04-03	Illinois State Police Match	Sustained Enforcement
19-03	Illinois State Police (Match)	Sustained Enforcement
04-01	Police Training (ILETSB)	High Visibility Enforcement
04-09	Motorcycle Patrol Unit	High Visibility Enforcement

### 5.2.1.1 Planned Activity: Illinois State Police Match

Planned activity name	Illinois State Police Match
Planned activity number	04-03
Primary countermeasure strategy	Sustained Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This task provides funds for the Illinois State Police to increase occupant protection usage and reduce DUI and speeding through hire back enforcement. This program provides for participation in special enforcement campaigns such as "Click It or Ticket" and "Drive Sober or Get Pulled Over".

**Enter intended subrecipients.**

Illinois State Police

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	Other		\$3,542,610.00	\$3,542,610.00	

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

**5.2.1.2 Planned Activity: Illinois State Police (Match)**

<b>Planned activity name</b>	Illinois State Police (Match)
<b>Planned activity number</b>	19-03
<b>Primary countermeasure strategy</b>	Sustained Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

This task provides funds for the Illinois State Police to increase occupant protection usage and reduce DUI and speeding through hire back enforcement. This program provides for participation in special enforcement campaigns such as "Click It or Ticket" and "Drive Sober or Get Pulled Over".

**Enter intended subrecipients.**

Illinois State Police

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	Other		\$662,500.00	\$662,500.00	

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

## 5.2.2 Countermeasure Strategy: Communication Campaign

**Program area** Occupant Protection (Adult and Child Passenger Safety)

**Countermeasure strategy** Communication Campaign

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

Yes

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Paid media is an absolute necessity to support efforts during crackdown periods to maximize the deterrent effect of law enforcement activity. This countermeasure provides funds for paid media in support of the Memorial Day Mobilization and Rural Occupants in Trucks. It also helps support the media buyer for this campaigns.

Another impact assessment would be the recruitment levels of local agencies. Recruitment is crucial to the success of our HSP. This strategy is associated with a planned activity for Law Enforcement Liaisons (LEL) and the Traffic Safety Challenge. The LEL program is designed to communicate with local agencies and drive up recruitment levels. The Traffic Safety Challenge is also designed to communicate with grantees to generate a safety culture with local agencies throughout Illinois.

The safety impacts of this countermeasure are further associated with local CPS and Injury Prevention planned activities. These agencies target low-belt and low-child restraint use groups and provide traffic safety education, promote national safety campaigns and provide educational materials to the traveling public.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

IDOT's seat belt communication campaigns consist of comprehensive, statewide paid media buys including the use of radio, television, print, and digital and other on-line mass media. They are a standard part of every major Illinois' seat belt and impaired driving enforcement campaign. In FY19, a predominantly male, age 18-34-year-old demographic will be targeted with a strong "Life or Death" message prevention measure intended to point out the severe personal and tragic consequences of impaired driving and not buckling up. Additionally, a rural initiative aimed at truck driver males ages 18-34 will be launched. Also, recruiting and engaging more law enforcement agencies to participate in high visibility enforcement is a necessary component to combine with a paid media plan. The education/communication paired with enforcement will drive down our fatalities in Illinois.

As a result, this countermeasure addresses each of the following FY19 HSP performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; and Number of drivers age 20 or younger involved in fatal crashes. Reach, frequency, and cost evaluations will be conducted for each campaign.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This countermeasure and the associated media buy maximize the deterrent effect of Illinois law enforcement efforts by utilizing a mass media buy to directly focus on the 18-34-year-old demographic. Research shows these campaigns, if carefully planned, well-funded, and well-executed can achieve

high levels of audience exposure producing reductions unbelted occupant injuries and fatalities.

Also, recruiting and engaging more law enforcement agencies to participate in high visibility enforcement is a necessary component to combine with a paid media plan. The education/communication paired with additional enforcement will drive down our fatalities in Illinois.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
02-02	Injury Prevention (Local)	Communication Campaign
19-12	Public Information & Education Materials	Communication Campaign
02-09	State Match (Local) RTSRC	Communication Campaign
13-16	Rural Area Initiative	Communication Campaign
19-05	CPS Programs (Local Agency)	Child Restraint System Inspection Station(s)
19-11	Paid Media CIOT	Communication Campaign
02-11	STEP Campaign PIE	Communication Campaign
02-10	Saved by the Belt/Helmet	Communication Campaign
03-04	Law Enforcement Liaisons	Communication Campaign
04-07	Traffic Safety Challenge	Communication Campaign

#### 5.2.2.1 Planned Activity: Injury Prevention (Local)

<b>Planned activity name</b>	Injury Prevention (Local)
<b>Planned activity number</b>	02-02
<b>Primary countermeasure strategy</b>	Communication Campaign

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

Yes

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No



Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

This task provides funds to continue the injury prevention program. The injury prevention program will implement educational programs in communities to promote behaviors that reduce motor vehicle collisions, deaths and injury.

#### Enter intended subrecipients.

Various public and private organizations

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Graduated Driver Licensing (GDL)
2019	Communication Campaign

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$2,200,994.00	\$0.00	\$0.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

## 5.2.2.2 Planned Activity: Public Information & Education Materials

**Planned activity name** Public Information & Education Materials

**Planned activity number** 19-12

**Primary countermeasure strategy** Communication Campaign

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

Yes

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This task identifies funding for IDOT to purchase occupant protection banners for Illinois' Click It or Ticket campaigns.

**Enter intended subrecipients.**

Illinois Department of Transportation.

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Communication Campaign

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Public Education (FAST)	\$4,000.00	\$0.00	

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

### 5.2.2.3 Planned Activity: State Match (Local) RTSRC

Planned activity name State Match (Local) RTSRC

Planned activity number 02-09

Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

This task provides funds for seven local agencies to be a Regional Traffic Safety Resource Center (RTSRC). The RTSRC's will concentrate on a comprehensive approach on seat belt use, teen safety belt use, child occupant protection, mobilizations, increasing seat belt use among minority and rural populations.

#### Enter intended subrecipients.

Various public and private organizations

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign
2019	Child Restraint System Inspection Station(s)

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	Other		\$1,357,954.00	\$1,357,954.00	

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

#### 5.2.2.4 Planned Activity: Rural Area Initiative

Planned activity name	Rural Area Initiative
Planned activity number	13-16
Primary countermeasure strategy	Communication Campaign

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

Overall fatalities in rural areas (both local and urban roads) represent the majority of fatalities in Illinois. This task will be utilized to develop and run enforcement-based, paid media messages to directly target audiences within the 23 counties. These paid media messages will directly support the state and local law enforcement (grant-funded and otherwise) already taking place in these areas. Messages will be developed to directly reference local data and mention local jurisdictions. The Rural Area

Initiative is still in the developmental phase and we are working to build this program. This was part of a recommendation of the Illinois Impaired Driving Strategic Plan. It will mainly focus on alcohol impaired drivers in rural areas. When this initiative become more developed we will inform our Regional Program Manager of our proposal.

**Enter intended subrecipients.**

To be determined based on available crash data and demographics.

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Communication Campaign

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$1,000,000.00	\$0.00	

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.2.2.5 Planned Activity: STEP Campaign PIE**

**Planned activity name** STEP Campaign PIE

**Planned activity number** 02-11

**Primary countermeasure strategy** Communication Campaign

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]**

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

IDOT plans to issue permanent signage with sustained traffic enforcement program grantees to help education their areas. This signage will be paired with mobilization and crackdown campaigns such as CIOT and Drive Sober or Get Pulled Over.

#### Enter intended subrecipients.

171 STEP Grantees

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	Communication Campaign
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### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	NHTSA 402	Occupant Protection	\$35,000.00		\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

### 5.2.2.6 Planned Activity: Saved by the Belt/Helmet

**Planned activity name** Saved by the Belt/Helmet

**Planned activity number** 02-10

**Primary countermeasure strategy** Communication Campaign

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No



**Enter description of the planned activity.**

IDOT promotes the Saved by the Belt and Saved by the Helmet award to increase awareness of the lifesaving value of seat belts, car seats, and helmets.

**Enter intended subrecipients.**

Nomination program. Anticipated 75-100 applicants each year.

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$10,000.00	\$0.00	\$0.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.2.2.7 Planned Activity: Law Enforcement Liaisons**

<b>Planned activity name</b>	Law Enforcement Liaisons
<b>Planned activity number</b>	03-04
<b>Primary countermeasure strategy</b>	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

This project will educate law enforcement leaders on traffic safety issues and cooperative enforcement projects by utilizing Law Enforcement Liaisons (LELs). LELs liaison between the state and local law enforcement community, 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. LELs will also participate in the support and implementation of the state's Highway Safety Plan, which will positively affect the number of traffic fatalities and injuries.

#### Enter intended subrecipients.

Illinois Association of Chiefs of Police Foundation

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcement Training
2019	High Visibility Enforcement
2019	Drug Recognition Expert (DRE) Training
2019	Communication Campaign

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$630,942.00	\$0.00	\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.2.2.8 Planned Activity: Traffic Safety Challenge

**Planned activity name** Traffic Safety Challenge

**Planned activity number** 04-07

**Primary countermeasure strategy** Communication Campaign

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

The Illinois Traffic Safety Challenge (ITSC) recognition program is a friendly competition between law enforcement agencies of similar size and type targeting three major traffic safety priorities: occupant protection, speeding and impaired driving. The ITSC recognizes agencies for the approach and effectiveness of their overall highway safety programs. The Challenge helps agencies demonstrate successes to their government officials, community leaders and citizens. The ITSC provides law enforcement agencies with an opportunity to contribute to the state's Strategic Highway Safety Plan (HSP) and have a significant impact on the reduction of crashes, deaths and associated injuries across Illinois.

**Enter intended subrecipients.**

Illinois Association of Chiefs of Police Foundation

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

### Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$26,664.00	\$0.00	\$0.00

### Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

### 5.2.2.9 Planned Activity: Parent/Teen Handbook

<b>Planned activity name</b>	Parent/Teen Handbook
<b>Planned activity number</b>	05-01
<b>Primary countermeasure strategy</b>	Communication Campaign

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

This task provides funds for the Office of the Illinois Secretary of State to print and distribute a Parent-Teen Driving Guide. The driving guide is provided to parents of teen drivers at the time of their initial Instruction Permit.

**Enter intended subrecipients.**

Illinois Secretary of State

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Graduated Driver Licensing (GDL)

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Driver Education (FAST)	\$89,200.00	\$0.00	\$0.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.2.2.10 Planned Activity: Distracted Driving (SOS)

**Planned activity name** Distracted Driving (SOS)

**Planned activity number** 06-01

**Primary countermeasure strategy** Communication Campaign

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State**

will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

The Illinois Secretary of State are creating displays and communicating the dangers of distracted driving for their mobile units, media events, and high school presentations.

**Enter intended subrecipients.**

Illinois Secretary of State

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Communication Campaign

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Distracted Driving (FAST)	\$10,000.00	\$0.00	\$0.00

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

### 5.2.3 Countermeasure Strategy: Combined Seat Belt and Alcohol Enforcement, Nighttime

**Program area** Occupant Protection (Adult and Child Passenger Safety)

**Countermeasure strategy** Combined Seat Belt and Alcohol Enforcement, Nighttime

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

Yes

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

Countermeasure strategy description



To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

High Visibility Seat Belt Law Enforcement consists of short bursts of intense, highly publicized patrols and enforcement zones. These concentrated efforts combine communications and outreach, with earned and paid media. Participation in the national Click It or Ticket and Drive Sober or Get Pulled Over mobilizations is required of grantees, along with optional blitzes offered over major holidays. At least 50% of occupant protection and impaired driving enforcement must be conducted between 9:00 p.m. and 6:00 a.m.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

HVE patrols paired with heightened media campaigns increase the likelihood that motorists will buckle up if they perceive not doing so will result in a ticket. This countermeasure is intended to assist with meeting the following FY19 Illinois HSP performance measures: C-1) Number of traffic fatalities (FARS); C-2) Number of serious injuries in traffic crashes (State crash data files); C-3) Fatalities/VMT (FARS, FHWA); C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS); C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS); C-12) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

HVE at night is the most effective way to reduce injuries and crashes with over 60% of fatal crashes occurring between 9:00 p.m. and 6:00 a.m. Surveys and available data show that belt use drops in the evening hours and impaired motorists are less likely to wear their seat belts.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
13-04	Mini Mobilizations (Impaired Driving)	High Visibility Enforcement
04-02	STEP (Local)	High Visibility Enforcement
19-04	Memorial Day Mini Grant	Short-term, High Visibility Seat Belt Law Enforcement
04-04	NITE Patrol (ISP)	High Visibility Enforcement
04-05	STEP (ISP)	High Visibility Enforcement
19-01	OREP (ISP)	High Visibility Enforcement

## 5.2.4 Countermeasure Strategy: Child Restraint System Inspection Station(s)

**Program area** Occupant Protection (Adult and Child Passenger Safety)

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

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

Yes

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Illinois has 379 registered car seat inspection stations according to NHTSA's Child Car Seat Inspection Station Locator. The Department works to continually update this list and encourages newly certified CPS Technicians to register and operate stations in their communities. This inspection station locator accounts does not include stand-alone community car seat checks, with exception to Seat Check Saturday events.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Illinois will recruit and train new technicians through the Regional Traffic Safety Resource Centers (RTSRC) and will increase technician recertification by providing regional initiatives such as local Technician Skill Builders (TSBs) and webinar hosting sessions. IDOT will also offer CPS technicians and grantees access to essential resources and online Continuing Education Units (CEUs) opportunities through the buckleupillinois.org website. A statewide two-day car seat conference is scheduled for April 2019 to further support the 1700 certified Illinois CPSTs. This countermeasure is intended to assist with meeting the following FY19 Illinois HSP performance measures: C-1) Number of traffic fatalities (FARS); C-2) Number of serious injuries in traffic crashes (State crash data files); C-3) Fatalities/VMT (FARS, FHWA); C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS); C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS); C-12) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey).

**Evidence of effectiveness**

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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**

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

**Planned activities in countermeasure strategy**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
02-09	State Match (Local) RTSRC	Communication Campaign
19-02	Keep Me In a Safe Seat (Secretary of State)	Child Restraint System Inspection Station(s)
19-05	CPS Programs (Local Agency)	Child Restraint System Inspection Station(s)
19-07	CPS Seats (IDOT) - CPS Week	Child Restraint System Inspection Station(s)
19-09	Child Passenger Safety (IDOT)	Child Restraint System Inspection Station(s)
19-10	LATCH Manuals (IDOT)	Child Restraint System Inspection Station(s)
19-13	CPS Conference	Child Restraint System Inspection Station(s)

**5.2.4.1 Planned Activity: Keep Me In a Safe Seat (Secretary of State)**

<b>Planned activity name</b>	Keep Me In a Safe Seat (Secretary of State)
<b>Planned activity number</b>	19-02
<b>Primary countermeasure strategy</b>	Child Restraint System Inspection Station(s)

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

This task provides funds for the Office of the Secretary of State, Driver Services (SOS Drivers) to maintain five existing car seat installation check locations statewide. The program will also provide continuation of a car seat component.

**Enter intended subrecipients.**

Illinois Secretary of State

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Child Restraint (FAST)	\$31,337.00		\$0.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.2.4.2 Planned Activity: CPS Programs (Local Agency)

Planned activity name	CPS Programs (Local Agency)
Planned activity number	19-05
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State

will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

This task provides funds for local agencies to participate in the child passenger safety program in FY 2019 by funding certification and training fees, inspection station supplies, and car seats for distribution to low-income families.

**Enter intended subrecipients.**

15 local agencies

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign
2019	Child Restraint System Inspection Station(s)

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405b OP High	405b High Child Restraint (FAST)	\$238,509.00		\$0.00

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

### 5.2.4.3 Planned Activity: CPS Seats (IDOT) - CPS Week

<b>Planned activity name</b>	CPS Seats (IDOT) - CPS Week
<b>Planned activity number</b>	19-07
<b>Primary countermeasure strategy</b>	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

This task provides funds for IDOT to purchase Child Passenger Safety seats in FY 2019 to support National Child Passenger Safety Week and other state-led CPS initiative.

**Enter intended subrecipients.**

Approximately 90 partner agencies/municipalities hosting CPS Week events. TBD based on voluntary sign-up.

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Child Restraint (FAST)	\$15,000.00		\$0.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.2.4.4 Planned Activity: Child Passenger Safety (IDOT)

Planned activity name	Child Passenger Safety (IDOT)
Planned activity number	19-09
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No



Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

This task provides funds to pay for IDOT staff Child Passenger Safety technician re-certification and new course certification fees in FY 2019. This task also supports the launch of the electronic child restraint inspection form by providing iPads to inspection stations using the online process.

**Enter intended subrecipients.**

40 registered inspection stations with certified technicians.

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405b OP High	405b High Child Restraint (FAST)	\$12,000.00		\$0.00

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

### 5.2.4.5 Planned Activity: LATCH Manuals (IDOT)

<b>Planned activity name</b>	LATCH Manuals (IDOT)
<b>Planned activity number</b>	19-10
<b>Primary countermeasure strategy</b>	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

This task provides funds for IDOT to purchase 100 Lower Anchors and Tethers for Children (LATCH) Manuals for IDOT's Child Passenger Safety program.

**Enter intended subrecipients.**

Statewide training with distribution to registered inspection stations.

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Child Restraint (FAST)	\$3,800.00	\$0.00	

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.2.4.6 Planned Activity: CPS Conference

<b>Planned activity name</b>	CPS Conference
<b>Planned activity number</b>	19-13
<b>Primary countermeasure strategy</b>	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

This task provides funds for IDOT to host biennial statewide CPS Conference in Bloomington, IL.

**Enter intended subrecipients.**

Open to all of Illinois' 1700 CPTs. Approximate attendance of 300.

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405b OP High	405b High Child Restraint (FAST)	\$35,000.00		\$0.00

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.3 Program Area: Young Drivers

Program area type Young Drivers

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

**General Statistics on Traffic Safety Indicators in Illinois by Age and Gender**  
**(Based on 2012-2016 Crash Data)**

County	Gender	Age Group	Speed-related Fatalities & Serious Injuries	Speed Percentage	Occupant Fatalities & Serious Injuries	Occupant Percentage	Belted Occupant Fatalities & Serious Injuries	Belted Percentage	Population - 2016 NCHS Estimate	Population Percentage	Ratio of Percent Occupant Fatalities and Serious Injuries/Percent Population
1	2	3	4	5	6	7	8	9	10	11	12
Illinois	Male	16 - 20	1,581	7.20%	3,235	6.50%	1,581	7.20%	430,759	3.40%	1.91
Illinois	Female	16 - 20	1,440	6.60%	3,571	7.20%	1,440	6.60%	411,357	3.20%	2.25
Illinois	Both	16-20	3,021	13.80%	6,806	13.70%	3,021	13.80%	842,116	6.60%	2.08
Illinois	Total	All Ages	21,849		49,759		21,849		12,801,539		

Columns 1, 2, and 3 are self-explanatory.

Columns 4 and 5 are speed-related fatalities and serious injuries.

Columns 6 and 7 are occupant fatalities and serious injuries.

Columns 8 and 9 are belted occupant fatalities and serious injuries.

Columns 10 and 11 are population data.

Columns 12 is ratio of percent occupant fatalities and serious injuries to percent population.

**Summary Report**

Speed-related fatalities and serious injuries for males and females age 16-20 in Illinois make up 13.8 percent of all speed-related fatalities and serious injuries in Illinois.

Occupant fatalities and serious injuries for males and females age 16-20 in Illinois make up 13.7 percent of all occupant fatalities and serious injuries in Illinois.

Belted fatalities and serious injuries for males and females age 16-20 in Illinois make up 13.8 percent of all belted fatalities and serious injuries in Illinois.

Males and females age 16-20 in Illinois make up 6.6 percent of the population in Illinois.

The ratio of percent occupant fatalities and serious injuries to percent population among the 16-20 age group in Illinois is 2.08 (13.7% occupant fatalities and injuries

versus 6.6% of population).

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

#### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	977.5
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	11,727.4
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	129.8

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

#### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Graduated Driver Licensing (GDL)

#### 5.3.1 Countermeasure Strategy: Graduated Driver Licensing (GDL)

Program area	Young Drivers
Countermeasure strategy	Graduated Driver Licensing (GDL)

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Young drivers represent a disproportionate amount of injuries and fatalities in Illinois. Education aimed at the specific behaviors and risks associated with 16-20 year old drivers is the focus of this countermeasure strategy. Graduated Driver Licensing handbooks and a supporting curriculum will be among the funded planned activities.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

This countermeasure is intended to assist with meeting the following FY19 Illinois HSP performance measures: C-1) Number of traffic fatalities (FARS); C-2) Number of serious injuries in traffic crashes (State crash data files); C-3) Fatalities/VMT (FARS, FHWA); C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS); C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS); C-12) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey).

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

GDL is a proven method for reducing teen crashes and their associated injuries and fatalities. Activities that support GDL education and enforcement are key to its success in reducing crashes among 16 to 20 year olds.

**Planned activities**

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

**Planned activities in countermeasure strategy**

<b>Planned activity unique identifier</b>	<b>Planned Activity Name</b>	<b>Primary Countermeasure</b>
02-02	Injury Prevention (Local)	Communication Campaign
05-01	Parent/Teen Handbook	Communication Campaign

**5.4 Program Area: Distracted Driving**

**Program area type** Distracted Driving

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

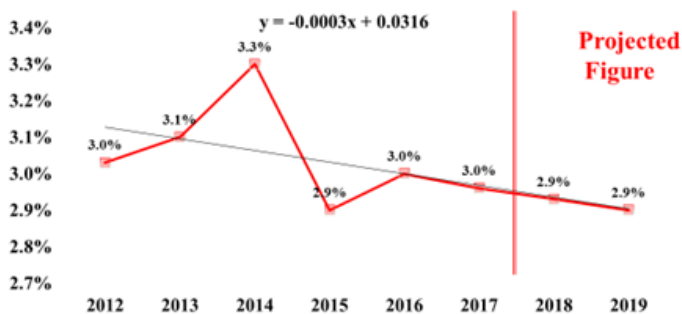
**Problem identification**

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

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.



## Total Fatalities Involved in Distracted Driving Crashes



Bureau of Safety Programs and Engineering

There were a total of 324,242 motor vehicle crashes in 2016. Approximately 4.1 percent of the total crashes were involved in distracted driving.

There were 1,078 fatalities and 92,919 motor vehicle related injuries in 2016. About 3.2 percent and 5.7 percent of these fatalities and injuries were involved in distracted driving crashes.

35.3 percent of all people involved in distracted driving fatalities were involved in cell phone use or texting.

13.5 percent of all people involved in distracted driving injuries were involved in cell phone use or texting.

Based on the 2017 observational survey of driver electronic device use in Illinois, 8.7 percent of all the drivers used electronic device while they were driving. Females had higher usage rate than males (11.7 percent for females versus 6.6 percent for males).

Goal: To reduce the percent of fatalities involved in distracted driving related crashes from 3.0 percent in 2017 to 2.9 percent in 2019.

### Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

#### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	977.5
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	11,727.4
2019	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2019	0.920

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

#### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Cellphone/Text Messaging Enforcement

### 5.4.1 Countermeasure Strategy: High Visibility Cellphone/Text Messaging Enforcement

**Program area**                      Distracted Driving

**Countermeasure strategy**    High Visibility Cellphone/Text Messaging Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

High visibility enforcement 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 2019. These extra funded patrols are supported with extensive paid and earned media efforts to yield a maximum deterrent effect to would-be distracted drivers.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

An absolute necessity, high visibility enforcement patrols of all kinds placed in key jurisdictions throughout Illinois serve to deter distracted driving by increasing the perceived risk of violations. This countermeasure contributes directly to the accomplishment of the following HSP performance measures: Number of traffic fatalities, Number of serious injuries in traffic crashes and Fatalities/VMT.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Research shows HVE to be a proven deterrent to distracted driving with a positive effect on motor vehicles fatalities. For this reason, IDOT continues to encourage law enforcement participation in and provide funding for these patrols and the advertising of them.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
06-02	Distracted Driving Enforcement (SOS)	High Visibility Cellphone/Text Messaging Enforcement
04-01	Police Training (ILETSB)	High Visibility Enforcement
06-03	Distracted Driving Enforcement (Local)	High Visibility Cellphone/Text Messaging Enforcement

### 5.4.1.1 Planned Activity: Distracted Driving Enforcement (SOS)

Planned activity name	Distracted Driving Enforcement (SOS)
Planned activity number	06-02

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

Secretary of State Police is applying for the Distracted Driving 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 state highways. The goal of these patrols will be to lower the amount of statewide crashes involving vehicles and pedestrians by deterring distracted driving behavior.

**Enter intended subrecipients.**

Illinois Secretary of State

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Cellphone/Text Messaging Enforcement

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	\$36,922.00	\$0.00	\$0.00

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.4.1.2 Planned Activity: Distracted Driving Enforcement (Local)

<b>Planned activity name</b>	Distracted Driving Enforcement (Local)
<b>Planned activity number</b>	06-03
<b>Primary countermeasure strategy</b>	High Visibility Cellphone/Text Messaging Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

This task provides funds for local law enforcement agencies to conduct enforcement details during the April 2019 Distracted Driving Awareness Month mobilization and during August/September 2019.

**Enter intended subrecipients.**

The intended subrecipients are local law enforcement agencies.

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Cellphone/Text Messaging Enforcement

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Distracted Driving (FAST)	\$500,000.00	\$0.00	\$0.00

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

## 5.4.2 Countermeasure Strategy: Communication Campaign

Program area                      Distracted Driving

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 in support of the two-week distracted driving campaign in April.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

IDOT's distracted driving communication campaigns consist of comprehensive, statewide paid media buys including the use of radio, television, print, and digital and other on-line mass media. They are a standard part of the distracted driving campaign is intended to reduce crashes. In FY19, a predominantly male, age 18-34-year-old demographic will be targeted with a strong "Life or Death" message prevention measure intended to point out the severe personal and tragic consequences of distracted driving, but the message will reach much further than only that demographic. As a result, this countermeasure addresses each of the following HSP performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Reach, frequency, and cost evaluations will be conducted for the campaign.

### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure and the associated media buy maximize the deterrent effect of Illinois law enforcement efforts by utilizing a mass media buy to directly focus on the target demographic. Research shows these campaigns, if carefully planned, well-funded, and well-executed can achieve high levels of audience exposure producing reductions in distracted driving crashes.

### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
06-04	Paid Media (Distracted Driving	Communication Campaign
06-01	Distracted Driving (SOS)	Communication Campaign

#### 5.4.2.1 Planned Activity: Paid Media (Distracted Driving

Planned activity name	Paid Media (Distracted Driving
Planned activity number	06-04
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes



Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

Paid media is an absolute necessity to support efforts during enforcement periods to maximize the deterrent effect of law enforcement activity. IDOT is work with a media buyer for running television, radio, and internet campaigns for distracted driving.

**Enter intended subrecipients.**

Illinois Department of Transportation

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
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2019	Communication Campaign
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## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$500,000.00	\$0.00	\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.4.2.2 Planned Activity: Paid Media CIOT

<b>Planned activity name</b>	Paid Media CIOT
<b>Planned activity number</b>	19-11
<b>Primary countermeasure strategy</b>	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

IDOT's occupant protection communication campaigns consist of comprehensive, statewide paid media buys including the use of radio, television, print, and digital and other on-line mass media. They are a standard part of the occupant protection campaign is intended to reduce crashes. In FY19, a predominantly male, age 18-34-year-old demographic will be targeted with a strong "Life or Death" message prevention measure intended to point out the severe personal and tragic consequences, but the message will reach much further than only that demographic.

**Enter intended subrecipients.**

Illinois Department of Transportation will work with a media buyer to administer this planned activity.

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Communication Campaign

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Paid Advertising (FAST)	\$650,000.00	\$0.00	

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.5 Program Area: Motorcycle Safety

**Program area type** Motorcycle Safety

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

### Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

- In 2016, there were 164 fatal crashes involving a motorcycle.
- Of the 155 fatalities in 2016, 74.84 percent were unhelmeted.
- Of the 64,926 A-injuries and fatalities that occurred on public roadways 2012-2016, motorcycles made up 8.7 percent.
- The group with the highest percentage of motorcycle A-injuries and fatalities were males age 35 to 64 at 17.95 percent for 2012-2016.
- Males age 21 to 34 were the second highest group during this time period at 13.62 percent.

### Percent and Frequency Distributions of Motorcycle-Related A-Injuries and Fatalities and Helmet Use (2012-2016)

Gender	Age Group	Total A-Injuries & Fatalities	Motorcycle A-Injuries & Fatalities	Helmeted Motorcycle A-Injuries & Fatalities	% Helmeted Motorcycle A-Injuries & Fatalities	% Motorcycle A-Injuries & Fatalities
Male	0 to 8	862	3	2	66.7%	0.35%
	9 to 15	1,250	27	7	25.9%	2.16%
	16 to 20	4,072	240	115	47.9%	5.89%
	21 to 34	10,737	1,462	528	36.1%	13.62%
	35 to 64	14,922	2,678	701	26.2%	17.95%
	65+	3,409	298	111	37.2%	8.74%
Female	0 to 8	789	4	2	50.0%	0.51%
	9 to 15	1,254	5	1	20.0%	0.40%
	16 to 20	3,968	51	16	31.4%	1.29%
	21 to 34	8,511	262	78	29.8%	3.08%
	35 to 64	11,675	580	162	27.9%	4.97%
	65+	3,477	38	25	65.8%	1.09%
<b>Total</b>		<b>64,926</b>	<b>5,648</b>	<b>1,748</b>	<b>30.9%</b>	<b>8.70%</b>

## Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	977.5
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	11,727.4
2019	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2019	0.920
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	141.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	100.5
2019	C-13 Serious Injury Rate	5 Year	2019	11.0

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Outreach and Community Education
2019	Communication Campaign

### 5.5.1 Countermeasure Strategy: Motorcycle Outreach and Community Education

**Program area** Motorcycle Safety  
**Countermeasure strategy** Motorcycle Outreach and Community Education

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Outreach and Community education is essential in our attempt to curb motorcycle fatalities in Illinois. Studies have shown other vehicles usually violate the motorcyclist's right of way (Clarke et al., 2007; Elliott et al., 2007; NCHRP, 2008, Strategy F3; NHTSA, 2000a). Our annual motorcycle conference and issuance of public information and educational materials helps to bring awareness to the motorcycle fatalities and helps educate our riding coaches and the motoring public. Illinois has the slogan "Start Seeing Motorcycles". This slogan is well known in Illinois and is used on our signs and banners placed around the state.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Illinois has seen an increase in motorcycle fatalities over the last five years and our performance plan has set a two percent reduction target. In order to achieve our reduction, we are using Motorcycle Outreach and Community Education. This is a combination of both motorcycle rider training and the other driver awareness of motorcyclist countermeasures. Our goal is to educate community members and riders at our winter conference and issue educational banners and yard signs throughout the year to bring awareness to motorcyclists on Illinois roadways.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

The rationale for selecting this countermeasure is based on our rising fatalities in Illinois. This planned activity will address our target demographics but will reach many others outside of the demographic as well. Illinois funds a motorcycle training program with state funds and NHTSA funds to address motorcycle awareness allows our state to educate both motorcyclists and drivers of other motor vehicles.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
22-02	Public Information and Education Materials	Motorcycle Outreach and Community Education
22-03	Motorcycle Winter Conference	Motorcycle Outreach and Community Education

### 5.5.1.1 Planned Activity: Public Information and Education Materials

Planned activity name	Public Information and Education Materials
Planned activity number	22-02
Primary countermeasure strategy	Motorcycle Outreach and Community Education

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under §**

1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

This task identifies funding for IDOT to purchase motorcycle safety banners and yard signs for Illinois' Start Seeing Motorcycles campaign.

**Enter intended subrecipients.**

IDOT will purchase the banners and signs and distributed them throughout the state and will focus them in areas with high rates of motorcycle fatalities and serious injuries.

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Outreach and Community Education

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$35,000.00	\$0.00	

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.



## 5.5.1.2 Planned Activity: Motorcycle Winter Conference

**Planned activity name** Motorcycle Winter Conference  
**Planned activity number** 22-03  
**Primary countermeasure strategy** Motorcycle Outreach and Community Education

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This task identifies funding for IDOT to conduct an annual motorcycle safety conference in December 2018.

**Enter intended subrecipients.**

IDOT will be creating this safety conference.

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Outreach and Community Education

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405f Motorcycle Programs	405f Motorcycle Safety (FAST)	\$10,000.00	\$0.00	

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.5.2 Countermeasure Strategy: Communication Campaign

Program area	Motorcycle Safety
Countermeasure strategy	Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

This countermeasure strategy was chosen to elevate awareness and engagement of motorists on the awareness of motorcycles on Illinois' roads. Illinois will be assessing the impacts of the communication campaign based off of media platforms that provide measurable results. Using this data, we will be able to assess the traffic safety impact it has made on Illinois motorcyclists. The planned activity to be funded would be running a full communication campaign focused on elevating the awareness and engagement of motorists on the awareness of motorcyclists. This communication campaign would consist of radio, social media, television, billboards, and web based advertisements.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Based on the program area problem identification we can see that motorcyclist's deaths are rising in Illinois. The desired outcome would be that the amount of motorcyclist's deaths and serious injuries would decrease. The focus is to educate the motoring public. This approach is the best way to address large audiences of drivers on our roadways. This communication campaign will reach many different demographics and will focus on our main problem of white males between the age of 18-34.

## Evidence of effectiveness

### Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The rationale for selecting this countermeasure is based on our rising fatalities in Illinois. This planned activity will target our target demographics but will reach many others outside of the demographic as well. Illinois funds a motorcycle training program with state funds and NHTSA funds to address motorcycle awareness allows our state to educate both motorcyclists and drivers of other motor vehicles.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
22-01	Paid Media Campaign	Communication Campaign
02-03	Paid Media (Motorcycle)	Communication Campaign

### 5.5.2.1 Planned Activity: Paid Media Campaign

Planned activity name	Paid Media Campaign
Planned activity number	22-01
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

This task identifies funding for IDOT to conduct a paid media campaign for a Motorcycle Awareness campaign.

**Enter intended subrecipients.**

The intended subrecipients would be an advertising company that will create commercials and purchase media space of Illinois.

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Communication Campaign

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$100,000.00	\$0.00	

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

### 5.6 Program Area: Non-motorized (Pedestrians and Bicyclist)

Program area type Non-motorized (Pedestrians and Bicyclist)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

### Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

- Crashes involving pedestrians account for 1.52 percent of all crashes in Illinois in 2016.
- In 2016 there were 150 pedestrian fatal crashes and 148 fatalities.
- Of the 4,770 pedestrians injured in 2016, 850 suffered from "A" injuries.
- In 2016, 37 of the 148 fatalities and occurred in Chicago as well as 37 of the 150 fatal crashes.
- Of the 2,726 pedestrians injured in Chicago in 2016, 369 resulted in "A" injuries.
- The group with the highest percent for 2012-2016 are males age 9 to 15 at 19 percent.

### Percent and Frequency Distributions of Pedestrian-Related A-Injuries and Fatalities (2012-2016)

Gender	Age Group	Total A-Injuries & Fatalities	Pedestrian A-Injuries & Fatalities	% Pedestrian Related A-Injuries & Fatalities
Male	0 to 8	862	154	17.9%
	9 to 15	1,250	238	19.0%
	16 to 20	4,072	298	7.3%
	21 to 34	10,737	687	6.4%
	35 to 64	14,922	1,283	8.6%
	65+	3,409	343	10.1%
Female	0 to 8	789	101	12.8%
	9 to 15	1,254	181	14.4%
	16 to 20	3,968	227	5.7%
	21 to 34	8,511	517	6.1%
	35 to 64	11,675	860	7.4%
	65+	3,477	298	8.6%
<b>Total</b>		64,926	5,187	8.0%

- Crashes involving pedalcyclists account for 0.90 percent of all crashes in Illinois in 2016.

- Pedalcyclists account for 19 fatal crashes and 20 fatalities in 2016.
- Of the 2,857 pedalcyclists injured in 2016, 359 suffered from “A” injuries in 2016.
- In 2016, 5 of the 20 fatalities and 5 of the 19 fatal crashes occurred in Chicago.
- Of the 1,364 pedalcyclists injured in Chicago in 2016, 144 resulted in “A” injuries.
- Males age 9 to 15 hold the highest percent of pedalcycle-related A-injuries and fatalities for 2012-2016.

### Percent and Frequency Distributions of Pedalcycle-Related A-Injuries and Fatalities (2012-2016)

Gender	Age Group	Total A-Injuries & Fatalities	Pedalcyclist A-Injuries & Fatalities	% Pedalcyclist Related A-Injuries & Fatalities
Male	0 to 8	862	49	5.7%
	9 to 15	1,250	240	19.2%
	16 to 20	4,072	213	5.2%
	21 to 34	10,737	389	3.6%
	35 to 64	14,922	684	4.6%
	65+	3,409	88	2.6%
Female	0 to 8	789	16	2.0%
	9 to 15	1,254	70	5.6%
	16 to 20	3,968	69	1.7%
	21 to 34	8,511	153	1.8%
	35 to 64	11,675	173	1.5%
	65+	3,477	14	0.4%
<b>Total</b>		64,926	2,158	3.3%

### Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

## Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	977.5
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	11,727.4
2019	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2019	0.920
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	132.5
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	24.8
2019	C-13 Serious Injury Rate	5 Year	2019	11.0

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign
2019	Bicycle and Pedestrian Safety Education for Adults and Children
2019	Bicycle and and Pedestrian Safety Enforcement

### 5.6.1 Countermeasure Strategy: Communication Campaign

**Program area** Non-motorized (Pedestrians and Bicyclist)

**Countermeasure strategy** Communication Campaign

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**



No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

This countermeasure strategy was chosen to elevate awareness and engagement of motorists, bicyclists and pedestrian on Illinois' roads. Paid media is an absolute necessity to support efforts to draw attention to this issue. This countermeasure provides funds for paid media in support of educating the motoring public as well as bicyclist 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 non-motorized fatalities in Illinois. This communication campaign would consist of radio, social media, television, billboards, and web-based advertisements.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

IDOT's bicycle and pedestrian communication campaigns consist of comprehensive, statewide paid media buys including the use of radio, television, print, and digital and other on-line mass media. In FY19, a predominantly urban area demographic will be targeted with a strong "Life or Death"

message prevention measure intended to point out the severe personal and tragic consequences of crashes related to bicyclists and pedestrians. As a result, this countermeasure addresses each of the following HSP performance measures: Number of pedestrian fatalities Number of bicycle fatalities. Reach, frequency, and cost evaluations will be conducted for this campaign.

## Evidence of effectiveness

### Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure and the associated media buy maximize the awareness effect 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 bicycle and pedestrian crashes.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
12-01	Paid Media (Bike/Ped)	Communication Campaign

#### 5.6.1.1 Planned Activity: Paid Media (Bike/Ped)

Planned activity name	Paid Media (Bike/Ped)
Planned activity number	12-01
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

Paid media is an absolute necessity to support efforts bicycle and pedestrian fatalities. IDOT will be working with a media buyer to target our specific demographic to target our audience for running television, radio, and internet campaigns.

**Enter intended subrecipients.**

Illinois Department of Transportation will work with a media buyer.

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405h Nonmotorized Safety	405h Public Education	\$700,000.00	\$0.00	

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.6.2 Countermeasure Strategy: Bicycle and Pedestrian Safety Education for Adults and Children

**Program area** Non-motorized (Pedestrians and Bicyclist)

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

This countermeasure strategy was chosen to elevate awareness and engagement of motorists, bicyclists and pedestrian on Illinois' roads. This countermeasure provides funds for bicycle and pedestrian education throughout the Chicagoland area including paid media in support of educating the motoring public as well as bicyclist and pedestrians. Illinois will be assessing the impacts of the communication campaign based off of media platforms that provide measurable results. Using this data we will be able to assess the traffic safety impact it has made on non-motorized fatalities in Illinois. This communication campaign would consist of radio, social media, television, billboards, and web-based advertisements.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Bicycle and Pedestrian fatalities continue to increase in Illinois. Our goal of reducing bicyclists and pedestrian fatalities will be done with education and communication. In Illinois, males from age 9-15 are the highest percent of pedal cycle and pedestrian fatalities and serious injuries. This education program will address and educate the Chicagoland area on bike and pedestrian issues and bring down the rates of fatalities and serious injuries.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Chicago is Illinois' largest metropolitan area with the largest concentration of bicyclists and pedestrians. This countermeasure strategy will focus on data analysis to determine areas of focus, traffic safety education through face-to-face outreach at schools, senior homes, Aldermanic events, and other community events through presentations, information tables, and workshops. The funding allocation determined allows for extensive education throughout the area and will be paired with our paid media campaign.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
12-02	Bike/Pedestrian Safety	Bicycle and Pedestrian Safety Education for Adults and Children

### 5.6.2.1 Planned Activity: Bike/Pedestrian Safety

Planned activity name	Bike/Pedestrian Safety
Planned activity number	12-02
Primary countermeasure strategy	Bicycle and Pedestrian Safety Education for Adults and Children

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

The Chicago Pedestrian and Bicycle Safety Initiative is the bike/pedestrian safety, education, and outreach program of the Chicago Department of Transportation. This project will serve all Chicago neighborhoods, with a significant outreach focus on eight High Crash Areas where 36% of the city's fatal crashes occur. Through direct education and outreach, the goal of the program is to reduce and ultimately eliminate fatal and serious injury crashes using approaches detailed in the Vision Zero Chicago plan. Through Vision Zero, the The Chicago Pedestrian and Bicycle Safety Initiative will achieve more people walking and biking, and doing so more safely.

This planned activity also 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. The ultimate goal will be to continue to reduce the number of pedestrian crashes and resulting fatalities through these aggressive enforcement programs. Chicago is home to 21% of the population in Illinois, but accounts for significantly higher percentages of pedestrian crashes, pedestrian fatalities, and bicycle crashes. Roughly 3,000 pedestrians are hit by motor vehicles in Chicago annually, resulting in average of 30 deaths per year.

**Enter intended subrecipients.**

Chicago Department of Transportation and Chicago Police Department

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Bicycle and Pedestrian Safety Education for Adults and Children
2019	Bicycle and and Pedestrian Safety Enforcement

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Public Education	\$622,507.00	\$0.00	

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

### 5.6.3 Countermeasure Strategy: Bicycle and and Pedestrian Safety Enforcement

**Program area** Non-motorized (Pedestrians and Bicyclist)  
**Countermeasure strategy** Bicycle and and Pedestrian Safety Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

In 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. The ultimate goal will be to continue to reduce the number of pedestrian crashes and resulting fatalities through these aggressive enforcement programs.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Chicago is home to 21% of the population in Illinois, but accounts for significantly higher percentages of pedestrian crashes, pedestrian fatalities, and bicycle crashes. Roughly 3,000 pedestrians are hit by motor vehicles in Chicago annually, resulting in average of 30 deaths per year.



## Evidence of effectiveness

### Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Chicago is home to 21% of the population in Illinois, but accounts for significantly higher percentages of pedestrian crashes, pedestrian fatalities, and bicycle crashes. Roughly 3,000 pedestrians are hit by motor vehicles in Chicago annually, resulting in average of 30 deaths per year.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
12-02	Bike/Pedestrian Safety	Bicycle and Pedestrian Safety Education for Adults and Children

## 5.7 Program Area: Speed Management

Program area type Speed Management

### Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

## Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Of the 1,003 fatal crashes in 2016, 37.49 percent were speed-related.

In 2016, 419 fatalities were attributed to speed in Illinois. This accounts for 38.87 percent of all fatalities.

Speed accounts for 4,810 injuries which is 37.9 percent of total injuries in 2016.

"A" injuries that are caused by speed are 495 in Illinois for 2016.

Both males and females age 16-34 make up the highest percentages for speed-related A-injuries and fatalities for 2012-2016.

### Percent and Frequency Distributions of Speed-Related A-Injuries and Fatalities (2012-2016)

Gender	Age Group	Total A-Injuries & Fatalities	Speed-Related A-Injuries & Fatalities	% of Speed-Related A-Injuries & Fatalities
Male	0 to 8	862	269	31.2%
	9 to 15	1,250	327	26.2%

	16 to 20	4,072	1,581	38.8%
	21 to 34	10,737	4,016	37.4%
	35 to 64	14,922	4,844	32.5%
	65+	3,409	876	25.7%
Female	0 to 8	789	243	30.8%
	9 to 15	1,254	396	31.6%
	16 to 20	3,968	1,440	36.3%
	21 to 34	8,511	2,965	34.8%
	35 to 64	11,675	3,949	33.8%
	65+	3,477	943	27.1%
<b>Total</b>		<b>64,926</b>	<b>21,849</b>	<b>33.7%</b>

## Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	977.5
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	11,727.4
2019	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2019	0.920
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	389.0
2019	C-13 Serious Injury Rate	5 Year	2019	11.0

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement

2019 Speed Limits

2019 High Visibility Enforcement

### 5.7.1 Countermeasure Strategy: Sustained Enforcement

**Program area** Occupant Protection (Adult and Child Passenger Safety)

**Countermeasure strategy** Sustained Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

The impacts of sustained enforcement are difficult to measure, but states that vigorously enforce seat belt laws consistently report above average belt usage rates. The same is true in Illinois. By funding belt enforcement in addition to highly publicized campaigns, the zero tolerance message reminds motorists to stay buckled.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

This countermeasure is intended to assist with meeting the following FY19 Illinois HSP performance measures: C-1) Number of traffic fatalities (FARS); C-2) Number of serious injuries in traffic crashes (State crash data files); C-3) Fatalities/VMT (FARS, FHWA); C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS); C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS); C-12) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This countermeasure is implemented easily statewide and vigorous enforcement of belt law is customary with the State Police. The planned activities associated with this countermeasure are funded as a state match.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
04-03	Illinois State Police Match	Sustained Enforcement
19-03	Illinois State Police (Match)	Sustained Enforcement
04-01	Police Training (ILETSB)	High Visibility Enforcement
04-09	Motorcycle Patrol Unit	High Visibility Enforcement

#### 5.7.1.1 Planned Activity: Illinois State Police Match

Planned activity name Illinois State Police Match  
Planned activity number 04-03  
Primary countermeasure strategy Sustained Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This task provides funds for the Illinois State Police to increase occupant protection usage and reduce DUI and speeding through hire back enforcement. This program provides for participation in special enforcement campaigns such as "Click It or Ticket" and "Drive Sober or Get Pulled Over".

**Enter intended subrecipients.**

Illinois State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	Sustained Enforcement
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#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2019	Other		\$3,542,610.00	\$3,542,610.00	
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#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

#### 5.7.1.2 Planned Activity: Illinois State Police (Match)

Planned activity name Illinois State Police (Match)

Planned activity number 19-03

Primary countermeasure strategy Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under §

1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

This task provides funds for the Illinois State Police to increase occupant protection usage and reduce DUI and speeding through hire back enforcement. This program provides for participation in special enforcement campaigns such as “Click It or Ticket” and “Drive Sober or Get Pulled Over”.

**Enter intended subrecipients.**

Illinois State Police

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 Sustained Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	Other		\$662,500.00	\$662,500.00	

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

## 5.7.2 Countermeasure Strategy: Speed Limits

Program area                      Speed Management

Countermeasure strategy      Speed Limits

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under §**



**1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Speed is a factor in over 40% of Illinois motor vehicle fatalities and has never ceased being a problem. While the Illinois State Police and local law enforcement agencies around the state conduct regular speed enforcement, IDOT has added a speed component to its STEP local grant program in fy19 to give law enforcement agencies an opportunity to add more speed-specific enforcement.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

As stated, over 40% of motor vehicle fatalities in Illinois involve speed and /or speeding, and this creates a direct linkage between speed enforcement and Illinois performance measures. This countermeasure directly addresses the following FY19 Illinois HSP performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of speeding fatalities, and serious injury rate.

### Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Speed enforcement works when its ever-present on a state and local level.

### Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
04-02	STEP (Local)	High Visibility Enforcement
04-01	Police Training (ILETSB)	High Visibility Enforcement
04-04	NITE Patrol (ISP)	High Visibility Enforcement
04-05	STEP (ISP)	High Visibility Enforcement
19-01	OREP (ISP)	High Visibility Enforcement

### 5.7.3 Countermeasure Strategy: High Visibility Enforcement

**Program area** Impaired Driving (Drug and Alcohol)

**Countermeasure strategy** High Visibility Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

High visibility enforcement is the number one countermeasure for the Impaired Driving 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 of all kinds – impaired driving, seat belt, speeding, distracted driving – occurring both during concentrated holiday periods and throughout the year. These extra funded patrols are supported with extensive paid and earned media efforts to yield a maximum deterrent effect to would-be impaired drivers.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

An absolute necessity, high visibility enforcement patrols of all kinds placed in key jurisdictions throughout Illinois serve to deter impaired driving by increasing the perceived risk of arrest. This countermeasure contributes directly to the accomplishment of the following FY19 HSP performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes, and serious injury rate.

## Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Research shows HVE to be a proven deterrent to impaired driving with a positive effect on motor vehicles fatalities. For this reason, IDOT continues to encourage law enforcement participation in and provide funding for these patrols and the advertising of them.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
13-04	Mini Mobilizations (Impaired Driving)	High Visibility Enforcement
13-01	DUIE (ISP)	High Visibility Enforcement
13-12	Local Alcohol Project (LAP)	Traffic Safety Resource Prosecutor
13-14	Paid Media (Impaired Driving)	Communication Campaign
04-02	STEP (Local)	High Visibility Enforcement
04-01	Police Training (ILETSB)	High Visibility Enforcement
13-11	ACE (ISP)	Alcohol Vendor Compliance Checks
04-04	NITE Patrol (ISP)	High Visibility Enforcement
04-05	STEP (ISP)	High Visibility Enforcement
19-01	OREP (ISP)	High Visibility Enforcement
03-04	Law Enforcement Liaisons	Communication Campaign
04-09	Motorcycle Patrol Unit	High Visibility Enforcement

### 5.7.3.1 Planned Activity: Mini Mobilizations (Impaired Driving)

Planned activity name Mini Mobilizations (Impaired Driving)  
Planned activity number 13-04  
Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This task provides funds for local law enforcement agencies to conduct enforcement details during the July 4th and Labor Day mobilizations.

Enter intended subrecipients.

Local law enforcement jurisdictions (city and county)

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

## Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Publicized Sobriety Checkpoints
2019	Integrated Enforcement
2019	High Visibility Enforcement
2019	Combined Seat Belt and Alcohol Enforcement, Nighttime

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$100,000.00	\$0.00	

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

### 5.7.3.2 Planned Activity: DUIE (ISP)

Planned activity name	DUIE (ISP)
Planned activity number	13-01
Primary countermeasure strategy	High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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 in Illinois by decreasing the incidence of DUI.

**Enter intended subrecipients.**

Illinois State Police

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Underage Drinking Enforcement
2019	Publicized Sobriety Checkpoints
2019	High Visibility Enforcement

### Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$1,124,689.00		

### Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

### 5.7.3.3 Planned Activity: STEP (Local)

Planned activity name STEP (Local)  
Planned activity number 04-02  
Primary countermeasure strategy High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

Enter description of the planned activity.

This task provides funds for local law enforcement agencies to increase occupant protection usage and reduce DUI and speeding through hire back enforcement. This program provides for participation in special enforcement campaigns such as "Click It or Ticket" and "Drive Sober or Get Pulled Over". This program includes up to ten (10) enforcement periods. Enforcement details during Thanksgiving, Holiday Season Campaign, St. Patrick's Day Campaign, Distracted Driving Campaign, Memorial Day Campaign, Fourth of July and Labor Day Campaign is required for these grants. Grantees can also conduct additional occupant protection, impaired driving, and speeding patrols. Also, roadside safety checks are funded throughout the year, apart from holiday campaigns.

**Enter intended subrecipients.**

Local police agencies (city and county)

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Underage Drinking Enforcement
2019	Speed Limits
2019	Short-term, High Visibility Seat Belt Law Enforcement
2019	Publicized Sobriety Checkpoints
2019	Integrated Enforcement
2019	High Visibility Enforcement
2019	Combined Seat Belt and Alcohol Enforcement, Nighttime

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$6,573,229.00	\$0.00	\$6,573,229.00

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.7.3.4 Planned Activity: Police Training (ILETSB)**

<b>Planned activity name</b>	Police Training (ILETSB)
<b>Planned activity number</b>	04-01
<b>Primary countermeasure strategy</b>	High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**



Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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. In addition, training will be targeted in IDOT's 23 county breakdown.

**Enter intended subrecipients.**

Illinois Law Enforcement Training and Standards Board

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year

Countermeasure Strategy Name

2019	Sustained Enforcement
2019	Speed Limits
2019	Short-term, High Visibility Seat Belt Law Enforcement
2019	High Visibility Enforcement
2019	High Visibility Cellphone/Text Messaging Enforcement

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$75,000.00	\$0.00	\$0.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.7.3.5 Planned Activity: NITE Patrol (ISP)

<b>Planned activity name</b>	NITE Patrol (ISP)
<b>Planned activity number</b>	04-04
<b>Primary countermeasure strategy</b>	High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

This task provides funds for the Illinois State Police (ISP) to identify and focus on specific times of 9:00pm to 6:00am when impaired driving is highest and safety belt usage is lowest in order to make the greatest impact on lowering traffic deaths due to these two causes. Officers will enforce ALL traffic laws with emphasis on Illinois' primary occupant restraint laws, DUI and alcohol-related violations, speeding, and other laws which contribute to the higher number of traffic deaths during late night hours.

**Enter intended subrecipients.**

Illinois State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Speed Limits
2019	Integrated Enforcement
2019	High Visibility Enforcement
2019	Combined Seat Belt and Alcohol Enforcement, Nighttime

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,220,801.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

### 5.7.3.6 Planned Activity: STEP (ISP)

Planned activity name	STEP (ISP)
Planned activity number	04-05
Primary countermeasure strategy	High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This task provides funds for the Illinois State Police (ISP) to conduct increased patrol and enforcement of ALL traffic laws with a primary emphasis on the maximum speed limit, occupant restraint and impaired driving laws. Off-duty troopers will be hired back to patrol on those days of the week and during those times of the day 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 and the Department of Transportation using the High Accident Location and Information System (HALIS), seat belt usage survey data and arrest data.

### Enter intended subrecipients.

Illinois State Police

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Speed Limits
2019	Integrated Enforcement
2019	High Visibility Enforcement
2019	Combined Seat Belt and Alcohol Enforcement, Nighttime

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$0.00	\$3,542,610.00	\$0.00

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

### 5.7.3.7 Planned Activity: OREP (ISP)

**Planned activity name** OREP (ISP)  
**Planned activity number** 19-01  
**Primary countermeasure strategy** High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and

maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

This task provides funds for the Illinois State Police to conduct increased enforcement of Illinois' occupant protection laws. Each ISP District will conduct two four-hour patrols twice a month. The patrols will occur on roadways identified as having low safety belt compliance rates. This task also provides for the travel and equipment costs associated with the Safety Education/Public Information Unit;s training and equipment.

**Enter intended subrecipients.**

Illinois State Police

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Speed Limits
2019	Integrated Enforcement
2019	High Visibility Enforcement
2019	Combined Seat Belt and Alcohol Enforcement, Nighttime

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Police Traffic Services (FAST)	\$1,108,041.00	\$0.00	

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Golf Cart	3	\$5,500.00	\$16,500.00		
Seat Belt Convincer	2	\$25,000.00	\$50,000.00		

### 5.7.3.8 Planned Activity: Motorcycle Patrol Unit

**Planned activity name** Motorcycle Patrol Unit  
**Planned activity number** 04-09  
**Primary countermeasure strategy** High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

This project provides funds for the Illinois State Police (ISP) to continue a Motorcycle Patrol Unit. The ISP will strive to serve the people of Illinois by searching for ways to increase effectiveness while enforcing traffic laws. The ISP Motorcycle Patrol Unit will be assigned to enforcement duties on the Interstate highways, U.S. routes, and state routes.

**Enter intended subrecipients.**

Illinois State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement
2019	High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$81,100.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

5.8 Program Area: Traffic Records

Program area type Traffic Records



**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

## Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

## Overview of Traffic Records

To provide better data traffic safety professionals, each state establishes and implements a complete traffic records program. The statewide program includes all the existing databases (e.g., crash reports, roadway, driver and vehicle, citation data and health care data). A complete traffic records program is necessary for planning (problem identification), operational management or control and evaluation of a state's highway safety activities. This type of program is basic to the implementation of all highway safety countermeasures and is the key ingredient to their effective and efficient management.

In FY 2016 NHTSA conducted a Traffic Records Assessment per the MAP-21 requirements, using the State Traffic Records Assessment Program (STRAP), an online data management system, State respondents enter their answers and supporting documentation to questions they have been assigned. The assessors then reviewed this information and made their initial determinations. There are two additional rounds of this question-and-answer process to ensure the information is accurate and understood by the assessors. After the third round, assessors made their final determinations and recommendations before they produced a final report. The final report out was scheduled for June 14, 2016.

Since 2011, traffic records systems (crash reports, roadway, driver and vehicle, citation data and health care data) have been improved in several ways that make analyses more easily accomplished and more useful as well. A complete traffic records program is necessary for planning (problem identification), operational management or control and evaluation of a state's highway safety activities.

## TRCC Committees

**New Business (Status Report on the following Items):**

**Revised TRCC Membership**

**Executive**

**New Committee (Steering)**

**Subcommittees**

**Data Quality**

**Engineering**

## Traffic Records Assessment Results

### Crash Data

Accessibility of crash data has been improved dramatically because of the availability of the external online "Safety Data Mart" which allows users to produce a variety of reports as well as map-based output from the IDOT GIS. The Safety Data Mart is an interactive query tool that provides users with the ability to generate their own statistics and maps using a series of drop down menu selections. The Safety Data Mart was updated in FY 2014 for better availability for our internal and external partners.

Accessibility of statewide roadway information has been improved by moving the Illinois Roadway Information System application from a mainframe environment to a SQL server database. The new database allows management of the system using the ArcGIS desktop editor improving data updates.

IDOT has developed an automated process to provide electronic large truck-related crash file for the SAFETYNET. A similar upload file is being created to support the FARS process but this effort is on hold pending input from NHTSA. CIS also creates a file extract for use by the Secretary of State (SOS) to post crash involvement into the driver history file. A separate extract is created for use by the SOS to send notices of suspension for failure to provide proof.

Illinois has successfully partnered with nine approved third-party vendors to assist local agencies in collecting their XML crash data to be submitted to BSPE.

In FY 2016 BSPE will continue to implement the Safety Portal initiative. This is a comprehensive and collaborative environment for anyone involved with realizing safety improvement measures on Illinois roadways. This environment will bring together data, knowledge, training and tools which will assist BSPE, Bureau of Safety Engineering, Bureau of Local Roads and Streets, District personnel, county engineers, federal, state and local law enforcement agencies to provide better analysis of crash information to achieve improvements in safety.

## **EMS Data**

Illinois revised its EMS data collection system to one that is NEMSIS compliant and that will allow agencies to submit data electronically via software provided by the state or by their own third-party vendor. This revision will allow the Illinois Department of Public Health (IDPH) to begin receiving data from all agencies across the state for the first time in several years. This effort will allow Illinois to fill a significant void and make tremendous improvements in the timeliness, completeness, accuracy and uniformity of the state's EMS data.

Loyola University Medical Center's Emergency Medical Services for Children (EMSC), under a grant through IDOT, has made available an online query system for safety analysis including mortality, hospital discharge, crash and trauma registry data. The query capabilities are constrained and only limited data are available; however, these tools suffice to give easy access to summary data and reduce the burden on IDPH analytic staff and IDOT staff. For more information and access to the online data refer to IDPH website at <http://app.idph.state.il.us/emsrpt/>.

## **Roadway Data**

The state has demonstrated notable progress in the roadway component of the traffic records system since the 2011 traffic records assessment. The most notable of the improvements was in the Illinois Roadway Information System (IRIS) which has a mainframe application to a SQL server database. The new database allows management of the system using the ArcGIS desktop editor improving data updates and accessibility to statewide roadway information. For additional information on an in-depth assessment of the roadway data see below a section on the Roadway Data Improvement (RDIP) assessment results.

## **Driver and Vehicle Data**

The Illinois Secretary of State's Office administers the driver licensing and vehicle registration and titling services for the state. The integrity of the driver file is enhanced using facial recognition technology to identify those applicants who may already have a driver license under some other identity. The Social Security On-line Verification and the Systematic Alien Verification for Entitlements systems are checked prior to license issuance as well.

Driver records completeness suffers somewhat from the courts' ability and willingness to allow convictions to be diverted from a driver history for attendance at a driver improvement school or performance of community service. These opportunities decrease the overall completeness of the driver file. However, the state does post all crash involvement to the driver records and linking to the vehicle file is possible through the driver license number.

The Vehicle Services Department maintains complete vehicle records that meet appropriate standards and records include appropriate indicators such as stolen and salvage. The National Motor Vehicle Title Information System (NMVTIS) facilitates exchanges of such information between states and helps to prevent title and odometer fraud by making such information available nationwide. Illinois is currently the only state that is not a participant in the NMVTIS system.

In FY 2018 BSPE will fund the Data Warehouse project with the Illinois Office of the Secretary of State (SOS). SOS maintains information systems to support both Drivers License and Vehicle Services. The databases contain information on approximately 8.7 million drivers and 11 million registered vehicles in Illinois. The goal is to provide highly accessible, intuitive, points of access to SOS Drivers and Vehicles joined data.

BSPE will continue to fund the Imaging Enhancement project with the Illinois Office of the Secretary of State. This project assists SOS in handling the increased volume of “suspension review” cases due to higher number of crash reports being reported from IDOT. Crash reports are submitted electronically through images that are reviewed by personnel to determine qualifications for driver’s license suspensions.

## **Statewide Injury Surveillance System (SWISS) Records**

Illinois has an injury surveillance system consisting of multiple datasets collected or managed under the direction of the Illinois Department of Public Health (IDPH). These data sets include:

- Pre-hospital EMS data
- Emergency Department data
- Hospital Discharge data
- Trauma Registry data
- Vital Statistics data
- Head and Spinal Cord Registry data

Since the 2011 assessment, the state has made significant improvements in the type, quality and completeness of injury data. In 2008, collection of External Causes of Injury Codes (E-CODES) became a requirement of the hospital discharge data. Then, in 2009, IDPH began to receive emergency department data from the state’s hospitals.

## **Data Integration**

Illinois has made significant progress toward linking the crash data to hospital discharge data. Since 2006, Illinois has been a Crash Outcome Data Evaluation System (CODES) state. The CODES project has developed to link datasets for hospital discharge and crash data for the years 2002, 2003, 2005-2011. There is no current unique identifier between crash and hospital discharge data; consequently, linked datasets have been developed using probabilistic methods based on CODES2000 software. Several reports have been generated based on the linked data. With the inclusion of emergency department data in 2009 and the recent requirement of E-Codes in hospital discharge and emergency department datasets, the CODES program has improved linked crash and health care data.

Analysts at IDOT, along with other partners, have produced a multitude of reports that focus on traffic safety program areas. CODES data have been used to support legislative activities, especially in occupant restraint. For more information on the CODES application refer to IDOT website at: <http://www.idot.illinois.gov/transportation-system/safety/evaluations>

## **Traffic Records Assessment Major Recommendations**

### **Crash**

Improve the applicable guidelines for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures/ 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.

## **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.

## **Roadway Data Improvement Program (RDIP) Assessment**

The Federal Highway Administration, in response to a request by the Illinois Department of Transportation's (IDOT), conducted assessment of roadway and crash data on March 27-30, 2019. The scope of this assessment included all the components of roadway data as well as other safety related data such as asset management, traffic and crash. The purpose of the RDIP was to design ways to assist transportation agencies improve the quality of their roadway data to better support safety and other transportation improvement initiatives. The main focuses of the RDIP are:

**Assessing** the practices and procedures.

**Identifying** metrics to quantify data quality measures.

**Assisting** states to improve the quality of their roadway data.

### **(RDIP Major Recommendations)**

#### **Base-map**

IDOT should move forward with its plans to migrate to HTML. (See further Recommendations for local access under Accessibility.)

**Assess needs for training and resources for GIS skill development at the County and potentially municipal level, particularly if locals take on more responsibility for updating roadway data for their jurisdictions. This would increase the future ability of local agencies to provide GIS data and roadway corrections to the State.**

#### **Inventory Databases**

Develop intersection feature class integrated with IRIS data model for all public roads.

Integrate asset data maintained outside of IRIS into IRIS.

Include geospatial location for “statewide” projects with multiple locations in the project database.

Develop geospatial state-owned right-of-way database. Consider integrating with County digitized parcels.

Provide new IRIS segmentation to safety section for AASHTO Safety Analyst. Work with BSPE towards this goal.

Make other users more aware that the data can be provided dynamically segmented according to the attributes of interest.

Provide additional coordination and resources (staffing, funding, training) to the Districts to ensure local data are collected more consistently and in a timely manner.

Continue to identify efficiencies in data collection and updates.

Consider developing access points or drive locations in IRIS. Although this was not discussed at length during the session, this was seen on several of the written wish lists. This would improve completeness of the intersection data.

#### **Data Elements**

Include major intersections with State and private roads (e.g., mall driveways) in the intersection inventory.

Consider counting local low-volume roads that are currently not counted. A 10-year or longer count cycle would allow for the State to have baseline count data for all public roads.

**Continue to collect local traffic control for intersections.**

**Consider if there are sufficient business needs to justify this level of retention. This issue could be a consideration for the new data governance effort.**

#### **Safety Management**

Include ramps in Safety Analyst and expand use to other modules.

Continue to assess segment aggregation and calibration for Safety Analyst.

Add agency specified subtypes to Safety Analyst for sites not represented by default subtypes.

Include local sites in Safety Analyst in the future.

Maintain intersection legs as a separate dataset, potentially extracted from IRIS.

Continue to look at difference between Safety Analyst and current practice during development of Safety Analyst implementation.

Provide access and accompanying training to the Districts and potentially MPOs on using Safety Analyst.

Continue to expand training program for HSM; consider HSM training for Districts and MPOs.

Include PSI in IRIS (barring any liability/legal concerns).

Use set severity weights by related crash costs (e.g. equivalent property damage only (EPDO)).

Consider B/C cost prioritization for all projects.

Implement more advanced evaluation strategies for engineering projects, such as methods recommended in the Highway Safety Manual and lead/lag HSIP program evaluation measures.

Consider using project database and improvement codes to develop IL-specific CMFs.

#### **Safety Program Implementation**

Consider obtaining County feedback on the file format / presentation of the screening results. Identify barriers to local agencies in submitting applications.

Assess how the HSIP application process can be streamlined for locals.

Consider adding MPO, County, and municipal representation on the Evaluation Committee.

Consider annual or bi-annual submission cycle for HSIP applications from Districts to allow for more comprehensive prioritization. This could include setting aside funds for lower cost projects that require a quick turn-around that could be funded more readily.

Continue to update IDOT’s HSIP Policy document (Safety 1-06) from 2006, including project applications.  
 Increase number of trainings/webinars for applying for HSIP projects. Include guidance for interpreting critical “5%” reports.  
 Continue to move forward with implementing results of process review for local HSIP applications.

**Data Management / Governance**

Continue to move forward with planned IDOT and DoIT Data Governance efforts.  
 Consider utilizing the FHWA resources available as they move forward with this process, including the Peer-to-Peer program and Data Governance Business Planning.  
 Consider interaction with other State agencies (e.g., coordination with e911 on NG 9-1-1 requirements).  
 Update/expand information on data collection procedures.  
 Develop separate versions of the IRIS manual for internal and external data if metadata is does not meet user needs.

**Data Quality Process/Performance Measure**

Expand and formalize the logic/edit checks. Build them into the system and have them conducted periodically/systematically.  
 Develop documentation and training for new staff to preserve institutional knowledge for each step in the data process (entry, collection, input, management, etc.)  
 Develop formal performance measures for each of the NHTSA “6-pack” of data quality.  
 Use the data quality performance measures to assess where the greatest needs are to maintain and improve data quality and address those needs.

**Consider performance measures as opportunity to provide feedback on the successes of the system.**

**Current TRCC Projects**

1. Laptop Grant
2. Secretary of Sate
3. IDPH
4. Imaging System
5. CODES Analyst (Data Linkage projects)

**Future TRCC Projects**

1. Implement data linkages, such as crash outcome data Evaluation System (CODES)
2. Hire Traffic Records Coordinator
3. ISP (Data Analysis)
4. Develop a new Trauma Registry system
5. Safety Analysis and Vehicle Probe at IDOT
6. Data Governance and Data Warehouse at IDOT

**Performance measures**

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

**Performance Measures in Program Area**

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Completeness of Crash Data	Annual	2019	6.0
2019	Data Integration of Crash Data	Annual	2019	1.0

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Improves timeliness of a core highway safety database
2019	Improves integration between one or more core highway safety databases
2019	Improves accuracy of a core highway safety database
2019	Improves accessibility of a core highway safety database

### 5.8.1 Countermeasure Strategy: Improves timeliness of a core highway safety database

**Program area** Traffic Records

**Countermeasure strategy** Improves timeliness of a core highway safety database

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained**

nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Receiving traffic safety data in a timely fashion allows users to have immediate access to crash related databases. The timeliness is measured by the span of time between the occurrence of an event and entry of information into the appropriate database. Electronic submission by the agencies is the fastest method to receive data quickly.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Receiving traffic safety data in a timely fashion allows users to have immediate access to crash related databases. The timeliness is measured by the span of time between the occurrence of an event and entry of information into the appropriate database. Electronic submission by the agencies is the fastest method to receive data quickly.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Timeliness of the crash data is an important component of the data quality. State will provide additional funding for all the local law enforcement agencies to purchase laptops to collect, process, and transmit crash data to IDOT electronically. This will enable IDOT to receive the crash data within 48 hours. To make relevant decisions and bring attention to traffic safety issues, data must be received in a timely fashion. The faster the information can be received, analyzed, and interpreted; the faster safety in Illinois can be improved. This project is funded through 405 (C) that was recommended by the assessment team in 2016.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**



## Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
18-17	Data Governance	Improves timeliness of a core highway safety database

### 5.8.1.1 Planned Activity: Data Governance

Planned activity name	Data Governance
Planned activity number	18-17
Primary countermeasure strategy	Improves timeliness of a core highway safety database

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

IDOT has allocated \$1,000,000 for IDOT to develop a data warehouse to integrate all the existing IDOT databases, including crash, roadway, traffic and land use and many other small databases. IDOT has vast amounts of high quality and high value data originating from the agency's various data subject areas and spanning the complete transportation project/asset life cycle. Also, IDOT is planning to update the Crash Safety Portal web-based system. The site has the ability to monitor the number of registered users based on roles, such as law enforcement, engineers, federal partners, etc. The updated website also provides the user the ability to request data via email. Either counting requests or the number of "hits" on the portal would provide an excellent opportunity to complete the accessibility measure. To improve data quality, Illinois will implement monthly or quarterly data quality reports focusing on 36 critical MIRE data elements, develop data quality metrics to generate error reports for all crash types and submit to the responsible agencies, and participate in Roadway Data Improvement Program (RDIP). This assessment was completed in March 2018. Illinois expects to receive a final report from FHWA in June or July of 2018. Lastly, Illinois will increase the number of agencies submitting data electronically. Based on the report provided by the state, there are currently 211 agencies submitting crashes electronically at 100%. Many other agencies are nearing that mark.

**Enter intended subrecipients.**

Illinois Department of Transportation

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Improves timeliness of a core highway safety database
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database
2019	Improves accuracy of a core highway safety database
2019	Improves accessibility of a core highway safety database
2019	Highway Safety Office Program Management

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$1,000,000.00	\$0.00	

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

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

Program area	Traffic Records
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**Countermeasure strategy** Improves integration between one or more core highway safety databases

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the**

assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Integration reflects the ability of records in a database to be linked to a set of records in another of traffic safety databases, such as health care. To do this, IDOT is in a process of hiring data scientists and developing data governance in order to facilitate data linkages among several databases. Additionally, the state is co-creating an analytical tool, CATT, which enables Illinois to receive real-time data, perform situational analyses, and expand analytical capabilities.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Integration reflects the ability of records in a database to be linked to a set of records in another of traffic safety databases, such as health care. To do this, IDOT is in a process of hiring data scientists and developing data governance in order to facilitate data linkages among several databases. Additionally, the state is co-creating an analytical tool, CATT, which enables Illinois to receive real-time data, perform situational analyses, and expand analytical capabilities.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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 enhance nature and consequences of motor vehicle related crashes. When data are not integrated, possible relationships and correlations may be overlooked.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
18-02	Trauma Registry	Improves integration between one or more core highway safety databases
18-15	BSPE Data Collection	Improves integration between one or more core highway safety databases
18-16	CATT Lab (IDOT)	Improves integration between one or more core highway safety databases
18-17	Data Governance	Improves timeliness of a core highway safety database
18-01	Traffic Records Coordinator	Improves integration between one or more core highway safety databases
18-07	Crash Outcomes Data Evaluation System (CODES)	Improves integration between one or more core highway safety databases
04-08	Traffic Information Officer	Improves integration between one or more core highway safety databases

18-12	Image Enhancement (SOS)	Improves integration between one or more core highway safety databases
18-08	ISP Traffic Records Match	Improves integration between one or more core highway safety databases

### 5.8.2.1 Planned Activity: BSPE Data Collection

**Planned activity name** BSPE Data Collection

**Planned activity number** 18-15

**Primary countermeasure strategy** Improves integration between one or more core highway safety databases

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

Enter description of the planned activity.

This project will focus on developing a web-based data collection form to enhance our grant activities and reporting system. Currently data from our local agencies is being manually sent into the BSPE office and then updated into our database. Illinois would like to change this process and create a web based system to allow local agencies to upload their traffic data. This database would also allow for timely analysis of the data because of how it is submitted to the BSPE office.

#### Enter intended subrecipients.

Illinois Department of Transportation

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases
2019	Improves accuracy of a core highway safety database

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$40,000.00	\$0.00	

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

#### 5.8.2.2 Planned Activity: CATT Lab (IDOT)

Planned activity name	CATT Lab (IDOT)
Planned activity number	18-16
Primary countermeasure strategy	Improves integration between one or more core highway safety databases

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and

maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

BSPE has allocated \$400,000 for the Office of Planning and Programming to develop analytic tool through the University of Maryland. The University of Maryland – CATT Lab has a portfolio of tools within a web hosted Environment for a Real-Time Data, Situational Awareness, & Analytical Platform.

**Enter intended subrecipients.**

Illinois Department of Transportation

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$400,000.00		\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.8.2.3 Planned Activity: Crash Outcomes Data Evaluation System (CODES)

**Planned activity name** Crash Outcomes Data Evaluation System (CODES)

**Planned activity number** 18-07

**Primary countermeasure strategy** Improves integration between one or more core highway safety databases

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No



Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

IDOT will hire Data Scientist to conduct data linkages. The primary purpose of this position to develop and link statewide crash data to health care data using advanced probabilistic methods and several descriptive and multivariate statistical techniques, including multiple regression, logistic regression and structural equation modeling. The linked data will be used to analyze and study financial and medical outcomes of individuals who are involved in motor vehicle crashes. The position will be federally funded through IDOT.

**Enter intended subrecipients.**

Illinois Department of Transportation

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database
2019	Highway Safety Office Program Management

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$130,000.00		

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.8.2.4 Planned Activity: Image Enhancement (SOS)**

<b>Planned activity name</b>	Image Enhancement (SOS)
<b>Planned activity number</b>	18-12
<b>Primary countermeasure strategy</b>	Improves integration between one or more core highway safety databases

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

BSPE provides funding to Illinois Secretary of State to enhance and improve safety responsibility components of crash reports.

**Enter intended subrecipients.**

Illinois Secretary of State

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$30,438.00		\$0.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.8.2.5 Planned Activity: ISP Traffic Records Match

**Planned activity name** ISP Traffic Records Match

**Planned activity number** 18-08

**Primary countermeasure strategy** Improves integration between one or more core highway safety databases

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State**

will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

The Illinois State Police collect data from traffic enforcement and share with the Illinois Department of Transportation. This data is analyzed and used to drive down fatalities in Illinois.

**Enter intended subrecipients.**

Illinois State Police

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	Other		\$2,015,000.00	\$2,015,000.00	

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

### 5.8.3 Countermeasure Strategy: Improves accuracy of a core highway safety database

**Program area** Traffic Records

**Countermeasure strategy** Improves accuracy of a core highway safety database

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Accuracy reflects the degree to which the traffic safety data are error-free and satisfies internal consistency of the data. It is measured by number of erroneous critical data items and their attributes. A main goal is to reduce number of erroneous data items by analyzing the data using descriptive statistics and data quality matrices.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Accuracy reflects the degree to which the traffic safety data are error-free and satisfies internal consistency of the data. It is measured by number of erroneous critical data items and their attributes. A main goal is to reduce number of erroneous data items by analyzing the data using descriptive statistics and data quality matrices.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Improving accuracy of the crash data is an important aspect of the data quality. As proposed, here IDOT will develop quarterly data quality matrixes to ensure data items and attributes are correct. This is also recommended by the Illinois traffic records assessment team. This project will be funded through 405 ( C ).

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
18-15	BSPE Data Collection	Improves integration between one or more core highway safety databases
18-17	Data Governance	Improves timeliness of a core highway safety database

## 5.8.4 Countermeasure Strategy: Improves accessibility of a core highway safety database

**Program area** Traffic Records  
**Countermeasure strategy** Improves accessibility of a core highway safety database

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Having traffic records accessible is of utmost importance. Accessibility, which reflects the ability of users to successfully obtain desired data. Accessibility is measured in terms of customer satisfaction. Updating the Crash Safety Portal web-based system is way in which IDOT can make information accessible to agencies and can gather required information from them. Also, The Traffic Information Officer project will allow Illinois State Police access to necessary data in addition to performing analyses that can drive decision making.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Having traffic records accessible is of utmost importance. Accessibility, which reflects the ability of users to successfully obtain desired data. Accessibility is measured in terms of customer satisfaction. Updating the Crash Safety Portal web-based system is way in which IDOT can make information accessible to agencies and can gather required information from them. Also, The Traffic Information Officer project will allow Illinois State Police access to necessary data in addition to performing analyses that can drive decision making.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Data are needed to be accessible to users. Without access to the data, no analyses can be conducted and no data-driven decisions can be made. The phase II version of Crash Safety Portal, as part of the Data Governance will be funded through 405 (C).

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
18-17	Data Governance	Improves timeliness of a core highway safety database

## 5.9 Program Area: Racial Profiling Data Collection

**Program area type** Racial Profiling Data Collection

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

## Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

Due to this program area not having specific problem identification, 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.

## Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

### Performance Measures in Program Area



Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Racial Profiling Data Compliance Level	Annual	2019	100.0

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

### 5.9.1 Countermeasure Strategy: Highway Safety Office Program Management

<b>Program area</b>	Racial Profiling Data Collection
<b>Countermeasure strategy</b>	Highway Safety Office Program Management

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

Yes

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Racial Profiling:

The highway safety office program management allows our SHSO the ability to collect and analyze data from our racial profiling law.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Due to this program area not having specific problem identification, 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 as local or minor rural roads.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Illinois collects racial profiling data. In order to analyze the data, it needs to be collected and compiled then analyzed before it can be share with the public on the Illinois Department of Transportation's website.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
23-01	Racial Profiling Study	Highway Safety Office Program Management

## 5.10 Program Area: Planning & Administration

Program area type Planning & Administration

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

No

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

### Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
02-05	SHSO Travel	Highway Safety Office Program Management
01-01	Planning and Administration	Highway Safety Office Program Management

#### 5.10.1 Planned Activity: SHSO Travel

Planned activity name	SHSO Travel
Planned activity number	02-05
Primary countermeasure strategy	Highway Safety Office Program Management

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under §**

1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

This task provides Section 402 funds for BSPE staff to conduct and attend on-site monitor visits with our local and state agency grantees, attend highway safety-related meetings, attend highway safety-related trainings held by the Traffic Safety Institute, and to attend highway safety-related state and national conferences.

**Enter intended subrecipients.**

State Highway Safety Office

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Planning & Administration

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		\$25,000.00	\$0.00	\$0.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

## 5.10.2 Planned Activity: Planning and Administration

**Planned activity name** Planning and Administration  
**Planned activity number** 01-01  
**Primary countermeasure strategy** Highway Safety Office Program Management

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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 annual fee, office expenses such as travel, equipment, supplies and other indirect costs necessary to carry out the functions of BSPE. This will also reimburse for salaries for the Impaired Driving Coordinator and the Occupant Protection Coordinator.

## Enter intended subrecipients.

The Illinois Department of Transportation (IDOT) will be the subrecipient.

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

No records found.

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$200,000.00	\$0.00	\$0.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

### Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
06-04	Paid Media (Distracted Driving	Communication Campaign
06-02	Distracted Driving Enforcement (SOS)	High Visibility Cellphone/Text Messaging Enforcement
13-04	Mini Mobilizations (Impaired Driving)	High Visibility Enforcement
13-01	DUIE (ISP)	High Visibility Enforcement
12-02	Bike/Pedestrian Safety	Bicycle and Pedestrian Safety Education for Adults and Children
13-12	Local Alcohol Project (LAP)	Traffic Safety Resource Prosecutor
13-03	Breath Test Analysis (ISP)	Breath Test Devices
13-14	Paid Media (Impaired Driving)	Communication Campaign
04-02	STEP (Local)	High Visibility Enforcement
06-01	Distracted Driving (SOS)	Communication Campaign

13-16	Rural Area Initiative	Communication Campaign
04-03	Illinois State Police Match	Sustained Enforcement
19-03	Illinois State Police (Match)	Sustained Enforcement
04-01	Police Training (ILETSB)	High Visibility Enforcement
13-11	ACE (ISP)	Alcohol Vendor Compliance Checks
13-06	Police Training Board (ILETSB)	Drug Recognition Expert (DRE) Training
19-04	Memorial Day Mini Grant	Short-term, High Visibility Seat Belt Law Enforcement
04-04	NITE Patrol (ISP)	High Visibility Enforcement
04-05	STEP (ISP)	High Visibility Enforcement
19-01	OREP (ISP)	High Visibility Enforcement
19-11	Paid Media CIOT	Communication Campaign
02-11	STEP Campaign PIE	Communication Campaign
06-03	Distracted Driving Enforcement (Local)	High Visibility Cellphone/Text Messaging Enforcement
04-09	Motorcycle Patrol Unit	High Visibility Enforcement

## Analysis

**Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.**

### **Evidence-Based Enforcement Program**

In FY 2019 IDOT plans to fund **171** local law enforcement agencies during many safety campaigns. IDOT will continue to focus enforcement in Illinois' 23 county breakdown, where 86 percent of the population resided and accounted for 87 percent of the total crashes.

In addition, IDOT conducts in-depth analysis of crashes for the last five years to identify problem areas where there are high fatalities, serious injuries. The analytical report includes the following data items:

1. County
2. Gender
3. Age Group
4. Total Fatalities & A-Injuries
5. Occupant Fatalities & A-Injuries
6. Belted Occupant Fatalities & A-Injuries
7. Speed-related Fatalities & A-Injuries
8. % Speed-Related Fatalities & A-Injuries
9. Alcohol-related Fatalities & A-injuries
10. % Alcohol-Related Fatalities & A-Injuries
11. Motorcycle Fatalities & A-Injuries
12. Helmeted Motorcycle Fatalities & A-Injuries
13. % Helmeted Motorcycle Fatalities & A-Injuries
14. Pedestrian Fatalities & A-Injuries
15. Pedalcyclist Fatalities & A-Injuries
16. Population
17. Fatality & A-Injury Proportion
18. Population Proportion
19. Fatality & A-Injury Proportion to Population Proportion
20. 2017 VMT
21. 2017 Fatalities & A-Injuries

## 22. 2017 Fatality & A-Injury Rate

Preliminary figures for FY 2017 indicates that the roughly 150 local law enforcement agencies along with the Illinois State Police that IDOT funded conducted 85,522.45 hours of patrol which is a 13.34 percent decrease from FY 2016. Further, a total of 103,830 citations were issued, which is an 8.0 percent decrease from FY 2016.

In FY 2019, IDOT's focus continue to be on the two main national enforcement campaigns (Memorial Day and Labor Day) and the state enforcement campaigns (Thanksgiving, Holiday Season and Independence Day). One of high-visibility enforcement projects that IDOT will continue to fund through local law enforcement agencies is the Sustained Traffic Enforcement Program (STEP). STEP grants focus sharply on specific times of the year and also on specific times of day when data shows alcohol-involved and unbuckled fatalities are the highest. The increased enforcement details conducted during these times raises the perception of getting caught and deters potential impaired drivers and potential unbuckled drivers. STEP grants bring impaired driving and seat belt enforcement closer together because of the connection between late-night alcohol-involved fatalities, late-night unbuckled fatalities and lower late-night seat belt usage. STEP grants required participation in the Thanksgiving, Holiday Season, St. Patrick's Day, Memorial Day, Independence Day and Labor Day Campaigns.

IDOT will continue to fund local law enforcement agency and Illinois State Police (ISP) enforcement projects that participated in other seat belt and impaired driving campaigns during FY 2019. Most enforcement activities were supported with comprehensive paid and earned media efforts. For additional information on enforcement activities by the state and local agencies refer to the following link: <http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/Safety/Evaluations/Enforcement/FY16%20Enforcement%20Summary%20Analysis.pdf>.

### **Evaluation of projects Enforcement Activities and Traffic Safety Campaigns**

The Evaluation Section within the BSPE conducts an in-depth evaluation of enforcement activities and traffic safety campaigns that include enforcement and education activities.

### **Enter explanation of the deployment of resources based on the analysis performed.**

#### **Heat Maps for State and Local Law Enforcement to Conduct Enforcement Activities during Selected Traffic Safety Campaigns**

Illinois crash data have historically been tracked and published by IDOT. However, because IDOT crash reports provide all the data available for a particular location or topic, some readers may be overwhelmed by the comprehensive nature of the crash reports and may have trouble finding the information they require.

Beginning in the fall of 2017, IDOT's Bureau of Safety Programs and Engineering (BSPE) began providing all state and local law enforcement agencies that are grantees of the department with new, easy-to-read heat maps and summary data tables that focus only on the data relevant to respective agencies. By using these heat maps, law enforcement agencies will be able to make data-driven decisions to plan traffic safety enforcement events in those areas where there are high rates of unsafe driver behavior.

Using 2011-2016 traffic and crash data, the specialized heat maps use icons and color-coding to identify specific road segments and intersections in a particular municipality or county where speeding, aggressive driving, seatbelt violations, alcohol impaired driving, motorcycles crashes and other crashes occurred. Similarly, the new data tables identify the number of crashes, fatal crashes, fatalities and injuries for the same period of time and location. Information is provided for both daytime and nighttime hours, as well as for incorporated and unincorporated areas. The data tables also detail the number of fatalities and injuries attributed to alcohol, speeding and aggressive driving; and the number of occupants, unrestrained occupants, pedestrians, bicyclists and motorcyclists killed or injured.



All law enforcement agencies receiving grant funding from IDOT will receive printed and electronic copies of the heat maps and data tables for the municipalities and counties they cover. While the use of these resources is not mandatory, their use is strongly encouraged since they provide targeted, data-driven and easy-to-read tools for the agencies to use when planning traffic safety enforcement campaigns such as the Memorial Day weekend “Click it or Ticket” campaign and the Labor Day weekend “Drive Sober or Get Pulled Over” campaign.

These tools will be updated annually, and plans are underway to provide them to non-grantee law enforcement agencies in an effort to improve traffic safety throughout the state and to recruit those agencies for future enforcement campaigns.

The heat maps and data tables may also have uses outside of law enforcement. The health care industry has shown an interest in the tools for identifying where their crash patients come from, and the tools could also be used to raise public awareness about when and where unsafe traffic activities occur in Illinois communities.

**Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).**

The BSPE staff (project managers and local law enforcement liaisons (LEL) and evaluation staff) conducts site visits to discuss the agencies’ enforcement activities and many other related issues. The Law Enforcement Liaisons monitor the effectiveness with data collected from the particular campaigns. After collecting and reviewing the data the LELs will make suggestions to the Grant Administrators to address issues as they arise with grantees hitting or missing effectiveness targets.

The main issues include the following items:

High-visibility Enforcement (HVE)

Participation in the National high-visibility law enforcement to reduce alcohol-impaired or drug-impaired operation of motor vehicles and increase use of seatbelts by occupants of motor vehicles

Data and information regarding mobilization participation (e.g., participating and reporting agencies, enforcement activity, citation information, paid and earned media information).

All the enforcement data (e.g., patrol hour, citations, citations per hour, cost per citation) collected from participating law enforcement agencies are analyzed and shared with them for making adjustments (if needed) to their enforcement plan.

## 7 High Visibility Enforcement

### High-visibility enforcement (HVE) strategies

#### Planned HVE strategies to support national mobilizations:

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

#### Countermeasure Strategy Name

Underage Drinking Enforcement

Traffic Safety Resource Prosecutor

Sustained Enforcement

Speed Limits

Short-term, High Visibility Seat Belt Law Enforcement

Publicized Sobriety Checkpoints

Law Enforcement Training

Integrated Enforcement

High Visibility Enforcement

Drug Recognition Expert (DRE) Training  
 Communication Campaign  
 Communication Campaign  
 Combined Seat Belt and Alcohol Enforcement, Nighttime  
 Breath Test Devices  
 BAC Test Refusal Penalties  
 Alcohol Vendor Compliance Checks

## HVE activities

**Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.**

### HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
13-04	Mini Mobilizations (Impaired Driving)	High Visibility Enforcement
13-01	DUIE (ISP)	High Visibility Enforcement
13-03	Breath Test Analysis (ISP)	Breath Test Devices
13-14	Paid Media (Impaired Driving)	Communication Campaign
13-11	ACE (ISP)	Alcohol Vendor Compliance Checks
13-06	Police Training Board (ILETSB)	Drug Recognition Expert (DRE) Training
19-04	Memorial Day Mini Grant	Short-term, High Visibility Seat Belt Law Enforcement
04-04	NITE Patrol (ISP)	High Visibility Enforcement
19-01	OREP (ISP)	High Visibility Enforcement
19-11	Paid Media CIOT	Communication Campaign

## 8 405(b) Occupant Protection Grant

### Occupant protection information

405(b) qualification status: High seat belt use rate State

### Occupant protection plan

**Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.**

#### Program Area

Occupant Protection (Adult and Child Passenger Safety)

### Participation in Click-it-or-Ticket (CIOT) national mobilization

**Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).**

## Agencies planning to participate in CIOT

### Agency

STEP - 171 Local Law Enforcement Grantees

Memorial Day Mini - 20 LE Grantees

### Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

Click It or Ticket (CIOT) is a highly-visible, massive enforcement effort designed to detect violators of Illinois traffic laws with special emphasis on occupant protection in selected areas. Illinois will conduct an intense public information and education campaign which will run concurrently with the enforcement blitz to inform the motoring public of the benefits of seat belt use and of issuing tickets for seat belt violations during a brief four to six week period. 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.

Illinois will participate in the November 2018 and May 2019 CIOT campaigns during FY 2019. Illinois will conduct two types of media to inform and educate the public about the importance of seat belt use. Paid media consists of advertising which has been purchased and strategically placed. Earned media is free media publicity, such as newspaper, television or radio news stories, as well as community outreach activities. Illinois plans on conducting both paid and earned media in the during the FY 2019 CIOT campaigns. Paid media will focus on media avenues most likely to reach the target population of 18-34 year old males. Illinois will also conduct earned media events not only during the CIOT campaigns but throughout the year by highlighting positive community traffic safety initiatives.

IDOT continues to believe the most effective tool in reducing injuries and fatalities is through high-visibility increased enforcement. Increased enforcement maximizes the likelihood of detecting, arresting and convicting drivers. IDOT encourages local, county and state agencies to establish strong policies regarding enforcement, using innovative techniques and available technology to increase apprehension and the public's perception of the risk of apprehension. Department grantees are required to participate in campaign promotions- posting op/ed articles, sending email blasts, distributing education materials, staffing booths at safety fairs, etc.

The enforcement of occupant protection laws will reach Illinois residents by concentrating on the

23-county breakdown and other counties where IDOT determines a need through our problem identification analysis. IDOT continues to use the Federal Alcohol Model where 85 percent of the population resides, 87.0 percent of the total fatalities occurred, 87 percent of the total crashes and 87.9 percent of the injury crashes using the past five years of crash data (2010–2014).

The Sustained Traffic Enforcement Program (STEP) grants focus sharply on specific times of the year and also on specific times of the day when data shows alcohol-involved and unbuckled fatalities are the highest. The increased enforcement details conducted during these times raises the perception of getting caught and deters potential impaired and/or unbuckled drivers and passengers. STEP brings impaired driving and seat belt enforcement closer together because of the connection between late-night alcohol-involved fatalities, late-night unbuckled fatalities and lower late-night seat belt usage. STEP requires participation in the Thanksgiving, Christmas/New Year's, St. Patrick's Day, Memorial Day, July 4th and Labor Day Campaigns. Halloween and Super Bowl weekends are optional campaigns. This creates a sustained, year-long emphasis on IDOT's high enforcement priorities: impaired driving and nighttime seat belt usage.

In FY 2019, law enforcement agencies that participate in CIOT will continue to be required to conduct a minimum of 50 percent of their enforcement activities after 9 p.m. and before 6 a.m. for the Thanksgiving and Memorial Day Holiday campaigns. STEP grantee enforcement of the required campaigns must be accompanied by an earned media effort, such as a pre-campaign news release.

### Child restraint inspection stations

**Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

**Countermeasure Strategy Name**

Child Restraint System Inspection Station(s)

Child Restraint System Inspection Station(s)

**Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

<b>Planned activity unique identifier</b>	<b>Planned Activity Name</b>	<b>Primary Countermeasure</b>
02-02	Injury Prevention (Local)	Communication Campaign
02-09	State Match (Local) RTSRC	Communication Campaign
19-02	Keep Me In a Safe Seat (Secretary of State)	Child Restraint System Inspection Station(s)
19-05	CPS Programs (Local Agency)	Child Restraint System Inspection Station(s)
19-07	CPS Seats (IDOT) - CPS Week	Child Restraint System Inspection Station(s)
19-09	Child Passenger Safety (IDOT)	Child Restraint System Inspection Station(s)
19-10	LATCH Manuals (IDOT)	Child Restraint System Inspection Station(s)

**Enter the total number of planned inspection stations and/or events in the State.**

Planned inspection stations and/or events: 479

**Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.**

Populations served - urban 421

Populations served - rural 418

Populations served - at risk 449

**CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.**

Child passenger safety technicians

**Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

**Countermeasure Strategy Name**

Child Restraint System Inspection Station(s)

Child Restraint System Inspection Station(s)

**Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

<b>Planned activity unique identifier</b>	<b>Planned Activity Name</b>	<b>Primary Countermeasure</b>
02-02	Injury Prevention (Local)	Communication Campaign
02-09	State Match (Local) RTSRC	Communication Campaign
19-02	Keep Me In a Safe Seat (Secretary of State)	Child Restraint System Inspection Station(s)
19-05	CPS Programs (Local Agency)	Child Restraint System Inspection Station(s)
19-07	CPS Seats (IDOT) - CPS Week	Child Restraint System Inspection Station(s)
19-09	Child Passenger Safety (IDOT)	Child Restraint System Inspection Station(s)

**Enter an 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 80

Estimated total number of technicians 1249

## Maintenance of effort

**ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.**

## 9 405(d) Impaired Driving Countermeasure Grant

### Impaired driving assurances

#### Impaired driving qualification - Low-Range State

**ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).**

**ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.**

## 10 405(d) Alcohol-Ignition Interlock Law

### Alcohol-ignition interlock laws

**Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.**

The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

625 ILCS 5/1-144.5  
625 ILCS 5/6-113  
625 ILCS 5/6-201  
625 ILCS 5/6-203  
625 ILCS 5/6-205  
625 ILCS 5/6-205.2  
625 ILCS 5/6-206  
625 ILCS 5/6-206.1  
625 ILCS 5/6-206.2  
625 ILCS 5/6-202  
625 ILCS 5/6-208.1

## 11 405(d) 24-7 Sobriety Programs

### Mandatory license restriction requirement

**Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.**

The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.

625 ILCS 5/11-501  
625 ILCS 5/11-501.01  
625 ILCS 5/11-501.1

### 24-7 Sobriety program information

**Select whether the State will provide legal citation(s) to the State statute or upload State program information that authorizes a Statewide 24-7 sobriety program.**

Provide legal citations: No

Upload State program information: Yes

### Upload program information

**Upload State program information documents that authorize a Statewide 24-7 sobriety program.**

#### Documents Uploaded

P-SC\_Certification\_20151.pdf

P-SC\_Standards\_2015.pdf

## 12 405(e) Distracted Driving

### Sample distracted driving questions

**Enter sample distracted driving questions from the State's driver's license examination.**

05. If you are driving and you need to use your wireless phone, it is best to:
- carefully use your wireless phone, but do not talk for a long time.
  - slow down and make the call.
  - use a hands-free device so you can keep both hands on the steering wheel.

9. Any person, regardless of age, is prohibited from using a wireless telephone at any time while driving in a school speed zone, or a highway construction or maintenance speed zone.
- True
  - False
10. \_\_\_\_\_
14. A driver may type, send, or read a text message while operating a motor vehicle.
- True
  - False

## Legal citations

**The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.**

Is a violation of the law a primary or secondary offense?: Primary Offense

Date Enacted: 1/1/2014

Date Amended:

**Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.**

### Prohibition on texting while driving.

Prohibition on texting while driving.

625 ILCS 5/12-610.2

Definition of covered wireless communication devices.

625 ILCS 5/12-610.2(a)

Minimum fine of at least \$25 for an offense.

625 ILCS 5/16-104e

**Click Add New to provide legal citations for exemption(s) to the State's texting ban.**

Citation	Amended Date
625 ILCS 5/12-610.2(d)	1/1/2014

**The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.**

Is a violation of the law a primary or secondary offense?: Primary Offense

Date Enacted: 1/1/2013

Date Amended: 1/1/2014

**Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.**

### Prohibition on youth cell phone use while driving.

Prohibition on youth cell phone use while driving.

625 ILCS 5/12-610.1

625 ILCS 5/12-610.2

Definition of covered wireless communication devices.

625 ILCS 5/12-610.1(a)

625 ILCS 5/12-610.2(a)

Minimum fine of at least \$25 for an offense.

625 ILCS 5/16-104(e)

**Click Add New to provide legal citations for exemption(s) to the State's youth cell phone use ban.**

Citation	Amended Date
625 ILCS 5/12-610.1(c)	1/1/2014

### 13 405(f) Motorcyclist Safety Grant

#### Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

Motorcycle rider training course	Yes
Motorcyclist awareness program	No
Reduction of fatalities and crashes	No
Impaired driving program	No
Reduction of impaired fatalities and accidents	No
Use of fees collected from motorcyclists	Yes

#### Motorcycle rider training course

Enter the 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:	Robert Williams

Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.

Approved curricula:	(i) Motorcycle Safety Foundation Basic Rider Course
---------------------	---

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

Enter a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Adams	3002
Champaign	5186
Clinton	1636
Coles	2297
Cook	45652
Effingham	1670
Fulton	2003



Jackson	1813
Kane	13603
Kankakee	3739
Kendall	3977
Knox	2397
La Salle	5861
Lake	19064
Livingston	1662
Macon	4062
Madison	10628
Montgomery	1743
Morgan	1602
Richland	885
Rock Island	5129
Sangamon	6912
St. Clair	7730
Stephenson	2009
Tazewell	6892
Wabash	569
Wayne	634
Will	20360
Winnebago	9900

**Enter the total number of registered motorcycles in State.**

340976

Use of fees collected from motorcyclists for motorcycle programs

**A State shall have a process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs. A State may qualify under this criterion as either a Law State or a Data State.**

Use of fees criterion

Law State

**+ Enter legal citations for each law state criteria.**

The State law or regulation requiring that 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.

625 ILCS 35/6, 625 ILCS 35/7

The State law appropriating funds demonstrates that for the current fiscal year, for requiring 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.

625 ILCS 35/6, 625 ILCS 35/7

**14 405(g) Graduated Driver**

## Graduated driver licensing

**Enter the date that the State's graduated driver's licensing statute requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license was last amended. The statute must be in effect and be enforced during the entire fiscal year of the grant.**

Graduated Driver Licensing Law Last Amended On 1/1/2015

**Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.**

### Learner's permit stage

Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State.

625 ILCS 5/6-107.1

Applicant must pass vision test and knowledge assessment.

625 ILCS 5/6-107 (b)(2)

625 ILCS 5/6-109

In effect for at least 6 months.

625 ILCS 5/6-103(b)(1)

In effect until driver is at least 16 years of age.

625 ILCS 5/6-107.1

Must be accompanied and supervised at all times.

625 ILCS 5/6-107.1

Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night.

625 ILCS 5/6-107(b)(3)

625 ILCS 5/6-107(b-1)

Prohibits use of personal wireless communications device.

625 ILCS 5/12-610.1

625 ILCS 5/12-610.2

Extension of learner's permit stage if convicted of a driving-related offense.

625 ILCS 5/6-107(c)

625 ILCS 5/6-107(d)

Click Add New to provide legal citations for exemption(s) to the State's learner's permit stage, if applicable.

Citation	Amended Date
625 ILCS 5/12-610.1(c)	1/1/2014
625 ILCS 5/12-610.2(d)	7/16/2014
625 ILCS 5/6-107.1(b)	1/1/2011

**Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.**

### Intermediate Stage

Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State.

625 ILCS 5/6-107(b)

Applicant must pass behind-the-wheel driving skills assessment.

625 ILCS 5/6-107(b)(2)

In effect for at least 6 months.

625 ILCS 5/6-107

In effect until driver is at least 17 years of age.

625 ILCS 5/6-107

Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies.

625 ILCS 5/6-110 (a-1)(a-2)

No more than 1 nonfamilial passenger younger than 21 years of age allowed.

625 ILCS 5/6-107(g)

Prohibits use of personal wireless communications device.

625 ILCS 5/12-610.1

625 ILCS 5/12-610.2

Extension of intermediate stage if convicted of a driving-related offense.

625 ILCS 5/6-107(c)(d)(e)(g)(h)(i)

Click Add New to provide legal citations for exemption(s) to the State's intermediate stage, if applicable.

Citation	Amended Date
625 ILCS 5/12-610.1(c)	1/1/2014
625 ILCS 5/12-610.2(d)	7/16/2014
625 ILCS 5/6-110(a-2)	8/16/2013

## 15 405(h) Nonmotorized

Nonmotorized information

**ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).**

## 16 1906 Racial Profiling Data Collection Grants

Racial profiling data collection grant

**Is the State applying as an official documents or assurance State? (Note: The State is not eligible for a grant as an assurance State if the State has received a grant as an assurance State for two fiscal years after October 1, 2015.)**

Official documents

Official documents

**Select what type of official documents will be uploaded that demonstrate 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.**

Law	Yes
Regulation	No
Binding policy directive	No
Letter from the Governor	No
Court order	No
Other	No

**Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.**

Law(s) that demonstrate 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.

625 ILCS 5/11-212

**Upload official documents that demonstrate 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.**

Documents Uploaded

2016 ITSS Statewide and Agency Reports.pdf

FY 2019 1906 Racial Profiling.pdf

## **17 Certifications, Assurances, and Highway Safety Plan PDFs**

### **Documents Uploaded**

**ILLINOIS - Highway Safety Plan - FY 2019 - Submitted 1.0.pdf**

**Certifications & Assurances for FY 2019.pdf**