

2022

• ILLINOIS HIGHWAY SAFETY PLAN ANNUAL REPORT •



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Letter from the Governor's Highway Safety Representative

Greetings:

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

I am pleased to present the Annual Report for the 2022 Illinois Highway Safety Plan (HSP). This annual report was created to explain the results of the 2022 HSP. The HSP was designed to modify road-user behavior and prevent fatalities and serious injury through education, enforcement, engineering, and emergency medical services.

In recent years we have seen decreasing motor vehicle crash fatalities in Illinois, including an all-time-Illinois low in 2009, but fatalities have increased significantly in 2020 and 2021. Overall, traffic fatalities in Illinois have decreased from 1,454 in 2003 to 1,334 in 2021. Still, too many people are being killed or seriously injured on Illinois roadways. With that in mind, the Illinois Strategic Highway Safety Plan is targeting a goal of "Zero Fatalities," which envisions reducing fatalities on Illinois roadways to zero in the long term.

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

Sincerely,

A handwritten signature in blue ink that reads "Cynthia Watters". The signature is fluid and cursive, with the first name "Cynthia" and the last name "Watters" clearly legible.

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 – 5.60%

Persons under 18 years – 22.1%

Persons 65 years and Over – 16.6%

Median Income (2016-2020):

\$68,428

Licensed Drivers – 9.17 Million

Total Vehicle Registrations – 11.32 Million

Lane Miles in Illinois – 147,044

Annual Vehicle Miles of Travel – 102.2 Billion

Annual Gallons of Fuel Consumed – 6.2 Billion

Average Fuel Cost – \$4.30

Rest Areas – 41

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

Quick Facts and Statistics

2021 Fatalities – 1,334

2021 Fatal Crashes – 1,210

2022 Overall Front Seat Belt Usage Rate – 93.0%

2022 Traffic Safety Highlights

New Laws Affecting Highway Safety

No new major updates to driving laws, only minor updates to the Illinois Vehicle Code

Illinois Highway Safety Highlights

IDOT issued 252 year-long highway safety grants

Illinois has 1,767 Child Passenger Safety Technicians/Instructors

Hosted 2022 National Lifesavers Conference in Chicago

Offered a Child Passenger Safety Virtual Instructor meeting with 40 instructors

Trained 10 Child Passenger Safety Technicians through newly created Hybrid Child Passenger Safety Technician training

During the 2022 “It’s Not A Game” Paid Media Campaign there were 384,600,397 Digital - Reach, Clicks, Impressions

Promoted a youth-focused cannabis media campaign with 38,600,018 Digital - Reach, Clicks, Impressions

Illinois State Police Work Zone Enforcement Campaign provided over 45,188 hire back hours and issued 13,805 citations

Trained an additional 32 officers to become Drug Recognition Experts (DRE) bringing Illinois’ total DREs to 163

The Illinois State Police conducted its second Drug Recognition Expert Course resulting in 17 newly certified DREs

Illinois received an \$18,923 GHSA/Responsibility.org Drug Impaired Driving Grant

The DUI Prevention and Education Commission worked with a vendor to create adult and youth-focused cannabis media campaigns

Illinois Strategic Highway Safety Plan

Mission:

The ILSHSP's mission is to develop, implement and manage a data-driven, integrated, multi-stakeholder process to improve the attributes of roads, behavior of road users and encourage stakeholder action to accelerate innovative technology to reduce traffic-related deaths and life-altering injuries on all public roads in Illinois.

Vision:

We envision a future of zero fatalities so that no one loses their life while traveling on public roadways in Illinois.

Goal:

The goal for the 2022 to 2026 IL SHSP is a 2% annual reduction of fatalities and serious injuries based on the 5-year rolling average. Therefore, the goal for fatalities 5-year rolling average by 2026 is less than 958, and the goal for serious injuries 5-year rolling average by 2026 is less than 9,434.

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. The ILSHSP was recently revised for the years of 2022-2026 and has taken an updated approach to narrow the focus to generalized emphasis areas.

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) 2022 Annual Report provides an overview of the state's utilization of federal highway safety funds for the period of October 1, 2021 through September 30, 2022 and evaluations of the various highway safety programs.

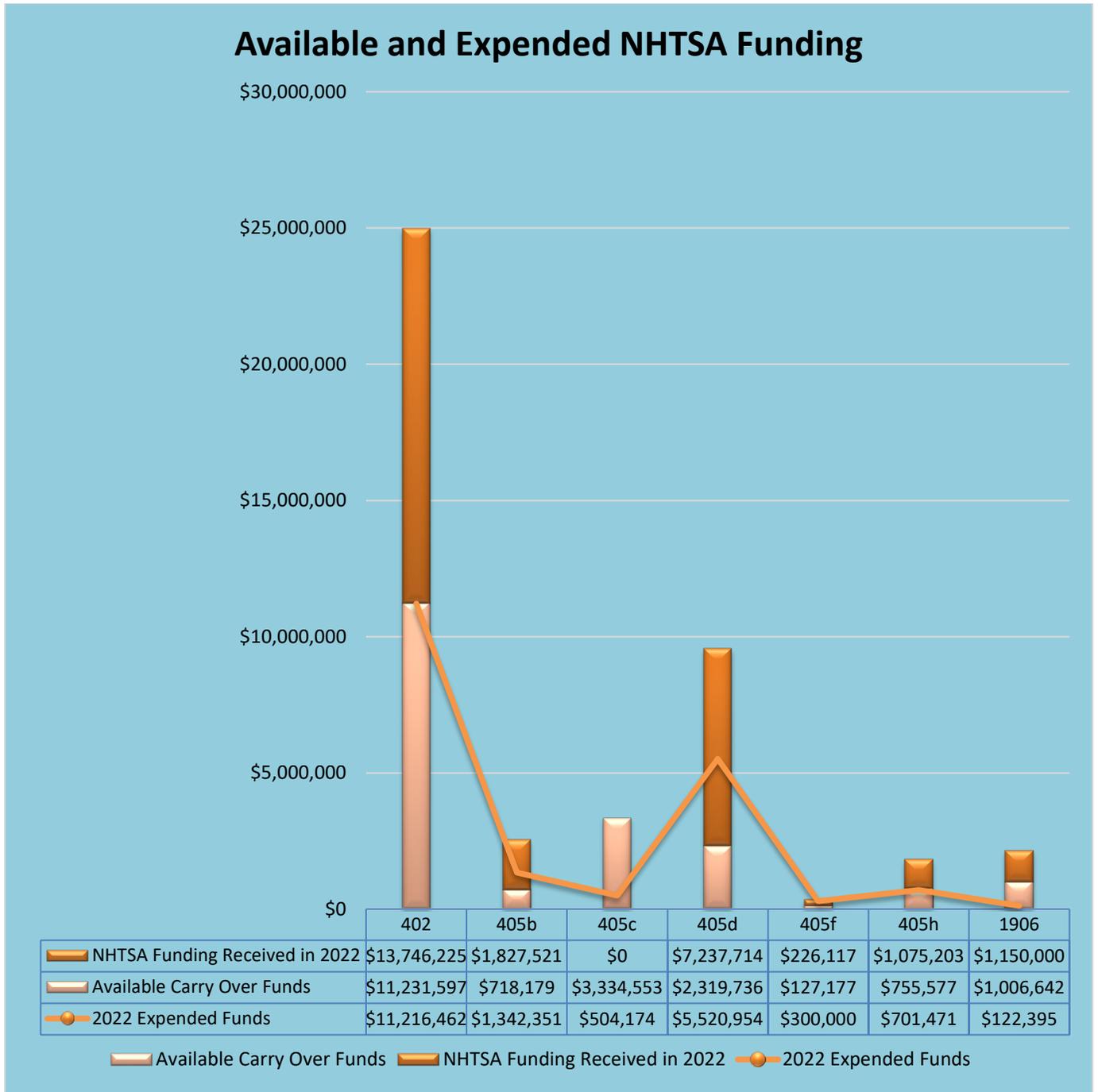
In 2021, there were 1,334 traffic related fatalities. Motor vehicle fatalities are a major issue in Illinois. The main challenge facing Illinois is reducing motor vehicle crash fatalities and serious injuries and the continuing problems of speeding, impaired driving, and unbelted occupants. Other challenges include implementing the recommendations from the 2021 Traffic Records Assessment, increased pedestrian and bicyclist fatalities and utilizing the Illinois Impaired Driving Task Force. 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

Highway 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 2021 and prior and funds received and expended in FFY 2022.

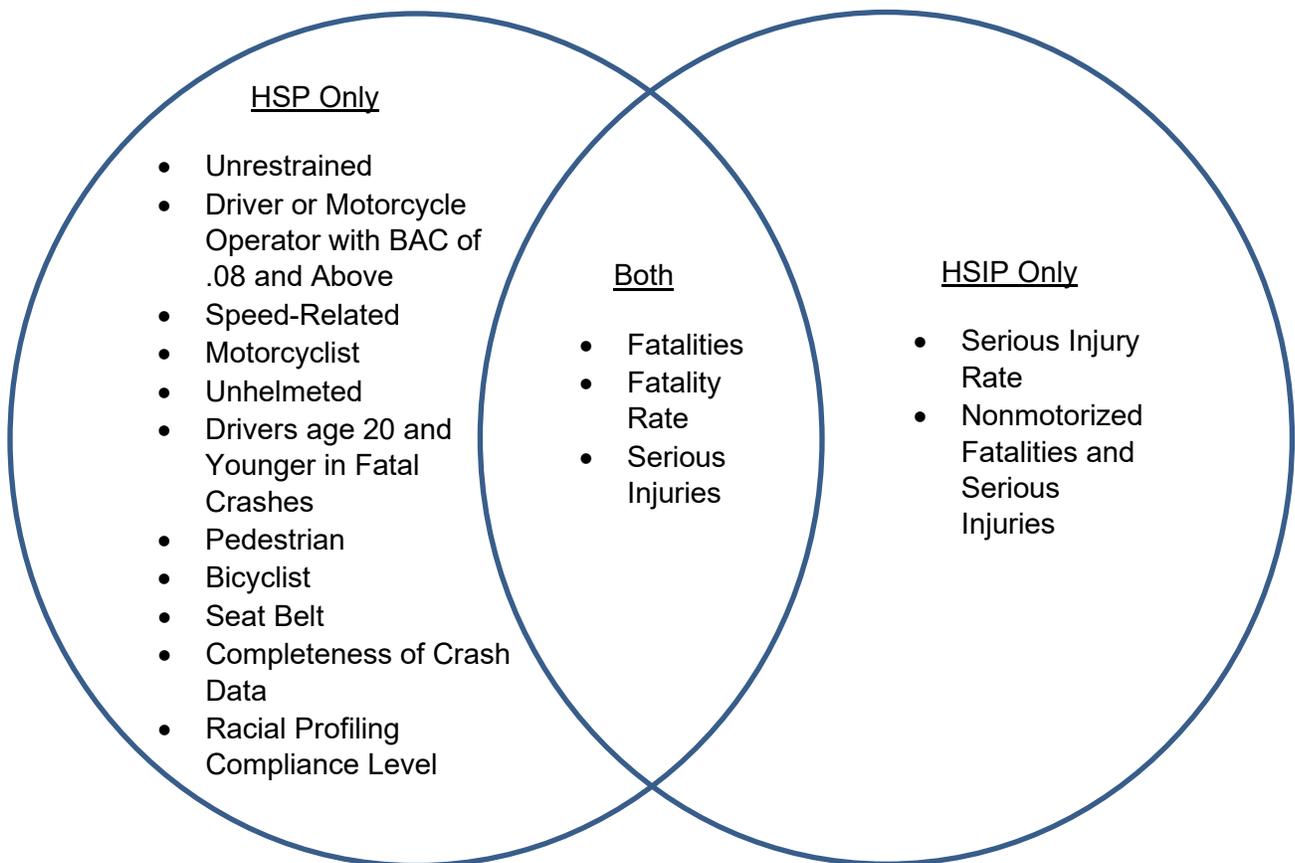


Performance Measures and Targets

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 2022 Annual Report.

The targets 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 Traveled (VMT), and the number of serious injuries.



The table below shows the established safety performance measures and Illinois' year-to-date progress in meeting those targets. For unmet performance measures, the "Corrective Course of Action/Future" within the program areas will address the corrective action plan.

Assessment of Results in Achieving Performance Targets for FY22 and FY21									
Performance Measure	FY 2022					FY 2021			
	Target Period	Target Year(s)	Target Value FY22 HSP	Data Source/ FY 22 Progress Results	On Track to Meet FY22 Target Y/N	Target Value FY21 HSP	Target Year(s)	Data Source/ FY21 Final Result	Met FY21 Target Y/N
C-1) Total Traffic Fatalities	5 year	2018-2022	1,038.2	2018 – 2022 FARS/State 1,133.2	No	1000.0	2017-2021	2017 – 2021 FARS/State 1,132.4	No
C-2) Serious Injuries in Traffic Crashes	5 year	2018-2022	10,280.1	2018 – 2022 State 9,396.4	Yes	11,556.4	2017-2021	2017 – 2021 STATE 10,248.6	Yes
C-3) Fatalities/VMT	5 year	2018-2022	0.99	2018 – 2022 FARS/State 1.10	No	0.930	2017-2021	2017 – 2021 FARS/State 1.10	No
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2018-2022	260.3	2018 – 2022 FARS/State 240.8	Yes	247.4	2017-2021	2017 – 2021 FARS/State 262.8	No
C-5) Alcohol-Impaired Driving Fatalities	5 year	2018-2022	310.0	2018 – 2022 FARS/State 328.0	No	313.7	2017-2021	2017 – 2021 FARS/State 351.4	No
C-6) Speeding-Related Fatalities	5 year	2018-2022	392.4	2018 – 2022 FARS/State 390.0	Yes	402.0	2017-2021	2017 – 2021 FARS 411.8	No
C-7) Motorcyclist Fatalities (FARS)	5 year	2018-2022	139.1	2018 – 2022 FARS/State 139.6	No	137.5	2017-2021	2017 – 2021 FARS 145.2	No
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2018-2022	98.5	2018 – 2022 FARS/State 92.2	Yes	98.2	2017-2021	2017 – 2021 FARS 99.2	No
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2018-2022	127.0	2018 – 2022 FARS/State 129.6	No	127.3	2017-2021	2017 – 2021 FARS 134.0	No
C-10) Pedestrian Fatalities	5 year	2018-2022	154.6	2018 – 2022 FARS/State 164.6	No	149.8	2017-2021	2017 – 2021 FARS 161.8	No
C-11) Bicyclist Fatalities	5 year	2018-2022	18.9	2018 – 2022 FARS/State 25.0	No	19.6	2017-2021	2017 – 2021 FARS 23.4	No
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	5 year	2018-2022	95.2	2018 – 2022 State survey 93.9	No	94.3	2017-2021	2017 – 2021 State Survey 94.1	No
Serious Injuries/VMT	5 year	2018-2022	9.71	2018 – 2022 State 9.09	Yes	10.79	2017-2021	2017 – 2021 State 9.83	Yes
Completeness of Crash Data	Annual	2022	7.3	2022 State 11.27	No	6.8	2021	2021 State 9.90	No
Racial Profiling Compliance Level	Annual	2022	66.25	2022 State 67.89	Yes	100	2021	2021 State 100	Yes

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.

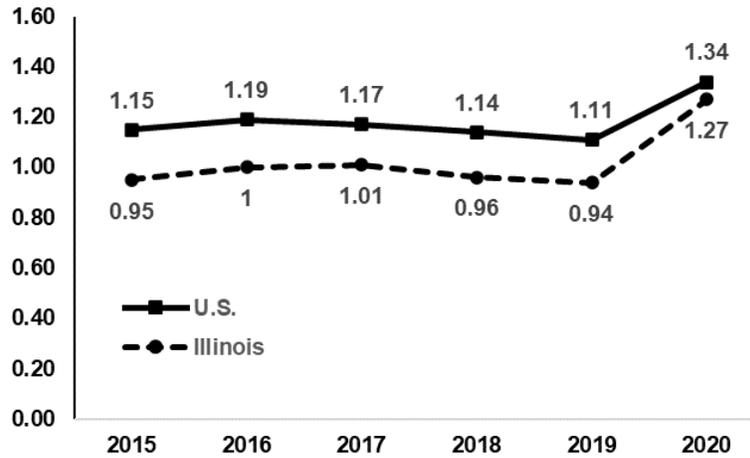
Fatalities and Fatality Rate

Problem Identification

- In 2021, there were 1,334 motor vehicle traffic fatalities in Illinois and 1,210 fatal crashes.
- There were 9.32 fatalities per 100,000 population in Illinois compared to the 11.71 for the U.S. in 2020.
- Of the 1,334 fatalities, 48.7 percent involved a single vehicle.
- Roadway departure is a leading cause with 552 of the 1,334 fatalities while 338 are intersection related.
- The fatality rate for Illinois in 2021 was 1.31 fatalities per 100 million vehicle miles of travel (VMT).
- Illinois had a 2.7 percent increase in the fatality rate from the previous year which was 1.27 in 2020.
- From 2017 to 2021 the fatality rate increased 29.2 percent.
- As shown in the graph below, the fatality rate for the U.S. increased from 1.15 to 1.34 from 2015 to 2020 while Illinois' rate increased from 0.95 to 1.27 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.

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



Data as of 11/2/2022

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	\$1,486,995	\$1,105,342.92

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. Injury Prevention projects address a wide variety of highway safety issues.

Accomplishments: This task provided grant funds to 10 local agencies to implement injury prevention programs in their communities. Injury Prevention grants focus on a wide variety of highway safety-related issues such as occupant protection, impaired driving, young drivers, pedestrian/bicycle safety, and distracted driving. In FFY 2022 Injury Prevention projects conducted over 633 educational events and safety fairs to educate the public on highway safety initiatives. The Injury Prevention programs inspected and installed over 1,515 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. This planned activity also facilitates the traffic safety survey. These results can be found throughout this report and in planned activity 02-04.

Name:	Task Code:	Planned Amount:	Expended Amount:
Child Passenger Safety Resource Center (Match)	02-10	\$1,182,507	\$1,189,970.82

Project Description: This task provides funds for five local agencies to serve as Child Passenger Safety Resource Centers (CPSRC). The centers are designed to conduct public information and education campaigns focusing on child passenger safety issues. They serve as regional resources providing education, training, and support in promoting safety programs. Five CPSRCs are planned to be funded in Illinois and will be staffed by Traffic Safety Liaisons (TSLs). Each CPSRC covers a specific region in the state. They coordinate and support traffic safety initiatives within that region. The five regions are Chicago, Cook and Collar Counties, Northwest, Central, and Southern. This project is 100 percent state funded.

Accomplishments: This task provided grant funds for five CPSRC's as they addressed a wide spectrum of behaviors related to highway safety. Three of the CPSRC's became Hybrid Certified to teach CPS hybrid certification classes. The first class had 10 students who all became certified techs. CPSRC's coordinated 169 in-person car seat inspection events, conducted 36 CPS Certification courses, 31 CPS Tech Skills classes, 17 CPS Renewal classes, distributed 2,222 car seats, and held 87 presentations on highway safety at high schools and fairs. The OSF Healthcare Children's Hospital of Illinois Special Needs CPSRC loaned 137 special needs car seats; conducted 22 trainings, in-services, workshops; and gave presentations to 995 people on safe travel for children with special needs.

Name:	Task Code:	Planned Amount:	Expended Amount:
Keep Kids in Safe Seats	04-13	\$6,550	\$0.00

Project Description: This task provides funds for the Office of Secretary of State, Driver Services Keep Kids in Safe Seats (KISS) statewide child safety program. The funds will be used to maintain existing car seat installation check locations statewide and purchase car seats to be distributed at child safety events. The program will arrange statewide safety seat inspections and presentations, open to the public, where citizens can come and have their seats checked to ensure they are installed properly.

Accomplishments: No funds were expended in FFY22 as this was a State Fiscal Year 2023 grant that started in July of 2022. Activities are planned to start in Federal Fiscal Year 2023.

Program Area Results

Traffic Fatality Progress: Not Met

Core Measure	Baseline 2015-2019 Rolling Average	Projected 2017-2021 Rolling Average	Actual 2017-2021 Rolling Average	Met/Unmet
Traffic Fatalities	1,041.2	1,000.0	1,132.4	Unmet

For 2021, Traffic Fatalities of 1,000.0 were projected using a baseline rolling average from 2015-2019 and a two-percent reduction due to the data having an upward linear trend. The 2017-2021 Actual Traffic Fatalities rolling average was 1,132.4, resulting in the target being not met.

Traffic Fatality Rate Progress: Not Met

Core Measure	Baseline 2015-2019 Rolling Average	Projected 2017-2021 Rolling Average	Actual 2017-2021 Rolling Average	Met/Unmet
Fatalities/VMT	0.97	0.93	1.10*	Unmet

*2021 State VMT was used since Federal was not available.

Projected Traffic Fatality Rate (Fatalities per 100 million VMT) for 2021 was 0.93 based on 2015-2019 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 2017-2021 actual rolling average was 1.10.

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 include 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 the statewide STEP enforcement efforts of local agencies and the Illinois State Police, a total of 145,178 citations were issued and 94,558.98 hours were funded. For STEP agencies for FFY 2022, the overall cost per citation was \$43.25 while the cost per hour for all enforcement was \$66.41. The contact rate was one citation per 39 minutes of enforcement across all citations.

Corrective Course of Action/Future

Traffic Fatalities

Overall traffic fatalities in Illinois are a main concern and reduction of total fatalities remains the primary goal. Data from 2017-2021 were utilized to create a five-year rolling average for each year. For example, the rolling average for 2017 was computed by averaging 2013, 2014, 2015, 2016, and 2017. A rolling average is commonly used to smooth out short-term fluctuations and highlight longer-term trends or cycles. To project performance targets for Illinois, a two-percent reduction was utilized. The goal for 2023 was computed by reducing 2021 and 2022 by two percent. A two-percent reduction was used due to the fact the five-year rolling averages from 2017 to 2021 have an upward linear trend as seen through a linear regression line with the Ordinary Least Squares value for 2023 projected at 1,175.4. Since the goal for Illinois is to reach zero fatalities per year, a two-percent reduction was applied and brought the target to 1,088.1 in 2023.

Core Measure		Base Years				
		2017	2018	2019	2020	2021*
Traffic Fatalities	State and FARS data	1,090	1,035	1,009	1,194	1,337
Reduce total fatalities to 1,088.1 (2019-2023 rolling average) by Dec 31 st , 2023.	5-Year Rolling Avg.	1,016.2	1,025.0	1,042.0	1,081.2	1,133.0

*Data as of 5/26/2022

Traffic Fatality Rate

Like previous target selection methods, five-year rolling averages were used from 2017-2021 for the Total Traffic Fatality Rate. Since the 2021 Vehicle Miles of Travel (VMT) data from FHWA were not available, the 2021 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 1.06 per 100 million VMT for 2023.

Core Measure		Base Years				
		2017	2018	2019	2020	2021*
Fatalities/100M VMT	State and FARS data	1.01	0.96	0.94	1.27	1.31
Reduce fatalities/100 MVMT to 1.06 (2019-2023 rolling average) by Dec 31 st , 2023.	5-Year Rolling Avg.	0.96	0.96	0.97	1.04	1.10

*Data as of 5/26/2022

To correct our course, reach our 2023 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the 2023 Highway Safety Plan. The planned activities are the actions IDOT and its partners are currently taking to address the issues. The planned activities to help meet the target are detailed in the 2023 HSP and listed below.

To correct the future course in federal fiscal year 2024 and the corresponding 2024 Highway Safety Plan for traffic fatalities and fatality rate, Illinois will pursue new partnerships with local and state agencies, develop new programs to address the core issues of the missed target(s), look for new data sources and trends, and reassess our current data.

Name:	Task Code:	Planned Amount:
Injury Prevention	02-02	\$1,519,081

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:
Child Passenger Safety Resource Center (Match)	02-10	\$1,348,809

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

Name:	Task Code:	Planned Amount:
Keep Kids in Safe Seats	04-13	\$6,550

Project Description: This task provides funds for the Office of Secretary of State, Driver Services Keep Kids in Safe Seats (KISS) statewide child safety program. The funds will be used to maintain existing car seat installation check locations statewide and purchase car seats to be distributed at child safety events. The program will arrange statewide car seat inspections and presentations, open to the public, where citizens can come and have their seats checked to ensure they are installed properly.

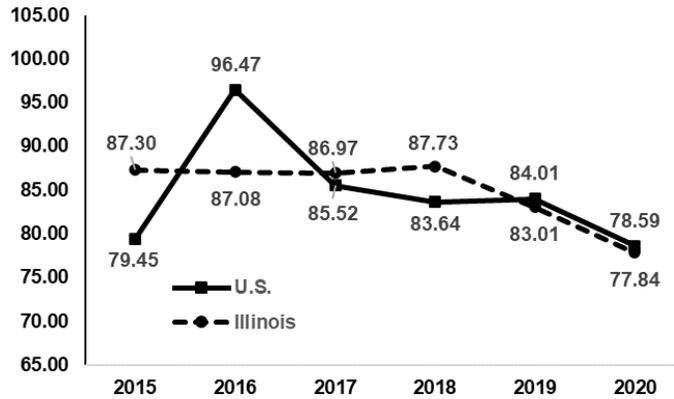
Serious Injuries and Serious Injury Rate

Problem Identification

- In 2021 there were 9,423 serious injuries involving a motor vehicle in Illinois and 7,582 serious injury crashes.
- Of these serious injuries and serious injury crashes, 42.1 percent and 41.2 percent, respectively, were intersection related.
- The serious injury rate for Illinois for in 2021 was 9.2 serious injuries per 100 million vehicle miles of travel (VMT).
- Illinois had a 0.9 percent increase in the serious injury rate from the previous year which was 9.1 in 2020.
- The serious injury rate had an overall decreased of 17.5 percent from 2017 to 2021.
- As shown below, total injuries per 100 million vehicle miles of travel for the U.S. decreased from 79.45 in 2015 to 78.59 in 2020 while the rate for Illinois decreased from 87.30 to 77.84 for the same 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.

Illinois and U.S. Injuries per 100M VMT



Data as of 11/2/2022

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 2022, Illinois did not have any specific tasks that focused specifically on serious injuries, but they are addressed by almost all the planned activities throughout this report.

Program Area Results

Serious Injuries Progress: Met

Core Measure	Baseline 2015-2019 Rolling Average	Projected 2017-2021 Rolling Average	Actual 2017-2021 Rolling Average	Met/Unmet
Serious Injuries	12,032.9	11,556.4	10,248.6	Met

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 in 2021. Since the 2017-2021 rolling average was 10,248.6, the target was met.

Serious Injury Rate Progress: Met

Core Measure	Baseline 2015-2019 Rolling Average	Projected 2017-2021 Rolling Average	Actual 2017-2021 Rolling Average	Met/Unmet
Serious Injury Rate	11.23	10.79	9.83	Met

*2021 State VMT was used since Federal VMT was not available.

For Serious Injury Rate (Serious Injuries per 100 million VMT), five-year rolling averages for Serious Injuries (as previously shown) were divided by five-year rolling averages for VMT for 2015 through 2019. Since Federal VMT was available for all years except 2019, state VMT was used for 2019. 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. Since the 2017-2021 average was 9.83, the target was met.

Corrective Course of Action/Future

Serious Injuries

For Total Serious Injuries in Traffic Crashes, 2017-2021 five-year rolling averages were used to compute the 2023 projected value through Ordinary Least Squares trendline analysis. Using this linear trend, the value resulted in a downward trend from the 2021 baseline, setting the target at 9,316.7 total serious injuries for 2023.

Core Measure		Base Years				
		2017	2018	2019	2020	2021*
Serious Injuries in Traffic Crashes	State data	12,087	11,435	9,705	8,587	9,418
Reduce serious traffic injuries to 9,316.7 (2023 Ordinary Least Squares Linear Trend) by Dec 31 st , 2023.	5-Year Rolling Avg.	12,128.6	11,966.6	11,566.2	10,712.0	10,246.4

*Data as of 5/26/2022

Serious Injury Rate

For Serious Injuries per 100 M VMT, five-year rolling averages for Serious Injuries in Traffic Crashes (as previously shown) were divided by five-year rolling averages for VMT for 2017 through 2021. Federal VMT was available for all years except 2021 so state VMT was used for the 2021 calculation. Linear regression for the projected value for 2023 shows a downward trend greater than a reduction of two percent annually so the linear projection of 9.0 per 100 M VMT in 2023 is the target.

Core Measure		Base Years				
		2017	2018	2019	2020	2021*
Serious Injury Rate	State data	11.19	10.59	9.03	9.14	9.21
Reduce serious injury rate 8.4 percent from 9.83 (2017-2021 rolling average) to 9.00 (2023 Ordinary Least Squares Linear Trend) by Dec 31 st , 2023.	5-Year Rolling Avg.	11.43	11.22	10.80	10.18	9.83

*Data as of 5/26/2022

To correct our course, reach our 2023 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the 2023 Highway Safety Plan. The planned activities are the actions IDOT and its partners are currently taking to address the issues. In FFY 2023, Illinois does not have any tasks that focus specifically on serious injuries, but they are addressed by almost all the planned activities throughout this report.

To correct the future course in federal fiscal year 2024 and the corresponding 2024 Highway Safety Plan for serious injuries and the serious injury rate, Illinois will pursue new partnerships with local and state agencies, develop new programs to address the core issues of the missed target(s), look for new data sources and trends, and reassess our current data.

Young Driver

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

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

Problem Identification

- In 2021, speed-related fatalities and serious injuries for males and females age 16-20 were 11.1 percent of all speed-related fatalities and serious injuries in Illinois.
- Occupant fatalities and serious injuries for males and females age 16-20 were 11.5 percent of all occupant fatalities and serious injuries in Illinois in 2021.
- Belted fatalities and serious injuries for males and females age 16-20 in 2021 were 11.0 percent of all belted fatalities and serious injuries in Illinois.
- As shown in the chart below for the years 2016 to 2020, males and females age 16-20 were 6.5 percent of the population in Illinois.
- For this same period, the ratio of percent fatalities and serious injuries to percent population among the 16-20 age group in Illinois is 1.28 (8.3 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.

Percent and Frequency Distributions of Young Driver (< 21) Fatalities and Serious Injuries (2016-2020)

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 2020 NCHS Estimate	Population %	Population Proportion	Fatality & Serious Injury Proportion to Population Proportion
Male	16 - 20	2,544	1,071	42.1%	2,544	1,429	56.2%	415,831	3.30%	0.03	1.33
Female	16 - 20	2,257	838	37.1%	2,257	1,694	75.1%	398,449	3.17%	0.03	1.23
Both	16 - 20	4,801	1,909	39.8%	4,801	3,123	65.0%	814,280	6.47%		
Total All Ages		57,782	19,247	33.3%	50,451	31,753	62.9%	12,587,530			

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 2022, Illinois only had one task that specifically focused 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:
Safety Education Unit (ISP)	04-12	\$143,564	\$9,748.84

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

Accomplishments: The Illinois State Police (ISP) conducted educational programs and presentations on highway safety through their Safety Education Officers located in the ISP Districts statewide. ISP conducted 895 in-person educational programs reaching a total of 43,697 people statewide. ISP was limited with the number of presentations and outreach in the beginning of SFY 2022 due to the pandemic which limited attendance at events and gatherings but as the year progressed, they continued to get back to large numbers of events for teens and communities served.

Program Area Results

Young Driver (< 21) Fatalities Progress: Not Met

Core Measure	Baseline 2015-2019 Rolling Average	Projected 2017-2021 Rolling Average	Actual 2017-2021 Rolling Average	Met/Unmet
Young Driver (<21) Fatalities	132.6	127.3	134.0	Unmet

Young Driver Fatalities for 2021 were projected to be 127.3 based on a baseline rolling average from 2015-2019. Due to the data showing only a slight upward trend from recent previous years, a two-percent reduction was added to create the 2021 value. The actual rolling average for 2017-2021 was 134.0, the target was not met.

Corrective Course of Action/Future

Rolling averages for 2017 through 2021 for Young Drivers (Under 21) Involved in Fatal Crashes were used in conjunction with a linear regression line to project fatalities for 2023. The projected value for 2023 is 137.6 and follows an upward trend. Due to this upward pointing trendline, the two-percent reduction is used. Using the two-percent reduction method, the projected value is 134.5 which aligns with moving toward the goal of zero fatalities.

Core Measure		Base Years				
		2017	2018	2019	2020	2021*
Drivers Age 20 or younger involved in fatal crashes	State and FARS data	154	110	114	142	180
Reduce drivers age 20 and younger involved in fatal crashes by 4.0 percent from 140.0 (2017-2021 rolling average) to 134.5 (2019-2023 rolling average) by Dec 31 st , 2023.	5-Year Rolling Avg.	135.4	131.0	130.2	131.6	140.0

*Data as of 5/26/2022

To correct our course, reach our 2023 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the 2023 Highway Safety Plan. The planned activities are the actions IDOT and its partners are currently taking to address the issues. The planned activities to help meet the target are detailed in the 2023 HSP and listed below.

To correct the future course in federal fiscal year 2024 and the corresponding 2024 Highway Safety Plan for Young Driver (< 21) Fatalities, Illinois will pursue new partnerships with local and state agencies, begin the development of a new teen program to address the core issues of the missed target(s), look for new data sources and trends, and reassess our current data.

Name:	Task Code:	Planned Amount:
Safety Education Unit (ISP)	04-12	\$143,564

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

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 93.0 percent, roughly 40 percent of fatalities were from drivers or occupants who were unrestrained. Increasing seat belt and child restraint usage is one of the most effective ways to reduce serious 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 Drive Sober or Get Pulled Over (DSGPO) 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 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 seat belt usage rate. This is measured by the annual Observational Seat Belt Use Survey. In 2021 the rate was 93.5 percent and in 2022 the rate dropped to 93.0 percent. This indicates that this is still an area that needs focus.



Problem Identification

- Of the 1,896 drivers involved in fatal crashes in 2021, 49.6 percent were restrained, and 22.3 percent were unknown.
- Of the total number of occupant fatalities (865), 39.9 percent (345) were unrestrained, and 23.5 percent (203) were unknown.
- Driver fatalities amounted to 63.6 percent of all fatalities.
- Drivers with serious injuries amounted to 66.3 percent of all serious injuries.
- There were 295,887 total crashes involving motor vehicles in Illinois.
- Crashes involving serious injury amounted to 12.4 percent of the injury crashes statewide.
- There were 2,561 injuries to children age 8 and younger in motor vehicles in 2021 which accounts for 11.9 percent of all passenger injuries.
- In 2021 there were 23 fatalities for children age 8 and younger.
- Individuals 16-20 years old account for 122 fatalities which is 9.1 percent of all fatalities.
- The observed seat belt usage rate in 2022 was 93.0 percent.
- For belted occupants involved in serious injuries and fatalities for 2016-2020, males age 21-34 had the lowest use at 58.0 percent followed by females age 0-8 at 60.9 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.

Percent and Frequency Distributions of Belted Occupant Fatalities and Serious Injuries (2016-2020)

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	722	513	329	64.1%
Male	9 - 15	982	513	344	67.1%
Male	16 - 20	3,264	2,610	1,595	61.1%
Male	21 - 34	10,217	7,198	4,173	58.0%
Male	35 - 64	13,882	8,595	5,891	68.5%
Male	65 +	3,525	2,493	1,898	76.1%
Female	0 - 8	630	529	322	60.9%
Female	9 - 15	916	677	498	73.6%
Female	16 - 20	3,029	2,735	2,015	73.7%
Female	21 - 34	7,367	6,365	4,534	71.2%
Female	35 - 64	10,084	8,349	6,802	81.5%
Female	65 +	3,155	2,708	2,367	87.4%
Total		57,773	43,285	30,768	71.1%

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:
Occupant Protection Paid Media	19-11	\$400,000	\$400,000.00

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 FY 2022, the male age 18-34-year-old demographic will be targeted with the "It's Not A Game" prevention message. This campaign is intended to address consequences of being unrestrained.

Accomplishments: Paid Media Campaign Viewing Results

Occupant Protection	
Radio -Impressions	2,817,304
TV -Impressions	1,783,505
Digital -Impressions	9,797,797
Digital -Clicks	31,746
Website Pageviews	22,247

Program Area Results

Unrestrained Passenger Fatality Progress: Not Met

Core Measure	Baseline 2015-2019 Rolling Average	Projected 2017-2021 Rolling Average	Actual 2017-2021 Rolling Average	Met/Unmet
Unrestrained Fatalities	257.6	247.4	262.8	Unmet

Unrestrained Passenger Fatalities for 2021 were projected to be 247.4 based on a rolling average from 2015-2019 and downward linear trend in recent previous years. The actual rolling average for 2017-2021 was 262.8 and the target was not met.

Seat Belt Usage Progress: Not Met

Core Measure	Baseline 2015-2019 Rolling Average	Projected 2017-2021 Rolling Average	Actual 2017-2021 Rolling Average	Met/Unmet
Seat Belt Usage Rate	94.2	94.3	94.1	Unmet

Seat Belt Usage for 2021 was projected to be 94.3 based on a baseline rolling average from 2015-2019 and an upward linear trend that was reflected in previous years. The 2020 survey was not conducted due to COVID-19 precautions and instead the usage rate for 2019 was retained. Since the actual rolling average for 2017-2021 was 94.1, the target was not met.

Evaluation

Statewide Annual Observational Seat Belt Survey

The seat belt usage rate survey was a statistical (multi-stage random) observational survey conducted statewide prior to and following the CIOT campaign. The 2021 statewide survey served as the pre-survey for the 2022 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 2022 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 2021, there were 130,204 front seat occupants observed at 288 site locations statewide. During the post-mobilization survey of 2022, there were 124,472 front seat occupants observed at the 288 locations statewide. The observed seat belt rate for 2022 is 93.0 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 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" increased from 50.3 percent in the pre-campaign survey to 55.3 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 (45.4 percent) and television (55.4 percent). Of the post-campaign survey respondents who saw or heard a message encouraging safety belt use "in the past 30 days", 26.8 percent report seeing or hearing the message "more than usual".

The 2022 pre-campaign survey awareness level of the "Click It or Ticket" slogan started at 69.1 percent. It increased slightly to 75.4 percent in the post-campaign survey. Please refer to the chart below which shows the change in attitudes and awareness levels from 2016 to 2022.

Seat Belt	2016	2017	2018	2019	2020	2021	2022
When driving, how often do you wear your seat belt (Percent Always)	93.7	95.1	93.9	93.5	88.5	91.7	93.5
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)	42.3	38.8	44.1	40.1	45.8	35.9	36.1
When was the last time you received a ticket for not wearing your seat belt? (Percent one year or more ago)*	--	--	--	--	--	68.5	77.6
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)	11.7	9.3	20.7	22.8	21.0	17.0	23.2

*Indicates a new survey question in the 2021 report.

Corrective Course of Action/Future

Unrestrained Passenger Fatalities

For Unrestrained Passenger Fatalities, 2017 through 2021 fatalities were calculated using five-year rolling averages. The linear regression line illustrates an increase to 279.4 in 2023 so the two-percent reduction is applied, bringing the 2023 target to 267.4.

Core Measure		Base Years				
		2017	2018	2019	2020	2021*
Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	State and FARS data	265	252	249	293	333
Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 4.0 percent from 278.4 (2017-2021 rolling average) to 267.4 (2019-2023 rolling average) by Dec 31 st , 2023.	5-Year Rolling Avg.	264.0	257.0	257.6	265.4	278.4

*Data as of 5/26/2022

Seat Belt Usage

Contrary to the previously mentioned performance targets, Seat Belt Usage is desired to be on an upward trend. Single year values were used instead of 5-year rolling averages. The linear regression line shows the 2023 projected usage rate to be at 93.7 percent.

Core Measure		Base Years				
		2017	2018	2019	2020	2021*
Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	State Survey	93.8	94.6	94.3	94.3	93.5
Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 0.2 percentage points from 93.5 percent (2021 value) to 93.7 percent (2023 Ordinary Least Squares Linear Trend) by Dec 31 st , 2022.	1 year					

*Data as of 5/26/2022

To correct our course, reach our 2023 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the 2023 Highway Safety Plan. The planned activities are the actions IDOT and its partners are currently taking to address the issues. The planned activities to help meet the target are detailed in the 2023 HSP and listed below.

To correct the future course in federal fiscal year 2024 and the corresponding 2024 Highway Safety Plan for Unrestrained Passenger Fatalities and Seat Belt Usage, Illinois will pursue new partnerships with local and state agencies, develop new programs and adjust current programs to address the core issues of the missed target(s), look for new data sources and trends, and reassess our current data.

Name:	Task Code:	Planned Amount:
Occupant Protection Paid Media	19-11	\$442,000

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 2023, the male age 18-34-year-old demographic will be targeted with the “It’s Not A Game” prevention message. This campaign is intended to address consequences of being unrestrained.

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 or Adjudication, and EMS or 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 2021, NHTSA conducted a Traffic Records Assessment per the FAST Act requirements. The purpose of the assessment was to determine whether the traffic records system in Illinois can support 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.

Illinois' Traffic Records Coordinating Committee (TRCC) 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 TRCC provided a forum for review and comment of traffic records issues within the State of Illinois. This coordinating committee includes members from state agencies, local agencies, federal agencies, universities, metropolitan planning organizations, and additional stakeholders from public and private agencies that play a key role in traffic safety. The TRCC has continued to encourage more participation from members and has increased recruitment efforts for both grant applicants and committee membership.

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	\$225,000	\$191,681.99

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

Accomplishments: The current Traffic Records Coordinator (TRC) started in the position in October 2021. Since starting in this role, the TRC has chaired the Traffic Records Coordinating Committee (TRCC). The TRC was able to re-establish the executive committee by holding the first meeting in December 2022; overhaul the TRCC website; create a strong network within the traffic records community throughout the country; expand recruitment efforts for grants applicants and TRCC membership; request two NHTSA GO Teams to assist with the revamping and reimplementation of the TRCC with special emphasis on data quality; reconvene the Data Quality Subcommittee; work towards rectifying findings in the FFY 2021 Assessment; and serve as a speaker at the Traffic Records Forum in August 2022.

Measured Improvement: Recruited three state agencies to apply for the FY 2024 state agency grants.

Name:	Task Code:	Planned Amount:	Expended Amount:
Trauma Registry (IDPH)	18-02	\$112,500	\$84,375.00

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's Trauma registry is current with the National Trauma Data Dictionary. IDPH reviewed the submitted data for compliance with the Trauma Registry Inclusion Criteria as provided in the Trauma Center Uniform Reporting Requirements Sections. The Trauma Registry was updated quarterly with new data in the registry. All trauma centers and hospital registrars have been given access to the trauma registry and helpdesk calls regarding accessibility have 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.

Measured Improvement: The Trauma Registry's new ESO Solutions Inc. (ESO) software has ensured completeness of data by only allowing completed records to be submitted. Accessibility increased to allow the 120 plus users to use the registry simultaneously without compromising performance and no help desk tickets have been submitted to ESO. Now the system is capable of handling up to 250 users simultaneously. The integration of data has been upgraded to allow non-ESO trauma registry users to submit data to IDPH without double data entry while meeting HL7 compliance.

Name:	Task Code:	Planned Amount:	Expended Amount:
FARS	18-10	\$100,000	\$0

Project Description: This planned activity will be used to support the costs of the FARS Analysts and Manager. These funds were deemed necessary for the FARS Manager and Analysts to complete their FARS entries and to runs metrics and quality control reports. The State Metrics Reports compare the number of fatal cases entered into the state system compared to early notification and made in FARS. Quality Control Reports monitor the timeliness, completeness, and overall quality of fatal crashes.

Accomplishments: This funding was made available to support the costs of the FARS Manager and Analysts if the standard funding between NHTSA and the IDOT Bureau of Data Collection is exhausted. The projected expenditures were thought to exceed the amount received by NHTSA under this agreement. BSPE allotted the funds for the Bureau of Data Collection to ensure all expenses were covered. In this fiscal year the current funding was enough to cover costs and therefore no expenses were incurred.

Measured Improvement: No expenditures have been made and therefore no measured improvement.

Name:	Task Code:	Planned Amount:	Expended Amount:
Data Linkage	18-13	\$315,534	\$228,117.31

Project Description: Through this project, data integration will be conducted by linking IDOT crash data to injury surveillance data. The injury data consists of Illinois Department of Public Health (IDPH) Hospital Discharge, Emergency Medical Services (EMS), and Trauma Registry records.

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

Accomplishments: This is a new project that was started in Illinois State fiscal year 2022 (July 1, 2021). No costs have been expended so far due to establishing contracts with vendors. This project will employ the staff needed to conduct data integration via data linkage. The data linkage team has received 307,278 inpatient and 798,583 Emergency Department records in the first quarter of FY22 and will complete the development of a Table of Key Linkage Variables by Dataset.

Measured Improvement: Progress will be measured by the improvement for hospital linkage data. It is expected that the improvement for hospital linked data to be from 0% to 9% when comparing years prior to linkage (2015 and before) to years when crash-hospital linkage was conducted (2016 and later). For EMS data linked to crash data, the improvement is expected to go from 0% to 7% comparing pre-linkage (2018 and before) to post-linkage (2019 and after). The crash-EMS linkage has a slightly lower percentage because around one in five patients treated in the hospital after a crash did not arrive by ambulance. The Trauma Registry has fewer total records (60k relative to 1M for hospital but all serious injuries), so it is anticipated that 0% to 1% of crash records will link to Trauma Registry records during the 2023 grant.

Name:	Task Code:	Planned Amount:	Expended Amount:
Data Lake (SOS)	18-14	\$3,000,000	\$0

Project Description: The Illinois Secretary of State is building a comprehensive system to collect, clean, and make high quality data available for analytics. The proposed data lake solution will serve as the dependable source (single source of truth) of data that includes crash, driver records, and other data to the Secretary of State Office, Illinois Department of Transportation, and the Illinois State Police.

Accomplishments: This grant will officially begin in calendar year 2023 as Illinois Secretary of State (SOS) works closely with Microsoft staff to create and implement the Data Lake in Microsoft Azure. SOS has prepared everything to begin working with special help desk Microsoft employees specifically tasked with assisting SOS with getting the Data Lake up and running via Azure. The original grant request was for \$3 million. The grant agreement was executed for \$3 million. However, it was later determined that the State of Illinois budget line item for this project only received \$1.5 million. This caused the project to be delayed and extended another grant term so that \$1.5 million would be spent on the current grant and \$1.5 is projected to be received and approved in the next budget. Since the original contract with Microsoft Azure (via Dell) was to end at the end of the grant, the contract had to be re-written to alter the dates to ensure the start date would be delayed so the funds would be available in the following grant period.

Measured Improvement: At this time, no official action has been taken on the grant.

Program Area Results

	Measures	2018	2019	2020	2021	2022
Timeliness	Average # days between date the crash occurred and the date the official crash report was received by IDOT	12	10	10.68	12.47	11.81
	Median # days to stat code the crash report	40	17	14.2	0	Not Available
	Average # days to location code the crash reports	95	90	89.03	27.3	24.32
	Median # days to location code the crash reports	100	93	Not Available	17	Not Available
	% of Crash Reports Electronically Filed	84	87	81.17	75.55	74.14
	# of Crash Reports Electronically Filed	305,661	310,000	186,541	94,767	35,207
Completeness	% of time "unknown" code is used in critical crash field* for a non-fatal crash at an agency level	6	5	8.29	10.12	11.27
Uniformity	% MMUCC- compliant data elements	76.6	80	80	80	Not Available
Accuracy	Number of errors per electronically reported crash only	1	1	No Longer Applicable	Unavailable	Not Available
Integration - Integration with other databases of crash data with the following	Crash to Roadway file (GIS-based data)	1	1	1	1	Not Available
	Crash to FARS and SafetyNet (MCMIS)	1	1	1	1	Not Available
	Crash to Hospital Inpatient Data	-	1	1	1	Not Available
	Crash to Emergency Department Data	No Activity	1	1	1	Not Available
	Crash/FARS to Trauma Registry Data	No Activity	1	1	1	Not Available

*Data for 2018-2021 as of 12-12-22

This data is provided by the IDOT Bureau of Data Collections. As of 12-12-2022, the Bureau of Data Collections is working to update the software with a new vendor. At this time, the available data for 2022 is not able to be run. However, the timeline for the new vendor should mean that the data will be available by the end of the first quarter of calendar year 2023.

Due to the unavailability of the data during the creation of this report, all 2022 calculations listed as program area results in this table are calculated using the ordinary least squares regression method.

Corrective Course of Action/Future

Completeness of Crash Data

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

Core Measure		Base Years				
		2017	2018	2018	2020	2021*
Completeness of Crash Data	State Annual	9	7.6	7.2	8.9	9.9
Decrease percentage of “unknown” code used 1.0 percentage points from 9.9 (2021 value) to 9.8 (2023 Ordinary Least Squares Linear Trend) by Dec 31 st , 2023.						
	1 year					

*Data as of 5/26/2022

**Due to lack of data availability as the IDOT Bureau of Data Collections upgrades the data with the new vendor, the 2022 number was ran as a regression model using the OLS method.

To correct our course, reach our 2023 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the 2023 Highway Safety Plan. The planned activities are the actions IDOT and its partners are currently taking to address the issues. The planned activities to help meet the target are detailed in the 2023 HSP and listed below.

To correct the future course in federal fiscal year 2024 and the corresponding 2024 Highway Safety Plan for Completeness of Crash Data, Illinois will pursue new partnerships with local and state agencies, work to identify the source of the unknown code issue, develop a plan of action to address the core issues of the missed target(s), and reassess our current data.

Name:	Task Code:	Planned Amount:
Traffic Records Coordinator	18-01	\$225,000

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

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 includes a subset of Head and Spinal Cord and Violent Injury Registry. Three years of crash data have been linked to Hospital Discharge data and crash-hospital linkages will be conducted each year as data become available. There are also plans to link the crash data to the Trauma Registry and EMS database (NEMSIS).

Name:	Task Code:	Planned Amount:
FARS	18-10	\$200,000

Project Description: This planned activity allotted funds be used to support the costs of the FARS Analysts and Manager if funding between NHTSA and the IDOT Bureau of Data Collections became exhausted. It is necessary for the FARS Manager and Analysts to complete their FARS entries and to runs metrics and quality control reports. The State Metrics Reports compare the number of fatal cases entered into the state system compared to early notification and made in FARS. Quality Control Reports monitor the timeliness, completeness, and overall quality of fatal crashes.

Name:	Task Code:	Planned Amount:
Data Linkage	18-13	\$315,534

Project Description: Through this project, data integration will be conducted by linking IDOT crash data to injury surveillance data. The injury data consists of Illinois Department of Public Health (IDPH) Hospital Discharge, Emergency Medical Services (EMS), and Trauma Registry records.

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

Name:	Task Code:	Planned Amount:
Data Lake (SOS)	18-14	\$3,000,000

Project Description: The Illinois Secretary of State is building a comprehensive system to collect, clean, and make high quality data available for analytics. The proposed data lake solution will serve as the dependable source (single source of truth) of data that includes crash, driver records, and other data.

Impaired Driving

The Impaired Driving program area focuses on reducing crashes, serious injuries, and fatalities caused by impaired driving. Annually, approximately 30 percent of fatalities in Illinois involve a driver impaired by alcohol, drugs, other substances, or a combination thereof. This program focuses on local and statewide enforcement and educational activities.

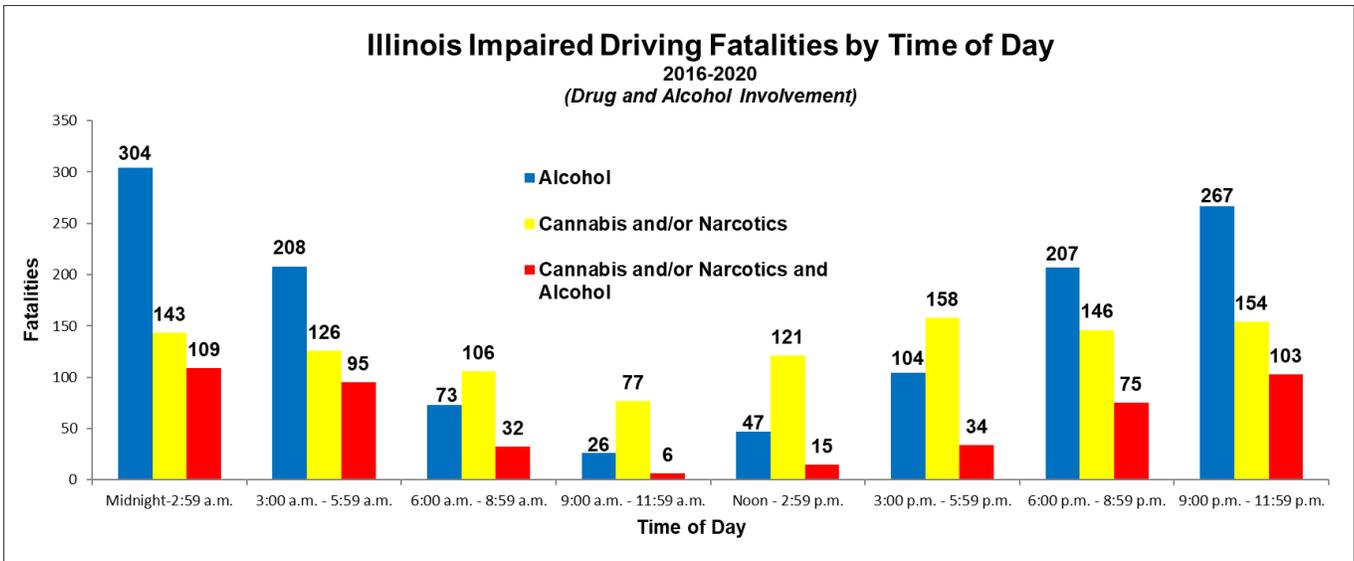
High-visibility enforcement is the leading impaired driving countermeasure. IDOT utilizes its comprehensive grant program to maximize the deterrent effect of each enforcement hour funded. Local grant-funded, impaired driving enforcement occurs via the Sustained Traffic Enforcement Program (STEP). Grantees undertake impaired driving enforcement (often integrated with 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. Impaired driving enforcement generally occurs post-9:00 p.m., however can also be undertaken by ARIDE or DRE-trained officers during daytime hours. The Illinois State Police (ISP) plays a vital role in the impaired driving grant program. They conduct multiple enforcement programs with concentrated patrols during the holiday periods and throughout the year.

To directly support impaired driving enforcement efforts, the SHSO funds comprehensive paid and earned media programs and prosecutorial and law enforcement training. Impaired Driving Program highlights also include DUI Courts, court monitoring, DUI prosecution, 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 1,210 fatal crashes in 2021, 28.3 percent were alcohol related.
- Of the 1,334 people killed in motor vehicle crashes in 2021, 28.8 percent of these fatalities were alcohol related.
- There were 848 drivers killed in motor vehicle crashes, 575 of these drivers were tested with 42.4 percent testing positive for BAC of 0.01 or higher in 2021.
- From 2018 to 2022, the group with the highest percentage of alcohol-related serious injuries and fatalities are aged 21 to 34 at 50 percent with 79 percent of that group being male.
- From 2018 to 2022, the leading time frame for alcohol-impaired fatalities is midnight to 3:00 a.m. and the highest cannabis-involved fatalities occur during the 3:00 p.m. to 6:00 p.m. timeframe.

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



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	\$107,418	\$42,729.10

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

Accomplishments: During FFY 2021, with assistance from an IDOT, BSPE grant, the AFTL eliminated its backlog of Impaired Driving (DUI) cases. However, the grant-funded analyst that allowed for this left the AFTL and the backlog has since risen again. Midway through FFY 2022, a new grant funded analyst was brought on and, after initial training, began running cases and eliminating the backlog. The AFTL continued integrating a new laboratory information management system (LIMS) and report-generating software to better manage cases. The analyst and software directly contribute to this grants’ goal of increasing the timeliness, accuracy, and efficiency of forensic testing in DUI cases as well as report generation. The AFTL worked over 200 DUI testing kits during this fiscal year, continuing to move towards its goal of 500 kits per year providing high-level analyses on a variety of impaired driving issues, such as what are the most common drugs found in DUI cases, trends in DUIs, and driver poly-drug use.

Name:	Task Code:	Planned Amount:	Expended Amount:
Operation Straight ID (SOS)	13-02	\$25,845	\$15,270.75

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

Accomplishments: The Illinois Secretary of State Police conducted 36 "Operation Straight ID" presentations informing 561 law enforcement officers, employees, and other community members how to detect fraudulent driver license and state identification cards.

Name:	Task Code:	Planned Amount:	Expended Amount:
Impaired Driving Training and Resources	13-04	\$514,852	\$296,652.88

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.

Accomplishments: The Illinois State Police (ISP) conducted one DRE Training course resulting in 12 new DRE-certified ISP and local officers. ISP purchased various supplies from mouthpieces to software that allows the Alcohol and Substance Abuse Testing Section to provide impaired driving training and resources to the state including technical support for the BAO, ASV XL, and AS FST instruments and operators statewide.

Name:	Task Code:	Planned Amount:	Expended Amount:
Alcohol Police Training	13-06	\$325,000	\$245,954.67

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

Accomplishments: The Illinois Law Enforcement Training and Standards Board conducted 28 Advanced Roadside Impaired Driving Enforcement (ARIDE) classes training 367 law enforcement officers; five Standard Field Sobriety Testing (SFST) Instructor course training 28 new instructors; 42 Breath Analysis Operator Certification training 742 officers; 13 SFST refresher courses training 197 officers; six Illinois Vehicle Code classes training 390 officers; and one Drug Recognition Expert Course training 9 local officers.

Name:	Task Code:	Planned Amount:	Expended Amount:
Traffic Safety Resource Prosecutor	13-10	\$290,976	\$183,571.38

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

Accomplishments: The TSRP conducted and/or participated in several DRE, ARIDE, SFST, Warning to Motorist (sworn reports), and DRE "A to Z" trainings attended by over 100 officers and prosecutors each month. The Illinois TSRP virtual training program, in partnership with the Cook County State's Attorney's Office, started in FFY 2021 continued providing to hundreds of law enforcement officers and prosecutors throughout Illinois valuable information on numerous impaired driving topics. In addition, the TSRP played an instrumental role in planning the Midwest Impaired Driving Conference to be held in Illinois early in FY23 and continues administering and marketing the Law Enforcement Forensic Phlebotomy Program. The TSRP continues to assist law enforcement and prosecutors with hundreds of DUI cases/situations and provides research and counsel on many other traffic-related issues.

Name:	Task Code:	Planned Amount:	Expended Amount:
DUI Prevention AOIC	13-13	\$66,890	\$0.00

Project Description: This task provides funds for the Administrative Office of the Illinois Courts to conduct an annual seminar for judges on issues related to Driving Under the Influence (DUI) of drugs and/or alcohol cases. The annual seminar will focus on a broad range of issues related to DUI offenders, with particular emphasis on topics such as clinical aspects of substance abuse, understanding the substance abuse evaluation, and alternative sentencing.

Accomplishments: No funds were expended in FFY22 as this was a State Fiscal Year 2023 grant that started in July of 2022. This conference will be completed in Federal Fiscal Year 2023.

Name:	Task Code:	Planned Amount:	Expended Amount:
Impaired Driving Paid Media	13-14	\$1,750,000	\$1,744,280.00

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

Accomplishments: Paid Media Campaign Viewing Results

Impaired Driving	
Radio -Impressions	85,815,552
TV -Impressions	14,999,038
Digital -Impressions	19,767,709
Digital -Clicks	55,534
Website Pageviews	39,032

Name:	Task Code:	Planned Amount:	Expended Amount:
Impaired Driving Prevention	13-16	\$1,552,540	\$666,194.70

Project Description: This activity funds various non-enforcement projects including local police departments providing DRE Instructor officers to conduct ARIDE and DRE training and assisting the DRE Program with re-certifications, etc.; court monitoring through the Alliance Against Intoxicated Motorists and Mothers Against Drunk Driving. This task also provides funds for the Chicago Police Department to conduct comprehensive DUI enforcement details throughout the year.

Accomplishments: Six local agencies focused on DUI-enforcement training that allowed for the following courses to be conducted: 19 SFST, 48 ARIDE, 2 DRE classes training 22 officers, numerous DRE Certifications and Recertifications, and 2 Bassett Classes. These 6 agencies also engaged in DRE recruiting activity throughout the grant year. In total, even with COVID-19 continuing to curtail activity, over 2,000 law enforcement officers, judges, and state’s attorneys were trained. Mothers Against Drunk Driving (MADD) monitored 4,249 DUI cases in which there was a disposition in 44 different counties throughout downstate Illinois. The Alliance Against Intoxicated Motorists (AAIM) monitored 4,937 cases that had a disposition within Cook and surrounding counties.

Name:	Task Code:	Planned Amount:	Expended Amount:
DUI Court Program	13-17	\$305,604	\$235,828.98

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

Accomplishments: In FFY 2022, the DUI Court Program in Peoria County continued to apply Problem-Solving Court Standards to its DUI-related participants, as appropriate. In addition to problem solving court participants, the court program oversees more than 800 individuals who must undergo varying levels of probation including those subject to drug/alcohol testing and some who are in the non-testing group. In total for the grant year, over 500 chemical tests were performed on program clients and 149 DUI offenders successfully completed all probation requirements.

Program Area Results

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

Core Measure	Baseline 2015-2019 Rolling Average	Projected 2017-2021 Rolling Average	Actual 2017-2021 Rolling Average	Met/Unmet
Driver or Motorcycle Operator with BAC of 0.08 or Above	326.6	313.7	351.4	Unmet

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 displayed 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. Since the 2017-2021 rolling average was 351.4, 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 52.4 percent and 58.8 percent, respectively. “You Drink. You Drive. You Lose” was reported slightly higher at 58.8 percent in both the pre-campaign survey and 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 62.5 percent in the pre-campaign survey and 61.9 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 2016 to 2022.

Alcohol	2016	2017	2018	2019	2020	2021	2022
In the past 30 days, have you read, seen or heard anything about alcohol impaired driving in Illinois? (Percent Yes)	50.4%	51.6%	47.7%	47.0%	45.8%	56.7%	59.6%
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)	27.5%	38.4%	41.5%	36.7%	25.0%	56.6%	54.2%
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)	23.1%	18.7%	22.0%	22.9%	33.2%	36.5%	38.1%
Percent of responders who had alcoholic beverages in the last 30 days.	49.4%	48.1%	38.7%	35.7%	64.9%	65.4%	63.8%
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)	17.7%	18.9%	19.6%	19.0%	21.4%	12.6%	14.6%

Corrective Course of Action/Future

Five-year rolling averages for 2017 through 2021 were used to create a linear regression line to project the 2023 value. Again, the data displays a slight upward trend in fatalities with 2023 at 328.4. Instead, the two-percent reduction was applied to set the 2023 target at a much lower 306.6 which is better aligned with the goal of working toward zero fatalities.

Core Measure		Base Years				
		2017	2018	2019	2020	2021*
Alcohol-Impaired Driving Fatalities	State and FARS data	357	325	311	379	224
Reduce alcohol impaired driving fatalities 4.0 percent from 319.2 (2017-2021 rolling average) to 306.6 (2019-2023 rolling average) by Dec 31 st , 2023.	5-Year Rolling Avg.	326.8	325.8	327.6	341.6	319.2

*Data as of 5/26/2022

To correct our course, reach our 2023 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the 2023 Highway Safety Plan. The planned activities are the actions IDOT and its partners are currently taking to address the issues. The planned activities to help meet the target are detailed in the 2023 HSP and listed below.

To correct the future course in federal fiscal year 2024 and the corresponding 2024 Highway Safety Plan for Motorcycle Operator with BAC 0.08 or Higher Fatality, Illinois will pursue new partnerships with local and state agencies, develop new enforcement programs to address the core issues of the missed target(s), look for new data sources and trends, and reassess our current data.

Name:	Task Code:	Planned Amount:
UIC Laboratory Testing	03-05	\$115,940

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

Name:	Task Code:	Planned Amount:
Alcohol Police Training	04-01	\$475,000

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 ILETSB's 14 mobile training units although individuals may attend standard courses at recognized training institutions in certain situations. Training will be targeted in counties on IDOT's County Population Model.

Name:	Task Code:	Planned Amount:
Operation Straight ID (SOS)	13-02	\$25,845

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

Name:	Task Code:	Planned Amount:
Impaired Driving Training and Resources	13-04	\$514,852

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:
Traffic Safety Resource Prosecutor	13-10	\$330,924

Project Description: The Traffic Safety Resource Prosecutor (TSRP) provides a valuable outreach element to Illinois law enforcement, prosecutors, and the judiciary. The TSRP program will serve the whole State of Illinois. The goal is to reduce alcohol and drug impaired motor vehicle crashes in Illinois by acting as an advisor and trainer on prosecution, criminal justice, and enforcement issues on behalf of IDOT's Highway Safety program. The TSRP will be promoting the use of "No-Refusal" Electronic DUI Search Warrants, assisting law enforcement in the development of phlebotomy training and will work closely with the Illinois Law Enforcement Training and Standards Board and the Illinois State Police's Impaired Driving Coordinator. In addition, the Illinois TSRP program will house the Judicial Outreach Liaison (JOL) Program for FFY 2023 and the JOL will work directly with the Administrative Office of Illinois Courts.

Name:	Task Code:	Planned Amount:
Impaired Driving Paid Media	13-14	\$1,592,000

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

Name:	Task Code:	Planned Amount:
DUI Prevention AOIC	13-13	\$66,890

Project Description: This task provides funds for the Administrative Office of the Illinois Courts to conduct an annual seminar for judges on issues related to cases charging driving under the influence of alcohol (DUI). The annual seminar will focus on a broad range of issues related to DUI offenders, with particular emphasis on non-legal topics such as clinical aspects of substance abuse, understanding the substance abuse evaluation and alternative sentencing.

Name:	Task Code:	Planned Amount:
Impaired Driving Prevention	13-16	\$1,463,665

Project Description: This activity funds various non-enforcement projects including local police departments providing DRE Instructor officers to conduct SFST, SFST Instructor, SFST Refresher, ARIDE, DRE training and assisting the DRE Program with re-certifications, etc.; court monitoring through the Alliance Against Intoxicated Motorists and Mothers Against Drunk Driving; Underage substance use and impaired driving prevention efforts via AAIM, Think First, and Prevention Partnership; alcohol-server training.

Name:	Task Code:	Planned Amount:
DUI Court Program	13-17	\$458,085

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

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 2022, Illinois motorcycle training was significantly impacted due to the issues surrounding COVID-19 and the closing of Harper College as a regional training center. In a typical year roughly 14,500 motorcyclists pass through the Illinois Cycle Rider Safety Training Program and in 2022, 8,603 motorcyclists enrolled in the program. Of those enrolled, 6,422 successfully completed the training. Illinois continues to expect decreased enrollment of training in 2023 due to the lack of a northern regional training center.

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 Basic 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 1.0 percent of all crashes in Illinois in 2021.
- In 2021, there were 163 fatal crashes and 169 fatalities involving motorcyclists.
- Of the 2,390 motorcyclists injured in 2021, 35.8 suffered from serious injuries.
- In 2021, 20 of the 169 motorcyclist fatalities occurred in Chicago as well as 21 of the 163 fatal crashes.
- Of the 367 motorcyclists injured in Chicago in 2021, 101 resulted in serious injuries.
- As illustrated in the chart below, the group with the highest percent of motorcyclist fatalities and serious injuries are males aged 35 to 64 at 16.1 percent followed by males aged 21-34 at 14.2 percent for 2016 to 2020.

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

Percent and Frequency Distributions of Motorcycle-Related Fatalities and Serious Injuries and Helmet Use (2016-2020)

Gender	Age Group	Total Fatalities & Serious Injuries	Motorcycle Fatalities & Serious Injuries	Helmeted Motorcycle Fatalities & Serious Injuries	% Helmeted Motorcycle Fatalities & Serious Injuries	% Motorcycle Fatalities & Serious Injuries of Total
Male	0 - 8	722	3	0	0.0%	0.4%
Male	9 - 15	982	15	1	6.7%	1.5%
Male	16 - 20	3,264	180	70	38.9%	5.5%
Male	21 - 34	10,217	1,446	365	25.2%	14.2%
Male	35 - 64	13,882	2,230	365	16.4%	16.1%
Male	65 +	3,525	302	75	24.8%	8.6%
Female	0 - 8	630	0	0	0.0%	0.0%
Female	9 - 15	916	9	3	33.3%	1.0%
Female	16 - 20	3,029	33	7	21.2%	1.1%
Female	21 - 34	7,367	198	48	24.2%	2.7%
Female	35 - 64	10,084	451	88	19.5%	4.5%
Female	65 +	3,155	32	9	28.1%	1.0%
Total		57,773	4,899	1,031	21.0%	8.5%

Unhelmeted Motorcyclist Safety

- Crashes involving unhelmeted motorcyclists account for 0.7 percent of all crashes in Illinois in 2021.
- Unhelmeted motorcyclists account for 100 fatal crashes and 104 fatalities in 2021.
- Of the 1,387 unhelmeted motorcyclists injured in 2021, 541 suffered from serious injuries.
- In 2021, 9 of the 104 fatalities and 9 of the 100 fatal crashes occurred in Chicago.
- Of the 172 unhelmeted motorcyclists injured in Chicago in 2021, 49 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.

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:
General Paid Media	02-08	\$335,000	\$205,532.46

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

Accomplishments: Paid Media Campaign Viewing Results.

Motorcycle Safety	
Radio -Impressions	2,408,230
TV -Impressions	5,136,727
Digital -Impressions	12,592,730
Digital -Clicks	22,596
Website Pageviews	38,463

Name:	Task Code:	Planned Amount:	Expended Amount:
Motorcycle Paid Media	22-01	\$300,000	\$300,000.00

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

Accomplishments: Motorcycle paid media is supported by two planned activities and therefore the accomplishments of 02-08 represent the combined results of 02-08 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	\$0.00

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

Accomplishments: In FFY 2022 BSPE did not purchase PI&E Materials since outreach was limited due to COVID-19.

Name:	Task Code:	Planned Amount:	Expended Amount:
Motorcycle Winter Conference	22-03	\$10,000	\$0.00

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

Accomplishments: Conference was not conducted due to COVID-19.

Name:	Task Code:	Planned Amount:	Expended Amount:
Motorcycle (State Match)	22-04	\$3,230,000	\$2,092,665.00

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

Accomplishments: IDOT provided training to 8,603 motorcycle riders through the Cycle Rider Training Program in FFY 2022. 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 2015-2019 Rolling Average	Projected 2017-2021 Rolling Average	Actual 2017-2021 Rolling Average	Met/Unmet
Motorcyclist Fatalities	143.2	137.5	145.2	Unmet

Projected Motorcyclist Fatalities for 2021 was 137.5 based on 2015-2019 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 2017-2021 of 145.2 showed that the target was not met.

Evaluation

When survey respondents were asked of their awareness levels and attitudes toward motorcyclists, 50 percent of respondents in the Pre-Memorial Day survey reported that they had heard the slogan “Start Seeing Motorcycles” while 54 percent of respondents reported they had in the Post-Memorial Day survey. Awareness levels fell to 53 percent in the Post-Labor Day survey.

Unhelmeted Motorcyclist Safety

Unhelmeted Motorcyclist Fatality Progress: Not Met

Core Measure	Baseline 2015-2019 Rolling Average	Projected 2017-2021 Rolling Average	Actual 2017-2021 Rolling Average	Met/Unmet
Unhelmeted Motorcyclist Fatalities	102.2	98.2	99.2	Unmet

Unhelmeted Motorcyclist Fatalities for 2021 were projected to be 98.2 based on a baseline rolling average from 2015-2019. 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 2017-2021 rolling average was 99.2 and as a result, the target was unmet.

Evaluation

Illinois motorcycle fatalities went up by 10.5 percent from 153 in 2020 to 169 in 2021. The percent helmeted motorcyclist fatalities remain low at 38.5 percent in 2021 as compared to the percent the US helmeted motorcycle fatalities at 58.4 percent in 2020. Based on the preliminary estimate, the number of lives saved in Illinois at the current usage rate of 38.5 percent is about 38. If Illinois had 100 percent helmet use, an additional 39 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 increase to 149.0 by 2023. Since the data has an upward slope, it is not consistent with Illinois' goal of zero fatalities. For this reason, a two-percent reduction is used to decrease fatalities to 143.1 for 2023.

Core Measure		Base Years				
		2017	2018	2019	2020	2021*
Motorcyclist Fatalities	State and FARS data	160	119	138	153	175
Reduce motorcyclist fatalities by 4.0 percent from 149.0 (2017-2021 rolling average) to 143.1 (2019-2023 rolling average) by Dec 31 st , 2023.	5-Year Rolling Avg.	146.2	139.6	143.6	144.8	149.0

*Data as of 5/26/2022

Unhelmeted Motorcyclist Safety

The five-year rolling averages for 2017, 2018, 2019, 2020, and 2021 for Unhelmeted Motorcycle Fatalities shows a downward trend over time. The Projection for 2023 was created using linear regression as in previous target selections. This decrease to 100.4 in 2023 is higher than a two-percent reduction so the two-percent reduction is used instead, bringing the target to 96.8 for 2023.

Core Measure		Base Years				
		2017	2018	2019	2020	2021*
Unhelmeted Motorcyclist Fatalities	State and FARS data	108	87	100	102	107
Reduce unhelmeted, motorcyclist fatalities 4.0 percent from 100.8 (2017-2021 rolling average) to 96.8 (2019-2023 rolling average) by Dec 31 st , 2023.	5-Year Rolling Avg.	104.6	99.4	103.2	102.6	100.8

*Data as of 5/26/2022

To correct our course, reach our 2023 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the 2023 Highway Safety Plan. The planned activities are the actions IDOT and its partners are currently taking to address the issues. The planned activities to help meet the target are detailed in the 2023 HSP and listed below.

To correct the future course in federal fiscal year 2024 and the corresponding 2024 Highway Safety Plan for Motorcyclist Fatalities and Unhelmeted Motorcyclist Fatalities, Illinois will pursue new partnerships with local and state agencies, potentially develop new motorcycle safety programs to address the core issues of the missed target(s), look for new data sources and trends, and reassess our current data.

Name:	Task Code:	Planned Amount:
Motorcycle Paid Media	02-03	\$242,000

Project Description: This task provides funds for IDOT to conduct a paid media campaign for a Motorcycle Awareness. This motorcycle campaign is planned for the summer riding months when there are more motorcycles on the roads and there is potential for more crashes. This planned activity is to supplement the Motorcycle Paid Media Campaign that is funded with 405f funds.

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

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

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. The banners and signs will be distributed throughout the state. The focus will be in areas where high rates of motorcycle fatalities and serious injuries occur. This campaign will bring awareness to motorcycle riders and inform motorcyclists on how to receive free motorcycle rider training.

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. This conference will discuss training and educational components that are pertinent to rider coaches and motorcycle training facilities.

Name:	Task Code:	Planned Amount:
Cycle Rider Safety Training Program Match	22-04	\$3,000,000

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

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

- Baseline pedestrian fatality rolling averages increased between the 5-year periods of 2015-2019 and 2016-2020.
- Crashes involving pedestrians account for 1.3 percent of all crashes in Illinois in 2021.
- In 2021, there were 213 fatal crashes and 215 fatalities involving pedestrians.
- Of the 3,523 pedestrians injured in 2021, 862 suffered from serious injuries.
- In 2021, 66 of the 215 pedestrian fatalities occurred in Chicago as well as 65 of the 213 fatal crashes.
- Of the 2,109 pedestrians injured in Chicago in 2021, 478 resulted in serious injuries.
- The group with the highest percent of pedestrian fatalities and serious injuries for 2016 to 2020 are males age 9 to 15 at 22.7 percent followed by males age 0-8 at 21.9 percent.
- Between 2016-2020 there were 804 pedestrians killed, 178 (22 percent) were over the age of 64.
- Between 2016-2020 there were 4,655 pedestrians seriously injured, 616 (13 percent) were over the age of 65.

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

**Percent and Frequency Distributions of
Pedestrian-Related Fatalities and Serious
Injuries (2016-2020)**

Gender	Age Group	Total Fatalities & Serious Injuries	Pedestrian Fatalities & Serious Injuries	% Pedestrian Fatalities & Serious Injuries
Male	0 - 8	722	158	21.9%
Male	9 - 15	982	223	22.7%
Male	16 - 20	3,264	216	6.6%
Male	21 - 34	10,217	741	7.3%
Male	35 - 64	13,882	1,456	10.5%
Male	65 +	3,525	442	12.5%
Female	0 - 8	630	81	12.9%
Female	9 - 15	916	141	15.4%
Female	16 - 20	3,029	179	5.9%
Female	21 - 34	7,367	550	7.5%
Female	35 - 64	10,084	920	9.1%
Female	65 +	3,155	352	11.2%
Total		57,773	5,459	9.4%

Pedalcyclist Safety

- Crashes involving pedalcyclists account for 0.8 percent of all crashes in Illinois in 2021.
- Pedalcyclists account for 34 fatal crashes and 34 fatalities in 2021.
- Of the 2,140 pedalcyclists injured in 2021, 301 suffered from serious injuries.
- In 2021, 11 of the 34 fatalities and 11 of the 34 fatal crashes occurred in Chicago.
- Of the 990 pedalcyclists injured in Chicago in 2021, 124 resulted in serious injuries.
- Males age 9 to 15 hold the highest percent of pedalcycle-related fatalities and serious injuries for 2016 to 2020 at 19.5 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.

**Percent and Frequency Distributions of
Pedalcycle-Related Fatalities and Serious
Injuries (2016-2020)**

Gender	Age Group	Total Fatalities & Serious Injuries	Pedalcyclist Fatalities & Serious Injuries	% Pedalcyclist Fatalities & Serious Injuries
Male	0 - 8	722	29	4.0%
Male	9 - 15	982	191	19.5%
Male	16 - 20	3,264	154	4.7%
Male	21 - 34	10,217	327	3.2%
Male	35 - 64	13,882	639	4.6%
Male	65 +	3,525	123	3.5%
Female	0 - 8	630	10	1.6%
Female	9 - 15	916	53	5.8%
Female	16 - 20	3,029	37	1.2%
Female	21 - 34	7,367	105	1.4%
Female	35 - 64	10,084	135	1.3%
Female	65 +	3,155	15	0.5%
Total		57,773	1,818	3.1%

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:
CDOT Safety Program	02-14	\$568,700	\$568,519.97

Project Description: This task includes education and training. This task provides funds for the Chicago Department of Transportation to address fatalities and serious injuries for some of our most vulnerable road users. This planned activity will focus on Chicago SAFE (Streets Are For Everybody) Ambassador Program, Safe Seniors and Safe Routes to School presentations in the Vision Zero High Crash Areas, promote and support child passenger safety technicians training and education, Chicago SAFE education and engagement, such as via community events, specifically to Vision Zero HCAs, and support to CPD Safety Missions in CPD Districts in Vision Zero HCAs at both intersections and along high crash corridors.

Accomplishments: In FFY 2022, the Chicago Department of Transportation (CDOT) continued to grow with the Safe Routes Ambassador program that educated and encouraged all residents of Chicago to safely walk, bike, and drive. The program conducted 308 in-person educational programs, participated in 118 educational booths/displays, reached 73,772 people through educational programs and outreach, and provided 35,000 educational materials to the public. CDOT's SAFE Facebook, Instagram, Twitter, and Tik Tok pages were able to reach and engage over 140,225 people/accounts. CDOT's social media platforms were visited over 12,000 times combined and gained approximately 500 new followers. CDOT's program director spoke at the 2022 National Lifesavers Conference in Chicago, Illinois about the program and how they pivoted with the times. CDOT also continued to focus on the vision zero high-crash areas close to vision zero high-crash corridors.

Name:	Task Code:	Planned Amount:	Expended Amount:
Nonmotorized Paid Media (IDOT)	12-01	\$600,000	\$521,661.26

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

Accomplishments: Paid Media Campaign Viewing Results.

Bicycle and Pedestrian	
Radio -Impressions	19,378,845
TV -Impressions	5,646,918
Digital -Impressions	14,075,178
Digital -Clicks	27,606
Website Pageviews	58,506

Name:	Task Code:	Planned Amount:	Expended Amount:
Bike and Pedestrian Safety	12-02	\$394,891	\$179,809.71

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 2022, the Chicago Department of Transportation (CDOT) continued to grow with the Safe Routes Ambassador program that educated and encouraged all residents of Chicago to safely walk, bike, and drive. The program conducted 308 in-person educational programs, participated in 118 educational booths/displays, reached 73,772 people through educational programs and outreach, and provided 35,000 educational materials to the public. CDOT's SAFE Facebook, Instagram, Twitter, and Tik Tok pages were able to reach and engage over 140,225 people/accounts. CDOT's social media platforms were visited over 12,000 times combined and gained approximately 500 new followers. CDOT's program director spoke at the 2022 National Lifesavers Conference in Chicago, Illinois about the program and how they pivoted with the times. CDOT also continued to focus on the vision zero high-crash areas close to vision zero high-crash corridors. In FFY 2022, the Chicago Police Department conducted 64 hours of patrol and issued a total of 69 citations for Ped/Bike violations. The Deerfield Police Department issued 24 citations and made 39 traffic stops. The Deerfield Police Department also trained 21 of their own officers on Illinois bike and pedestrian laws. The Illinois League of Bicyclist (LIB) worked with K-12 schools to complete the Bike Safety Quiz. In total, 339 schools participated including 275 high schools and 64 Elementary schools. A total of 51,848 students took part in the Bike Safety Quiz. LIB continued their digital ad campaign which ran on Facebook, Instagram, and LinkedIn. Response to the ads were significant with over 2.2M impressions on social media, 4.8K visits to the Bike Safety Quiz landing page, and completion of 1,283 Bike Safety Quiz sessions.

Program Area Results

Pedestrian Safety

Pedestrian Fatality Progress: Not Met

Core Measure	Baseline 2015-2019 Rolling Average	Projected 2017-2021 Rolling Average	Actual 2017-2021 Rolling Average	Met/Unmet
Pedestrian Fatalities	156.0	149.8	161.8	Unmet

For 2021, Pedestrian Fatalities of 149.8 were projected using a baseline rolling average from 2015-2019 and a two-percent reduction due to the data having an upward linear trend. The actual 2017-2021 rolling average was 161.8, resulting in the target being not met.

Evaluation

Analysis of the Chicago Pedestrian and Bicycle Safety Initiative reveals 93 citations were issued over the course of 93 hours. Throughout the year, one citation was written for every 60 minutes of enforcement activity.

Pedalcyclist Safety

Pedalcyclist Fatality Progress: Met

Core Measure	Baseline 2015-2019 Rolling Average	Projected 2017-2021 Rolling Average	Actual 2017-2021 Rolling Average	Met/Unmet
Bicyclist or Other Cyclist Fatalities	21.6	19.6	23.4	Unmet

Projected Bicyclist Fatalities for 2021 were 19.6 based on the Ordinary Least Squares linear trend of the 2015-2019 rolling average. This target was not met since the actual rolling average for 2017-2021 was 23.4.

Corrective Course of Action/Future

Pedestrian Safety

Pedestrian Fatalities for 2023 were projected using five-year rolling averages for 2017 through 2021 and a trendline. The five-year rolling averages have consistently increased year after year during this period. Using only linear regression for 2023, projections result in Illinois moving away from the goal of zero fatalities and for this reason, a two-percent reduction is used instead bringing the 2023 projection to 167.3.

Core Measure		Base Years				
		2017	2018	2019	2020	2021*
Pedestrian Fatalities	State and FARS data	147	166	173	176	209
Reduce pedestrian fatalities by 4.0 percent from 174.2 (2017-2021 rolling average) to 167.3 (2019-2023 rolling average) by Dec 31 st , 2023.	5-Year Rolling Avg.	138.2	146.6	156.6	161.8	174.2

*Data as of 5/26/2022

Pedalcyclist Safety

Bicyclist Fatalities rolling averages for 2017 through 2021 were calculated and 2023 is projected with linear regression from these data points. When the projected linear value of 22.6 for 2023 was compared to a two-percent reduction of value of 24.2 for the same year, the linear projection value is selected as the target to bring Illinois closer to the goal of zero fatalities due to it being the lower value.

Core Measure		Base Years				
		2017	2018	2019	2020	2021*
Bicyclist Fatalities	State and FARS data	26	24	12	30	34
Reduce bicyclist fatalities 10.3 percent from 25.2 (2017-2021 rolling average) to 22.6 (2023 Ordinary Least Squares Linear Trend) by Dec 31 st , 2023.	5-Year Rolling Avg.	25.8	24.6	21.6	22.4	25.2

*Data as of 5/26/2022

To correct our course, reach our 2023 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the 2023 Highway Safety Plan. The planned activities are the actions IDOT and its partners are currently taking to address the issues. The planned activities to help meet the target are detailed in the 2023 HSP and listed below.

To correct the future course in federal fiscal year 2024 and the corresponding 2024 Highway Safety Plan for pedestrian fatalities, Illinois will pursue new partnerships with local and state agencies, look to integrate the safe systems approach to address the core issues of the missed target(s), look for new data sources and trends, and reassess our current data.

Name:	Task Code:	Planned Amount:
CDOT Safety Program	02-14	\$699,600

Project Description: This task includes education and training. This task provides funds for the Chicago Department of Transportation to address fatalities and serious injuries for some of our most vulnerable road users. This planned activity will focus on Chicago SAFE (Streets Are For Everybody) Ambassador Program, Safe Seniors and Safe Routes to School presentations in the Vision Zero High Crash Areas, promote and support child passenger safety technicians training and education, Chicago SAFE education and engagement, such as via community events, specifically to Vision Zero HCAs, and support to CPD Safety Missions in CPD Districts in Vision Zero HCAs at both intersections and along high crash corridors.

Name:	Task Code:	Planned Amount:
Bike and Pedestrian Paid Media	12-01	\$442,000

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

Name:	Task Code:	Planned Amount:
Bike and Pedestrian Safety	12-02	\$355,082

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. Speed-related fatal crashes in Illinois are over 30 percent. This area of traffic safety is a focus area for Illinois. Over the past few years, IDOT has focused enforcement efforts to specifically target speed-related offenses. 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 1,210 fatal crashes in 2021, 32.1 percent were speed related.
- In 2021, 449 fatalities were attributed to speed in Illinois. This accounts for 33.7 percent of all fatalities.
- Speed accounts for 32.8 percent of total injuries in 2021.
- Serious injuries that are caused by speed are 2,736 in Illinois for 2021.
- Males age 16 to 20 make up the highest percentage for speed-related fatalities and serious injuries at 38.1 percent followed by males age 21-34 at 36.5 percent for 2016 to 2020.

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

**Percent and Frequency Distributions of
Speed-Related Fatalities and Serious
Injuries (2016-2020)**

Gender	Age Group	Total Fatalities & Serious Injuries	Speed-related Fatalities & Serious Injuries	% Speed-Related Fatalities & Serious Injuries
Male	0 - 8	722	213	29.5%
Male	9 - 15	982	275	28.0%
Male	16 - 20	3,264	1,243	38.1%
Male	21 - 34	10,217	3,734	36.5%
Male	35 - 64	13,882	4,518	32.5%
Male	65 +	3,525	958	27.2%
Female	0 - 8	630	194	30.8%
Female	9 - 15	916	288	31.4%
Female	16 - 20	3,029	1,068	35.3%
Female	21 - 34	7,367	2,524	34.3%
Female	35 - 64	10,084	3,360	33.3%
Female	65 +	3,155	867	27.5%
Total		57,773	19,242	33.3%

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 2022, 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 2015-2019 Rolling Average	Projected 2017-2021 Rolling Average	Actual 2017-2021 Rolling Average	Met/Unmet
Speed Fatalities	418.6	402.0	411.8	Unmet

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. Since the actual rolling average for 2017-2021 was 411.8, the target was not met.

Evaluation

Of the 181,873 total citations issued for FFY 2022, 30.13 percent (54,804) were speeding citations. When respondents in our traffic safety survey were asked about their attitudes and awareness pertaining to speed and enforcement by police in the Post-Memorial Day campaign survey, 81.7 percent stated they were either very likely (37.9 percent) or somewhat likely (43.8 percent) to receive a citation if they speed. When asked if they have heard or seen anything about police enforcing speed limit laws, 36.1 percent said they had seen or heard something within the last 30 days.

Corrective Course of Action/Future

For Speed-Related Fatalities, the regression line for the rolling averages of 2017 through 2021 shows an upward trend, resulting in a projection of 460.8 fatalities for 2023. This projection does not align with moving toward zero fatalities, so a two-percent reduction is used instead, bringing the projected target to 426.8.

Core Measure		Base Years				
		2017	2018	2019	2020	2021*
Speeding-Related Fatalities	State and FARS data	464	439	376	460	483
Reduce speeding-related fatalities by 4.0 percent from 444.4 (2017-2021 rolling average) to 426.8 (2019-2023 rolling average) by Dec 31 st , 2023.	5-Year Rolling Avg.	406.0	409.6	415.0	431.6	444.4

*Data as of 5/26/2022

To correct our course, reach our 2023 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the 2023 Highway Safety Plan. The planned activities are the actions IDOT and its partners are currently taking to address the issues. In FFY 2023, Illinois does not have any specific tasks that focus specifically on speeding-related fatalities, but they are addressed by many of the planned activities throughout this report.

To correct the future course in federal fiscal year 2024 and the corresponding 2024 Highway Safety Plan for speeding-related fatalities, Illinois will pursue new partnerships with local and state enforcement agencies, develop new programs to address the core issues of the missed target(s), look for new data sources and trends, and reassess our current data.

Name:	Task Code:	Planned Amount:
Speed Paid Media	02-12	\$292,000

Project Description: This task provides funds for IDOT to create a paid media campaign focusing on speeding. Illinois will be linking/placing this speed campaign to coincide with the sustained traffic enforcement program to enforce speeding laws. Linking a communication campaign with enforcement will create more of an impact in Illinois. These funds may also be used to conduct focus groups to data drive our paid media campaigns.

Name:	Task Code:	Planned Amount:
Speeding Enforcement	02-15	\$300,000

Project Description: This task provides funds for local law enforcement agencies to conduct enforcement details during the month of July for Speed Awareness. This enforcement detail will allow local agencies to address Speeding in their communities and will be used to help recruit new agencies to be part of IDOT's STEP program.

Distracted Driving

Distracted driving and the use of an electronic device while driving is a continuing highway safety issue in Illinois. For a decade, Illinois' law enforcement grantees have issued both texting and phone use citations for Illinois Vehicle Code violations.

Enforcement of distracted driving laws is challenging, but the Illinois State Police and local law enforcement around the state have steadily increased the number of hands-free citations issued in the 10 years since Illinois' first electronic device use while driving laws went into effect. Law enforcement continues to pursue more innovative ways to enforce distracted driving laws.

April is National Distracted Driving Month and in recent years in Illinois, April has been a time for stepped-up distracted driving grantee enforcement. Both year-long, STEP grantees and one-time Distracted Driving Campaign agencies participated. Overall, 181 agencies participated in the month-long Distracted Driving Enforcement campaign. The enforcement campaign was aided with a strong paid and earned media effort. The enforcement effort resulted in 22,707 citations issued. Of the citations issued, 11,480 (50.56 percent) were distracted driving citations. Additionally, 2,092 seat belt and 3,222 speeding citations were issued during this enforcement campaign.

Problem Identification

- There was a total of 295,888 motor vehicle crashes in 2021. Approximately 3.6 percent of the total crashes were involved in distracted driving.
- There were 1,334 fatalities and 85,460 motor vehicle related injuries in 2021. About 0.8 percent and 4.8 percent of these fatalities and injuries were involved in distracted driving crashes.
- 19.0 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.

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 2022, Illinois had several tasks that specifically focused 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	\$444,191.22

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

Accomplishments: Paid Media Campaign Viewing Results.

Distracted Driving	
Radio -Impressions	2,276,569
TV -Impressions	5,955,228
Digital -Impressions	12,724,840
Digital -Clicks	25,485
Website Pageviews	60,090

Evaluation

Of the 181,873 total citations written for FFY 2022 by local and state agencies, 13.24 percent (24,075) 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, 79.7 percent said they do not while 63.5 percent reported to use a hands-free device. Of these respondents, 33.8 percent self-reported that they either rarely (20.4 percent), sometimes (8.1 percent), most times (2.8 percent), or always (2.5 percent) use their device to text while driving.

For the 2022 Cell Phone Survey, 13,882 male and 7,188 female drivers were observed at 51 sites throughout the state. Of the 21,070 drivers observed, the statewide usage rate was 6.2 percent. Females had a higher usage rate at 7.6 percent while the usage rate for males was 5.5 percent.

Electronic Device Use by Region and Gender in 2022

Region	Male		Female		Total	
	Drivers Observed	Percent Electronic Use	Drivers Observed	Percent Electronic Use	Drivers Observed	Percent Electronic Use
Chicago	3,884	5.0%	1,609	7.1%	5,493	5.6%
Cook	2,245	5.9%	1,134	7.8%	3,379	6.5%
Upstate ¹	4,319	5.0%	2,304	7.6%	6,623	5.9%
Downstate ²	3,434	6.3%	2,141	8.0%	5,575	7.0%
Total	13,882	5.5%	7,188	7.6%	21,070	6.2%

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

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

For FFY 2023, Illinois has undertaken a comprehensive approach for its distracted driving countermeasure efforts. The planned activities shown here are the actions IDOT and its partners are currently taking to reduce distracted driving crashes. The planned activities to help meet targets are detailed in the 2023 HSP. In addition to the Distracted Driving Paid Media, corresponding enforcement projects are 06-02, 06-03, and 06-05 that focus on distracted driving are listed in the police traffic services section.

Name:	Task Code:	Planned Amount:
Distracted Driving Paid Media	06-04	\$442,000

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

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 Information 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	\$120,000	\$74,528.10

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

Accomplishments: IDOT completed the 2021 Illinois Traffic and Pedestrian Stop Study and it was posted to the IDOT website on June 29, 2022. Per statute, the stop study must be published by July 1st of the following year. The Mountain Whisper Light: Statistics & Data Science is the consultant on the current contract that 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 (ICJIA)	23-03	\$136,642	\$47,867.14

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

Accomplishments: The Illinois Criminal Justice Information Authority (ICJIA) created a Traffic and Pedestrian Stop Data Use and Collection Task Force. The Traffic and Pedestrian Stop Data Use and Collection Task Force developed several recommendations for the collection, reporting, and analysis of stop data in Illinois. Additions and modifications to the data collection sheets will continue to improve the quality and accuracy of data available to both police departments and the communities they serve. By investing in these recommendations, Illinois can be a leader in transparent police practice and addressing the needs of both communities and law enforcement.

Program Area Results

Racial Profiling Compliance Level Progress:

Core Measure	Projected 2022	Actual 2022	Met/Unmet
Racial Profiling Compliance Level	66.25	67.89	Met

For FFY 2022, the performance measure will measure how many agencies of the total agencies comply with the law. Like Seat Belt Usage Rate and contrary to the previous performance targets, Racial Profiling Compliance Level is desired to be on an upward trend. Single year values were used instead of 5-year rolling averages. The linear regression line shows the 2022 projected percentage to be at 72.6 percent which instead indicates a downward trend. This differs from the projected 2022 79.9 measurement as data was unavailable and the average was used. The data is now available for 2021 at 72.6 which changes the measurement to 66.25 using the correct data for base years 2018-2021. Using this data, the Actual 2022 rate is calculated using the ordinary least squares regression method.

Corrective Course of Action/Future

Racial Profiling Compliance Level

The Illinois Vehicle Code states that every law enforcement agency must comply with the submittal of racial data for traffic stops to identify racial bias and must submit this data to the IDOT. For FFY23, the performance measure will measure the percentage of agencies that comply with the law. Like Seat Belt Usage Rate, Racial Profiling Compliance Level is desired to be on an upward trend. Single year values were used instead of 5-year rolling averages. As of 2019, more data elements are reported including partial compliance to the traffic law.

Core Measure		Base Years				
		2017	2018	2019	2020	2021
Racial Profiling Compliance Level	State Annual	94.0	94.5	79.8	81.8	72.6
Racial profiling compliance level is projected to increase by 4.0 percent from 72.6 percent (2021 value) to 75.5 percent (2023 annual 2% increase) by Dec 31 st , 2023.	1 year					

Although we met our target, Illinois established a detailed strategy of these efforts in the 2023 Highway Safety Plan. The planned activities are the actions IDOT and its partners are currently taking to address the issues. The planned activities to help meet the target are detailed in the 2023 HSP and listed below.

As of January 1, 2020, the Illinois Criminal Justice Authority 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.

Name:	Task Code:	Planned Amount:
Racial Profiling Study	23-01	\$150,000

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

Name:	Task Code:	Planned Amount:
Racial Profiling (ICJIA)	23-03	\$113,552

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

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 2022, IDOT funded 206 local law enforcement agencies for the Sustained Traffic Enforcement Program (STEP). To aid in this effort, IDOT also funded the Illinois State Police. IDOT focuses enforcement efforts on Illinois' 23 county breakdown model where 86 percent of the population resided and accounted for 88.5 percent of the total crashes. In FFY 2022, local and state law enforcement agencies conducted a total of 133,866.2 hours of enforcement with grant funding. Further, a total of 181,873 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 2022, 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 ensure 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 agency's 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 19 to 29, 2021. This campaign coincided with the Thanksgiving holiday. A total of 14,509.89 enforcement hours were logged by 242 local police departments and the ISP resulting in 17,412 citations being issued during the campaign.

IDOT conducted the CIOT campaign from May 13 to 31, 2022 over the Memorial Day holiday. During the campaign, 240 local law enforcement agencies and the ISP logged a total of 16,367.24 enforcement hours and issued 20,504 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 “It’s Not A Game” 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 maintained a strong focus on alcohol and drug-impaired driving with major emphasis timeframes during the Holiday Season (December 17, 2021 – January 3, 2022), Independence Day (June 16 – July 5, 2022), and Labor Day (August 19 – September 6, 2022). IDOT 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 conducted additional enforcement outside of the holiday timeframes providing a sustained presence throughout the year. Impaired driving grantee enforcement is conducted with the Drive Sober Get Pulled Over (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 2022 Labor Day campaign featured a total of 240 local law enforcement agencies and all 22 districts of the Illinois State Police. In total, there were 14,298.23 enforcement hours logged with the issuance of 15,930 citations at a total cost of \$973,514.25. On average, one citation was written every 54 minutes of enforcement for an average cost of \$61.11 per citation and \$68.09 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 “It’s Not A Game” 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

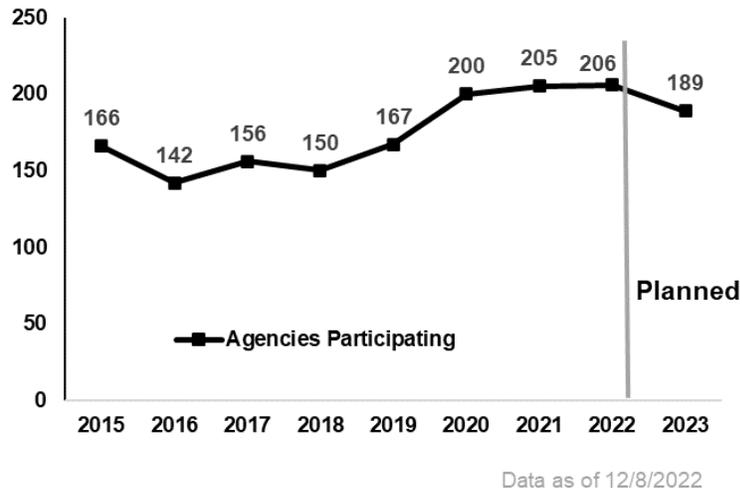
The table below represents enforcement activities conducted by BSPE projects from FFY 2013 to FFY 2022. These results reflect BSPE's enforcement activities and the overall effectiveness the programs have in meeting the performance goals.

Total Enforcement Activities by Citation Type (FFY 2013-2022)						
Year	Hours	Total Citations	Citation Type			
			Total Alcohol/Drug Related Citations	Total Occupant Restraint Citations	Total Speeding Citations	Other Citations
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%
2021	137,995.2	181,238	3,399 1.9%	43,483 24.0%	54,978 30.3%	79,378 43.8%
2022	133,866.2	181,873	1,856 1.0%	42,815 23.5%	54,804 30.1%	82,398 45.3%

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

Adams County SD	Edwardsville PD	Macomb PD	Roscoe PD
Addison PD	Elgin PD	Macon County SO	Roselle PD
Algonquin PD	Elk Grove Village PD	Madison PD	Rosemont PD
Arlington Heights PD	Elmhurst PD	Madison County SO	Round Lake PD
Auburn PD	Elwood PD	Manhattan PD	Sangamon County SO
Bannockburn PD	Evanston PD	Marion PD	Schaumburg PD
Barrington PD	Fairview Heights PD	Maryville PD	Schiller Park PD
Bartlett PD	Forest Park PD	Mascoutah PD	Shiloh PD
Beardstown PD	Fox Lake PD	Matteson PD	Shorewood PD
Bellwood PD	Franklin Park PD	Mattoon PD	SIU-Edwardsville PD
Belvidere PD	Franklin County SO	Maywood PD	Skokie PD
Bensenville PD	Freeport PD	McCook PD	South Beloit PD
Berwyn PD	Galesburg PD	McHenry County SO	South Chicago Hts. PD
Blue Island PD	Geneva PD	Midlothian PD	Southern View PD
Bolingbrook PD	Glen Carbon PD	Moline PD	Spaulding PD
Boone County SO	Glendale Heights PD	Momence PD	Spring Grove PD
Bourbonnais PD	Glenview PD	Monroe County SO	Springfield PD
Bradley PD	Glenwood PD	Montgomery PD	St. Charles PD
Broadview PD	Grundy County SO	Morton Grove PD	St. Clair County SO
Brown County SO	Gurnee PD	Morton PD	Stephenson County SO
Buffalo Grove PD	Hamel PD	Mt. Olive PD	Stickney PD
Cahokia PD	Hanover Park PD	Naperville PD	Streamwood PD
Calumet City PD	Hebron PD	Norridge PD	Summit PD
Carol Stream PD	Herrin PD	North Pekin PD	Swansea PD
Cartersville PD	Highland Park PD	North Riverside PD	Sycamore PD
Cary PD	Hillside PD	Northlake PD	Taylorville PD
Champaign County SD	Hinsdale PD	Oak Brook PD	Tazewell County SO
Champaign PD	Hoffman Estates PD	Oak Lawn PD	Troy PD
Chatham PD	Homewood PD	Oak Park PD	University of Illinois- Chicago PD
Cherry Valley PD	Huntley PD	Oakwood PD	Villa Park PD
Chicago Heights PD	Island Lake PD	Ogle County SO	Washington County SO
Chicago PD	Jackson County SO	Olympia Fields PD	Wauconda PD
Chicago Ridge PD	Joliet PD	Orland Park PD	Waukegan PD
Cicero PD	Justice PD	Oswego PD	Western IL Task Force
Coles County SO	Kane County SO	Palatine PD	Wheeling PD
Collinsville PD	Kankakee County SO	Palos Heights PD	Whiteside County SO
Columbia PD	Kankakee PD	Park Forest PD	Will County SO
Cook County SO	Kildeer PD	Park Ridge PD	Williamson County SO
Countryside PD	Lake Bluff PD	Peoria County SO	Willow Springs PD
Crawford County SO	Lake County SO	Peoria PD	Willowbrook PD
Crest Hill PD	Lake in the Hills PD	Peru Police PD	Wilmette PD
Crete PD	Lake Zurich PD	Plainfield PD	Winnebago County SO
Crystal Lake PD	Lakemoor PD	Pontoon Beach PD	Winthrop Harbor PD
Danville PD	Lansing PD	Prairie Grove PD	Wood Dale PD
Decatur PD	Lee County SO	Quincy PD	Woodford County SO
Deerfield PD	Leland Grove PD	River Forest PD	Woodridge PD
DeKalb County SO	Libertyville PD	River Grove PD	Woodstock PD
DeKalb PD	Lincolnshire PD	Riverside PD	
Dixon PD	Lincolnwood PD	Robinson PD	
Dolton PD	Lisle PD	Rock Island County SO	
DuPage County SO	Lockport PD	Rock Island PD	
Dupo PD	Lombard PD	Rockford PD	
East Peoria PD	Lostant PD	Rolling Meadows PD	
East Moline PD	Loves Park PD	Romeoville 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	\$689,825	\$604,651.40

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

Accomplishments: The LELs worked with 210 law enforcement agencies and six Impaired Driving Prevention grantee agencies to provide guidance on meeting the highway safety grant performance requirements. LELs conducted over 849 phone and 284 on-site monitor visits where they reviewed enforcement data to identify problems and assisted agencies with their grant requirements. The LELs developed a data driven approach to identify and recruit new law enforcement agencies for the STEP grant program. A total of 14 new law enforcement agencies were recruited for the Distracted Driving mini grant. Of those agencies, seven applied for a full year FFY 2023 STEP grant. The LEL's encouraged agencies to participate in the coordination of National and Regional enforcement campaigns such as the NHTSA's Border to Border campaign and Car Seat Check Saturday. LELs took the lead and coordinated with NHTSA to develop a Region 5 Speed Awareness Day. This effort included recruitment of all six highway safety offices to participate; development of a website; data collection; and result distribution.

Name:	Task Code:	Planned Amount:	Expended Amount:
Police Training	04-01	\$475,000	\$109,493.21

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 ILETSEB's 14 mobile training units although individuals may attend standard courses at recognized training institutions in certain situations. Training will be targeted in IDOT's 23 priority counties.

Accomplishments: The Illinois Law Enforcement Training and Standards Board conducted 28 Advanced Roadside Impaired Driving Enforcement (ARIDE) classes training 367 law enforcement officers; five Standard Field Sobriety Testing (SFST) Instructor course training 28 new instructors; 42 Breath Analysis Operator Certification training 742 officers; 13 SFST refresher courses training 197 officers; six Illinois Vehicle Code classes training 390 officers; and one Drug Recognition Expert Course training nine local officers.

Name:	Task Code:	Planned Amount:	Expended Amount:
Sustained Traffic Enf. Program	04-02	\$10,168,663	\$5,540,025.22

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

Accomplishments: As a result of statewide STEP enforcement efforts of the local agencies, a total of 136,754 citations were issued and 87,463.98 hours were funded. The overall cost per citation was \$40.18 while the cost per hour for all enforcement was \$62.82. The contact rate was one citation per 38 minutes of enforcement across all citations.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police Work Zone Enforcement (State Match)	04-03	\$4,000,000	\$1,650,000

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

Accomplishments: The Illinois State Police conducted a total of 45,188 patrol hours and issued 13,805 citations while working 5,972 work zone enforcement details.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police NITE Patrol	04-04	\$1,262,813	\$1,091,625.10

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

Accomplishments: The Illinois State Police (ISP) issued one enforcement contact (citation) every 67 minutes during the grant year. Officers worked a total of 8,663.5 hours of NITE enforcement and issued a total of 7,887 citations. ISP made one occupant restraint citation every 14 hours and 55 minutes during NITE hire-back patrol details issuing 581 occupant restraint citations. ISP also issued 1,233 citations for speeding and 76 citations for distracted driving.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police STEP Patrol	04-05	\$1,015,702	\$883,775.59

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

Accomplishments: The Illinois State Police (ISP) issued a citation every 34 minutes of patrol and issued one speeding citation every 1 hour and 12 minutes during the Special Traffic Enforcement Program (STEP) program. Officers worked a total of 6,919 hours of STEP enforcement and issued a total of 8,424 citations. ISP made one occupant restraint citation every 9 hours and 8 minutes during STEP hire-back patrols. Officers issued 369 occupant restraints citations. ISP also issued 83 DUI or alcohol-related zero tolerance citations.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police Motorcycle	04-09	\$20,234	\$9,224.07

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

Accomplishments: The Illinois State Police (ISP) hosted a Police Motorcycle Operators course which allowed ISP to add five new motorcycle officers to the ISP Division of Patrol. Five officers also attended an Advanced Riding Training Clinic to enhance their riding skills. ISP conducted six enforcement details in ISP District's resulting in 1,884 citations and 972 written warnings with over 63% of the citations for speed.

Name:	Task Code:	Planned Amount:	Expended Amount:
Occupant Protection Enforcement (SOS)	04-10	\$81,065	\$71,995.35

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: The Illinois Secretary of State Police (SOS Police) conducted 597 hours of patrol, issued 715 seat belt citations, 111 speed citations, 67 cellphone citations, and issued 184 other citations. SOS Police made a total of 913 contacts and issued 1 seat belt citation every 62 minutes.

Name:	Task Code:	Planned Amount:	Expended Amount:
Cops in Shops	04-11	\$103,892	\$20,270.94

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

Accomplishments: Due to COVID-19 restrictions The Illinois Office of the Secretary of State, Department of Police conducted three details, worked 90 hours, and issued the following citations: 17 possession/consumption of alcohol by a minor and one sale/delivery of alcohol to a minor. Additionally, three fraudulent IDs were confiscated during Cops in Shops details.

Name:	Task Code:	Planned Amount:	Expended Amount:
Motorcycle Patrol Enforcement	04-14	\$123,297	\$0.00

Project Description: This task provides funds for the Illinois State Police Motorcycle Unit to conduct enforcement on Illinois roadways. Their enforcement efforts will focus on occupant protection, impaired driving, distracted driving, and speeding.

Accomplishments: No funds were expended in FFY22 due to the grant starting in July of 2022. Enforcement activities are planned for the spring and summer of 2023.

Name:	Task Code:	Planned Amount:	Expended Amount:
Natural Resources Enforcement	04-15	\$185,709	\$0.00

Project Description: This task provides funds for the Illinois Department of Natural Resources, Department of Police to conduct hire back enforcement patrols to intercept and arrest drivers who are under the influence of alcohol and/or drugs at state parks and watercraft ramps.

Accomplishments: No funds were expended in FFY22 as this was a State Fiscal Year 2023 grant that started in July of 2022. Enforcement activities are planned for the spring and summer of 2023.

Name:	Task Code:	Planned Amount:	Expended Amount:
Distracted Driving Enf. (SOS)	06-02	\$76,020	\$53,225.90

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

Accomplishments: The Illinois Office of the Secretary of State, Department of Police conducted 600 hours of Distracted Driving enforcement resulting in 806 vehicles being stopped. The Secretary of State Police issued 66 seat belt citations, 51 speeding citations, 583 Distracted Driving citations, and 143 other citations.

Name:	Task Code:	Planned Amount:	Expended Amount:
Distracted Driving Enf. (Local)	06-03	\$200,000	\$68,306.81

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

Accomplishments: IDOT issued 14 local law enforcement agencies a distracted driving grant in FFY 2022. Agencies that participated in the grant conducted 1,448.25 hours of patrol, stopping 2,534 vehicles and issuing 1,641 distracted driving citations and 216 speeding citations. On average, a distracted driving citation was issued every 53 minutes of enforcement.

Name:	Task Code:	Planned Amount:	Expended Amount:
Distracted Driving Enf. (ISP)	06-05	\$612,093	\$373,449.56

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: The Illinois State Police (ISP) worked 2,935.5 hours of distracted driving enforcement and issued 3,565 citations. Of that total, 2,142 were distracted driving citations with distracted driving citations accounting for 73 percent of all program citations. ISP issued 48 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	\$1,192,849	\$948,683.21

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. This program is designed to reduce the number of alcohol-related crashes by decreasing the incidence of DUI.

Accomplishments: The ISP issued one DUI, Alcohol-Related, or zero tolerance citation every 8 hours and 36 minutes during Roadside Safety Checks (RSCs). Officers worked 7,441.5 hours of enforcement and issued 4,447 citations. There were 258 DUI or zero tolerance citations issued. ISP also conducted 222 RSCs.

Name:	Task Code:	Planned Amount:	Expended Amount:
ACE – Illinois State Police	13-11	\$1,174,916	\$1,148,517.46

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 7,138 hours of saturation patrols and 1,206 hours of covert enforcement. There were 6,083 citations issued which resulted in one enforcement contact every 51 minutes of patrol. Officers issued 2,655 speeding citations, 448 occupant restraint citations, and 153 distracted driving citations.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police OREP	19-01	\$1,154,951	\$942,351.49

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.

Accomplishments: The Illinois State Police (ISP) issued one enforcement citation every 41 minutes during the OREP patrols. Officers worked 7,555 hours of OREP enforcement patrol and issued 10,679 citations. ISP made one occupant restraint citation every 66 minutes during the OREP hire-back patrols. Officers issued 6,912 occupant restraint citations, 43 DUI or zero tolerance citations, 462 speeding citations, and 701 distracted driving citations. ISP issued 263 child restraint citations for the year.

Program Area Results

See citation results in the “Total Enforcement Activities by Citation Type (FFY 2013-2022)” table.

Evaluation

Enforcement

Local law enforcement agencies who participated in enforcement activities received approximately \$5,580,944.40 of which \$0 was for supplies or equipment costs. With this funding, 139,459 citations were issued during 89,005.23 hours. During the daytime, 77,876 citations were issued while 61,583 were issued during the night-time. The cost per enforcement hour overall was \$62.70, the cost per citation was \$40.02, and the cost per vehicle stopped was \$44.66. Overall, one citation was issued for every 38 minutes of enforcement.

The collective enforcement efforts of the Illinois State Police from October 1, 2021 to September 30, 2022 resulted in grant reimbursements of \$5,040,168.42. This value excludes additional costs for Code of \$185,233.80 at 2,206.75 hours. The ISP grant activity resulted in 43,764 enforcement hours and 40,707 citations. ISP's average cost per hour and cost per citation for the year was \$115.17 and \$123.82, respectively, which is relatively consistent with previous years. Overall, one citation was issued by the department for every one hour and five minutes of enforcement.

Traffic safety enforcement efforts of the Illinois Secretary of State for the same period of time revealed average cost per hour and cost per citation to be \$117.04 and \$75.22, respectively. The cost per vehicle stopped was \$84.64. Total costs were \$128,395.46. The SOS conducted 1,097 hours of enforcement activity and issued 1,707 citations. One citation was issued every 39 minutes of enforcement.

Among the local agencies, the Illinois State Police, and the Illinois Secretary of State, a total of 133,866.23 hours were conducted with 181,873 citations issued. As a result, the state-wide cost per hour was \$80.30 and the cost per citation was \$59.10. These costs are similar to previous years. For the agencies combined, one speeding citation was written every 147 minutes of patrol, one occupant protection citation was written every 188 minutes of patrol, one DUI or zero tolerance citation was written every 72 hours of patrol, and one distracted driving citation was written every 6 hours of enforcement. Total activities resulted in one citation being written for every 44 minutes of enforcement.

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	75%
2	Friends Don't Let Friends Drive Drunk	62%
3	You Drink and Drive. You Lose	58%
4	Buzzed Driving is Drunk Driving	56%
5	Start Seeing Motorcycles	54%
6	Driver Sober or Get Pulled Over	52%
7	Slow Down, Move Over.	45%
8	Drive High, Get a DUI	43%
9	See Orange. Slow Down. Save Lives.	41%
10	Move Over, Slow Down.	35%
11	Don't Drink and Ride	31%
12	Phone in One Hand, Ticket in the Other.	30%

Corrective Course of Action/Future

To correct our course, reach our 2023 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the 2023 Highway Safety Plan. The planned activities are the actions IDOT and its partners are currently taking to address the issues. The planned activities to help meet the target are detailed in the 2023 HSP and listed below.

Name:	Task Code:	Planned Amount:
Law Enforcement Liaisons	03-04	\$796,355

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

Name:	Task Code:	Planned Amount:
Police Training	04-01	\$475,000

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 ILETSB's 16 mobile training units although individuals may attend standard courses at recognized training institutions in certain situations. Training will be targeted in counties on IDOT's County Population Model.

Name:	Task Code:	Planned Amount:
Sustained Traffic Enf. Program	04-02	\$9,371,354

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

Name:	Task Code:	Planned Amount:
Illinois State Police WZ (Match)	04-03	\$2,500,000

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

Name:	Task Code:	Planned Amount:
Illinois State Police NITE Patrol	04-04	\$1,262,813

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

Name:	Task Code:	Planned Amount:
Illinois State Police STEP Patrol	04-05	\$1,015,702

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

Name:	Task Code:	Planned Amount:
Illinois State Police Motorcycle	04-09	\$12,440

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

Name:	Task Code:	Planned Amount:
Occupant Protection Enforcement (SOS)	04-10	\$76,020

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	\$97,671

Project Description: This activity funds the Illinois Secretary of State Police to conduct its "Cops in Shops" program for FY 2023. 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:
Motorcycle Enf. (ISP)	04-14	\$123,297

Project Description: This task provides funds for the Illinois State Police Motorcycle Unit to conduct enforcement on Illinois roadways. Their enforcement efforts will focus on occupant protection, impaired driving, distracted driving, and speeding.

Name:	Task Code:	Planned Amount:
Natural Resources Enf.	04-15	\$185,709

Project Description: This task provides funds for the Illinois Department of Natural Resources, Department of Police to conduct hire back enforcement patrols to intercept and arrest drivers who are under the influence of alcohol and/or drugs at state parks and watercraft ramps.

Name:	Task Code:	Planned Amount:
Distracted Driving Enf. (SOS)	06-02	\$76,020

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

Name:	Task Code:	Planned Amount:
Distracted Driving Enf. (ISP)	06-05	\$612,093

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	\$1,192,849

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. This program is designed to reduce the number of alcohol-related crashes by decreasing the incidence of DUI.

Name:	Task Code:	Planned Amount:
ACE – Illinois State Police	13-11	\$1,174,916

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	\$1,154,951

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.

State Highway Safety Office Administration

The State Highway Safety Office (SHSO) is responsible for creating and facilitating the Highway Safety Plan (HSP) while abiding by National Highway Traffic Safety Administration rules and regulations. 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	
Press Releases	2,308
Social Media and Web Postings	2,526
Announcements, Signs, Marquees, and Banners	482
Handouts, Posters, and Flyers	264
Public Access/TV News, Print, and Radio Stories	234
Email Blasts	198
Press Conferences	16

Paid Media

IDOT focuses on increasing the effectiveness of enforcement and that is done by combining it with paid media campaigns. For FFY 2022, 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 \$3.849 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 launched “It’s Not A Game,” a multimedia safety campaign that drives home the message there are no extra lives, no respawns and no second chances to get it right when you are behind the wheel. 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.



IDOT considers paid media a vital and necessary part of the Illinois Highway Safety Plan and completed seven, paid media periods in FFY 2022; 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 15 - Jan 3rd	\$250,000.00
Thanksgiving/Christmas/New Year's	Impaired Driving	Nov 15 - Jan 3rd	\$583,333.00
Memorial Day/Independence Day	Occupant Protection	May 10 - July 5th	\$250,000.00
Memorial Day/Independence Day	Impaired Driving	May 10 - July 5th	\$583,333.00
Labor Day	Impaired Driving	Aug 16 - Sept 6th	\$583,333.00
Motorcycle Awareness	Motorcycles	May 1 - Sept 30th	\$500,000.00
Bike and Pedestrian Safety	Bike and Pedestrian	April 1 - Sept 30th	\$600,000.00
Work Zones	Work Zones	April 1 - Oct 31st	\$960,000.00
Distracted Driving	Distracted Driving	April 1 - Sept 30th	\$500,000.00
		Total Amount	\$4,810,000.00

Paid Media Campaign Viewing Results

	Program Area					
	Impaired Driving	Occupant Protection	Bicycle and Pedestrian	Motorcycle Safety	Distracted Driving	Work Zones
Radio -Impressions	85,815,552	2,817,304	19,378,845	2,408,230	2,276,569	238,917,040
TV -Impressions	14,999,038	1,783,505	5,646,918	5,136,727	5,955,228	18,054,031
Digital -Impressions	19,767,709	9,797,797	14,075,178	12,592,730	12,724,840	28,604,779
Digital -Clicks	55,534	31,746	27,606	22,596	25,485	56,075
Website Pageviews	39,032	22,247	58,506	38,463	60,090	82,372

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	10,905
Pedestrian	3,925
Child Passenger Safety	67,670
Impaired Driving	7,142
Occupant Protection	7,616
Spanish Materials	20,586

Banners and Yard Signs	Amount Distributed
CPS Yard Sign	97
Motorcycle Yard Sign	807
Occupant Protection Banner	9
Impaired Driving Banner	9
Move Over Banner	1
Distracted Driving Banner	0
Motorcycle Banner	26

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	\$50,000	\$9,321.50

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

Accomplishments: BSPE paid the annual fee associated with GHSA and attendance to conferences such as Lifesavers and the GHSA annual meeting. Due to COVID-19 staff attended meetings and conferences mainly virtually.

Name:	Task Code:	Planned Amount:	Expended Amount:
Planning and Administration (State Match)	01-02	\$50,000	\$9,321.50

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's annual fee; office expenses such as travel, equipment, and supplies; and other indirect costs necessary to carry out the functions of BSPE.

Accomplishments: BSPE paid the annual fee associated with GHSA and attendance to conferences such as Lifesavers and the GHSA annual meeting. Due to COVID-19 staff attended meetings and conferences mainly virtually.

Name:	Task Code:	Planned Amount:	Expended Amount:
Traffic Safety Survey	02-04	\$84,054	\$0.00

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 2022 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 2023. There were no funds expended in the planned activity due to how the agreement was established. This was part of an injury prevention grant that is paid out of planned activity 02-02.

Name:	Task Code:	Planned Amount:	Expended Amount:
Travel	02-05	\$12,500	\$5,033.27

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

Accomplishments: Due to COVID-19 travel was limited. BSPE staff performed limited on-site monitoring of the FFY 2022 grants, Lifesavers, and the GHSA Annual Conference.

Name:	Task Code:	Planned Amount:	Expended Amount:
Travel (State Match)	02-06	\$12,500	\$5,033.28

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

Accomplishments: Due to COVID-19 travel was limited. BSPE staff performed limited on-site monitoring of the FFY 2022 grants, Lifesavers, and the GHSA Annual Conference.

Corrective Course of Action/Future

To correct our course, reach our 2023 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the 2023 Highway Safety Plan. The planned activities are the actions IDOT and its partners are currently taking to address the issues. The planned activities to help meet the target are detailed in the 2023 HSP and listed below.

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

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

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

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's annual fee; office expenses such as travel, equipment, and supplies; and other indirect costs necessary to carry out the functions of BSPE.

Name:	Task Code:	Planned Amount:
Traffic Safety Survey	02-04	\$85,176

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

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

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

Name:	Task Code:	Planned Amount:
Creative Content Paid Media	02-13	\$348,000

Project Description: This task provides funds for the Illinois Department of Transportation's media vendor to develop creative content and data drive the paid media campaigns. This planned activity will fund media development for Speed, Distracted Driving, Bike/Pedestrian, Motorcycles, Impaired Driving, Occupant Protection, and other highway safety problem areas that Illinois discovers.



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