



2020

• ILLINOIS HIGHWAY SAFETY PLAN ANNUAL REPORT •

Table of Contents

Letter from the Governor’s Highway Safety Representative	3
Illinois at a Glance.....	4
2020 Traffic Safety Highlights	5
Illinois Strategic Highway Safety Plan	6
State Highway Safety Office.....	7
Highways Safety Plan Funding	8
Performance Measures and Targets	9
General Highway Safety Performance Measures.....	12
Fatalities and Fatality Rate.....	12
Serious Injuries and Serious Injury Rate	17
Young Driver	20
Occupant Protection	24
State Traffic Safety Information System Improvements.....	31
Impaired Driving.....	37
Motorcyclist Safety	45
Nonmotorized Safety.....	52
Speed Management.....	58
Distracted Driving.....	61
Racial Profiling Data Collection	64
Police Traffic Services.....	66
State Highway Safety Office Administration	81

Letter from the Governor's Highway Safety Representative

Greetings:

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

I am pleased to present the Annual Report for the 2020 Illinois Highway Safety Plan (HSP). This annual report was created to explain the results of the 2020 HSP. The HSP was designed to modify road-user behavior and prevent fatalities and serious injury through education, enforcement, engineering, and emergency medical services.

Our progress in highway safety has been impressive. Traffic fatalities in Illinois have fallen from 1,454 in 2003 to 1,009 in 2019. Still, too many people are being killed or seriously injured on Illinois roadways. With that in mind, the Illinois Strategic Highway Safety Plan is targeting a goal of "Zero Fatalities," which envisions reducing fatalities on Illinois roadways to zero in the long term.

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

Sincerely,



Cynthia L. Watters
Governor's Highway Safety Representative

Illinois at a Glance

Demographics and Characteristics

Population – 12.67 Million

Demographics

Age:

Persons under 5 years – 6.0%
Persons under 18 years – 22.4%
Persons 65 years and Over – 15.6%

Median Income (2014-2018):
\$63,575

Licensed Drivers – 9.17 Million

Total Vehicle Registrations – 11.7 Million

Lane Miles in Illinois – 147,028

Annual Vehicle Miles of Travel – 108 Billion

Annual Gallons of Fuel Consumed – 6.4 Billion

Average Fuel Cost – \$2.60

Rest Areas – 30

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

Quick Facts and Statistics

2019 Fatalities – 1,009

2019 Fatal Crashes – 938

2019 Overall Front Seat Belt Usage Rate – 94.3%

2020 Traffic Safety Highlights

New Laws Affecting Highway Safety

Illinois DUI Prevention and Education Commission and the DUI Prevention and Education Fund: Provides for the expenditure of funds to be used for anti-impaired driving efforts in Illinois. Public Act 101-0196

Amended the Liquor Control Act of 1934: Provides that a cocktail or mixed drink placed in a sealed container by a retail licensee at the retail licensee's location may be transferred and sold for off-premises consumption if specified requirements are met. Public Act 101-0631

Illinois Cannabis Regulation and Tax Act: Legalized the adult use of recreational marijuana starting January 1, 2020. Public Act 101-0027

Illinois Highway Safety Highlights

IDOT issued 271 year-long highway safety grants

Illinois has 1,639 Child Passenger Safety Technicians/Instructors

73% of eligible Child Passenger Safety Technicians recertified

IDOT earned the Excel Award from the American Association of State Highway Transportation Officials (AASHTO) for the Life or Death Paid Media Campaign

During the 2020 Life or Death Paid Media Campaign there were 109,995,579 Digital - Views, Clicks, Impressions

1.4% Increase in speed citations

Illinois State Police Work Zone Enforcement Campaign provided over 66,720 hire back hours and issued 20,576 citations

Trained an additional 19 officers to become Drug Recognition Experts (DRE) bringing Illinois' total DREs to 141 with 17 law enforcement officers trained in phlebotomy

Illinois Received the GHSA Driving Under the Influence of Drugs Law Enforcement Training Grant. This grant was used to conduct the only DRE class of 2020

Illinois Received a \$20,000 GHSA/Lyft Rideshare Grant

Illinois hired the At-Risk Behavior Manager and Traffic Records Coordinator

Illinois Strategic Highway Safety Plan

Mission Statement:

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

Vision Statement:

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

Strategic Highway Safety Plan:

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

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

State Highway Safety Office

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

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

The BSPE takes the lead for the State of Illinois' efforts to reduce fatalities and serious injuries on Illinois roads with internal and external coordination and cooperation. The Federal Fiscal Year (FFY) 2020 Annual Report provides an overview of the state's utilization of federal highway safety funds for the period of October 1, 2019 through September 30, 2020 and evaluations of the various highway safety programs.

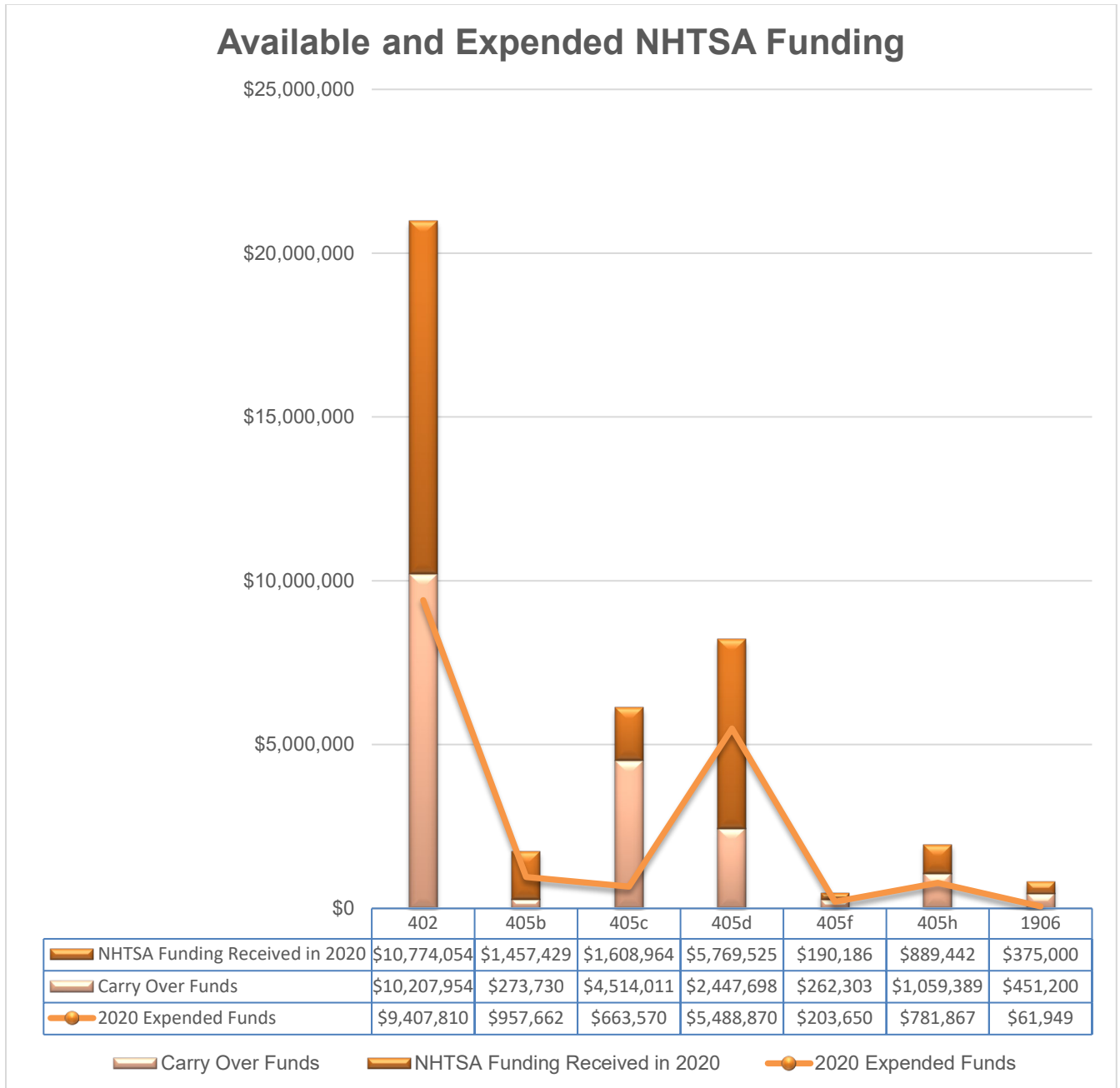
In 2019, there were 1,009 traffic related fatalities. Motor vehicle fatalities are a major issue in Illinois. The main challenge facing Illinois is reducing motor vehicle crash fatalities and serious injuries and the growing problems of drug and distracted driving. Other challenges include implementing the recommendations from the 2016 Traffic Records Assessment, utilizing the Illinois Impaired Driving Task Force, and addressing the ongoing speeding problem. IDOT will continue working with traffic safety partners to meet and overcome these challenges to make Illinois a safer place to travel.

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

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

Highways Safety Plan Funding

In order to facilitate safety projects and programs, funding is required. Funding for programs conducted by the IDOT are provided by the State of Illinois and the NHTSA. Most projects are paid with NHTSA federal funds. There are some projects that are solely funded by the State of Illinois and those are used to meet matching requirements set forth by NHTSA. The graph below shows the amount of federal funds carried forward from FFY 2019 and prior, received in FFY 2020, and expended in FFY 2020.

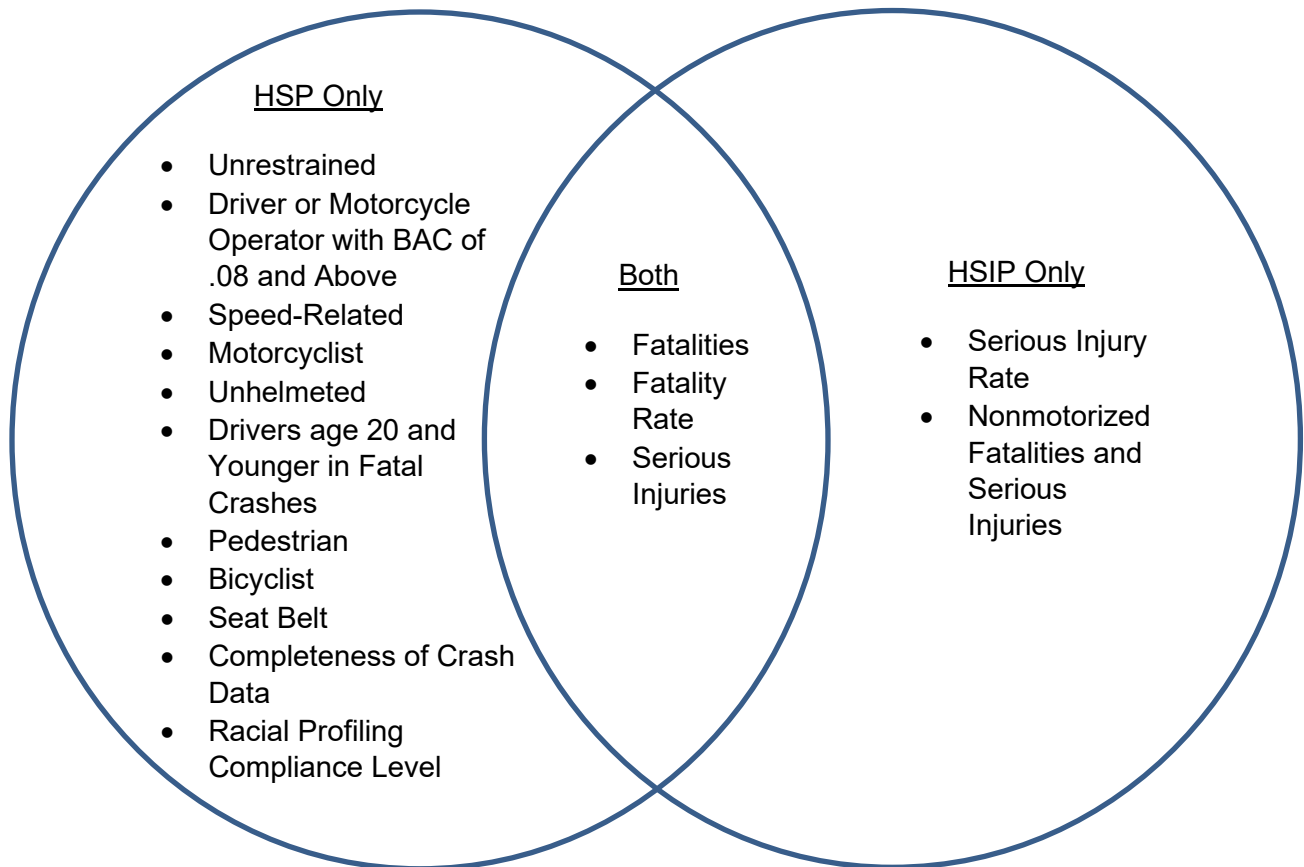


Performance Measures and Targets

NHTSA and the Governors Highway Safety Association (GHSA) agreed on a minimum set of performance measures to be used by states and federal agencies in the development and implementation of behavioral highway safety plans and programs beginning in FFY 2010. The core outcomes and behavior measures will be shown in the 2020 Annual Report.

The goals developed were determined using several databases (e.g., crash data, Vehicle Miles Traveled, population). 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 years of rolling average data). The selected overall goals are listed by appropriate measures, targets, data source used, and strategies on how to achieve these goals by selected target dates. Performance measures of selected goals include rate, ratio, and percent. The main exposure data item that was used in this process is Vehicle Miles Traveled. The highway safety performance measures are intended to be an overall measure of the effectiveness of the HSP.

Three performance measures must be identical for the HSP and HSIP: the number of fatalities, rate of fatalities per 100 million Vehicle Miles of Travel (VMT), and the number of serious injuries.



Previously, projected performance measures for 2020 were calculated based on five-year rolling averages for each year from 2014 through 2018 and a two-percent reduction from the baseline of the 2014-2018 five-year average.

Core Highway Safety Performance Measures Based on Rolling Average Using 2014-2018 FARS, State, and Survey Data							
Selected Core Measures	Rolling Average				Baseline (Rolling Average)	Projected Measures for 2019 and 2020	
	2010- 2014	2011- 2015	2012- 2016	2013- 2017		2014- 2018	2019
NHTSA/FHWA Common Core Measures							
Total Fatalities	943.0	957.0	989.4	1,017.6	1,025.6	1,005.1	985.0
Fatality Rate	0.90	0.91	0.94	0.96	0.95	0.93	0.91
Total Serious Injuries*	12,203.2	12,245.8	12,168.6	12,111.8	12,149.8	11,906.8	11,668.7
NHTSA Only Core Measures							
Rural Fatality Rate	1.54	1.60	1.64	1.65	1.63	1.6	1.57
Urban Fatality Rate	0.69	0.69	0.72	0.74	0.75	0.74	0.73
Unrestrained Passenger Vehicle Occupant Fatalities	268.2	266.8	266.8	264.6	254.8	249.7	244.7
Fatalities in Crashes Involving a Driver and Motorcycle Operator with BAC of 0.08 or Higher*	304.8	308.2	319.6	325.0	317.2	310.9	304.7
Motorcyclist Fatalities	138.8	142.0	143.8	146.6	140.0	137.2	134.5
Unhelmeted Motorcycle Fatalities	104.6	104.4	106.0	104.8	99.6	97.6	95.6
Speed Related Fatalities	407.2	395.0	390.6	405.6	407.8	399.7	391.7
Young Drivers Involved in Fatal Crashes (Under 21)	128.0	125.8	128.2	135.2	130.6	128	125.4
Pedestrian Fatalities	126.8	133.8	136.4	137.8	146.4	143.5	140.6
Bicyclist and Other Cyclist Fatalities	27.4	27.8	26.4	25.8	24.4	23.9	23.2
Seat Belt Usage	93.4	93.9	93.9	94.0	94.1	94.3	94.4
FHWA Core Measures							
Total Serious Injury Rate*	11.65	11.70	11.54	11.41	11.24	11.02	10.80
Nonmotorized Fatalities and Serious Injuries* (Pedestrian, Bicyclist, and Other Cyclist)*	1,468.6	1,515.4	1,498.8	1,526.8	1,516.2	1,485.9	1,456.2

* 2018 data are estimated.

Note: FARS data as of 5/15/19 used for all crash data except for injuries unless otherwise stated in which case Illinois State data used as of 12/10/19.

To project Performance Measures for 2021, five-year rolling averages were calculated for each year from 2015 through 2019 and a two-percent reduction was taken from the 2015-2019 five-year average baseline.

Core Highway Safety Performance Measures Based on Rolling Average Using 2015-2019 FARS, State, and Survey Data

Selected Core Measures					Baseline (Rolling Average)	Projected Measures for 2020 and 2021	
	2011- 2015	2012- 2016	2013- 2017	2014- 2018		2015- 2019	2020
NHTSA/FHWA Common Core Measures							
Total Fatalities	957.0	989.4	1,016.2	1,024.2	1041.2	1,020.4	1,000.0
Fatality Rate	0.91	0.94	0.96	0.96	0.97	0.95	0.93
Total Serious Injuries*	12,220.4	12,184.4	12,124.6	11,956.0	12032.9	11,792.2	11,556.4
NHTSA Only Core Measures							
Unrestrained Passenger Vehicle Occupant Fatalities	266.8	266.8	264.0	255.6	257.6	252.4	247.4
Fatalities in Crashes Involving a Driver and Motorcycle Operator with BAC of 0.08 or Higher*	308.2	319.8	326.8	322.6	326.6	320.1	313.7
Motorcyclist Fatalities	142.0	143.8	146.2	139.6	143.2	140.3	137.5
Unhelmeted Motorcycle Fatalities	104.4	106.0	104.6	99.4	102.2	100.0	98.2
Speed Related Fatalities	395.0	390.6	406.0	408.6	418.6	410.2	402.0
Young Drivers Involved in Fatal Crashes (Under 21)	125.8	128.2	135.4	131.0	132.6	129.9	127.3
Pedestrian Fatalities	133.8	136.4	138.2	146.4	156	152.9	149.8
Bicyclist and Other Cyclist Fatalities	27.8	26.4	25.8	24.6	21.6	21.0	19.6
Seat Belt Usage	93.9	93.9	94.0	94.1	94.2	94.3	94.3
FHWA Core Measures							
Total Serious Injury Rate*	11.68	11.55	11.43	11.2	11.23	11.01	10.79
Nonmotorized Fatalities and Serious Injuries* (Pedestrian, Bicyclist, and Other Cyclist)	1,515.4	1,498.8	1,528.4	1,561.0	1580.2	1,548.6	1,517.6

* 2019 data are estimated. Preliminary data as of 7/8/2020.

Note: Due to FARS data not being available, Illinois State crash data was used.

General Highway Safety Performance Measures

The focus of all highway safety plans is to reduce fatalities and serious injuries caused by traffic related crashes. To understand how a state is accomplishing goals, there needs to be a baseline to be measured against. States individually set performance measure targets with the intent of completing tasks to reach those targets.

There are general performance measures that contain some or all others within them. This section will discuss the general performance measures (Fatalities, Fatality Rate, Serious Injuries, Serious Injury Rate) and the performance measure for Young Driver. Illinois currently does not have a program that specifically addresses young driver behavior.

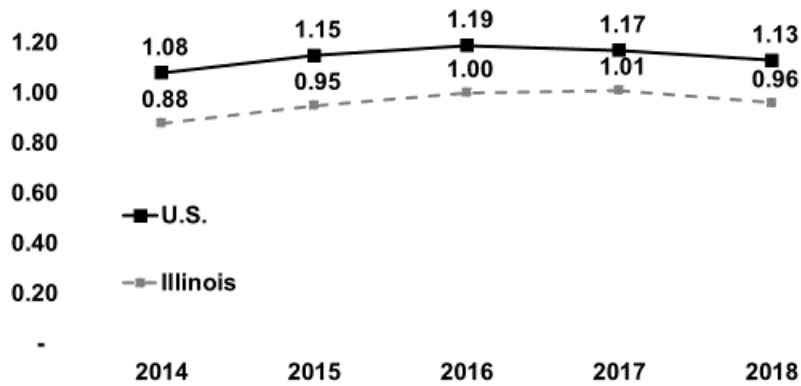
Fatalities and Fatality Rate

Problem Identification

- In 2019, there were 1,009 motor vehicle traffic fatalities in Illinois and 938 fatal crashes.
- There were 8.09 fatalities per 100,000 population in Illinois compared to the 11.17 for the U.S. in 2018.
- Of the 1,009 fatalities, 51.3 percent involved a single vehicle.
- Roadway departure is a leading cause with 596 of the 1,009 fatalities while 231 are intersection related.
- The fatality rate for Illinois for in 2019 was 0.94 fatalities per 100 million vehicle miles of travel (VMT).
- Illinois had a 2.1 percent decrease in the fatality rate from the previous year which was 0.96 in 2018.
- From 2015 to 2019 the fatality rate decreased 1.1 percent.
- As shown in the graph below, the fatality rate for the U.S. increased from 1.08 to 1.13 from 2014 to 2018 while Illinois' rate increased from 0.88 to 0.96 during the same time period.

Note: The above information was obtained from State data and FARS Annual Report File (ARF) data where applicable as FARS data is not available at this time. Also, 2018 data was used where 2019 data was not available.

Illinois and U.S. Fatality Rate per 100M VMT



Data as of 11/9/2020

Planned Activities

Planned activities are the actions IDOT and its partners are taking to address the issues established in the problem identification to meet and exceed Illinois' performance targets.

Name:	Task Code:	Planned Amount:	Expended Amount:
Injury Prevention	02-02	\$1,899,000	\$1,342,247.21

Project Description: 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. There are a wide variety of projects within this planned activity.

Accomplishments: This task provided grant funds to 11 local agencies to implement programs in their communities. Injury Prevention grants focus on a wide variety of high safety-related issues such as occupant protection, impaired driving, young drivers, pedestrian/bicycle safety, and distracted driving. Due to COVID-19 outreach and trainings were impacted. In FFY 2020 Injury Prevention projects conducted over 50 educational events and safety fairs to educate the public on highway safety initiatives. The Injury Prevention programs installed over 200 car seats and inspected over 600 car seats. The Injury Prevention program also worked with ThinkFirst Chapters across the state to present ThinkFirst for Teens, ThinkFirst for Parents of Teen Drivers Program, and ThinkFirst for Youth programs.

Name:	Task Code:	Planned Amount:	Expended Amount:
RTSRC (Match)	02-09	\$1,870,000	\$1,118,854.75

Project Description: 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, child occupant protection, mobilizations, and increasing seat belt use among minority and rural populations. This project is 100 percent state funded.

Accomplishments: This task provided grant funds for seven RTSRCs as they addressed a wide spectrum of behaviors related to highway safety. Due to the limitations that COVID-19 provided, six of the RTSRC's were still able to coordinate over 200 car seat inspections stations, conducted 17 CPS Certification courses, held 17 CPS Tech Skills classes, presented 7 CPS Renewal classes, distributed 594 car seats, held 82 presentations on highway safety at high schools and fairs and re-introduced a teen program. The OSF Healthcare Children's Hospital of Illinois Special Needs RTSRC loaned 100 special needs car seats, conducted 35 trainings, in-services, workshops, and presentations to 677 people on safe travel for children with special needs.

Program Area Results

Traffic Fatality Progress: Not Met

Core Measure	Baseline 2017	Projected 2019	Actual 2015-2019 Rolling Average
Traffic Fatalities	1,017.8	977.5	1,041.2

For 2019, Traffic Fatalities of 977.5 were projected using a baseline rolling average from 2013-2017 and a two-percent reduction due to the data having an upward linear trend. The 2015-2019 Actual Traffic Fatalities rolling average was 1,041.2, resulting in the target being not met.

Traffic Fatality Rate Progress: Not Met

Core Measure	Baseline 2017	Projected 2019	Actual 2015-2019 Rolling Average
Traffic Fatality Rate	0.96	0.92	0.97*

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

Projected Traffic Fatality Rate (Fatalities per 100 million VMT) for 2019 was 0.92 based on 2013-2017 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 2015-2019 actual rolling average was 0.97.

Evaluation

The Sustained Traffic Enforcement Program (STEP) works to increase occupant protection usage and reduce DUI and speeding by providing funding for local law enforcement agencies through hire back enforcement. Special enforcement campaigns such as Click It or Ticket and Drive Sober or Get Pulled Over are a main focus but also includes enforcement details during Thanksgiving, Holiday Season, St. Patrick's Day, Memorial Day, Fourth of July, Labor Day, and a Distracted Driving campaign during April. Additional funding is available during periods outside of these dates to focus on occupant protection, impaired driving, and speeding patrols.

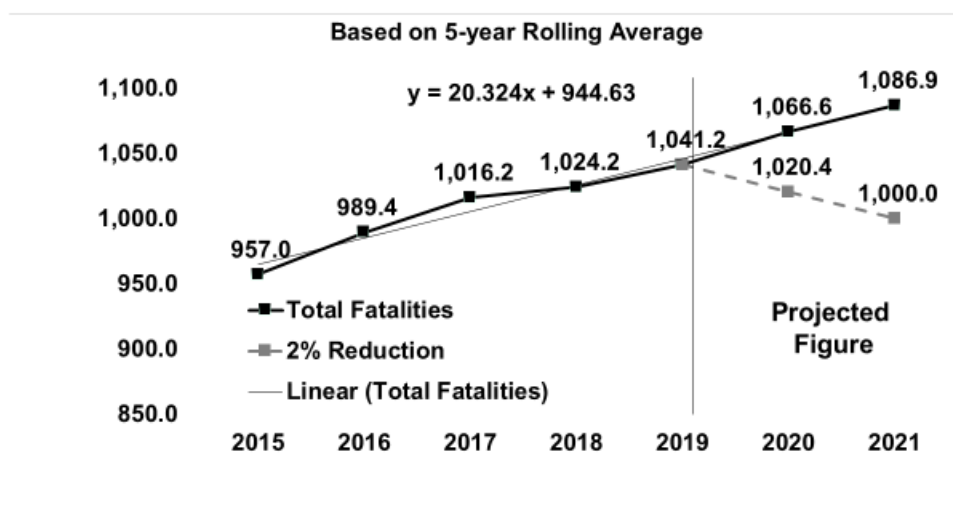
As a result of this statewide STEP enforcement efforts of the local agencies and the Illinois State Police, a total of 113,896 citations were issued and 81,603.19 hours were funded. For STEP agencies for FFY 2020, the overall cost per citation was \$47.16 while the cost per hour for all enforcement was \$65.82. The contact rate was one citation per 43 minutes of enforcement across all citations.

Corrective Course of Action/Future

Traffic Fatalities

Traffic fatalities in Illinois are a main concern and reduction of total fatalities remains the primary goal. Data from 2011-2019 were utilized to create a five-year rolling average for each year. For example, the rolling average for 2019 was computed by averaging 2015, 2016, 2017, 2018, and 2019. A rolling average is commonly used to smooth out short-term fluctuations and highlight long-term trends or cycles. To project performance targets for Illinois, a two-percent reduction was utilized. The target for 2021 was computed by reducing 2019 by two percent to calculate 2020 and then reducing that value by two percent as well. A two-percent reduction was used due to the fact the five-year rolling averages from 2015 to 2019 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.

Total Number of Traffic Fatalities

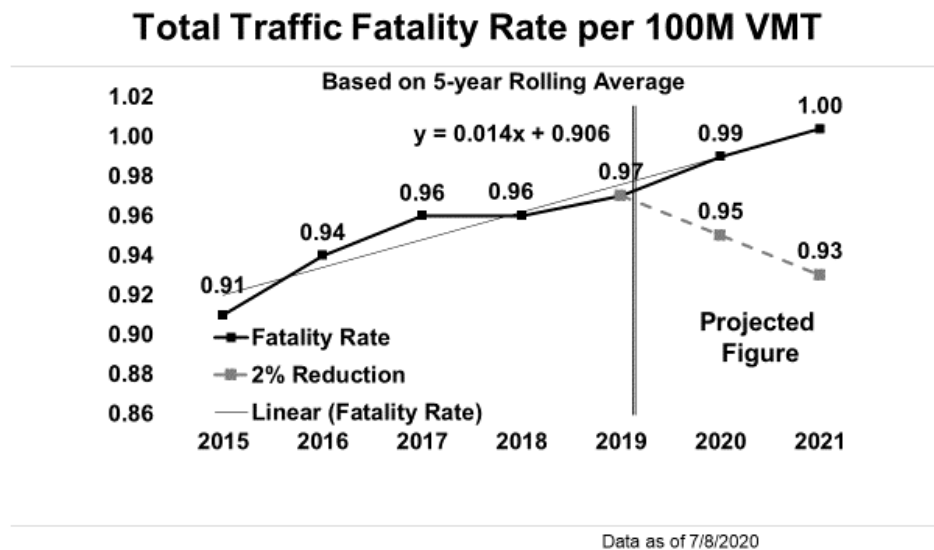


Data as of 7/8/2020

Goal: To reduce the statewide traffic fatalities from 1,041.2 (2015-2019 average) to 1,000.0 by December 31, 2021.

Traffic Fatality Rate

Like the previous target selection method, five-year rolling averages were used from 2015-2019 for the Total Traffic Fatality Rate. Since the 2019 Vehicle Miles of Travel (VMT) data from the Federal Highway Administration were not available, the 2019 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 0.93 per 100 million VMT in 2021.



Goal: To reduce the statewide fatality rate from 0.97 per 100 M VMT (2015-2019 average) to 0.93 per 100 M VMT by December 31, 2021.

To correct our course, reach our future target, and address this performance measure, Illinois established a detailed strategy of these efforts in the 2021 Highway Safety Plan. The planned activities are the actions IDOT and its partners are taking to address the issues. The planned activities to meet the goal are detailed in the 2021 HSP and listed below.

Name:	Task Code:	Planned Amount:
Injury Prevention	02-02	\$1,992,407

Project Description: This task provides funds to support local community agencies in reducing deaths and injuries on Illinois roadways. This program is designed to enable local agencies to conduct public information and education campaigns focusing on highway safety issues.

Name:	Task Code:	Planned Amount:
RTSRC (Match)	02-09	\$1,638,847

Project Description: This task provides funds for seven local agencies to be a Regional Traffic Safety Resource Center (RTSRC). The RTSRC's are designed to conduct public information and education campaigns focusing on highway safety issues. The RTSRC's serve as regional resources providing education, training, and support in promoting safety programs.

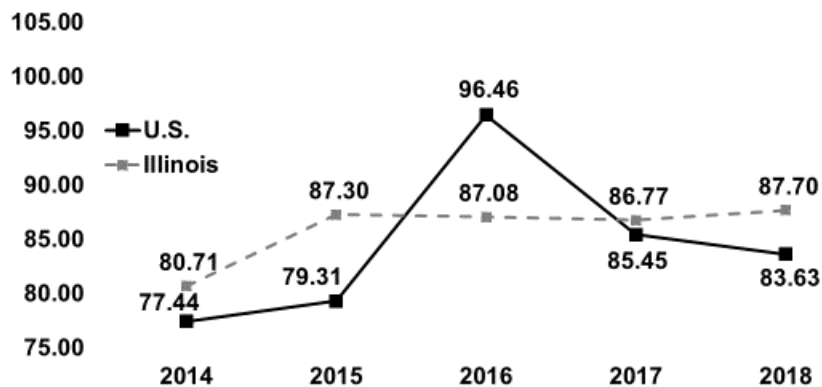
Serious Injuries and Serious Injury Rate

Problem Identification

- In 2019 there were 9,687 serious injuries involving a motor vehicle in Illinois and 7,835 serious injury crashes.
- Of these serious injuries and serious injury crashes, 41.4 percent and 40.7 percent, respectively, were intersection related.
- The serious injury rate for Illinois for in 2019 was 9.0 serious injuries per 100 million vehicle miles of travel (VMT).
- Illinois had a 14.3 percent decrease in the serious injury rate from the previous year which was 10.5 in 2018.
- The serious injury rate also decreased 26.4 percent from 2015 to 2019.
- As shown below, total injuries per 100 million vehicle miles of travel for the U.S. increased from 77.44 in 2014 to 83.63 in 2018 while the rate for Illinois increased from 80.71 to 87.70 for the same time period.

Note: The above information was obtained from State data and FARS ARF data where applicable as FARS data is not available at this time. Also, 2018 data was used where 2019 data was not available.

Illinois and U.S. Injuries per 100 million VMT



Data as of 11/9/2020

Planned Activities

Planned activities are the actions IDOT and its partners are taking to address the issues established in the problem identification to meet and exceed Illinois' performance targets.

In FFY 2020, Illinois does not have any specific tasks that focus specifically on serious injuries, but they are addressed by almost all the planned activities throughout this report.

Program Area Results

Serious Injuries Progress: Not Met

Core Measure	Baseline 2017	Projected 2019	Actual 2015-2019 Rolling Average
Serious Injuries	12,210.9	11,727.4	12,032.9*

*2019 data are estimated due to the data not being available.

Serious Injuries for 2019 were projected to be 11,727.4 based on a baseline rolling average from 2013-2017 and downward linear trend that was mainly reflected in previous years. The actual five-year rolling average for 2015-2019 was estimated. The method of estimation included trendline analysis of 2014-2018 rolling averages to create a projected value for 2019. This value was then averaged with 2015-2018 rolling averages to arrive at the estimated actual value for 2019 which was then averaged with actual values from 2015-2018 to find the 2019 rolling average. Since the final estimate was 12,032.9, the target was not met but was better than the baseline value of 12,210.9.

Serious Injury Rate Progress: Not Met

Core Measure	Baseline 2017	Projected 2019	Actual 2015-2019 Rolling Average
Serious Injury Rate	11.50	11.04	11.23*

*2019 data are estimated due to the data not being available.

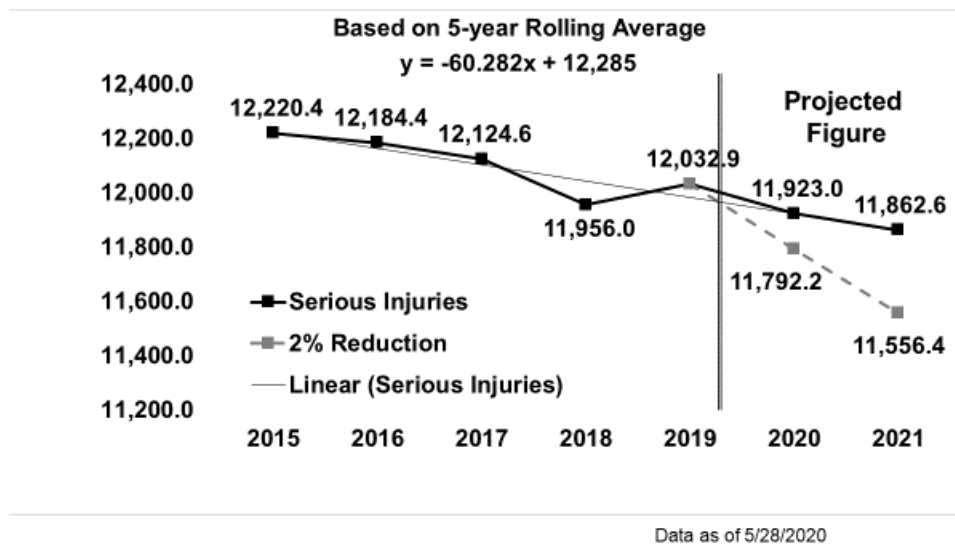
The projected Serious Injury target for 2019 was 11.04. This was calculated using five-year rolling averages from 2013 to 2017 for serious injuries divided by five-year rolling averages for VMT for the same years. The projection method used was Ordinary Least Squares and a two-percent reduction was applied to the 2017 baseline. For the 2015-2019 actual rolling average, serious injuries were estimated (see Serious Injuries for calculation). Also, since federal VMT was not available for 2019, state VMT was used. The actual rolling average rate was estimated to be 11.23, resulting in the target being not met but was better than the baseline of 11.50.

Corrective Course of Action/Future

Serious Injuries

For Total Serious Injuries in Traffic Crashes, 2019 data were not yet available so the actual value for 2019 was estimated. The estimation method consisted of projecting 2019 with trendline analysis using the rolling averages of 2014-2018. This value was then averaged with the rolling averages of 2015-2018 to arrive at the estimated value for 2019. The five-year rolling average for 2019 was then computed and the 2021 value was projected with Ordinary Least Squares trendline analysis. Although this value resulted in a downward trend from the 2019 baseline, the reduction of fatalities by 2021 was not greater than two percent; therefore, a two-percent reduction from the 2019 baseline was applied which sets a target of 11,556.4 total serious injuries 2021.

Serious Injuries in Traffic Crashes

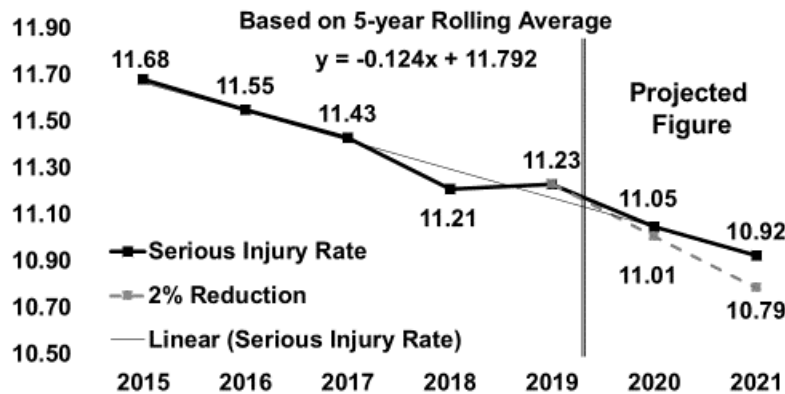


Goal: To reduce the statewide serious injuries from 12,032.9 (2015-2019 average) to 11,556.4 by December 31, 2021.

Serious Injury Rate

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 2015 through 2019. Since 2019 actual serious injuries were not available, this value is estimated (see Serious Injuries). Also, federal VMT was available for all years except 2019 so state VMT was used for 2019's calculation. Linear regression for the projected values of 2020 and 2021 did not show a downward trend greater than two percent so a two-percent reduction from the 2019 baseline was applied, bringing the target to 10.79 per 100 M VMT in 2021.

Serious Injury Rate per 100M VMT



Goal: To reduce total injury rate from 11.23 (2015-2019 average) to 10.79 by December 31, 2021.

To correct our course, reach our future target, and address this performance measure, Illinois established a detailed strategy of these efforts in the 2021 Highway Safety Plan. The planned activities are the actions IDOT and its partners are taking to address the issues. The planned activities to meet the goal are detailed in the 2021 HSP and listed below.

In FFY 2021, Illinois does not have any specific tasks that focus specifically on serious injuries, but they are addressed by almost all the planned activities throughout this report.

Young Driver

Problem Identification

- In 2019, speed-related fatalities and serious injuries for males and females age 16-20 make up 10.4 percent of all speed-related fatalities and serious injuries in Illinois.
- Occupant fatalities and serious injuries for males and females age 16-20 make up 10.0 percent of all occupant fatalities and serious injuries in Illinois in 2019.
- Belted fatalities and serious injuries for males and females age 16-20 in 2019 make up 10.0 percent of all belted fatalities and serious injuries in Illinois.
- As shown in the chart below for the years 2014 to 2018, males and females age 16-20 make up 6.5 percent of the population in Illinois.
- For this same time period, the ratio of percent fatalities and serious injuries to percent population among the 16-20 age group in Illinois is 1.77 (11.5 percent total fatalities and injuries versus 6.5 percent of population).

Note: The above information was obtained from State data and FARS ARF data where applicable as FARS data is not available at this time. Also, 2018 data was used where 2019 data was not available.

Percent and Frequency Distributions of Young Driver (< 21) Fatalities and Serious Injuries (2014-2018)

Gender	Age Group	Total Fatalities & Serious Injuries	Speed-Related Fatalities & Serious Injuries	% Speed-Related Fatalities & Serious Injuries	Occupant Fatalities & Serious Injuries	Belted Occupant Fatalities & Serious Injuries	% Belted Occupant Fatalities & Serious Injuries	Population 2018 NCHS Estimate	Population %	Population Proportion	Fatality & Serious Injury Proportion to Population Proportion
Male	16 - 20	3,694	1,471	39.8%	2,930	1,947	66.5%	422,604	3.32%	0.03	1.75
Female	16 - 20	3,619	1,319	36.4%	3,295	2,545	77.2%	404,237	3.17%	0.03	1.79
Both	16 - 20	7,313	2,790	38.2%	6,225	4,492	72.2%	826,841	6.49%		
Total All Ages		63,817	21,981	34.4%	48,700	36,793	75.6%	12,741,080			

Planned Activities

Planned activities are the actions IDOT and its partners are taking to address the issues established in the problem identification to meet and exceed Illinois' performance targets.

In FFY 2020, Illinois only has two tasks that specifically focuses on young drivers. There are many other projects with multiple focuses like Injury Prevention and most police traffic services.

Name:	Task Code:	Planned Amount:	Expended Amount:
Parent/Teen Handbook	05-01	\$65,000	\$43,654.20

Project Description: This task provides funds for the Office of the Illinois Secretary of State to print and distribute a Parent-Teen Driving Guide and related materials. The driving guide is provided to parents of teen drivers at the time of their initial instruction permit.

Accomplishments: In FFY 2020 the Illinois Office of the Secretary of State ordered and received 100,000 Parent/Teen Handbooks and 80,000 distracted driving cards for distribution to driver's education classes, driver facilities, and the general public.

Name:	Task Code:	Planned Amount:	Expended Amount:
Safety Education Unit (ISP)	04-12	\$194,300	\$0

Project Description: The Illinois State Police Safety Education Unit focuses on education and community engagement. They will visit schools and participate in educational events throughout the state to promote safe driving practices.

Accomplishments: This project started on July 1, 2020, the start of the new state fiscal year. In the first quarter, the Illinois State Police (ISP) secured bids for the purchase of a seat belt convincer and a trailer for outreach presentations and educational opportunities that are planned when in person attendance is allowed. No funds were expended.

Program Area Results

Young Driver (< 21) Fatalities Progress: Not Met

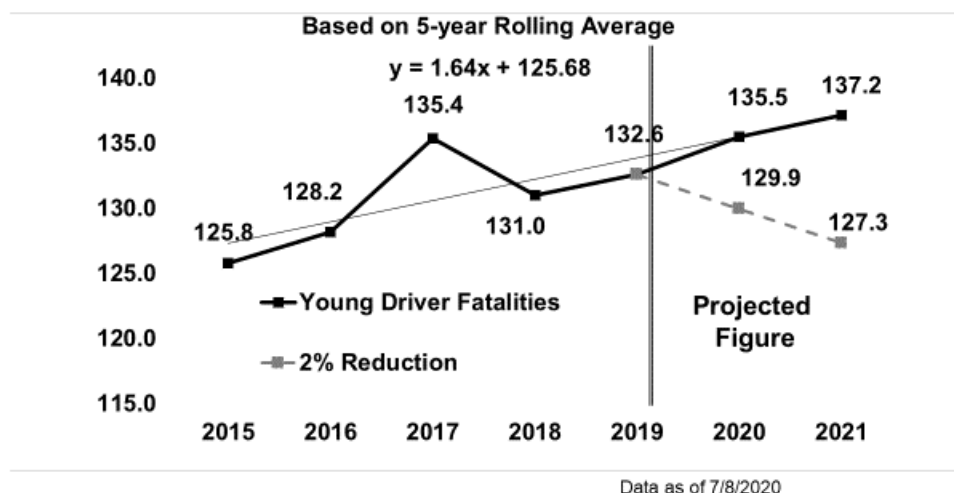
Core Measure	Baseline 2017	Projected 2019	Actual 2015-2019 Rolling Average
Young Driver (< 21) Fatalities	135.2	129.8	132.6

Young Driver Fatalities for 2019 were projected to be 129.8 based on a baseline rolling average from 2013-2017. Due to the data showing only a slight downward trend from recent previous years, a two-percent reduction was added to create the 2019 value. Since the actual rolling average for 2015-2019 was 132.6, the target was not met but was better than the baseline of 135.2.

Corrective Course of Action/Future

Rolling averages for 2015 through 2019 for Young Drivers (Under 21) Involved in Fatal Crashes were used in conjunction with a linear regression line to predict fatalities for 2021. The projected value for 2021 is 137.2, higher than the rolling average for 2018 of 132.6. Due to this upward pointing trendline, the two-percent reduction was used. Using the two-percent reduction method, the projected value is now 127.3 which aligns with the goal of zero fatalities.

Young Drivers (Under 21) Involved in Fatal Crashes



Goal: To reduce total number of fatalities in crashes involving a driver under 21 years old from 132.6 (2015-2019 average) to 127.3 by December 31, 2021.

To correct our course, reach our future target, and address this performance measure, Illinois established a detailed strategy of these efforts in the 2021 Highway Safety Plan. The planned activities are the actions IDOT and its partners are taking to address the issues. The planned activities to meet the goal are detailed in the 2021 HSP and listed below.

In FFY 2021, Illinois only has one task that specifically focuses on young drivers. There are many other projects with multiple focuses like Injury Prevention that also focuses on young drivers along with most police traffic services.

Name:	Task Code:	Planned Amount:
Safety Education Unit	04-12	\$194,300

Project Description: The Illinois State Police Safety Education Unit focuses on education and community engagement for safe driving. They will visit schools and create educational events throughout the state to promote safe driving practices.

Occupant Protection

The Occupant Protection program area focuses on addressing serious injuries and fatalities of unrestrained or improperly restrained occupants. This area of traffic safety is a focus area for Illinois. Although Illinois has a high seat belt usage rate of 94.3 percent in 2019 (most recent data), roughly 40 percent of fatalities and serious injuries were from drivers or occupants who were unrestrained. Increasing seat belt and child restraint usage is one of the most effective ways to reduce injuries and fatalities.

The foundation of the Illinois occupant protection efforts is the education and enforcement of the “Click It or Ticket” (CIOT) program. Illinois has a large enforcement program and has a child passenger safety program that is one of the largest in the nation.

Occupant protection enforcement occurs via the Sustained Traffic Enforcement Program (STEP) with which grantees undertake integrated impaired driving and seat belt enforcement during holiday mobilizations (Halloween, Thanksgiving, Christmas/New Year’s, Super Bowl, St. Patrick’s Day, Memorial Day, Independence Day, and Labor Day). Thanksgiving and Memorial Day have a primary CIOT message and the other holiday timeframes have a strong secondary CIOT and DSOGPO message. Local law enforcement agencies also can perform occupant protection details throughout the year outside of the traditional campaigns. In support of the enforcement, each CIOT campaign also has a comprehensive earned and paid media effort.

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

Another area of focus for Illinois is the annual Observational Seat Belt Use Survey. The belt usage in Illinois is gauged by this survey. Although it is an annual survey, NHTSA provided a waiver for the 2020 annual Observational Seat Belt Use Survey due to COVID-19. As a frame of reference, 2018 Illinois had an Observed Seat Belt rate at 94.6 percent and in 2019 it fell to 94.3 percent.



Problem Identification

- Of the 1,455 drivers involved in fatal crashes in 2019, 57.8 percent were restrained, and 15.3 percent were unknown.
- Of the total number of occupant fatalities (643), 38.9 percent (250) were unrestrained and 12.8 percent (82) were unknown.
- Drivers killed amounted to 65.0 percent of all fatalities.
- Drivers with serious injuries amounted to 64.5 percent of all serious injuries.
- There were 313,064 total crashes involving motor vehicles in Illinois.
- Crashes involving serious injury amounted to 12.3 percent of the injury crashes statewide.
- There were 2,882 injuries to children age 8 and younger in motor vehicles in 2019 which accounts for 12.4 percent of all passenger injuries.
- In 2019 there were 12 fatalities for children age 8 and younger.
- Individuals 16-20 years old account for 58 fatalities which is 5.7 percent of all fatalities.
- The observed seat belt usage rate in 2019 was 94.3 percent. A survey for 2020 was not done due to COVID-19.
- For belted occupants involved in serious injuries and fatalities for 2014-2018, Males age 21-34 had the lowest use at 62.3 percent.

Note: The above information was obtained from State data and FARS ARF data where applicable as FARS data is not available at this time. Also, 2018 data was used where 2019 data was not available.

Percent and Frequency Distributions of Belted Occupant Fatalities and Serious Injuries (2014-2018)

Gender	Age Group	Total Fatalities & Serious Injuries	Occupant Fatalities & Serious Injuries	Belted Occupant Fatalities & Serious Injuries	% Belted of the Occupant Fatalities & Serious Injuries
Male	0 - 8	831	611	446	73.0%
Male	9 - 15	1,126	584	445	76.2%
Male	16 - 20	3,694	2,930	1,947	66.5%
Male	21 - 34	10,600	7,608	4,736	62.3%
Male	35 - 64	14,872	9,355	6,887	73.6%
Male	65 +	3,599	2,667	2,140	80.2%
Female	0 - 8	782	656	474	72.3%
Female	9 - 15	1,159	846	671	79.3%
Female	16 - 20	3,619	3,295	2,545	77.2%
Female	21 - 34	8,378	7,299	5,537	75.9%
Female	35 - 64	11,574	9,694	8,173	84.3%
Female	65 +	3,583	3,155	2,792	88.5%
Total		63,817	48,700	36,793	75.6%

Planned Activities

Planned activities are the actions IDOT and its partners are taking to address the issues established in the problem identification to meet and exceed Illinois' performance targets.

Name:	Task Code:	Planned Amount:	Expended Amount:
K.I.S.S. SOS	19-02	\$32,357	\$14,787.01

Project Description: 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.

Accomplishment: The Illinois Office of the Secretary of State distributed and installed 303 grant funded car seats and conducted 74 car seat installations. Also, educational material was provided to the public through fairs, outreach events and driver license facilities.

Name:	Task Code:	Planned Amount:	Expended Amount:
Child Passenger Safety Program	19-05	\$356,000	\$179,868.18

Project Description: This task provides funds for local agencies to participate in the child passenger safety program by funding certification and training fees; inspection station supplies; and car seats for distribution to low-income families.

Accomplishments: In FFY 2020, 16 Child Passenger Safety (CPS) projects were funded. The goal of the projects is to provide public information, education materials, car seats, and technical tools designed to foster community level approaches to child passenger safety. A total of 677 grant funded car seats were purchased and 474 car seats were distributed. Over 6,000 people were reached through CPS educational programs, booths, and displays during FFY 2020.

Name:	Task Code:	Planned Amount:	Expended Amount:
Occupant Protection Paid Media	19-12	\$400,000	\$397,388.81

Project Description: IDOT's occupant protection communication campaigns consist of comprehensive, statewide paid media buys including the use of radio, television, print, and digital media. The campaign is intended to reduce fatalities and serious injuries in the target demographic of males, age 18-34. A strong "Life or Death" message intended to point out the severe personal and tragic consequences, but the message will also reach other demographics.

Accomplishments: Paid Media Campaign Viewing Results.

Occupant Protection	
Broadcast TV Ads	--
Cable TV Ads	453
Broadcast Radio	1,353
Digital - Views, Clicks, Impressions	13,024,103

Program Area Results

Unrestrained Passenger Fatality Progress: Not Met

Core Measure	Baseline 2017	Projected 2019	Actual 2015-2019 Rolling Average
Unrestrained Passenger Fatalities	263.2	252.8	257.6

Unrestrained Passenger Fatalities for 2019 were projected to be 252.8 based on a rolling average from 2013-2017 and downward linear trend in recent previous years. The actual rolling average for 2015-2019 was 257.6. Although the target was not met, it was better than the baseline of 263.2.

Seat Belt Usage Progress: Not Met

Core Measure	Baseline 2017	Projected 2019	Actual 2015-2019 Rolling Average
Seat Belt Usage	94.0	94.7	94.2

Seat Belt Usage for 2019 was projected to be 94.7 based on a baseline rolling average from 2013-2017 and an upward linear trend that was reflected in previous years. Since the actual rolling average for 2015-2019 was 94.2, the target was not met but the average was better than the baseline of 94.0.

Evaluation

Statewide Annual Observational Seat Belt Survey

This survey was not conducted in FFY 2020. NHTSA provided a waiver of this requirement for 2020 due to COVID-19. The information in this section explains what was conducted in 2019 as a frame of reference. Illinois expects our belt rate for 2020 to be similar to 2019.

The seat belt usage rate survey was a statistical (multi-stage random) observational survey conducted statewide prior to and following the CIOT campaign. The 2018 statewide survey served as the pre-survey for the 2019 statewide survey. Both surveys included 288 statewide site locations. The survey included sites on both low volume local roads and residential streets in addition to high volume state highways. The 288 sites provided a statistically representative sample of the state. The design of the 2019 survey was fully compliant with the National Highway Traffic Safety Administration's Uniform Criteria for State Observational Surveys of Seat Belt Use. The survey had four characteristics:

1. The survey was conducted between 7:00 a.m. and 6:30 p.m. when the light was adequate for observation.
2. The survey observations were restricted to front seat occupants (drivers and passengers) of cars, sport utility vehicles, taxis, vans, and pickup trucks.
3. Only the use of a shoulder harness was observed since vehicles passed an observation point without stopping.
4. The survey sites included interstate highways, freeways, county roads, state highways, and a random sample of residential streets within selected areas.

During the pre-mobilization survey of 2018, there were 153,844 front seat occupants observed at 288 site locations statewide. During the post-mobilization survey of 2019, there were 147,159 front seat occupants observed at the 288 locations statewide. The observed seat belt rate for 2019 is 94.3 percent.

Safety Survey

The CIOT program is evaluated in several ways. For a short-term and immediate impact of the program, BSPE conducted comprehensive pre- and post-Memorial Day surveys in order to measure the impact of paid/earned media and enforcement activities on the public's knowledge and attitude toward the mobilization. The surveys were conducted through the Survey Research Office, located at the Center for State Policy and Leadership at the University of Illinois at Springfield.

The percentage of people who indicated that, "in the past thirty days," they had "seen or heard any messages that encourage people to wear their safety belts" decreased from 45.4 percent in the pre-campaign survey to 43.1 percent at the time of the post-campaign survey.

Of those post-campaign respondents who "had seen or heard messages encouraging safety belt use," most respondents indicated exposure through billboards/road signs (17.9 percent) and television (41.7 percent). Most of both pre- and post- campaign survey respondents who saw or heard a message on television report seeing or hearing the message via a commercial or an advertisement; 52.0 percent in the pre- campaign survey and 53.4 percent in the post-campaign survey.

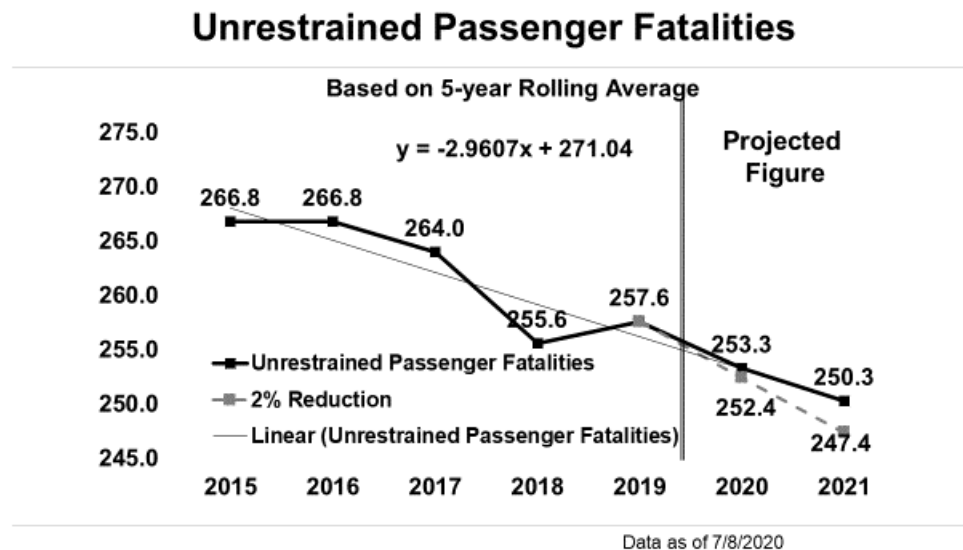
The 2020 pre-campaign survey awareness level of the "Click It or Ticket" slogan started at 69.1 percent. It increased slightly to 73.6 percent in the post-campaign survey. Please refer to the chart below which shows the change in attitudes and awareness levels from 2014 to 2020.

Seat Belt	2014	2015	2016	2017	2018	2019	2020
When driving, how often do you wear your seat belt (composite of shoulder & lap)? (Percent Always)	95.2%	95.9%	93.7%	95.1%	93.9%	93.5%	88.5%
Suppose you didn't wear your seat belt at all over the next six months. How likely do you think it is that you would get a ticket for not wearing a seat belt during this time? (Percent Very Likely)	37.0%	45.7%	42.3%	38.8%	44.1%	40.1%	45.8%
When was the last time you did not wear seat belt when driving? (Percent more than a year ago-Always Wear)	88.3%	84.5%	81.9%	83.7%	87%	82.3%	75%
In the past 30 days, have you seen or heard of any special effort by police to ticket drivers in your community for seat belt violations? (Percent Yes)	15.5%	15.5%	11.7%	9.3%	20.7%	22.8%	21%

Corrective Course of Action/Future

Unrestrained Passenger Fatalities

For Unrestrained Passenger Fatalities, 2015 through 2019 fatalities were calculated using five-year rolling averages. The linear regression line illustrates only a slight reduction to 250.3 in 2021 so the two-percent reduction is applied, bringing the 2021 target to 247.4.

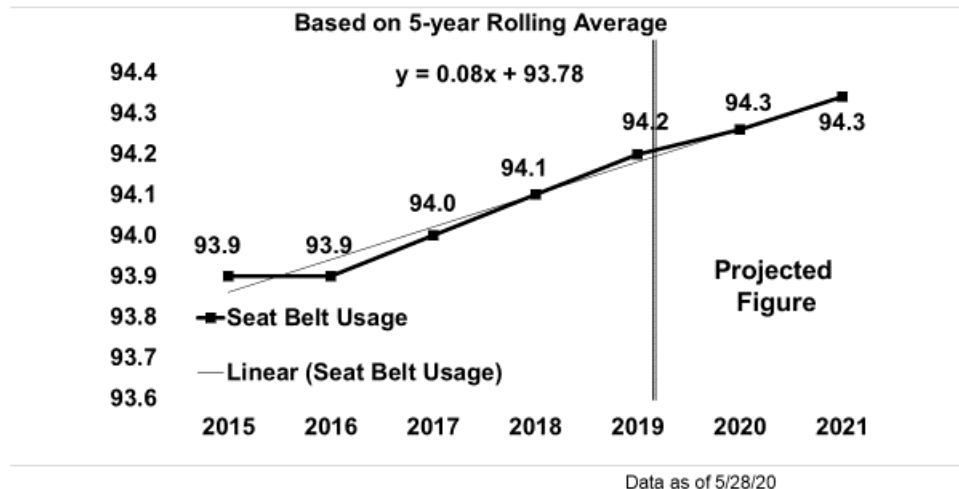


Goal: To reduce total number of unrestrained passengers from 257.6 (2015-2019 average) to 247.4 by December 31, 2021.

Seat Belt Usage

Contrary to the previously mentioned performance targets, Seat Belt Usage is desired to be on an upward trend. Again, rolling averages for 2015 through 2019 were calculated and a regression line shows the projected usage rate for 2021 to be at 94.3 percent.

Seat Belt Usage



Goal: To increase the Observed Seat Belt Usage rate from 94.2 percent (2015-2019 average) to 94.3 percent by December 31, 2021.

To correct our course, reach our future target, and address this performance measure, Illinois established a detailed strategy of these efforts in the 2021 Highway Safety Plan. The planned activities are the actions IDOT and its partners are taking to address the issues. The planned activities to meet the goal are detailed in the 2021 HSP and listed below.

Name:	Task Code:	Planned Amount:
K.I.S.S. SOS	19-02	\$32,400

Project Description: This task provides funds for the Office of the Secretary of State, Driver Services (SOS Drivers) to maintain existing car seat check locations statewide. The program also supports CPS activities and events coordinated through the Regional Traffic Safety Resource Center in Southern Illinois.

Name:	Task Code:	Planned Amount:
Occupant Protection Paid Media	19-11	\$400,000

Project Description: IDOT’s occupant protection communication campaigns consist of comprehensive, statewide paid media buys including the use of radio, television, print, digital, and other online mass media. In FFY 2021, a predominantly male, age 18-34-year-old demographic will be targeted with the “Life or Death” prevention message.

State Traffic Safety Information System Improvements

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

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

In FFY 2016 NHTSA conducted a Traffic Records Assessment per the MAP-21 requirements. The purpose of the assessment was to determine whether the traffic records system in Illinois is capable of supporting management's needs to identify the state's highway safety problems, to manage the countermeasures applied in attempts to reduce or eliminate those problems, and to evaluate those efforts for effectiveness. Each of the six core data systems were assessed independently and improvement recommendations made for the system. This exercise will be repeated in 2020/21 to further ensure that our safety efforts are effectively evolving.

Illinois' Traffic Records Coordinating Committee (ITRCC) provided executive direction on all matters related to the various Illinois Traffic Safety Information Systems and the Traffic Safety Information Systems Improvement Program within the state. Federal funding from the National Highway Traffic Safety Administration allows the committee to aid with new and/or existing relevant studies that improve programs to address roadway safety within Illinois. The ITRCC provided a forum for review and comment of traffic records issues within the State of Illinois. This coordinating committee includes representatives from various public and private organizations and members served on various committees. The ITRCC has continued to encourage more participation from members.

Planned Activities

Planned activities are the actions IDOT and its partners are taking to address the issues established in the problem identification to meet and exceed Illinois' performance targets.

Name:	Task Code:	Planned Amount:	Expended Amount:
Traffic Records Coordinator	18-01	\$175,000	\$153,948.36

Project Description: This position will oversee and coordinate traffic crash data; direct the development of committees, task forces, and work groups to address traffic records; track and report traffic related data activities; coordinate planning, documenting, and implementing activities; and manage activities with Illinois Statewide Traffic Records Coordinating Committee (ITRCC) that oversees traffic records.

Accomplishments: In FFY 2020, BSPE hired a Traffic Records Coordinator (TRC) to oversee the traffic crash data and to manage activities with Illinois's Statewide Traffic Records Coordinating Committee (ITRCC). The TRC was able to establish a new technical and executive committee, establish a new ITRCC website, and make connections with valuable traffic records shareholders to make major improvements to Illinois' system. The TRC was also able to begin work on the 2021 traffic records assessment.

Name:	Task Code:	Planned Amount:	Expended Amount:
Trauma Registry (IDPH)	18-02	\$196,000	\$165,750.00

Project Description: BSPE provided funding for the Illinois Department of Public Health (IDPH) to develop a functional and updated Illinois Trauma Registry that also includes a subset of the Head/Spinal Cord and Violent Injury Registry. This registry will expand the current data reporting from 71 trauma centers to all general hospitals and trauma hospitals within Illinois (approximately 185 hospitals), and will address timeliness, accuracy, completeness, accessibility, uniformity and integration of statewide trauma data. There are plans to link the crash data to Trauma Registry, Hospital Discharge, and EMS database (NEMSIS).

Accomplishments: IDPH reviewed the submitted data for compliance reporting three months following the previous quarter; conducted edit of triggers and validations are in place to ensure accuracy of inputted trauma data; IDPH was unable to generate a statewide report on complete and approved records since the Trauma Registry Reporting capability is not yet operational. All trauma centers and hospital registrars have been given access to the trauma registry and helpdesk calls regarding accessibility has been eliminated. IDOT staff working on FARS will be given access to the trauma registry with central staff rights to have access to trauma data and the ability to generate their own reports.

Name:	Task Code:	Planned Amount:	Expended Amount:
Data Warehouse (SOS)	18-03	\$500,000	\$324,000.00

Project Description: Currently, two systems contain multiple databases that are to be combined on a new platform to allow for "one-customer one-record" and advanced data mining. This includes 23 million vehicles' title records, 25 million vehicle registration records, and 21 million Driver's License and Identification Card records (with over 40 million historical photo records). Each has been maintained separately over many decades and in most cases have records for duplicate customers in their respective databases. Customers that have vehicles registered in Illinois are in a separate database which in most cases has no information for the same individual regarding their driver license or identification card. Not only are these systems not currently synchronized, each do not necessarily use the same keys to identify customers. The current data formats and database systems do not allow for combining to achieve the preferred method of one-customer one-record. The project hopes to achieve this goal.

Accomplishments: Due to COVID-19 shutdown the vendor (MathTech) for the Data Warehouse project restarted work on June 1, 2020. During the month of June, they completed a vision document and blueprint which will be used to give recommendations on how best to combine the Drivers and Vehicle databases. Secretary of State requested and was granted an extension of three months to complete the work.

Name:	Task Code:	Planned Amount:	Expended Amount:
One Customer One Record	18-04	\$1,004,700	\$0

Project Description: This is the same project as 18-03 Data Warehouse but was renamed for the new state grant year because it spans two different fiscal years. Currently, two systems contain multiple databases that are to be combined on a new platform to allow for "one-customer one-record" and advanced data mining. This includes 23 million vehicles' title records, 25 million vehicle registration records, and 21 million Driver's License and Identification Card records (with over 40 million historical photo records). Each has been maintained separately over many decades and in most cases have records for duplicate customers in their respective databases. Customers that have vehicles registered in Illinois are in a separate database which in most cases has no information for the same individual regarding their driver license or identification card. Not only are these systems not currently synchronized, each do not necessarily use the same keys to identify customers. The current data formats and database systems do not allow for combining to achieve the preferred method of one-customer one-record.

Accomplishments: This grant started on July 1, 2020. Due to the Illinois Office of the Secretary of State (SOS) being shut down for three months due to COVID-19, SOS is still finishing work from the Data Warehouse grant with their vendor (MathTech). Once this work is finalized, SOS will formulate a request for purchase (RFP) to hire contractors and consultants to begin the update of current databases and formulation of a centralized database. No funds were expended.

Name:	Task Code:	Planned Amount:	Expended Amount:
CODES	18-07	\$130,000	\$0

Project Description: 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.

Accomplishments: No federal funds were expended out of this task due to the inability to hire staff to run the CODES program. Hiring constrains are an issue we are trying to address but the issues surrounding COVID-19 have also complicated the issue even further.

Name:	Task Code:	Planned Amount:	Expended Amount:
Image Enhancement (SOS)	18-12	\$30,438	\$19,871.57

Project Description: This project provides funds for the Office of the Illinois Secretary of State (SOS) to continue the accurate expedient automated transmittal of crash data between IDOT data files and SOS files. SOS will hire one temporary service employee to input the large volume of crash reports into the SOS driving record.

Accomplishments: This project continues to employ the staff needed to input data that improves the timeliness, completeness, and accuracy of the Illinois traffic records system. Staff answered 3,860 telephone calls, screened and soundexed 2,152 cases, loaded and suspended 365 files.

Name:	Task Code:	Planned Amount:	Expended Amount:
Data Governance	18-17	\$500,000	\$0

Project Description: IDOT has allocated \$500,000 to develop a data warehouse to integrate all the existing IDOT databases, including crash, roadway, traffic, and land use in addition to 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.

Accomplishments: Due to prioritization of special projects in our information technology bureau, IDOT was not able to begin this project. BSPE will continue to promote this project for future funding opportunities.

Program Area Results

Performance Measures for Crash Data							
	Measures	2015	2016	2017	2018	2019	2020
Timeliness	Average # days between date the crash occurred and the date the official crash report was received by IDOT	17	14	12	12	10	10.68
	Median # days to stat code the crash report	120	110	90	40	17	14.2
	Average # days to location code the crash reports	191	180	120	95	90	89.03
	Median # days to location code the crash reports	223	201	130	100	93	Not Available
	% of Crash Reports Electronically Filed	34	30	70	84	87	81.17
	# of Crash Reports Electronically Filed	152,000	161,000	256,848	305,661	310,000	186,541
Completeness	% of time "unknown" code is used in critical crash field* for a non-fatal crash at an agency level	9.4	9.4	9	6	5	8.29
Uniformity	% MMUCC-compliant data elements	76.6	76.6	76.6	76.6	80	80
Accuracy	Number of errors per electronically reported crash only	2.2	2	2	1	1	No Longer Applicable
Integration - Integration with other databases of crash data with the following	Crash to Roadway file (GIS-based data)	1	1	1	1	1	1
	Crash to FARS and SafetyNet (MCMIS)	1	1	1	1	1	1
	Crash to Hospital Inpatient Data	1	1	-	-	1	1
	Crash to Emergency Department Data	1	No Activity	No Activity	No Activity	1	1
	Crash/FARS to Trauma Registry Data	No Activity	No Activity	No Activity	No Activity	1	1

Corrective Course of Action/Future

To correct our course, reach our future target, and address this performance measure, Illinois established a detailed strategy of these efforts in the 2021 Highway Safety Plan. The planned activities are the actions IDOT and its partners are taking to address the issues. The planned activities to meet the goal are detailed in the 2021 HSP and listed below.

Name:	Task Code:	Planned Amount:
Traffic Records Coordinator	18-01	\$150,000

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

Name:	Task Code:	Planned Amount:
Trauma Registry (IDPH)	18-02	\$112,500

Project Description: BSPE provided funding for the Illinois Department of Public Health (IDPH) to develop a functional and updated Illinois Trauma Registry that also includes a subset of Head/Spinal Cord and Violent Injury Registry. This registry will expand the current data reporting from 71 trauma centers to all general hospitals and trauma hospitals within Illinois (approximately 185 hospitals), and will address timeliness, accuracy, completeness, accessibility, uniformity, and integration of statewide trauma data. There are plans to link the crash data to Trauma Registry, Hospital Discharge, and EMS database (NEMSIS).

Name:	Task Code:	Planned Amount:
One Customer One Record (SOS)	18-04	\$1,004,700

Project Description: Two systems contain multiple databases that are to be combined on a new platform to allow for "one-customer one-record" and advanced data mining. This includes 23 million vehicles' title records, 25 million vehicle registration records, and 21 million Driver's License and Identification Card records (with over 40 million historical photo records). Each has been maintained separately over many decades and in most cases have records for duplicate customers in their respective databases. Customers that have vehicles registered in Illinois are in a separate database which in most cases has no information for the same individual regarding their driver license or identification card. These systems are not currently synchronized and do not use the same keys to identify customers.

Name:	Task Code:	Planned Amount:
Image Enhancement (SOS)	18-12	\$30,500

Project Description: This project provides funds for the Office of the Illinois Secretary of State (SOS) to continue the accurate expedient automated transmittal of crash data between IDOT data files and SOS files. SOS will hire one temporary service employee to input large volume of crash reports into the SOS driving record. This project is funded with 402 funds for the 2021 HSP.

Impaired Driving

The Impaired Driving program area focuses on addressing serious injuries and fatalities caused by impaired driving. Approximately 30 percent of fatalities in Illinois were from impaired driving crashes. This program focuses on local and statewide enforcement and educational activities.

High visibility enforcement is the leading impaired driving countermeasure. IDOT utilizes its comprehensive grant program to maximize the deterrent effect of each enforcement hour funded. Local grant-funded, impaired driving enforcement occurs via the Sustained Traffic Enforcement Program (STEP). Grantees undertake integrated impaired driving and seat belt enforcement during holiday mobilizations (Halloween, Thanksgiving, Christmas/New Year's, Super Bowl, St. Patrick's Day, Memorial Day, Independence Day, and Labor Day). Local law enforcement agencies may also perform impaired driving details throughout the year at times of their choosing. The Illinois State Police (ISP) also play a vital role in the impaired driving grant program. They have multiple programs and are concentrated in the same holiday periods but also occur throughout the year.

To support enforcement efforts, the SHSO has paid and earned media programs and prosecutorial and law enforcement training. Impaired Driving Program highlights are DUI Courts, court monitoring, DUI prosecutors, Law Enforcement SFST, ARIDE, and DRE Training, Judicial Training, Fraudulent ID programs, No-refusal search-warrant programs, law enforcement forensic phlebotomy, and underage drinking prevention.

Problem Identification

- There were 938 fatal crashes in 2019, 30.4 percent were alcohol related.
- Of the 1,009 people killed in motor vehicle crashes in 2019, 30.7 percent of these fatalities were alcohol related.
- There were 656 drivers killed in motor vehicle crashes, 547 of these drivers were tested with 37.1 percent testing positive for BAC of 0.01 or higher in 2019.
- From 2014 to 2018, the group with the highest percentage of alcohol-related serious injuries and fatalities are males aged 21 to 34 at 22.9 percent.
- Since this group is a high-risk group for driving-related serious injuries and fatalities and because males in this group are more apt to drink and drive, it is not surprising that the percentage of Males age 21 to 34 have the highest rate of alcohol-related serious injuries and fatalities.

Note: The above information was obtained from State data and FARS ARF data where applicable as FARS data is not available at this time. Also, 2018 data was used where 2019 data was not available.

**Percent and Frequency Distributions of
Alcohol-Related Fatalities and Serious
Injuries (2014-2018)**

Gender	Age Group	Total Fatalities & Serious Injuries	Alcohol-Related Fatalities & Serious injuries	% Alcohol-Related Fatalities & Serious Injuries
Male	0 - 8	831	57	6.9%
Male	9 - 15	1,126	45	4.0%
Male	16 - 20	3,694	376	10.2%
Male	21 - 34	10,600	2,427	22.9%
Male	35 - 64	14,872	2,272	15.3%
Male	65 +	3,599	228	6.3%
Female	0 - 8	782	58	7.4%
Female	9 - 15	1,159	76	6.6%
Female	16 - 20	3,619	259	7.2%
Female	21 - 34	8,378	1,150	13.7%
Female	35 - 64	11,574	1,027	8.9%
Female	65 +	3,583	124	3.5%
Total		63,817	8,099	12.7%

Planned Activities

Planned activities are the actions IDOT and its partners are taking to address the issues established in the problem identification to meet and exceed Illinois' performance targets.

Name:	Task Code:	Planned Amount:	Expended Amount:
UIC Laboratory Testing	03-05	\$491,778	\$89,759.45

Project Description: The UIC Analytical Forensic Testing Laboratory (AFTL) is proposing a project which seeks to reduce incidents of drug-impaired driving by increasing the volume of collected DUI samples that are tested and gathering data on these samples to look for trends. In particular, AFTL is focused on tetrahydrocannabinol (THC) and its impact on people's ability to drive safely while under the influence. AFTL receives samples from various police departments all over the state of Illinois so this project can potentially serve the entire state.

Accomplishments: The UIC Analytical Forensic Testing Laboratory (AFTL) collected and tested 506 DUI cases. UIC hired an Analyst to test blood and urine for the presence of drugs. UIC was able to purchase a new laboratory information management system (LIMS) to better manage cases. A new LIMS will serve to increase the timeliness and accuracy of reports. It will also provide a means to perform high-level analyses on a variety of traffic related issues; such as what are the most found drugs or trends in DUIs.

Name:	Task Code:	Planned Amount:	Expended Amount:
Operation Straight ID (SOS)	13-02	\$29,574	\$24,708.61

Project Description: The project goal is to address under-age drinking and driving through a reduction in the use of fraudulent driver licenses and identification cards. 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 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.

Accomplishments: The Illinois Secretary of State Police conducted 77 "Operation Straight ID" presentations informing 1,353 law enforcement officers, employees, and other community members how to detect fraudulent driver license and state identification cards. The Illinois Secretary of State Police also purchased 1,166 2020 ID checking guides to be used in the training classes.

Name:	Task Code:	Planned Amount:	Expended Amount:
Impaired Driving Training and Resources	13-03	\$1,485,300	\$131,453.50

Project Description: This task provides funds for the Illinois State Police (ISP) to purchase breath testing and oral fluid instruments to train local law enforcement officers in oral fluids and as breath analysis operators. These trained operators will further the enforcement of drug and alcohol-related offenses.

Accomplishments: During this grant year, the Illinois State Police (ISP) sent one new employee to the IC/IR II Training school, purchased 15 hand-held oral fluid testers, and purchased 15 table-top oral fluid testers. ISP started a Pilot Program for Drug Related testing; 30 officers were selected from across the state to test the equipment. Due to COVID-19 many trainings associated with this project were cancelled.

Name:	Task Code:	Planned Amount:	Expended Amount:
Alcohol Police Training	13-06	\$225,000	\$192,313.47

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

Accomplishments: The Illinois Law Enforcement Training and Standards Board conducted nine Advanced Roadside Impaired Driving Enforcement (ARIDE) classes training 219 officers; one Standard Field Sobriety Testing (SFST) Instructor course training eight new instructors; 26 Breath Analysis Operator Certification trainings for 529 officers; five SFST refresher courses training 60 officers; and five Drug Impaired or Advanced DUI Training courses for 187 officers. Continued to establish the DRE/SFST Coordinator under this grant who coordinated the trainings, education, and outreach.

Name:	Task Code:	Planned Amount:	Expended Amount:
Judicial Training	13-07	\$58,003	\$8,293.25

Project Description: This task provides funds for the Administrative Office of the Illinois Courts (AOIC) to conduct a statewide Judicial Training Conference.

Accomplishments: Due to COVID-19 AOIC did not hold their annual Judicial Training conference although fees were incurred during planning. AOIC is planning on holding the conference in late spring of 2021.

Name:	Task Code:	Planned Amount:	Expended Amount:
Traffic Safety Resource Prosecutor	13-10	\$345,100	\$207,445.51

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

Accomplishments: The Traffic Safety Resource Prosecutor (TSRP) conducted 49 trainings including ARIDE, No Refusal Search Warrant, DRE A to Z, and Marijuana Legalization classes. The TSRP held an Impaired Driving Summit in November 2019, in preparation for recreational marijuana law that was signed into law on January 1, 2020. Due to COVID-19, the TSRP developed online resources for officers, prosecutors, and judges to access. The TSRP focused time and energy in Cook County establishing partners and trainings and continued to work on the law enforcement Phlebotomy Program in Illinois.

Name:	Task Code:	Planned Amount:	Expended Amount:
Local Alcohol Project	13-12	\$2,841,706	\$1,584,338.13

Project Description: This activity funds various non-enforcement projects including: local police departments providing DRE Instructor officers to conduct ARIDE and DRE training and assist the DRE Program with re-certifications; court monitoring; Underage substance use and impaired driving prevention efforts; DUI Court in Peoria and Tazewell County; and Foundational DUI Court Training. This task also provides funds for the Chicago Police Department to conduct comprehensive DUI enforcement details throughout the year.

Accomplishments: In FFY 2020, IDOT funded Local Alcohol Program (LAP) grants with local agencies. These grants were multi-dimensional focusing on enforcement, training law enforcement officers, monitoring DUI court cases and DUI/Hybrid Courts. The Chicago Police Department and the Will County Sheriff's Department conducted 3,966.75 hours of patrol and issued 5,754 citations. Five LAP grants focused on training, these projects conducted 35 ARIDE, 17 SFST, 3 DRE A-Z, and 4 BASSET trainings where over 1,400 officers, judges, and state's attorney's received training. The Mothers Against Drunken Driving (MADD) monitored and entered 7,491 cases in 44 different counties across the state and the Virtual Law Enforcement Banquet was held with MADD staff awarding 35 officers from around the state. The Alliance Against Intoxicated Motorist continued their court monitoring program in DuPage, McHenry, Lake, Kane, and Will counties. The Macon and Peoria County Court projects oversaw 2,192 DUI cases, conducted 2,080 treatment reviews, 529 drug tests, and 529 alcohol tests.

Name:	Task Code:	Planned Amount:	Expended Amount:
Impaired Driving Paid Media	13-14	\$2,000,000	\$1,991,425.78

Project Description: This task provides funds for a paid media campaign to support the impaired driving paid media campaigns. IDOT worked with a media buyer for running television, radio, and internet campaigns.

Accomplishments: Paid Media Campaign Viewing Results

Impaired Driving	
Broadcast TV Ads	1,503
Cable TV Ads	9,317
Broadcast Radio	5,726
Digital - Views, Clicks, Impressions	34,592,277

Program Area Results

Driver and Motorcycle Operator with BAC 0.08 or Higher Fatality Progress: Not Met

Core Measure	Baseline 2017	Projected 2019	Actual 2015-2019 Rolling Average
Driver and Motorcycle Operator with BAC 0.08 or Higher Fatalities	310.0	297.7	326.6*

*2019 data are estimated.

For 2019, Driver and Motorcycle Operator with BAC of 0.08 or Higher Fatalities were projected to be 297.7. This projection derived from a baseline rolling average for 2013-2017 and downward linear trendline. Most of the data from recent previous years had shown a slight increase year after year. Actual 2015-2019 Driver and Motorcycle Operator with BAC of 0.08 or Higher Fatalities were estimated. The five-year rolling averages for 2014-2018 were used in trendline analysis to project a value for 2019. This value was averaged with rolling averages for 2015-2018 which resulted in a point estimate for 2019. The rolling average of 2015-2019 was then computed to be 326.6. As a result, the target was not met.

Evaluation

Safety Survey

“Drive Sober or Get Pulled Over” awareness levels were measured before and after the Labor Day campaign. Respondents self-reported awareness levels of the slogan at 45.6 percent and 40.6 percent, respectively. “You Drink. You Drive. You Lose” was reported slightly higher at 55.5 percent in the pre-campaign survey and 48.2 percent in the post-campaign survey statewide. The slogan with the highest reported awareness is “Friends Don’t Let Friends Drive Drunk” with awareness levels at 64.8 percent in the pre-campaign survey and 57.1 percent in the post-campaign survey.

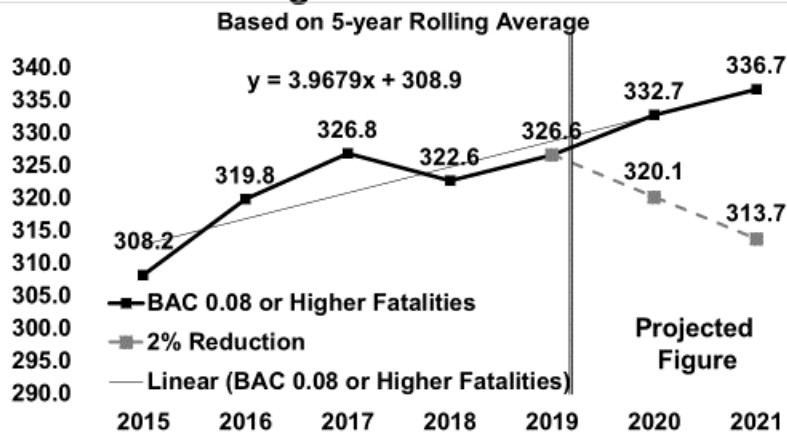
Additionally, survey respondents were asked about their attitudes and awareness levels for impaired driving and police enforcement activity. Please refer to the chart below which shows the change in attitudes and awareness levels from 2014 to 2020.

Alcohol	2014	2015	2016	2017	2018	2019	2020
In the past 30 days, have you read, seen or heard anything about alcohol impaired driving in Illinois? (Percent Yes)	65.4%	61.2%	50.4%	51.6%	47.7%	47.0%	45.8%
If you drove after having too much to drink to drive safely, how likely do you think you are to be stopped by a police officer? Would you say this is: (Percent Almost Certain +Very Likely)	40.8%	35.1%	27.5%	38.4%	41.5%	36.7%	25.0%
Compared to 3 months ago, do you think a driver who had been drinking is now likely to get stopped by Police? (Percent More Likely)	23.4%	25.9%	23.1%	18.7%	22.0%	22.9%	33.2%
Percent of responders who had alcoholic beverages in the last 30 days.	NA	45.9%	49.4%	48.1%	38.7%	35.7%	64.9%
Of those who ever drink, during the past 30 days, have you ever driven a motor vehicle within two hours after drinking alcoholic beverages? (Percent Yes)	NA	21.6%	17.7%	18.9%	19.6%	19.0%	21.4%

Corrective Course of Action/Future

Since fatalities for Driver and Motorcycle Operator with a BAC of 0.08 or Higher were not yet available for 2019, an estimate was calculated by using five-year rolling averages for 2014 through 2018 to create a linear regression line to project 2019. The five-year rolling averages for 2015, 2016, 2017, and 2018 were averaged with the value for 2019 to derive at the estimated actual value for 2019. The five-year average for 2019 was then calculated. Again, the data display an upward trend in fatalities with 2021 at 336.7. Instead, the two-percent reduction was applied to set the 2021 target at a much lower 313.7 which is better aligned with the goal of working toward zero fatalities.

Driver and Motorcycle Operator with BAC 0.08 or Higher Fatalities



Data as of 7/8/2020

Goal: To reduce total number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 or higher from 326.6 (2015-2019 average) to 313.7 by December 31, 2021.

To correct our course, reach our future target, and address this performance measure, Illinois established a detailed strategy of these efforts in the 2021 Highway Safety Plan. The planned activities are the actions IDOT and its partners are taking to address the issues. The planned activities to meet the goal are detailed in the 2021 HSP and listed below.

Name:	Task Code:	Planned Amount:
UIC Laboratory Testing	03-05	\$103,859

Project Description: The UIC Analytical Forensic Testing Laboratory (AFTL) is proposing a project which seeks to reduce incidents of drug-impaired driving by increasing the volume of collected DUI samples that are tested and gathering data on these samples to look for trends. AFTL is focused on tetrahydrocannabinol (THC) and its impact on people's ability to drive safely while under the influence. AFTL receives samples from various police departments all over the state of Illinois so this project can potentially serve the entire state.

Name:	Task Code:	Planned Amount:
Operation Straight ID (SOS)	13-02	\$25,900

Project Description: 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 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.

Name:	Task Code:	Planned Amount:
Impaired Driving Training and Resources	13-04	\$1,485,300

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

Name:	Task Code:	Planned Amount:
Alcohol Police Training	13-06	\$325,000

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

Name:	Task Code:	Planned Amount:
Judicial Training	13-07	\$62,000

Project Description: This activity provides funding for the Administrative Office of the Illinois Courts to conduct a one-time, day-long training session for Illinois judges pertaining to a broad range of alcohol and/or drug-impaired driving issues.

Name:	Task Code:	Planned Amount:
Traffic Safety Resource Prosecutor	13-10	\$363,300

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

Name:	Task Code:	Planned Amount:
Local Alcohol Project	13-12	\$2,292,359

Project Description: This activity funds various non-enforcement projects including: local police departments providing DRE Instructor officers to conduct ARIDE and DRE training and assist the DRE Program with re-certifications; court monitoring; Underage substance use and impaired driving prevention efforts; DUI Court assistance; and Foundational DUI Court Training. This task also provides funds for the Chicago Police Department to conduct comprehensive DUI enforcement details throughout the year.

Name:	Task Code:	Planned Amount:
Impaired Driving Paid Media	13-14	\$1,750,000

Project Description: This task provides funds for a paid media campaign to support the impaired driving paid media campaigns. IDOT worked with a media buyer for running television, radio, and internet campaigns.

Motorcyclist Safety

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

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

IDOT has three regional centers across the state that provide the training. Illinois is one of only two states in the United States that offer Motorcycle Safety Foundation classes free of charge to residents. Classes are offered from early March through late October.

In 2020, Illinois motorcycle training was significantly impacted due to the issues surrounding COVID-19. In a typical year roughly 14,500 motorcyclists pass through the Illinois Cycle Rider Safety Training Program and in 2020 only 813 motorcyclists enrolled in the program. Of those enrolled, 631 successfully completed the training. Illinois expects decreased enrollment of training in 2021 due to COVID-19.

Basic and Intermediate Rider Courses represented approximately 96 percent of the total number trained. These courses are popular because all students under 18 are required to successfully complete the Beginner Rider Course to qualify for an M Endorsement on their driver's license. It is also popular because successful completion of the course allows the issuance of a license waiver that relieves the student from testing requirements to obtain their motorcycle endorsement. The remaining four percent of those trained represent persons who already possessed a motorcycle license and enrolled in training to improve their riding skills.

Problem Identification

Motorcyclist Safety

- Crashes involving motorcyclists account for 0.8 percent of all crashes in Illinois in 2019.
- In 2019, there were 136 fatal crashes and 137 fatalities involving motorcyclists.
- Of the 2,020 motorcyclists injured in 2019, 36.9 suffered from serious injuries.
- In 2019, 12 of the 138 motorcyclist fatalities occurred in Chicago as well as 13 of the 136 fatal crashes.
- Of the 281 motorcyclists injured in Chicago in 2019, 78 resulted in serious injuries.
- As illustrated in the chart below, the group with the highest percent of motorcyclist fatalities and serious injuries are males age 35 to 64 at 16.3 percent for 2014 to 2018.

Note: The above information was obtained from State data and FARS ARF data where applicable as FARS data is not available at this time. Also, 2018 data was used where 2019 data was not available.

Percent and Frequency Distributions of Motorcycle-Related Fatalities and Serious Injuries and Helmet Use (2014-2018)

Gender	Age Group	Total Fatalities & Serious Injuries	Motorcycle Fatalities & Serious Injuries	Helmeted Motorcycle Fatalities & Serious Injuries	% Helmeted of the Motorcycle Fatalities & Serious Injuries	% Motorcycle Fatalities & Serious Injuries of Total
Male	0 - 8	831	3	1	33.3%	0.4%
Male	9 - 15	1,126	17	3	17.6%	1.5%
Male	16 - 20	3,694	195	104	53.3%	5.3%
Male	21 - 34	10,600	1,420	567	39.9%	13.4%
Male	35 - 64	14,872	2,419	629	26.0%	16.3%
Male	65 +	3,599	284	116	40.8%	7.9%
Female	0 - 8	782	1	0	0.0%	0.1%
Female	9 - 15	1,159	8	3	37.5%	0.7%
Female	16 - 20	3,619	35	15	42.9%	1.0%
Female	21 - 34	8,378	240	82	34.2%	2.9%
Female	35 - 64	11,574	530	154	29.1%	4.6%
Female	65 +	3,583	32	21	65.6%	0.9%
Total		63,817	5,184	1,695	32.7%	8.1%

Unhelmeted Motorcyclist Safety

- Crashes involving unhelmeted motorcyclists account for 0.4 percent of all crashes in Illinois in 2019.
- Unhelmeted motorcyclists account for 95 fatal crashes and 100 fatalities in 2019.
- Of the 1,167 unhelmeted motorcyclists injured in 2019, 461 suffered from serious injuries.
- In 2019, 6 of the 100 fatalities and 7 of the 95 fatal crashes occurred in Chicago.
- Of the 130 unhelmeted motorcyclists injured in Chicago in 2019, 42 resulted in serious injuries.

Note: The above information was obtained from State data and FARS ARF data where applicable as FARS data is not available at this time. Also, 2018 data was used where 2019 data was not available.

Planned Activities:

Planned activities are the actions IDOT and its partners are taking to address the issues established in the problem identification to meet and exceed Illinois' performance targets.

Name:	Task Code:	Planned Amount:	Expended Amount:
Motorcycle Assessment	02-10	\$35,000	\$0

Project Description: This planned activity is to fund the NHTSA Motorcycle Safety Assessment of Illinois' Motorcycle Program. Illinois has an extensive training program but there is still a significant amount of motorcyclist's fatalities in Illinois. The intent of this activity is to understand where our weaknesses exist.

Accomplishments: Unable to complete assessment due to scheduling surrounding COVID-19.

Name:	Task Code:	Planned Amount:	Expended Amount:
Motorcycle Paid Media	02-03	\$300,000	\$299,603.36

Project Description: This task provides funds for a paid media campaign to support motorcycle information and education efforts during times of high motorcycle fatalities and serious injuries. IDOT worked with a media buyer to run television, radio, and internet campaigns.

Accomplishments: Paid Media Campaign Viewing Results.

Motorcycle Safety	
Broadcast TV Ads	51
Cable TV Ads	5,902
Broadcast Radio	4,519
Digital - Views, Clicks, Impressions	21,926,206

Name:	Task Code:	Planned Amount:	Expended Amount:
Motorcycle Paid Media	22-01	\$200,000	\$200,000.00

Project Description: This task provides funds for a paid media campaign to support motorcycle information and education efforts during times of high motorcycle fatalities and serious injuries. IDOT worked with a media buyer to run television, radio, and internet campaigns.

Accomplishments: Motorcycle paid media is supported by two planned activities and therefore the accomplishments of 02-03 represent the combined results of 02-03 and 22-01. Please see the results above.

Name:	Task Code:	Planned Amount:	Expended Amount:
Motorcycle P.I. and E. Materials	22-02	\$30,000	\$0

Project Description: This task identifies funding for IDOT to purchase motorcycle safety banners and yard signs for Illinois' Start Seeing Motorcycles campaign.

Accomplishments: IDOT purchased 7,500 Start Seeing Motorcycle yard signs and 150 Start Seeing Motorcycle banners. These were purchased with state funds and no federal funds were expended.

Name:	Task Code:	Planned Amount:	Expended Amount:
Motorcycle Winter Conference	22-03	\$10,000	\$3,650.07

Project Description: This task identifies funding for IDOT to conduct an annual motorcycle safety conference in December 2018. This conference will be focused on education and information around motorcycle safety.

Accomplishments: IDOT conducted the "Roll with Us" 2019 Winter Conference in Springfield, Illinois on December 11-12, 2019. The conference is the premiere training event for motorcycle training professionals in Illinois. A total of 118 people attended the winter conference.

Name:	Task Code:	Planned Amount:	Expended Amount:
Motorcycle (State Match)	22-04	\$3,953,250	\$1,651,601.67

Project Description: This planned activity is to meet the match component required by federal statute for all 405 and 1906 sections. These funds were used for training of motorcycle riders through the Illinois Cycle Rider Safety Training Program.

Accomplishments: IDOT provided training to 631 motorcycle riders through the Cycle Rider Training Program in FFY 2020. IDOT staff and other motorcycle safety stakeholders participated in limited outreach events due to COVID-19.

Program Area Results

Motorcyclist Safety

Motorcyclist Fatality Progress: Not Met

Core Measure	Baseline 2017	Projected 2019	Actual 2015-2019 Rolling Average
Motorcyclist Fatalities	146.8	141.0	143.2

Projected Motorcyclist Fatalities for 2019 was 141.0 based on 2013-2017 rolling average in addition to a two-percent reduction due to the linear trend of the averages being on an upward slope. The actual rolling average from 2015-2019 of 143.2 showed that while the target was not met, it was better than the baseline of 146.8.

Evaluation

When survey respondents were asked of their awareness levels and attitudes toward motorcyclists, 39.2 percent of respondents in the Pre-Memorial Day survey reported that they had heard the slogan “Start Seeing Motorcycles” while 46.0 percent of respondents reported they had in the Post-Memorial Day survey. Awareness levels fell to 40.0 percent in the Post-Labor Day survey.

Unhelmeted Motorcyclist Safety

Unhelmeted Motorcyclist Fatality Progress: Not Met

Core Measure	Baseline 2017	Projected 2019	Actual 2015-2019 Rolling Average
Unhelmeted Motorcycle Fatalities	104.6	100.5	102.2

Unhelmeted Motorcyclist Fatalities for 2019 were projected to be 100.5 based on a baseline rolling average from 2013-2017. 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 2015-2019 rolling average was 102.2 and as a result, the target was unmet but was better than the baseline of 104.6.

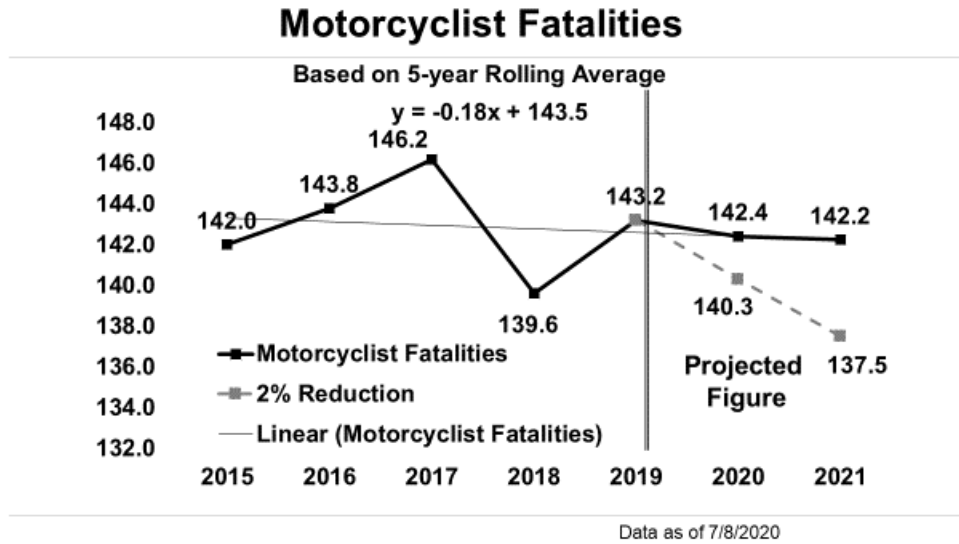
Evaluation

Illinois motorcycle fatalities went up by 15.1 percent from 119 in 2018 to 137 in 2019. The percent helmeted motorcyclist fatalities remain low at 30 percent in 2019 as compared to the percent the US helmeted motorcycle fatalities at about 60 percent in 2018. Based on the preliminary estimate, the number of lives saved in Illinois at the current usage rate of 30 percent is about 23. If Illinois had 100 percent helmet use, an additional 37 lives would have been saved.

Corrective Course of Action/Future

Motorcyclist Safety

The trendline for five-year rolling averages for Motorcyclist Fatalities project fatalities to slightly decrease from 143.2 in 2019 to 142.2 in 2021. Since the data have a slight downward slope, it is not consistent with Illinois' goal of zero fatalities. For this reason, a two-percent reduction is used to decrease fatalities to 137.5 for 2021.

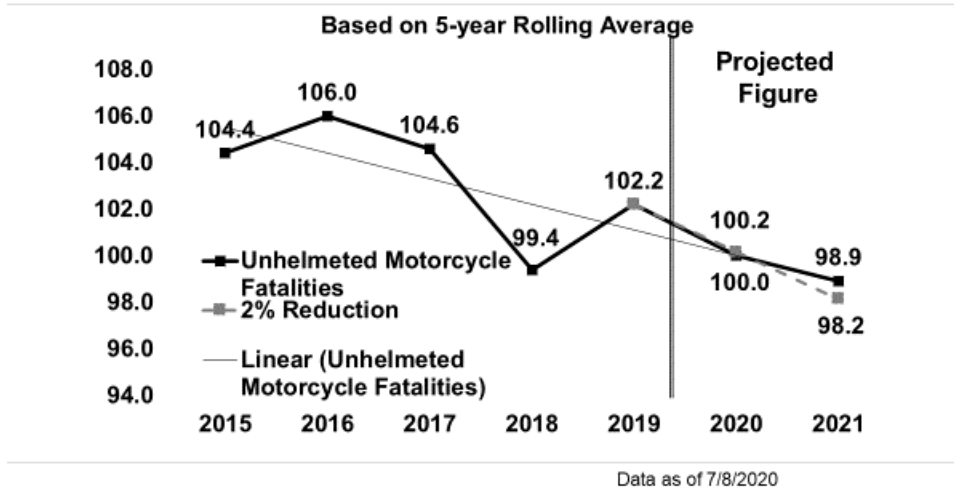


Goal: To reduce total number of fatalities in crashes involving a motorcyclist from 143.2 (2015-2019 average) to 137.5 by December 31, 2021.

Unhelmeted Motorcyclist Safety

The five-year rolling averages for 2015, 2016, 2017, 2018, and 2019 for Unhelmeted Motorcycle Fatalities shows a downward trend over time. The Projection for 2021 was created using linear regression as in previous target selections. This decrease to 98.9 in 2021 is higher than a two-percent reduction so the two-percent reduction is used instead bringing the target to 98.2 for 2021.

Unhelmeted Motorcycle Fatalities



Goal: To reduce total number of fatalities in crashes involving an unhelmeted motorcyclist from 102.2 (2015-2019 average) to 98.2 by December 31, 2021.

To correct our course, reach our future target, and address this performance measure, Illinois established a detailed strategy of these efforts in the 2021 Highway Safety Plan. The planned activities are the actions IDOT and its partners are taking to address the issues. The planned activities to meet the goal are detailed in the 2021 HSP and listed below.

Name:	Task Code:	Planned Amount:
General Paid Media	02-08	\$300,000

Project Description: This task provides funds for a paid media campaign to support motorcycle information and education efforts during times of high motorcycle fatalities and serious injuries. These funds may also be used to support other programs like occupant protection or speeding. IDOT is working with a media buyer to run television, radio, and internet campaigns.

Name:	Task Code:	Planned Amount:
Motorcycle Paid Media	22-01	\$300,000

Project Description: This task provides funds for a paid media campaign to support motorcycle information and education efforts during times of high motorcycle fatalities and serious injuries. IDOT is working with a media buyer to run television, radio, and internet campaigns.

Name:	Task Code:	Planned Amount:
Motorcycle P.I. and E. Materials	22-02	\$30,000

Project Description: This task identifies funding for IDOT to purchase motorcycle safety banners and yard signs for Illinois' Start Seeing Motorcycles campaign.

Name:	Task Code:	Planned Amount:
Motorcycle Winter Conference	22-03	\$10,000

Project Description: This task identifies funding for IDOT to conduct an annual motorcycle safety conference in December 2020. Due to unforeseen circumstances, this has been postponed and is yet to be determined if the conference will be held in this fiscal year. This conference will discuss training and educational components that are pertinent to rider coaches and motorcycle training facilities.

Name:	Task Code:	Planned Amount:
Motorcycle Training (State Match)	22-04	\$3,230,000

Project Description: This planned activity is to meet the match component required by federal statute for all 405 and 1906 sections. These funds were used for training of motorcycle riders through the Illinois Cycle Rider Safety Training Program.

Nonmotorized Safety

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

Problem Identification

Pedestrian Safety

- Crashes involving pedestrians account for 1.5 percent of all crashes in Illinois in 2019.
- In 2019, there were 173 fatal crashes and 173 fatalities involving pedestrians.
- Of the 4,653 pedestrians injured in 2019, 1,031 suffered from serious injuries.
- In 2019, 50 of the 173 pedestrian fatalities occurred in Chicago as well as 51 of the 173 fatal crashes.
- Of the 2,895 pedestrians injured in Chicago in 2019, 525 resulted in serious injuries.
- The group with the highest percent of pedestrian fatalities and serious injuries for 2014 to 2018 are males age 9 to 15 at 22.6 percent.

Note: The above information was obtained from State data and FARS ARF data where applicable as FARS data is not available at this time. Also, 2018 data was used where 2019 data was not available.

**Percent and Frequency Distributions of
Pedestrian-Related Fatalities and Serious
Injuries (2014-2018)**

Gender	Age Group	Total Fatalities & Serious Injuries	Pedestrian Fatalities & Serious Injuries	% Pedestrian Fatalities & Serious Injuries
Male	0 - 8	831	162	19.5%
Male	9 - 15	1,126	255	22.6%
Male	16 - 20	3,694	280	7.6%
Male	21 - 34	10,600	734	6.9%
Male	35 - 64	14,872	1,373	9.2%
Male	65 +	3,599	397	11.0%
Female	0 - 8	782	96	12.3%
Female	9 - 15	1,159	179	15.4%
Female	16 - 20	3,619	191	5.3%
Female	21 - 34	8,378	587	7.0%
Female	35 - 64	11,574	968	8.4%
Female	65 +	3,583	339	9.5%
Total		63,817	5,561	8.7%

Pedalcyclist Safety

- Crashes involving pedalcyclists account for 0.8 percent of all crashes in Illinois in 2019.
- Pedalcyclists account for 12 fatal crashes and 12 fatalities in 2019.
- Of the 2,339 pedalcyclists injured in 2019, 328 suffered from serious injuries.
- In 2019, 5 of the 12 fatalities and 5 of the 12 fatal crashes occurred in Chicago.
- Of the 1,141 pedalcyclists injured in Chicago in 2019, 155 resulted in serious injuries.
- Males age 9 to 15 hold the highest percent of pedalcycle-related serious injuries and fatalities for 2014 to 2018 at 18.5 percent.

Note: The above information was obtained from State data and FARS ARF data where applicable as FARS data is not available at this time. Also, 2018 data was used where 2019 data was not available.

Percent and Frequency Distributions of Pedalcycle-Related Fatalities and Serious Injuries (2014-2018)

Gender	Age Group	Total Fatalities & Serious Injuries	Pedalcyclist Fatalities & Serious Injuries	% Pedalcyclist Fatalities & Serious Injuries
Male	0 - 8	831	41	4.9%
Male	9 - 15	1,126	208	18.5%
Male	16 - 20	3,694	191	5.2%
Male	21 - 34	10,600	380	3.6%
Male	35 - 64	14,872	708	4.8%
Male	65 +	3,599	104	2.9%
Female	0 - 8	782	15	1.9%
Female	9 - 15	1,159	62	5.3%
Female	16 - 20	3,619	49	1.4%
Female	21 - 34	8,378	126	1.5%
Female	35 - 64	11,574	156	1.3%
Female	65 +	3,583	15	0.4%
Total		63,817	2,055	3.2%

Planned Activities

Planned activities are the actions IDOT and its partners are taking to address the issues established in the problem identification to meet and exceed Illinois' performance targets.

Name:	Task Code:	Planned Amount:	Expended Amount:
Bike and Pedestrian Paid Media	12-01	\$675,000	\$674,886.93

Project Description: This task provides funds for a paid media campaign to support bicycle and pedestrian information and education efforts during times of high pedestrian and bicycle fatalities and serious injuries. IDOT worked with a media buyer for running television, radio, and internet campaigns.

Accomplishments: Paid Media Campaign Viewing Results.

Bicycle and Pedestrian	
Broadcast TV Ads	71
Cable TV Ads	11,853
Broadcast Radio	3,397
Digital - Views, Clicks, Impressions	21,057,716

Name:	Task Code:	Planned Amount:	Expended Amount:
Bike and Pedestrian Safety	12-02	\$800,000	\$106,979.66

Project Description: This task provides funds for agencies to reduce the incidence of crashes involving pedestrian and bicyclists and the resulting fatalities and injuries. The program will focus on the outreach/education, enforcement, and training of the public and law enforcement.

Accomplishments: In FFY 2020, Chicago Department of Transportation (CDOT) continued with the Safe Routes Ambassador program to educate and encourage all residents of Chicago to safely walk, bike, and drive. The program conducted 220 events, training over 8,965 people, and visited 204 classrooms educating over 5,000 kids. Of the 220 events attended by the Safe Routes and Bicycling Ambassadors, 46 percent of them were in high priority Vision Zero Crash areas. The Safe Routes for Seniors program provided 190 seniors tools to navigate safe walking and transit options. In the spring and summer CDOT introduced Shared Streets, giving the right of way to pedestrians and cyclists in the street with motor vehicles having to take a back seat. CDOT increased the number of likes on their Facebook page by 11 percent. In FFY 2020, the Chicago Police Department conducted 636 hours of patrol, made 684 stops, and issued 705 citations for Ped/Bike violations. The Lombard Police Department made 65 contacts with pedestrians. The Illinois League of Bicyclist (LIB) worked with high school driver's education classes to complete the Motorist/Drivers Ed Quiz. In total, 176 high schools participated in the program where 18,242 students completed the quiz. LIB developed a series of digital ads that ran on Facebook, Instagram, and Twitter in May and June. The focus of the ads was crash prevention. Response to the ads was significant with over 2.7M impressions on social media.

Program Area Results

Pedestrian Safety

Pedestrian Fatality Progress: Not Met

Core Measure	Baseline 2017	Projected 2019	Actual 2015-2019 Rolling Average
Pedestrian Fatalities	138.0	132.5	156.0

For 2019, Pedestrian Fatalities of 132.5 were projected using a baseline rolling average from 2013-2017 and a two-percent reduction due to the data having an upward linear trend. The actual 2015-2019 rolling average was 156.0, resulting in the target being not met.

Evaluation

Analysis of the Chicago Pedestrian and Bicycle Safety Initiative reveals 705 citations were issued over the course of 636 hours. Throughout the year, one citation was written for every 54.1 minutes of enforcement activity.

Pedalcyclist Safety

Pedalcyclist Fatality Progress: Met

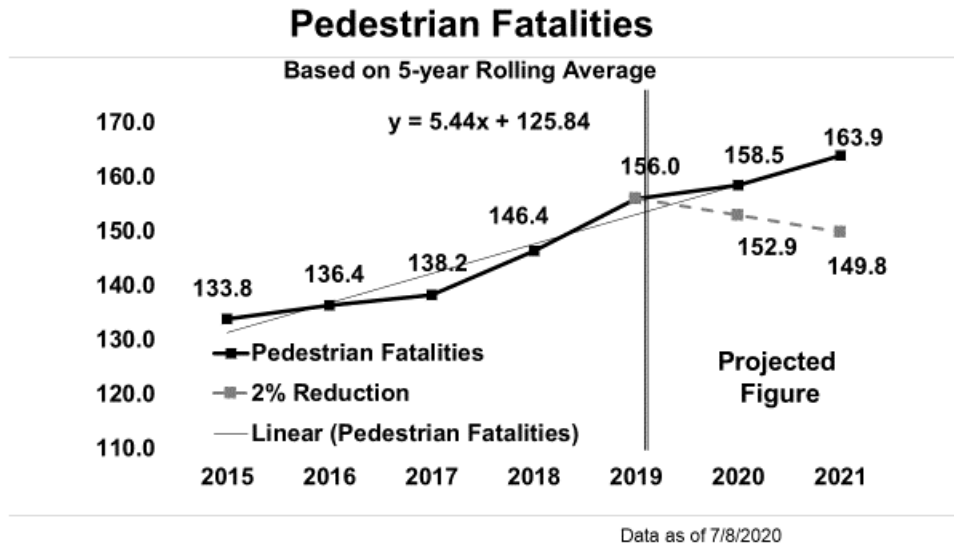
Core Measure	Baseline 2017	Projected 2019	Actual 2015-2019 Rolling Average
Bicyclist and Other Cyclist Fatalities	25.8	24.8	21.6

Projected Bicyclist Fatalities for 2019 were 24.8 based on 2013-2017 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 rolling average for 2015-2019 was 21.6.

Corrective Course of Action/Future

Pedestrian Safety

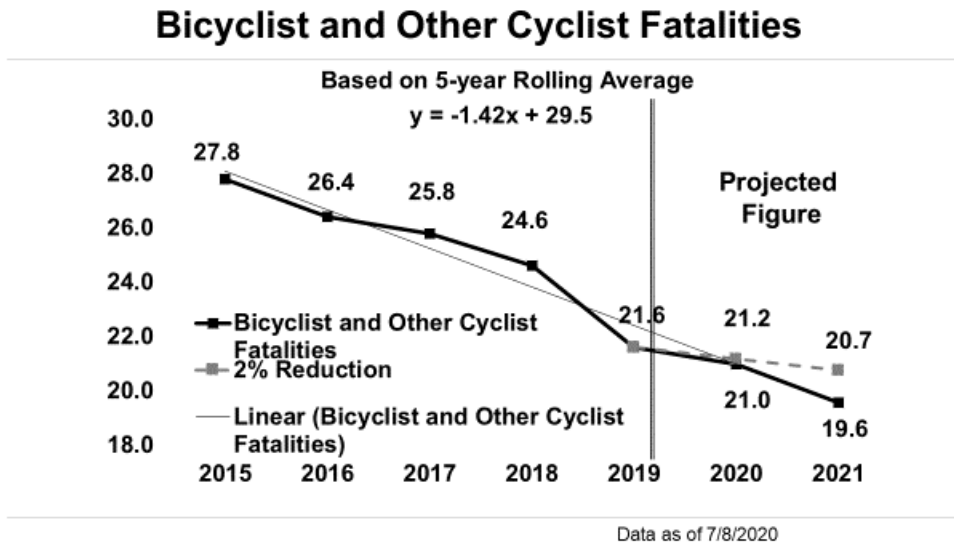
Pedestrian Fatalities for 2021 were projected using five-year rolling averages for 2015 through 2019 and a trendline. The five-year rolling averages have consistently increased year after year during this period. Using only linear regression for 2021, projections will result in Illinois moving away from the goal of zero fatalities and for this reason, a two-percent reduction is used instead bringing the 2021 projection to 149.8.



Goal: To reduce total number of fatalities in crashes involving a pedestrian from 156.0 (2015-2019 average) to 149.8 by December 31, 2021.

Pedalcyclist Safety

Bicyclist and Other Cyclist Fatalities rolling averages for 2015 through 2019 were calculated and 2021 was projected with linear regression from those data points. When the projected linear value of 19.6 for 2021 was compared to a two-percent reduction of value of 20.7 for the same year, the linear projection value was decided on as the target value to bring Illinois closer to the goal of zero fatalities due to the fact it was the lower value.



Goal: To reduce total number of fatalities in crashes involving a bicyclist or other cyclist from 21.6 (2015-2019 average) to 19.8 by December 31, 2021.

To correct our course, reach our future target, and address this performance measure, Illinois established a detailed strategy of these efforts in the 2021 Highway Safety Plan. The planned activities are the actions IDOT and its partners are taking to address the issues. The planned activities to meet the goal are detailed in the 2021 HSP and listed below.

Name:	Task Code:	Planned Amount:
Bike and Pedestrian Paid Media	12-01	\$675,000

Project Description: This task provides funds for a paid media campaign to support bicycle and pedestrian information and education efforts during times of high pedestrian and bicycle fatalities and serious injuries. IDOT is working with a media buyer to run television, radio, and internet campaigns.

Name:	Task Code:	Planned Amount:
Bike and Pedestrian Safety	12-02	\$854,490

Project Description: This task provides funds for agencies to reduce the incidence of crashes involving pedestrian and bicyclists and the resulting fatalities and injuries. The program will focus on the outreach/education, enforcement, and training of the public and law enforcement.

Speed Management

The Speed Management program area focuses on addressing the issue of speed. While speed-related fatal crashes were over 40 percent last year, it is now below 30 percent for this year. This result gives us confidence in our focused enforcement efforts of speed-related offenses over the past few years. Even though we have seen improvement in the amount of speed related fatal crashes, it remains a focus area of traffic safety. The Sustained Traffic Enforcement Program allows for local law enforcement agencies to complete speed-related campaigns within their communities. Illinois is working with local and state partners to strengthen laws, create awareness campaigns, and issue grants in the hopes that this will decrease speed related fatalities and serious injuries.

Problem Identification

- Of the 938 fatal crashes in 2019, 29.1 percent were speed related.
- In 2019, 375 fatalities were attributed to speed in Illinois. This accounts for 37.2 percent of all fatalities.
- Speed accounts for 34.6 percent of total injuries in 2019.
- Serious injuries that are caused by speed are 2,923 in Illinois for 2019.
- Males age 16 to 34 make up the highest percentage for speed-related serious injuries and fatalities for 2014 to 2018 at 39.8 percent.

Note: The above information was obtained from State data and FARS ARF data where applicable as FARS data is not available at this time. Also, 2018 data was used where 2019 data was not available.

**Percent and Frequency Distributions of
Speed-Related Fatalities and Serious
Injuries (2014-2018)**

Gender	Age Group	Total Fatalities & Serious Injuries	Speed-Related Fatalities & Serious Injuries	% Speed-Related Fatalities & Serious Injuries
Male	0 - 8	831	254	30.6%
Male	9 - 15	1,126	325	28.9%
Male	16 - 20	3,694	1,471	39.8%
Male	21 - 34	10,600	4,106	38.7%
Male	35 - 64	14,872	5,023	33.8%
Male	65 +	3,599	996	27.7%
Female	0 - 8	782	245	31.3%
Female	9 - 15	1,159	370	31.9%
Female	16 - 20	3,619	1,319	36.4%
Female	21 - 34	8,378	2,960	35.3%
Female	35 - 64	11,574	3,915	33.8%
Female	65 +	3,583	997	27.8%
Total		63,817	21,981	34.4%

Planned Activities

Planned activities are the actions IDOT and its partners are taking to address the issues established in the problem identification to meet and exceed Illinois' performance targets.

In FFY 2020, Illinois did not have any specific tasks that focus specifically on speed, but speed enforcement is part of most enforcement efforts and specifically the Sustained Traffic Enforcement Program. This planned activity has been included in the police traffic services section.

Program Area Results

Speed Fatality Progress: Not Met

Core Measure	Baseline 2017	Projected 2019	Actual 2015-2019 Rolling Average
Speed Fatalities	405.0	389.0	418.6

Speed Fatalities for 2019 were projected to be 389.0 based on a baseline rolling average from 2013-2017 and downward linear trend that was mainly reflected in previous years. Since the actual rolling average for 2015-2019 was 418.6, the target was not met.

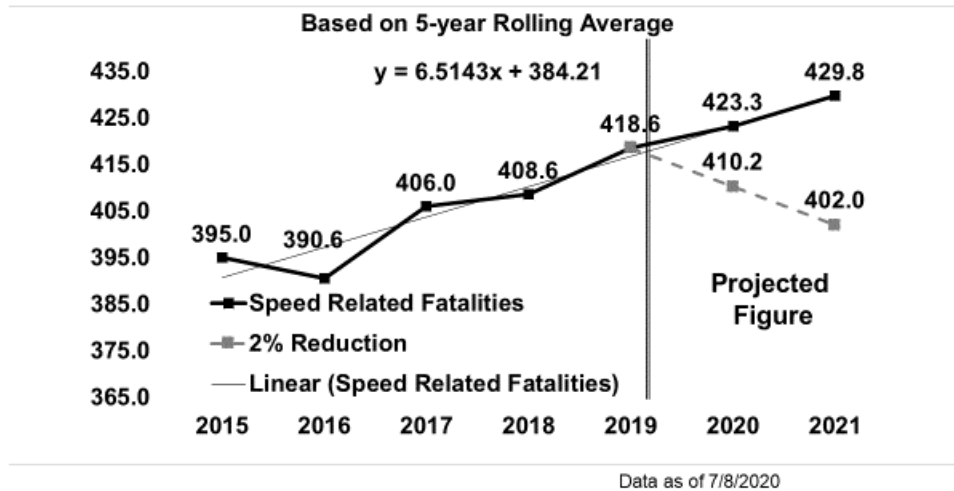
Evaluation

Of the 140,895 total citations issued for FFY 2020, 32.5 percent (45,804) were speeding citations. When respondents were asked about their attitudes and awareness pertaining to speed and enforcement by police in the Post-Memorial Day campaign survey, 81.6 percent stated they were either very likely (32.8 percent) or somewhat likely (48.8 percent) to receive a citation if they speed. When asked if they have heard or seen anything about police enforcing speed limit laws, 27.3 percent said they had seen or heard something within the last 30 days.

Corrective Course of Action/Future

For Speed Fatalities, the regression line for the rolling averages of 2015 through 2019 shows an upward trend resulting in a projection of 429.8 fatalities in 2021. This projection does not align with moving toward zero fatalities, so a two-percent reduction was used instead bringing the projected goal to 402.0.

Speed-Related Fatalities



Goal: To reduce total number of fatalities in crashes involving speed from 418.6 (2015-2019 average) to 402.0 by December 31, 2021.

To correct our course, reach our future target, and address this performance measure, Illinois established a detailed strategy of these efforts in the 2021 Highway Safety Plan. The planned activities are the actions IDOT and its partners are taking to address the issues. The planned activities to meet the goal are detailed in the 2021 HSP and listed below.

In FFY 2021, Illinois did not have any specific tasks that focus specifically on speed, but speed enforcement is part of most enforcement efforts and specifically the Sustained Traffic Enforcement Program. This planned activity has been included in the police traffic services section.

Distracted Driving

Distracted driving and the use of an electronic device while driving is a growing problem in Illinois. Illinois' anti-texting laws took effect in 2012. For many years, Illinois' law enforcement grantees have issued both texting and phone use citations for violations under the Illinois Vehicle Code. In FFY 2019, hands-free violations became a moving violation in Illinois. As a result of stiffer penalties, there is an increase in the potential of changing driver behavior.

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

April is National Distracted Driving Month. Prior to COVID-19, 27 agencies were to participate in Distracted Driving Enforcement apart from STEP enforcement but due to the decrease in policing activity, only one agency participated. Of those participating in STEP, seven agencies conducted Distracted Driving enforcement. These grantees conducted a one month, high-visibility, distracted driving statewide mobilization. The enforcement campaign was aided with a strong paid and earned media effort. IDOT utilized \$500,000 for a paid campaign. The enforcement effort resulted in 453 citations issued. Of the citations issued, 154 (34.0 percent) were distracted driving citations. Additionally, 68 seat belt and 90 speeding citations were issued during to this enforcement campaign.

Problem Identification

- There was a total of 313,065 motor vehicle crashes in 2019. Approximately 3.8 percent of the total crashes were involved in distracted driving.
- There were 1,009 fatalities and 89,144 motor vehicle related injuries in 2019. About 3.6 percent and 5.2 percent of these fatalities and injuries were involved in distracted driving crashes.
- 12.6 percent of all people involved in fatal distracted driving crashes included at least one driver who was using their cell phone at the time of the crash.

Note: The above information was obtained from State data and FARS ARF data where applicable as FARS data is not available at this time. Also, 2018 data was used where 2019 data was not available.

Planned Activities

Planned activities are the actions IDOT and its partners are taking to address the issues established in the problem identification to meet and exceed Illinois' performance targets.

In FFY 2020, Illinois had several tasks that specifically focuses on distracted driving. There are enforcement planned activities such as 06-02, 06-03, and 06-05 that focus on distracted driving but are listed with all enforcement projects in police traffic services.

Name:	Task Code:	Planned Amount:	Expended Amount:
Distracted Driving Paid Media	06-04	\$500,000	\$398,280.25

Project Description: This task provides funds for paid media campaign to support efforts during enforcement periods to maximize the deterrent effect of law enforcement activity. IDOT worked with a media buyer to run television, radio, and internet campaigns for distracted driving.

Accomplishments: Paid Media Campaign Viewing Results.

Distracted Driving	
Broadcast TV Ads	80
Cable TV Ads	4,631
Broadcast Radio	4,691
Digital - Views, Clicks, Impressions	19,395,277

Evaluation

Of the 140,895 total citations written for FFY 2020 by local and state agencies, 6.4 percent (9,085) were for distracted driving. When survey respondents were asked if they used a cell phone or other mobile device while driving in the Post-Labor Day survey, 85.1 percent said they do not while 65.0 percent reported to use a hands-free device. Of these respondents, 43.1 percent self-reported that they either sometimes (27.4 percent) or always (15.7 percent) use their device to text while driving.

For the 2019 Cell Phone Survey, 19,662 male and 13,124 female drivers were observed at 51 sites throughout the state. Of the 32,786 drivers observed, the statewide usage rate was 6.0 percent. Females had a higher usage rate at 7.0 percent while the usage rate for males was 5.3 percent.

Electronic Device Use by Region and Gender in 2019

Region	Male		Female		Total	
	Drivers Observed	Percent Electronic Use	Drivers Observed	Percent Electronic Use	Drivers Observed	Percent Electronic Use
Chicago	570	9.1%	463	9.5%	1,033	9.3%
Cook	4,586	3.3%	2,613	4.8%	7,199	3.9%
Upstate ¹	6,484	6.4%	4,572	7.1%	11,056	6.7%
Downstate ²	8,022	5.2%	5,476	7.8%	13,498	6.3%
Total	19,662	5.3%	13,124	7.0%	32,786	6.0%

¹ Upstate region includes the following counties: DuPage, Kane, Lake, Will, and Winnebago

² Downstate Region includes the following counties: Champaign, Sangamon, Vermilion, Mclean, Rock Island, Madison, and St. Clair.

To correct our course, reach our future target, and address this performance measure, Illinois established a detailed strategy of these efforts in the 2021 Highway Safety Plan. The planned activities are the actions IDOT and its partners are taking to address the issues. The planned activities to meet the goal are detailed in the 2021 HSP and listed below.

In FFY 2021, Illinois has several tasks that specifically focuses on distracted driving. The enforcement projects are 06-02, 06-03, and 06-05 that focus on distracted driving but are listed with all enforcement projects in police traffic services section.

Name:	Task Code:	Planned Amount:
Distracted Driving Paid Media	06-04	\$500,000

Project Description: This task provides funds for paid media campaign to support efforts during enforcement periods to maximize the deterrent effect of law enforcement activity. IDOT is working with a media buyer to run television, radio, and internet campaigns for distracted driving.

Racial Profiling Data Collection

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

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

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

Planned Activities

Planned activities are the actions IDOT and its partners are taking to address the issues established in the problem identification to meet and exceed Illinois' performance targets.

Name:	Task Code:	Planned Amount:	Expended Amount:
Racial Profiling Study	23-01	\$175,000	\$61,948.76

Project Description: This task provides 1906 funds to complete the Illinois Traffic Stop Study. The Illinois Department of Transportation has contracted a consultant to complete this study for the State of Illinois.

Accomplishments: IDOT completed the 2019 Illinois Traffic and Pedestrian Stop Study and it was posted to the IDOT website on July 1, 2020. Per statute, the stop study must be published by July 1st of the following year. The previous stop study contract ended on October 20, 2019 so IDOT put out a Request for Proposals (RFP). The current contract runs through October 20, 2023. The completed studies can be found on IDOT's website at <http://idot.illinois.gov/transportation-system/local-transportation-partners/law-enforcement/illinois-traffic-stop-study>

Name:	Task Code:	Planned Amount:	Expended Amount:
Racial Profiling Study	23-02	\$43,750	\$15,487.22

Project Description: This task provides 1906 funds to complete the Illinois Traffic Stop Study. The Illinois Department of Transportation has contracted a consultant to complete this study for the State of Illinois.

Accomplishments: IDOT completed the 2019 Illinois Traffic and Pedestrian Stop Study and it was posted to the IDOT website on July 1, 2020. Per statute, the stop study must be published by July 1st of the following year. The previous stop study contract ended on October 20, 2019 so IDOT put out a Request for Proposals (RFP). The current contract runs through October 20, 2023. The completed studies can be found on IDOT's website at <http://idot.illinois.gov/transportation-system/local-transportation-partners/law-enforcement/illinois-traffic-stop-study>

Corrective Course of Action/Future

To correct our course, reach our future target, and address this performance measure, Illinois established a detailed strategy of these efforts in the 2021 Highway Safety Plan. The planned activities are the actions IDOT and its partners are taking to address the issues. The planned activities to meet the goal are detailed in the 2021 HSP and listed below.

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

Name:	Task Code:	Planned Amount:
Racial Profiling Study	23-01	\$100,000

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

Police Traffic Services

High visibility enforcement is a crucial component to changing driver behavior and is the cornerstone of Illinois' highway safety program. Illinois has a strong law enforcement community and over 200 dedicated grantee agencies each committed to making highway safety a priority in their communities. In FFY 2020, IDOT funded 215 local law enforcement agencies for the Sustained Traffic Enforcement Program (STEP). To aid in this effort, IDOT also funded the Illinois State Police and Illinois Secretary of State Police. IDOT focuses enforcement efforts on Illinois' 23 county breakdown, where 85 percent of the population resided and accounted for 88.4 percent of the total crashes. In FFY 2020, local law enforcement agencies, the Illinois State Police, and the Illinois Secretary of State conducted a total of 112,136.69 hours of enforcement with grant funding. Further, a total of 140,895 citations were issued. To maximize the visibility of the patrol details conducted by law enforcement grantees, enforcement activities were supported with comprehensive paid and earned media effort. This effort included statewide TV, radio, and digital campaigns and pre/post news releases issued by grantees surrounding their enforcement efforts.

In addition to the emphasis on the 23 counties, IDOT conducts in-depth analysis of crashes for the last five years to identify problem areas where there are high fatalities and/or serious injuries. This data is given significant weight as law enforcement grant recipients are determined.

In FFY 2020, IDOT's campaign focus continued to be on the main national enforcement campaigns (Memorial Day and Labor Day) and the state enforcement campaigns (Thanksgiving, Holiday Season, St. Patrick's Day, and Independence Day). Each of these six enforcement campaigns involve nearly the same number of enforcement hours and are all accompanied by extensive paid and earned media efforts. The key high-visibility enforcement projects that funds local law enforcement agencies is called STEP, Sustained Traffic Enforcement Program. The STEP program focuses on specific times of the year and on specific times of day when data showed alcohol-involved and unrestrained fatalities are the highest. STEP grants bring impaired driving and seat belt enforcement closer together because of the connection between late-night alcohol-involved fatalities, late-night unrestrained fatalities, and lower late-night seat belt usage. These grants require participation in the Thanksgiving, Holiday Season, St. Patrick's Day, Memorial Day, Independence Day, and Labor Day Campaigns thus creating a sustained, year-long emphasis on high visibility enforcement.

Police Traffic Services Strategies

Illinois has an effective high visibility enforcement program, and to help insure it stays that way, the SHSO monitors the effectiveness of its grant-enforcement activities. This allows Illinois to adjust as the data changes over time.

Safety grant administrators, law enforcement liaisons, and evaluation staff conduct site visits and in-depth evaluation of grantee enforcement and earned media activities. The goal is to discuss the agencies' activities and adjust their plans if necessary. Main issues include the following items:

- Participation in national high-visibility law enforcement campaigns.
- Enforcement data and information regarding mobilization participation (e.g., enforcement activity, citation information, citations per hour, cost per citation, and earned media information.)

Click It or Ticket Campaigns

IDOT conducted the CIOT campaign November 22 to December 2, 2019. This campaign coincided with the Thanksgiving holiday. A total of 16,712.28 patrol hours were logged by 193 local police departments and the ISP resulting in 19,105 citations being issued during the campaign.

IDOT conducted the CIOT campaign from May 8-26, 2020 over the Memorial Day holiday. The CIOT campaign was limited by the pandemic, but local law enforcement agencies logged a total of 2,784.9 enforcement hours and issued 3,837 citations. A statewide news release was distributed reminding motorists to buckle up.

IDOT supported enforcement with a comprehensive paid and earned media campaign for the Thanksgiving and Memorial Day enforcement campaigns. IDOT produced the paid media campaign titled "Life or Death Illinois" that featured radio, television, and digital advertising. Local law enforcement agencies were provided pre- and post- media releases to use in their communities for the CIOT enforcement campaign to create earned media opportunities.

Impaired Driving Campaign

In addition to CIOT seat belt campaigns, IDOT also maintained a strong focus on alcohol and drug-impaired driving with major emphasis timeframes during the Holiday Season (December 16, 2019 – January 2, 2020), Independence Day (June 15 – July 6, 2020), and Labor Day (August 20 – September 8, 2020). IDOT also funded enforcement agencies to conduct campaigns around impaired driving times during IDOT's other enforcement periods, Thanksgiving, Super Bowl, St. Patrick's Day, and Memorial Day. Law enforcement grantee agencies also conducted additional enforcement outside of the holiday timeframes providing a sustained presence throughout the year. Impaired driving grantee enforcement is conducted with the DSGPO tagline and Drive High, Get a DUI messages to provide focus on the increasing number of drug-involved crashes and fatalities.

IDOT's DSGPO FFY 2020 Labor Day campaign featured a total of 150 local law enforcement agencies and all 22 districts of the Illinois State Police participated. In total, there were 13,771 enforcement hours logged with the issuance of 17,913 citations at a total cost of \$1,054,926.07. On average, one citation was written every 46.13 minutes of enforcement for an average cost of \$58.89 per citation and \$76.60 per patrol hour.

IDOT also had a paid and earned media campaign for the Holiday Season, July 4th, and Labor Day enforcement campaigns. IDOT produced the paid media campaign titled "Life or Death Illinois" that featured radio, television, and digital advertising. Local law enforcement agencies were provided pre- and post- media releases to use in their communities for the DSGPO enforcement campaign to create earned media opportunities.

Citation Results

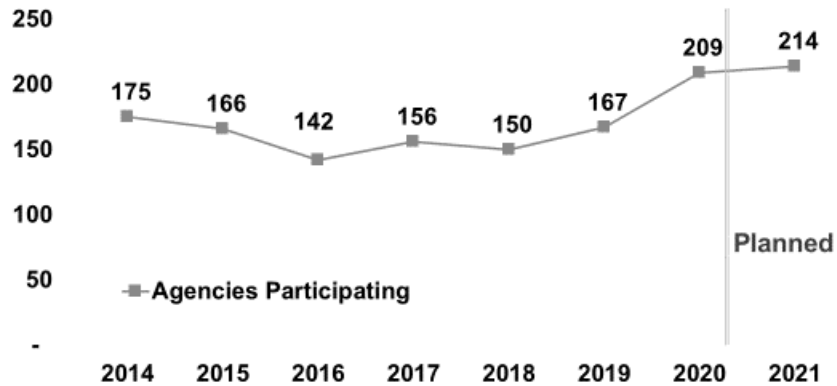
The table below represents enforcement activities conducted by BSPE projects from FFY 2006 to FFY 2020. These results reflect BSPE's enforcement activities and the overall effectiveness the programs have in meeting the performance goals.

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

List of Local Law Enforcement Agencies Participating in the STEP Program:

Addison PD	Elmhurst PD	Maryville PD	Roselle PD
Algonquin PD	Elwood PD	Mascoutah PD	Rosemont PD
Antioch PD	Evanston PD	Matteson PD	Round Lake Park PD
Arlington Heights PD	Fairview Heights PD	Mattoon PD	Round Lake PD
Auburn PD	Fayette County SO	Maywood PD	Sangamon County SO
Barrington PD	Forest park PD	McCook PD	Schaumburg PD
Bartlett PD	Fox Lake PD	McHenry County SO	Schiller Park PD
Beardstown PD	Franklin Park PD	Midlothian PD	Shorewood PD
Bellwood PD	Franklin County SO	Moline PD	Silvis PD
Belvidere PD	Freeport PD	Momence PD	South Beloit PD
Berwyn PD	Galesburg PD	Monroe County SO	South Chicago Hts. PD
Bloomington PD	Glen Carbon PD	Montgomery PD	Southern View PD
Boone County SO	Glendale Heights PD	Morton Grove PD	Spring Grove PD
Bourbonnais PD	Glenview PD	Morton PD	Springfield Park District
Bradley PD	Grandview PD	Naperville PD	Springfield PD
Brown County SO	Granite City PD	Niles PD	St. Charles PD
Buffalo Grove PD	Grundy County SO	Norridge PD	St. Clair County SO
Cahokia PD	Gurnee PD	North Pekin PD	Stephenson County SO
Calumet City PD	Hanover Park PD	North Riverside PD	Streamwood PD
Carol Stream PD	Herrin PD	Northbrook PD	Summit PD
Carterville PD	Highland Park PD	Northlake PD	Swansea PD
Caseyville PD	Hillside PD	Oak Brook PD	Sycamore PD
Champaign PD	Hinsdale PD	Oak Lawn PD	Tazewell County SO
Chatham PD	Hoffman Estates PD	Oak Park PD	Troy PD
Cherry Valley PD	Holiday Hills PD	Ogle County SO	Vernon Hills PD
Chicago Heights PD	Homewood PD	Olympia Fields PD	Villa Park PD
Chicago PD	Huntley PD	Orland Park PD	Wauconda PD
Chicago Ridge PD	Island Lake PD	Oswego PD	Waukegan PD
Cicero PD	Jackson County SO	Ottawa PD	West Chicago PD
Clarendon Hills PD	Joliet PD	Palatine PD	Western IL Task Force
Clark County SO	Kane County SO	Palos Heights PD	Wheaton PD
Coles County SO	Kankakee County SO	Park Forest PD	Wheeling PD
Collinsville PD	Kankakee PD	Park Ridge PD	Will County SO
Colona PD	Kendall County SO	Peoria County SO	Williamson County SO
Columbia PD	Kildeer PD	Peoria PD	Willow Springs PD
Cook County SO	Knox County SO	Peru Police PD	Willowbrook PD
Countryside PD	Lake County SO	Piatt County SO	Willmette PD
Crawford County SO	Lake in the Hills PD	Plainfield PD	Wilmington PD
Crete PD	Lake Zurich PD	Prairie Grove PD	Winnebago County SO
Crystal Lake PD	Lakemoor PD	Prospect Heights PD	Winthrop Harbor PD
Danville PD	Lansing PD	Putnam County SO	Wonder Lake PD
Decatur PD	Lee County SO	Quincy PD	Wood Dale PD
Deerfield PD	Leland Grove PD	River Forest PD	Wood River PD
DeKalb County SO	Libertyville PD	River Grove PD	Woodford County SO
DeKalb PD	Lincolnshire PD	Riverdale PD	Woodridge PD
Douglas County SO	Lincolnwood PD	Riverside PD	Woodstock PD
DuPage County SO	Lisle PD	Robinson PD	
Dupo PD	Lockport PD	Rochester PD	
East Peoria PD	Lombard PD	Rock Island County SO	
Edwards County SO	Lostant PD	Rock Island PD	
Edwardsville PD	Loves Park PD	Rockford PD	
Elgin PD	Macomb PD	Rolling Meadows PD	
Elizabeth PD	Macon County SO	Romeoville PD	
Elk Grove Village PD	Manhattan PD	Roscoe PD	

Number of STEP Agencies Participating in Enforcement



Planned Activities

Planned activities are the actions IDOT and its partners are taking to address the issues established in the problem identification to meet and exceed Illinois' performance targets.

Name:	Task Code:	Planned Amount:	Expended Amount:
Law Enforcement Liaisons	03-04	\$712,500	\$514,379.44

Project Description: 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 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 also support the implementation of the state's Highway Safety Plan, which will positively affect the number of traffic fatalities and injuries.

Accomplishments: The LELs worked with 215 law enforcement agencies to ensure they had knowledge on meeting the highway safety grant performance requirements. LELs conducted 807 on-site monitor visits where they reviewed enforcement data to identify problems and to assist the agency with their grant. The LELs developed a data driven approach to identify and recruit new law enforcement agencies for the STEP grant program. A total of 27 new law enforcement agencies were recruited for the Distracted Driving mini grants. Of those agencies, 13 applied for a full year FFY21 STEP grant. The LELs belong to state and national coalitions and meet with the Illinois Association of Chiefs of Police and Illinois Sheriff's Association

Name:	Task Code:	Planned Amount:	Expended Amount:
Police Training	04-01	\$75,000	\$40,600.00

Project Description: The Illinois Law Enforcement Training and Standards Board (ILETSB) coordinates specialized police training activities. The training is most often delivered through ILETSB's 13 mobile training units. Training will be targeted in IDOT's 23 county breakdown.

Accomplishments: The Illinois Law Enforcement Training and Standards Board conducted two Crash Investigation classes training 35 officers; two Emergency Medial Dispatch classes training 37 officers; one Vehicle Dynamics class training 16 officers; and one Tactical Medical Response class training 22 officers.

Name:	Task Code:	Planned Amount:	Expended Amount:
Sustained Traffic Enf. Program	04-02	\$9,085,000	\$4,782,174.59

Project Description: This task provides funds for local law enforcement agencies to provide high visibility enforcement. This program provides funding for participation in special enforcement campaigns such as CIOT and DSOGPO. This program includes up to ten enforcement periods. Enforcement details during Thanksgiving, Holiday Season Campaign, St. Patrick's Day Campaign, Memorial Day Campaign, Fourth of July and Labor Day Campaign are required for these grants. Grantees can also conduct additional occupant protection, impaired driving, and speeding patrols. Roadside safety checks are also funded throughout the year apart from holiday campaigns.

Accomplishments: As a result of this statewide STEP enforcement efforts of the local agencies, a total of 106,639 citations were issued and 75,146.69 hours were funded. The overall cost per citation was \$44.07 while the cost per hour for all enforcement was \$62.53. The contact rate was one citation per 42.3 minutes of enforcement across all citations.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police Work Zone Enforcement (State Match)	04-03	\$4,200,000	\$1,300,000.00

Project Description: This task provides matching funds from the Illinois State Police work zone enforcement efforts paid by the Illinois Department of Transportation. This enforcement will be completed in work zones across the state.

Accomplishments: The Illinois State Police conducted a total of 66,720 patrol hours and issued 20,576 citations while working 8,093 work zone enforcement details.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police NITE Patrol	04-04	\$1,227,697	\$880,999.76

Project Description: This task provides funds for the Illinois State Police (ISP) to focus on specific times of 9:00pm to 6:00am when impaired driving is highest and safety belt usage is lowest. 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.

Accomplishments: The Illinois State Police (ISP) issued one enforcement contact (citation) every 84 minutes during the grant year. Officers worked a total of 7,442 hours of NITE enforcement and issued a total of 5,311 citations. ISP made one occupant restraint citation every 17 hours and 26 minutes during NITE hire back patrol details issuing 427 occupant restraint citations. ISP also issued 2,116 citations for speeding and 92 citations for distracted driving.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police STEP Patrol	04-05	\$1,019,441	\$753,895.38

Project Description: 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 speed, occupant restraint, and impaired driving. Hire back patrols on days of the week and during times of the day when crash patterns and speed survey data indicate a need for patrol.

Accomplishments: The Illinois State Police (ISP) issued a citation every 53 minutes of patrol and issued one speeding citation every 1 hour and 16 minutes during the Special Traffic Enforcement Program (STEP) program. Officers worked a total of 6,456.5 hours of STEP enforcement and issued a total of 7,257 citations. ISP made one occupant restraint citation every 12 hours and 42 minutes during STEP hire back patrols. Officers issued 508 occupant restraints citations. ISP also issued 97 DUI or alcohol-related zero tolerance citations.

Name:	Task Code:	Planned Amount:	Expended Amount:
Traffic Safety Challenge	04-07	\$17,340	\$5,969.56

Project Description: The Illinois Traffic Safety Challenge (ITSC) recognition program for the law enforcement community in Illinois. The ITSC recognizes agencies for the approach and effectiveness of their overall highway safety programs. The ITSC helps agencies demonstrate successes to their government officials, community leaders, and citizens.

Accomplishments: The ITSC continued to support the law enforcement agencies to implement comprehensive traffic safety programs in their communities. Throughout the year the ITSC website was continuously updated and provided resource information including traffic safety articles, videos, webinars, and power point presentations to help law enforcement agencies develop and improve their traffic safety programs. The ITSC gave presentations and conducted three How To seminars to law enforcement staff. ITSC representatives presented ITSC awards at five winning agencies Village/County board meetings.

Name:	Task Code:	Planned Amount:	Expended Amount:
Traffic Information Officer	04-08	\$182,700	\$77,463.10

Project Description: This project will provide funding for the Illinois State Police (ISP) to conduct safety analyses using the crash and citation data within the ISP districts. A Traffic Intelligence Officer (TIO), who is assigned to the Statewide Terrorism & Intelligence Center (STIC), will analyze crash data to identify high accident location areas. They will disseminate said data to state and local law enforcement officials for targeted patrol efforts. The TIO will be trained to a high standard in a variety of areas including mapping software, traffic safety, traffic management, and technology. The TIO will also assist with developing strategies for more accurate data analyzation to provide guidance for traffic enforcement.

Accomplishments: The Fatal Crash Dashboard were made with SQL Server connection to IDOT's crash feed and made into a service. This service was then uploaded to ArcGIS Online, and Illinois State Police GIS director created a portal-to-portal connection which allowed the data to be used in GIS Insights. The dashboards were created to be completely real-time, and interactive data. The data was used to create hotspots on maps and show the points where the crashes occurred.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police Motorcycle	04-09	\$69,091	\$52,103.82

Project Description: This project provides funds for the Illinois State Police (ISP) to continue the Motorcycle Patrol Unit. It allows for expanded use of motorcycle patrols across the state. The ISP strives 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.

Accomplishments: The Illinois State Police (ISP) added two motorcycle officers to the patrol in FFY 2020. ISP purchased eight stalker radars, one lidar, and 30 motorcycle mounts for their units to conduct high visibility enforcement details. Due to COVID-19, no travel was allowed within ISP from late February 2020 to June 30, 2020.

Name:	Task Code:	Planned Amount:	Expended Amount:
Occupant Protection Enforcement (SOS)	04-10	\$80,915	\$2,720.66

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

Accomplishments: This project started July 1, 2020, the start of the new state fiscal year. In the first quarter the Illinois Secretary of State Police (SOS Police) conducted 80 hours of patrol, issued 59 seat belt citations, 16 speed citations, 16 cellphone citations, and issued 23 other citations for a total of 114 citations. SOS Police made a total of 93 contacts and issued 0.7 seat belt citations an hour.

Name:	Task Code:	Planned Amount:	Expended Amount:
Cops in Shops	04-11	\$96,512	\$14,573.05

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

Accomplishments: The Illinois Office of the Secretary of State, Department of Police conducted 24 details, worked 361 hours, and issued: 77 possession/consumption of alcohol by a minor citations; 79 unlawful use/possession of fraudulent ID citations; one sale/delivery of alcohol to a minor citations; and three other citations.

Name:	Task Code:	Planned Amount:	Expended Amount:
Distracted Driving Enf. (SOS)	06-02	\$36,686	\$19,685.37

Project Description: Uniformed investigators will perform high visibility patrols in targeted areas during times of high traffic. The patrols 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.

Accomplishments: The Illinois Office of the Secretary of State, Department of Police conducted 190 hours of Distracted Driving enforcement resulting in 245 vehicles being stopped. The Secretary of State Police issued 32 seat belt citations, 13 speeding citations, 173 Distracted Driving citations, six suspended/revoked/No Driver License citations, and 30 other citations.

Name:	Task Code:	Planned Amount:	Expended Amount:
Distracted Driving Enf. (Local)	06-03	\$300,000	\$438.48

Project Description: This task provides funds for local law enforcement agencies to conduct enforcement details focusing on Illinois’ hand-free law during the April 2020 Distracted Driving Awareness Month mobilization.

Accomplishments: IDOT issued 27 local law enforcement agencies a distracted driving grant. However due to COVID-19 only one local law enforcement agency participated in the enforcement campaign. Taylorville Police Department conducted 12 hours of patrol, stopping eight vehicles and issuing seven distracted driving citations and one speeding citation.

Name:	Task Code:	Planned Amount:	Expended Amount:
Distracted Driving Enf. (ISP)	06-05	\$411,619	\$75,463.71

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

Accomplishments: This project started July 1, 2020, the start of the new state fiscal year. In the first quarter the Illinois State Police (ISP) worked 581 hours of distracted driving enforcement and issued 737 citations, of that total, 437 were distracted driving citations. Distracted driving citations accounted for 59 percent of all program citations in the first quarter. ISP issued 28 media releases announcing the distracted driving enforcement details and the results of the enforcement efforts.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police DUIE	13-01	\$1,072,696	\$559,618.08

Project Description: This task provides funds for the Illinois State Police to provide hire back hours for officers and supervisors conducting roadside safety checks and impaired driving saturation patrols.

Accomplishments: The ISP issued one DUI, Alcohol-Related, or zero tolerance citation every 12 hours and 21 minutes during Roadside Safety Checks (RSCs). Officers worked 5003 hours of enforcement and issued 2,699 citations and 2,107 warnings. There were 405 DUI, drug/alcohol-related, or zero tolerance citations issued. ISP also conducted 137 RSCs.

Name:	Task Code:	Planned Amount:	Expended Amount:
ACE – Illinois State Police	13-11	\$1,135,091	\$789,274.08

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

Accomplishments: The Illinois State Police (ISP) conducted 6,810.5 hours of saturation patrols and 956 hours of covert enforcement. There were 4,019 citations issued which resulted in one enforcement contact every one hour and 15 minutes of patrol. Officers issued 1,589 speeding citations, 225 occupant restraint citations, and 57 distracted driving citations.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police OREP	19-01	\$1,102,182	\$763,006.34

Project Description: 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.

Accomplishments: The Illinois State Police (ISP) issued one enforcement citation every 48 minutes during the OREP patrols. Officers worked 6,505.5 hours of OREP enforcement patrol and issued 8,120 citations. ISP made one occupant restraint citation every one hour and 16 minutes during the OREP hire back patrols. Officers issued 5,569 occupant restraint citations, 30 DUI/drug/alcohol related, 41 drug-related, 327 speeding, and 378 distracted driving citations. ISP conducted 109 hours of Child Car Seat Inspections and inspected 162 car seats finding 135 were not correctly installed and replaced 11 car seats with new ones.

Program Area Results

See citation results in the "Total Enforcement Activities by Citation Type (FFY 2010-2020)" table.

Evaluation

Enforcement

Local law enforcement agencies who participated in enforcement activities received approximately \$5,075,450.38 of which \$83,671.79 was for supplies and equipment costs. With this funding, 112,383 citations were issued during 79,137.7 hours. During the daytime, 53,309 citations were issued while 59,074 were issued during the night-time. Excluding equipment costs, the cost per patrol hour overall was \$63.08 and cost per citation was \$44.42. Day-time cost per citation was lower than night-time at \$37.60 and \$50.57, respectively.

The collective enforcement efforts of the Illinois State Police from Oct. 1, 2019 to September 30, 2020 resulted in grant reimbursements of \$3,431,879.60. This value excludes additional costs for Code of \$200,900.63 at 2,740.25 hours. This resulted in 32,729 enforcement hours and 28,143 citations. ISP's average cost per hour and cost per citation for the year was \$104.86 and \$121.94 which is relatively consistent with previous years.

Traffic safety enforcement efforts of the Illinois Secretary of State for the same period revealed average cost per hour and cost per citation to be similar to ISP's at \$98.92 and \$72.38, respectively. Total costs were \$26,709.37. An additional \$1,392.85 was distributed for fuel costs and was not included in the calculation. SOS conducted 270 hours of enforcement activity and issued 28,143 citations.

Among the local agencies, the Illinois State Police, and the Illinois Secretary of State, a total of 112,136.7 hours were conducted, and 140,895 citations were issued. As a result, the state-wide cost per hour was \$76.10 and the cost per citation was \$60.57.

Safety Survey

Survey respondents were asked about their awareness of traffic safety related slogans and messages in the Pre-Memorial Day survey and the Post-Memorial Day survey for the CIOT campaign. When asked “Do you recall hearing, or seeing, the following slogans in the past thirty days? (% yes),” respondents reported their awareness. Please refer to the table below which shows slogans ranked by awareness level in Post-Memorial Day campaign survey statewide.

Order	Slogan	Awareness Levels
1	Click It or Ticket	74%
2	Friends Don't Let Friends Drive Drunk	65%
3	You Drink and Drive. You Lose	56%
4	Drive smart, drive sober.	50%
5	Start Seeing Motorcycles	46%
6	Driver sober or get pulled over	46%
7	Buckle Up America	43%
8	Drunk Driving. Over the Limit. Under Arrest.	28%
9	Cell phones save lives. Pull over and report a drunk driver.	26%
10	Children in Back	25%
11	Drink and Drive? Police in Illinois have your number.	23%

Corrective Course of Action/Future

To correct our course, reach our future target, and address this performance measure, Illinois established a detailed strategy of these efforts in the 2021 Highway Safety Plan. The planned activities are the actions IDOT and its partners are taking to address the issues. The planned activities to meet the goal are detailed in the 2021 HSP and listed below.

Name:	Task Code:	Planned Amount:
Law Enforcement Liaisons	03-04	\$537,193

Project Description: 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.

Name:	Task Code:	Planned Amount:
Police Training	04-01	\$90,000

Project Description: This task provides funds to continue traffic enforcement-related training to Illinois local law enforcement officers on a statewide basis. The Illinois Law Enforcement Training and Standards Board (ILETSB) coordinates the specialized police training activities. The training is most often delivered through ILETBSB's 13 mobile training units although individuals may attend standard courses at recognized training institutions in certain situations. Training will be targeted in IDOT's 23 county breakdown.

Name:	Task Code:	Planned Amount:
Sustained Traffic Enf. Program	04-02	\$9,349,537

Project Description: This task provides funds for local law enforcement agencies to increase 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 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 are 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.

Name:	Task Code:	Planned Amount:
Illinois State Police WZ (Match)	04-03	\$4,000,000

Project Description: This task provides matching funds from the Illinois State Police work zone enforcement efforts paid by the Illinois Department of Transportation. This enforcement will be completed in work zones across the state.

Name:	Task Code:	Planned Amount:
Illinois State Police NITE Patrol	04-04	\$1,194,355

Project Description: This task provides funds for the Illinois State Police (ISP) to focus on 9:00pm to 6:00am when impaired driving is highest and safety belt usage is lowest. Officers will enforce all traffic laws with emphasis on Illinois' occupant restraint laws, DUI and alcohol-related violations, speeding, and other laws which contribute to the higher number of traffic deaths.

Name:	Task Code:	Planned Amount:
Illinois State Police STEP Patrol	04-05	\$950,890

Project Description: This task provides funds for the Illinois State Police (ISP) to conduct increased patrol with a primary emphasis on the speeding, occupant restraint and impaired driving laws. Hire back patrols will be done during those times of the day when crash patterns and speed survey data indicate a need for patrol.

Name:	Task Code:	Planned Amount:
Illinois State Police Motorcycle	04-09	\$81,500

Project Description: This project provides funds for the Illinois State Police (ISP) to continue the Motorcycle Patrol Unit. It allows for expanded use of motorcycle patrols across the state. The ISP strives 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.

Name:	Task Code:	Planned Amount:
Occupant Protection Enforcement (SOS)	04-10	\$81,000

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

Name:	Task Code:	Planned Amount:
Cops in Shops	04-11	\$103,900

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

Name:	Task Code:	Planned Amount:
Distracted Driving Enf. (SOS)	06-02	\$75,900

Project Description: Uniformed investigators will perform high visibility patrols in targeted areas during times of high traffic. The patrols 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.

Name:	Task Code:	Planned Amount:
Distracted Driving Enf. (Local)	06-03	\$200,000

Project Description: This task provides funds for local law enforcement agencies to conduct enforcement details focusing on Illinois' hand-free law during the April 2021 Distracted Driving Awareness Month mobilization.

Name:	Task Code:	Planned Amount:
Distracted Driving Enf. (ISP)	06-05	\$411,619

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

Name:	Task Code:	Planned Amount:
Illinois State Police DUIE	13-01	\$1,126,139

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

Name:	Task Code:	Planned Amount:
ACE – Illinois State Police	13-11	\$1,107,975

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

Name:	Task Code:	Planned Amount:
Illinois State Police OREP	19-01	\$1,038,738

Project Description: This task provides funds for the Illinois State Police to conduct increased enforcement of Illinois' occupant protection laws. The patrols focus on roadways identified as having low safety belt compliance rates. This task also provides funds for the Safety Education/Public Information Unit.

State Highway Safety Office Administration

The State Highway Safety Office is responsible for creating and facilitating the Highway Safety Plan (HSP) while abiding by National Highway Traffic Safety Administration rules and regulations. IDOT's main role is to develop highway safety programs and issue grants to local and state safety partners to address the top traffic safety priorities. Grantees are essential to help address problem areas and meet performance targets.

To create the best possible results with the resources available, some of the HSP funding is used by the SHSO to provide training to staff, attend conferences, create earned and paid communication campaigns, and conduct public education. This section will focus on the main administrative accomplishments and expenditures from this federal fiscal year.

Communication Campaigns

Earned Media

Earned media is coverage by broadcast and published news services. Earned media generally begins before paid media, before enforcement, and continues throughout the entire campaign. Earned media is generated generally through IDOT, traffic safety partners, and grantees. IDOT encouraged all highway safety projects to engage in earned media activities throughout the project year.

Earned media, like a media release, typically is used to announce an ensuing safety or enforcement campaign. Law enforcement grantees are encouraged to submit news releases/advisories to their local media outlets (generally print) regarding enforcement plans for the two-week period. This effort by grantees generates a considerable amount of news stories in local media. To aid with this effort, IDOT provides Pre-Campaign Press Releases, Post Campaign Press Releases, Social Media Hashtags, and Press Releases for all major enforcement campaigns. Increasingly, IDOT grantees are utilizing social media sites to weave a traffic safety message into the social networks of Illinois' motorists.

IDOT specifically collects earned media information from law enforcement agencies. Below are the results of the law enforcement earned media effort.

Earned Media for All Campaigns	
Announcements	674
Email Blasts	87
Handouts/Posters/Flyers	948
Press Conferences	4
Press Releases	2,007
Public Access Messages	303
Social Media or Web Postings	2,227

Paid Media

IDOT focuses on increasing the effectiveness of enforcement and that is done by combining it with paid media campaigns. For FFY 2020, IDOT focused paid media efforts on Impaired Driving, Occupant Protection, Distracted Driving, Motorcycle Safety, and Bike/Pedestrian Safety. IDOT also created a paid media campaign for work zones but this was not funded with NHTSA funds.

IDOT planned to utilize \$4.075 million in Section 402, 405b, 405d, 405f, and 405h funds on paid media. Through extensive evaluation, IDOT has shown its paid media efforts to be quite successful at delivering a specific message to a participating demographic of the Illinois driving population (i.e., the 18-34-year-old, predominately male audience).

Illinois has continued the campaign titled “Life or Death Illinois.” “Life or Death Illinois” was aimed at humanizing fatalities and creating an emotional response to the media campaign. The campaigns address existing efforts identifying and focusing on the at-risk population, ages 18-34. IDOT continues to follow NHTSA’s lead in purchasing airtime in selected markets to coincide with aggressive enforcement periods in rural areas. All creative spots and purchasing of airtime were shared with NHTSA prior to the beginning of the campaigns.



**LIFE OR
DEATH
ILLINOIS.COM**

IDOT considers paid media a vital and necessary part of the Illinois Highway Safety Plan and completed seven, paid media periods in FFY 2020; Holiday Season, Memorial Day (national mobilization)/Fourth of July (state mobilization), Labor Day (national mobilization), Distracted Driving (state mobilization), Bike and Pedestrian Safety, and Motorcycle riding season campaigns. Below is a chart of the viewership of the paid media campaigns.

Campaigns, Dates, and Programmed Funding

Campaign	Program Area	Run Dates	Planned Funding
Thanksgiving/Christmas/New Year's	Occupant Protection	Nov 16 - Jan 1st	\$200,000.00
Thanksgiving/Christmas/New Year's	Impaired Driving	Nov 16 - Jan 1st	\$666,666.67
Memorial Day/Independence Day	Occupant Protection	May 1 - July 7th	\$200,000.00
Memorial Day/Independence Day	Impaired Driving	May 1 - July 7th	\$666,666.66
Labor Day	Impaired Driving	Aug 16- Sept 8th	\$666,666.67
Motorcycle Awareness	Motorcycles	May 1 - Sept 30th	\$500,000.00
Bike and Pedestrian Safety	Bike and Pedestrian	April 1 - Sept 30th	\$675,000.00
Distracted Driving	Distracted Driving	April 1 - Sept 30th	\$500,000.00
		Total Amount	\$4,075,000.00

Paid Media Campaign Viewing Results

	Program Area				
	Impaired Driving	Occupant Protection	Bicycle and Pedestrian	Motorcycle Safety	Distracted Driving
Broadcast TV Ads	1,503	--	71	51	80
Cable TV Ads	9,317	453	11,853	5,902	4,631
Broadcast Radio	5,726	1,353	3,397	4,519	4,691
Digital - Views, Clicks, Impressions	34,592,277	13,024,103	21,057,716	21,926,206	19,395,277

Public Information and Education

Beyond paid and earned media, IDOT also creates and distributes a wide variety of Public Information and Education (PIE) materials. These range from banners and signs to leaflets and palm cards. These materials are offered free of charge from the IDOT website. Local and state partners can submit an order for materials and IDOT will fill the order based on availability. The tables below list the material type, emphasis area, and amount of materials distributed.

Paper Materials	Amount Distributed
Bicycle	6,968
Pedestrian	2,100
Child Passenger Safety	73,772
Impaired Driving	2,536
Occupant Protection	174
Spanish Materials	11,769
Teen Materials	7,500

Banners and Yard Signs	Amount Distributed
CPS Yard Signs	7
Motorcycle Yard Sign	3,218
Safety Occupant Protection Banner	163
Impaired Driving Banner	159
Move Over Banner	195
Distracted Driving Banner	161
Motorcycle Banner	21

Planned Activities:

Planned activities are the actions IDOT and its partners are taking to address the issues established in the problem identification to meet and exceed Illinois' performance targets.

Name:	Task Code:	Planned Amount:	Expended Amount:
Planning and Administration	01-01	\$100,000	\$9,026.50

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

Accomplishments: BSPE paid the annual fee associated with GHSA and for the attendance to the GHSA annual meeting. Due to COVID-19 staff attended meetings and conferences mainly virtually after March of 2020.

Name:	Task Code:	Planned Amount:	Expended Amount:
Planning and Administration (State Match)	01-02	\$100,000	\$9,026.50

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

Accomplishments: BSPE paid the annual fee associated with GHSA and for the attendance to the GHSA annual meeting. Due to COVID-19 staff attended meetings and conferences mainly virtually after March of 2020.

Name:	Task Code:	Planned Amount:	Expended Amount:
Traffic Safety Survey	02-04	\$78,000	\$0

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

Accomplishments: The data collected and analyzed through our traffic safety survey has been used throughout the 2020 Annual Report in a variety of sections. The data from this report is being used to help determine the impact of the paid media and enforcement campaigns of 2020. The survey cost is \$29,131.14 and was accounted for in the planned activity 02-02 due to internal IDOT accounting restraints. This amount is included in the overall 02-02 amount.

Name:	Task Code:	Planned Amount:	Expended Amount:
Travel	02-05	\$13,700	\$4,771.98

Project Description: 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 (TSI), and to attend highway safety-related state and national conferences.

Accomplishments: Due to COVID-19 travel was limited. Prior to the shutdown in March 2020, BSPE staff performed on-site monitoring of the FFY 2020 grants, three Grant Administrator's attended the NHTSA Effective Speaking and Presenting Course in Orland Park, Illinois, two staff members attended the GHSA Annual Conference, and the GHSA Executive Seminar.

Name:	Task Code:	Planned Amount:	Expended Amount:
Travel (State Match)	02-06	\$13,700	\$4,772.09

Project Description: 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 (TSI), and to attend highway safety-related state and national conferences.

Accomplishments: Due to COVID-19 travel was limited. Prior to the shutdown in March 2020, BSPE staff performed on-site monitoring of the FFY 2020 grants, three Grant Administrator's attended the NHTSA Effective Speaking and Presenting Course in Orland Park, Illinois, two staff members attended the GHSA Annual Conference, and the GHSA Executive Seminar.

Corrective Course of Action/Future

To correct our course, reach our future target, and address this performance measure, Illinois established a detailed strategy of these efforts in the 2021 Highway Safety Plan. The planned activities are the actions IDOT and its partners are taking to address the issues. The planned activities to meet the goal are detailed in the 2021 HSP and listed below.

Name:	Task Code:	Planned Amount:
Planning and Administration	01-01	\$50,000

Project Description: These funds will aid BSPE in the delivery of more effective countermeasures and projects. The costs that will be incurred in this planned activity will be the cost of the Governors Highway Safety Association annual fee, office expenses for safety supplies and other costs necessary to carry out the functions of the Highway Safety Plan. This task may also be used to reimburse salaries for the Impaired Driving Coordinator and the Occupant Protection Coordinator if IDOT would so choose.

Name:	Task Code:	Planned Amount:
Planning and Admin. (State Match)	01-02	\$50,000

Project Description: These are state only funds to be used as matching funds to aid BSPE in the delivery of more effective countermeasures and projects. The costs that will be incurred in this planned activity will be the cost of the Governors Highway Safety Association annual fee, office expenses for safety equipment, supplies and other costs necessary to carry out the functions of the Highway Safety Plan. This task may also be used to reimburse for salaries for the Impaired Driving Coordinator and the Occupant Protection Coordinator if IDOT would so choose.

Name:	Task Code:	Planned Amount:
Traffic Safety Survey	02-04	\$80,834

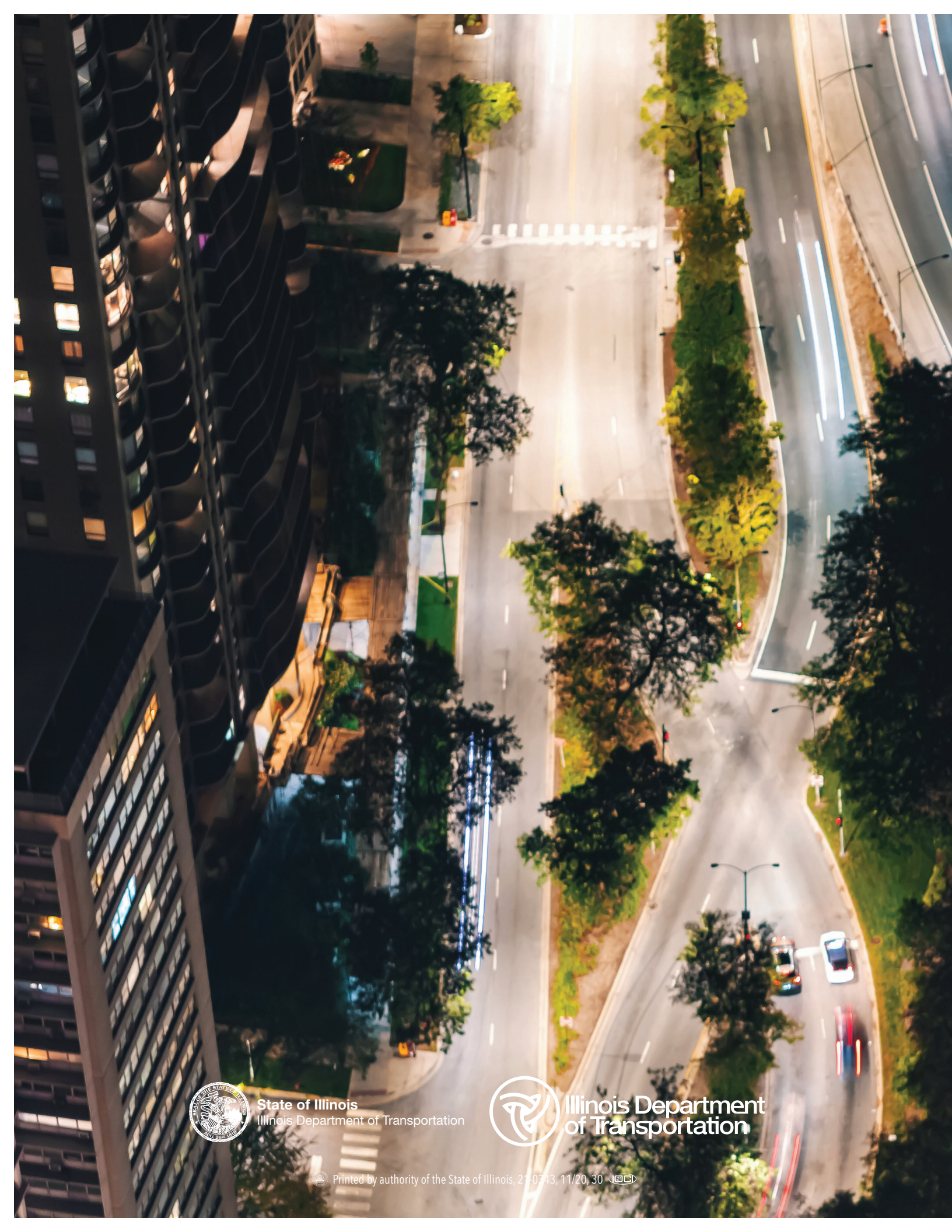
Project Description: This task provides funds for the attitudinal survey of Illinois residents. The survey will gauge the strength of IDOT highway safety campaigns by the general public. This survey is conducted by the University of Illinois at Springfield and will be used to help develop new messaging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

Name:	Task Code:	Planned Amount:
Travel	02-05	\$12,500

Project Description: This task provides 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.

Name:	Task Code:	Planned Amount:
Travel (State Match)	02-06	\$12,500

Project Description: These are state only funds to be used as matching 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.



State of Illinois
Illinois Department of Transportation



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