



2021

• 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 2021 Illinois Highway Safety Plan (HSP). This annual report was created to explain the results of the 2021 HSP. The HSP was designed to modify road-user behavior and prevent fatalities and serious injury through education, enforcement, engineering, and emergency medical services.

Our progress in highway safety has been impressive. Traffic fatalities in Illinois have fallen from 1,454 in 2003 to 1,194 in 2020. Still, too many people are being killed or seriously injured on Illinois roadways. With that in mind, the Illinois Strategic Highway Safety Plan is targeting a goal of "Zero Fatalities," which envisions reducing fatalities on Illinois roadways to zero in the long term.

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

Sincerely,



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 – 5.90%

Persons under 18 years – 22.2%

Persons 65 years and Over – 16.1%

Median Income (2015-2019):

\$65,886

Licensed Drivers – 9.17 Million

Total Vehicle Registrations – 11.32 Million

Lane Miles in Illinois – 147,044

Annual Vehicle Miles of Travel – 94 Billion

Annual Gallons of Fuel Consumed – 6.2 Billion

Average Fuel Cost – \$3.56

Rest Areas – 41

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

Quick Facts and Statistics

2020 Fatalities – 1,194

2020 Fatal Crashes – 1,088

2021 Overall Front Seat Belt Usage Rate – 93.5%

2021 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 259 year-long highway safety grants

Illinois has 1,414 Child Passenger Safety Technicians/Instructors

Held first Child Passenger Safety Virtual Conference with 841 registered participants

Offered a Summer CEU Series for 319 Child Passenger Safety Technicians to earn additional CEUs

During the 2021 Life or Death Paid Media Campaign there were 86,934,582 Digital - Views, Clicks, Impressions

20.03% Increase in speed citations (54,978 in 2021 vs. 45,804 in 2020)

Illinois State Police Work Zone Enforcement Campaign provided over 49,971 hire back hours and issued 17,539 citations

Trained an additional 27 officers to become Drug Recognition Experts (DRE) bringing Illinois' total DREs to 135

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

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

Established the DUI Prevention and Education Commission to utilize earmarked state funding to combat impaired driving

Illinois Strategic Highway Safety Plan

Mission Statement:

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

Vision Statement:

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

Strategic Highway Safety Plan:

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

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

State Highway Safety Office

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

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

The BSPE takes the lead for the State of Illinois' efforts to reduce fatalities and serious injuries on Illinois roads with internal and external coordination and cooperation. The Federal Fiscal Year (FFY) 2021 Annual Report provides an overview of the state's utilization of federal highway safety funds for the period of October 1, 2020 through September 30, 2021 and evaluations of the various highway safety programs.

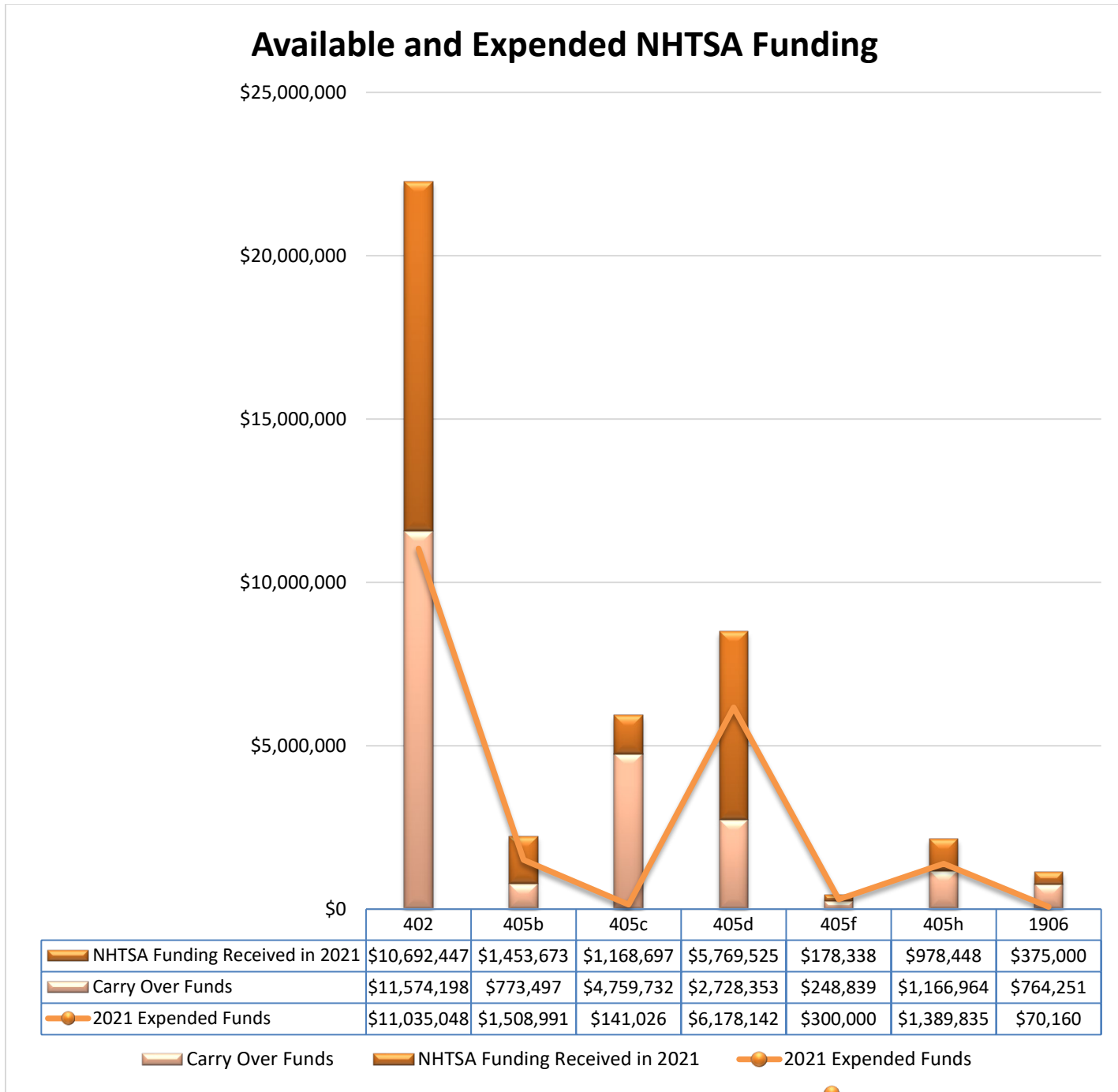
In 2020, there were 1,194 traffic related fatalities. Motor vehicle fatalities are a major issue in Illinois. The main challenge facing Illinois is reducing motor vehicle crash fatalities and serious injuries and the growing problems of drug and distracted driving. Other challenges include implementing the recommendations from the 2021 Traffic Records Assessment, utilizing the Illinois Impaired Driving Task Force, and addressing the ongoing speeding problem. IDOT will continue working with traffic safety partners to meet and overcome these challenges to make Illinois a safer place to travel.

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

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

Highways Safety Plan Funding

In order to facilitate safety projects and programs, funding is required. Funding for programs conducted by the IDOT are provided by the State of Illinois and the NHTSA. Most projects are paid with NHTSA federal funds. There are some projects that are solely funded by the State of Illinois and those are used to meet matching requirements set forth by NHTSA. The graph below shows the amount of federal funds carried forward from FFY 2020 and prior and funds received and expended in FFY 2021.

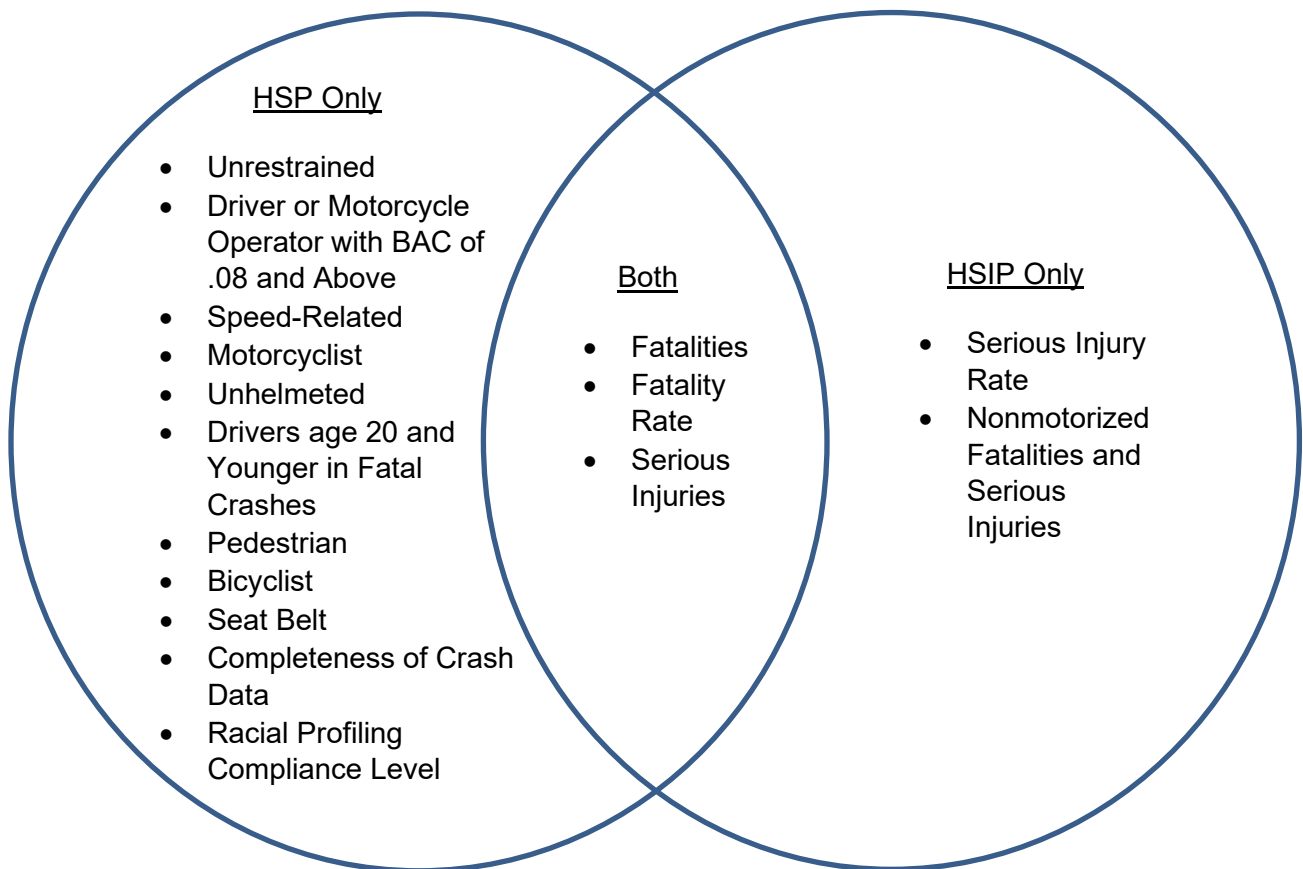


Performance Measures and Targets

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 2021 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 of Travel (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 FY21 and FY20									
Performance Measure	FY 2021					FY 2020			
	Target Period	Target Year(s)	Target Value FY21 HSP	Data Source/ FY 21 Progress Results	On Track to Meet FY21 Target Y/N	Target Value FY20 HSP	Target Year(s)	Data Source/ FY20 Final Result	Met FY20 Target Y/N
C-1) Total Traffic Fatalities	5 year	2017-2021	1,000.0	2017 – 2021 FARS/State 1,074.0	No	985.0	2016-2020	2016 – 2020 FARS 1,081.2	No
C-2) Serious Injuries in Traffic Crashes	5 year	2017-2021	11,556.4	2017 – 2021 State 10,031.4	Yes	11,668.7	2016-2020	2016 – 2020 STATE 10,709.4	Yes
C-3) Fatalities/VMT	5 year	2017-2021	0.930	2017 – 2021 FARS/State 1.05	No	0.91	2016-2020	2016 – 2020 FARS 1.04	No
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2017-2021	247.4	2017 – 2021 FARS/State 263.0	No	244.7	2016-2020	2016 – 2020 FARS 265.6	No
C-5) Alcohol-Impaired Driving Fatalities	5 year	2017-2021	313.7	2017 – 2021 Not Available	Not Available	304.7	2016-2020	2016 – 2020 FARS 339	No
C-6) Speeding-Related Fatalities	5 year	2017-2021	402.0	2017 – 2021 FARS/State 411.6	No	391.7	2016-2020	2016 – 2020 FARS 431.4	No
C-7) Motorcyclist Fatalities (FARS)	5 year	2017-2021	137.5	2017 – 2021 FARS/State 145.2	No	134.5	2016-2020	2016 – 2020 FARS 144.8	No
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2017-2021	98.2	2017 – 2021 FARS/State 99.2	No	95.6	2016-2020	2016 – 2020 FARS 102.6	No
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2017-2021	127.3	2017 – 2021 FARS/State 134.0	No	125.4	2016-2020	2016 – 2020 FARS 131.6	No
C-10) Pedestrian Fatalities	5 year	2017-2021	149.8	2017 – 2021 FARS/State 161.8	No	140.6	2016-2020	2016 – 2020 FARS 161.8	No
C-11) Bicyclist Fatalities	5 year	2017-2021	19.6	2017 – 2021 FARS/State 23.4	No	23.2	2016-2020	2016 – 2020 FARS 22.4	No
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	5 year	2017-2021	94.3	2017 – 2021 State survey 94.1	No	94.4	2016-2020	2016 – 2020 State Survey 94.0	No
Serious Injuries/VMT	5 year	2017-2021	10.79	2017 – 2021 State 9.67	Yes	10.80	2016-2020	2016 – 2020 State 10.18	Yes
Completeness of Crash Data	Annual	2021	6.8	2021 State 10.12	No	5.0	2020	2020 State 8.29	No
Racial Profiling Compliance Level	Annual	2021	100	2021 State 100	Yes	100	2020	2020 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.

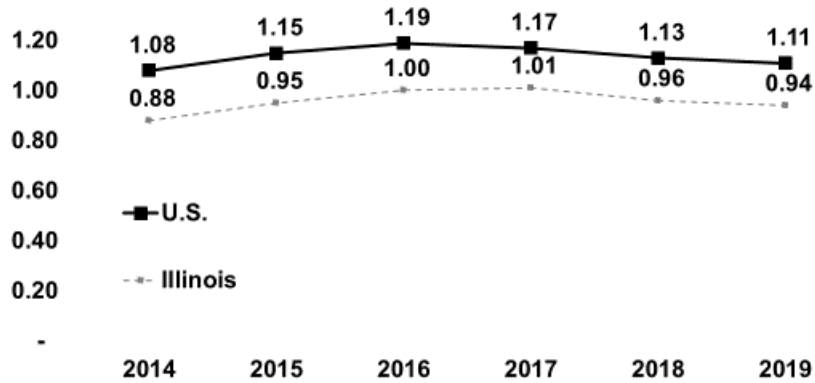
Fatalities and Fatality Rate

Problem Identification

- In 2020, there were 1,194 motor vehicle traffic fatalities in Illinois and 1,087 fatal crashes.
- There were 7.96 fatalities per 100,000 population in Illinois compared to the 11.00 for the U.S. in 2019.
- Of the 1,194 fatalities, 52.3 percent involved a single vehicle.
- Roadway departure is a leading cause with 730 of the 1,194 fatalities while 284 are intersection related.
- The fatality rate for Illinois for in 2020 was 1.27 fatalities per 100 million vehicle miles of travel (VMT).
- Illinois had a 35.1 percent increase in the fatality rate from the previous year which was 0.94 in 2019.
- From 2016 to 2020 the fatality rate increased 27.0 percent.
- As shown in the graph below, the fatality rate for the U.S. increased from 1.08 to 1.11 from 2014 to 2019 while Illinois' rate increased from 0.88 to 0.94 during the same time period.

Note: The above information was obtained from State data and FARS Annual Report File (ARF) data where applicable as FARS data is not available at this time. Also, 2019 data was used where 2020 data was not available.

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



Data as of 11/24/2021

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	\$1,992,407	\$1,347,956.18

Project Description: This task provides funds to continue the injury prevention program. The injury prevention program will implement programs in communities to promote behaviors that reduce motor vehicle collisions, deaths, and injury. There are a wide variety non-enforcement projects that fall within this planned activity including training child passenger safety technicians, the traffic safety survey, teen education, and Thinkfirst programs.

Accomplishments: This task provided grant funds to 17 local agencies to implement injury prevention programs in their communities. Injury Prevention grants focus on a wide variety of high safety-related issues such as occupant protection, impaired driving, young drivers, pedestrian/bicycle safety, and distracted driving. Due to COVID-19 outreach and trainings were impacted. In FFY 2021 Injury Prevention projects conducted over 51 educational events and safety fairs to educate the public on highway safety initiatives. The Injury Prevention programs installed over 719 car seats and inspected over 1,285 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:
RTSRC (Match)	02-09	\$1,638,847	\$1,273,717.85

Project Description: This task provides funds for seven local agencies to be a Regional Traffic Safety Resource Center (RTSRC). The RTSRC's will concentrate on a comprehensive approach on seat belt use, teen safety, child occupant protection, mobilizations, and increasing seat belt use among minority and rural populations. This project is 100 percent state funded.

Accomplishments: This task provided grant funds for seven RTSRCs as they addressed a wide spectrum of behaviors related to highway safety. Due to the limitations that COVID-19 provided, all seven of the RTSRC's were still able to coordinate 215 virtual and in-person car seat inspection events, conducted 79 CPS Certification courses, held 40 CPS Tech Skills classes, presented 16 CPS Renewal classes, distributed 1,361 car seats, held 119 presentations on highway safety at high schools and fairs and re-introduced a teen program. The OSF Healthcare Children's Hospital of Illinois Special Needs RTSRC loaned 209 special needs car seats, conducted 68 trainings, in-services, workshops, and presentations to 725 people on safe travel for children with special needs.

Program Area Results

Traffic Fatality Progress: Not Met

Core Measure	Baseline 2014-2018 Rolling Average	Projected 2016-2020 Rolling Average	Actual 2016-2020 Rolling Average	Met/Unmet
Traffic Fatalities	1,025.6	985.0	1,081.2	Unmet

For 2020, Traffic Fatalities of 985.0 were projected using a baseline rolling average from 2014-2018 and a two-percent reduction due to the data having an upward linear trend. The 2016-2020 Actual Traffic Fatalities rolling average was 1,081.2, resulting in the target being not met.

Traffic Fatality Rate Progress: Not Met

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

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

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

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 this statewide STEP enforcement efforts of the local agencies and the Illinois State Police, a total of 137,334 citations were issued and 91,889.66 hours were funded. For STEP agencies for FFY 2021, the overall cost per citation was \$45.80 while the cost per hour for all enforcement was \$68.45. The contact rate was one citation per 40 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 2012-2020 were utilized to create a five-year rolling average for each year. For example, the rolling average for 2015 was computed by averaging 2011, 2012, 2013, 2014, and 2015. A rolling average is commonly used to smooth out short-term fluctuations and highlight longer-term trends or cycles. To project performance targets for Illinois, a two-percent reduction was utilized. The goal for 2021 was computed by reducing 2020 and 2021 by two percent. A two-percent reduction was used due to the fact the five-year rolling averages from 2016 to 2020 have an upward linear trend as seen through a linear regression line. The goal for Illinois is to reach zero fatalities per year and using a two-percent reduction will enable the state to reach its goal.

Core Measure		Base Years				
		2016	2017	2018	2019	2020*
Traffic Fatalities	State and FARS data	1,078	1,090	1,035	1,009	1,193
Reduce total fatalities to 1,038.2 (2018-2022 rolling average) by Dec 31 st , 2022.	5-Year Rolling Avg.	989.4	1,016.2	1,025.0	1,042.0	1,081.0

*Data as of 5/20/2021

Traffic Fatality Rate

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

Core Measure		Base Years				
		2016	2017	2018	2019	2020*
Fatalities/100M VMT	State and FARS data	1.00	1.01	0.96	0.94	1.27
Reduce fatalities/100 MVMT to 0.99 (2018-2022 rolling average) by Dec 31 st , 2022.	5-Year Rolling Avg.	0.94	0.96	0.96	0.97	1.04

*Data as of 5/20/2021

To correct our course, reach our 2022 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the 2022 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 2022 HSP and listed below.

To correct the future course in federal fiscal year 2023 and the corresponding 2023 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	\$1,486,995

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.

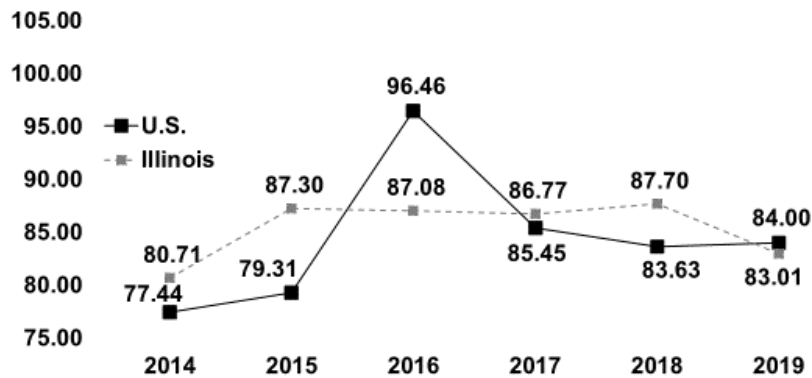
Serious Injuries and Serious Injury Rate

Problem Identification

- In 2020 there were 8,584 serious injuries involving a motor vehicle in Illinois and 6,906 serious injury crashes.
- Of these serious injuries and serious injury crashes, 40.0 percent and 39.5 percent, respectively, were intersection related.
- The serious injury rate for Illinois for in 2020 was 9.1 serious injuries per 100 million vehicle miles of travel (VMT).
- Illinois had a 1.1 percent increase in the serious injury rate from the previous year which was 9.0 in 2019.
- The serious injury rate had an overall decreased of 16.7 percent from 2016 to 2020.
- As shown below, total injuries per 100 million vehicle miles of travel for the U.S. increased from 77.44 in 2014 to 84.00 in 2019 while the rate for Illinois increased from 80.71 to 83.01 for the same time period.

Note: The above information was obtained from State data and FARS ARF data where applicable as FARS data is not available at this time. Also, 2019 data was used where 2020 data was not available.

Illinois and U.S. Injuries per 100 million VMT



Data as of 11/24/2021

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 2021, 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 2014-2018 Rolling Average	Projected 2016-2020 Rolling Average	Actual 2016-2020 Rolling Average	Met/Unmet
Serious Injuries	12,149.8	11,668.7	10,709.4	Met

For Total Serious Injuries in Traffic Crashes, five-year rolling averages were created for each year from 2013-2017 since 2018 was not yet available. 2018 was then estimated using a trendline and the total average of 2014 through 2018. Although this resulted in a downward trend, the reduction of fatalities by 2020 was not sufficient to be greater than two percent; therefore, a two-percent reduction was used which sets a target of 11,668.7 total serious injuries in 2020. Since the 2016-2020 rolling average was 10,709.4, the target was met.

Serious Injury Rate Progress: Met

Core Measure	Baseline 2014-2018 Rolling Average	Projected 2016-2020 Rolling Average	Actual 2016-2020 Rolling Average	Met/Unmet
Serious Injury Rate	11.24	10.80	10.18	Met

*2020 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 2014 through 2018. Since Federal VMT was available for all years except 2018, state VMT was used for 2018. Linear regression for the projected values of 2019 and 2020 only show a slight downward trend in the reduction of the Serious Injury Rate so a two-percent reduction was applied, bringing the target to 10.80 per 100 M VMT in 2020. Since the 2016-2020 average was 10.18, the target was met.

Corrective Course of Action/Future

Serious Injuries

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

Core Measure		Base Years				
		2016	2017	2018	2019	2020*
Serious Injuries in Traffic Crashes	State data	11,744	12,087	11,434	9,698	8,557
Reduce serious traffic injuries to 10,280.1 (2018-2022 rolling average) by Dec 31 st , 2022.	5-Year Rolling Avg.	12,185.8	12,128.2	11,966.0	11,564.2	10,704.0

*Data as of 5/20/2021

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 2016 through 2020. Federal VMT was available for all years except 2020 so state VMT was used for 2020's calculation. Linear regression for the projected value for 2022 shows a downward trend greater than a reduction of two percent annually so the linear projection of 9.71 per 100 M VMT in 2022 is the target.

Core Measure		Base Years				
		2016	2017	2018	2019	2020*
Serious Injury Rate	State data	10.94	11.19	10.59	9.02	9.10
Reduce serious injury rate 4.5 percent from 10.17 (2016-2020 rolling average) to 9.71 (2018-2022 Ordinary Least Squares Linear Trend) by Dec 31 st , 2022.	5-Year Rolling Avg.	11.49	11.43	11.22	10.79	10.17

*Data as of 5/20/2021

To correct our course, reach our 2022 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the 2022 Highway Safety Plan. The planned activities are the actions IDOT and its partners are currently taking to address the issues. In FFY 2022, Illinois does not have any specific tasks that focus specifically on serious injuries, but they are addressed by almost all the planned activities throughout this report.

To correct the future course in federal fiscal year 2023 and the corresponding 2023 Highway Safety Plan for serious injuries and 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

Problem Identification

- In 2020, speed-related fatalities and serious injuries for males and females age 16-20 were 12.8 percent of all speed-related fatalities and serious injuries in Illinois.
- Occupant fatalities and serious injuries for males and females age 16-20 were 11.9 percent of all occupant fatalities and serious injuries in Illinois in 2020.
- Belted fatalities and serious injuries for males and females age 16-20 in 2020 were 6.5 percent of all belted fatalities and serious injuries in Illinois.
- As shown in the chart below for the years 2015 to 2019, males and females age 16-20 were 6.5 percent of the population in Illinois.
- For this same time period, the ratio of percent fatalities and serious injuries to percent population among the 16-20 age group in Illinois is 1.30 (8.4 percent total fatalities and injuries versus 6.5 percent of population).

Note: The above information was obtained from State data and FARS ARF data where applicable as FARS data is not available at this time. Also, 2019 data was used where 2020 data was not available.

Percent and Frequency Distributions of Young Driver (< 21) Fatalities and Serious Injuries (2015-2019)

Gender	Age Group	Total Fatalities & Serious Injuries	Speed-Related Fatalities & Serious Injuries	% Speed-Related Fatalities & Serious Injuries	Occupant Fatalities & Serious Injuries	Belted Occupant Fatalities & Serious Injuries	% Belted Occupant Fatalities & Serious Injuries	Population 2019 NCHS Estimate	Population %	Population Proportion	Fatality & Serious Injury Proportion to Population Proportion
Male	16 - 20	2,687	1,162	43.2%	2,687	1,587	59.1%	418,587	3.30%	0.03	1.32
Female	16 - 20	2,516	953	37.9%	2,516	1,962	78.0%	401,037	3.16%	0.03	1.29
Both	16 - 20	5,203	2,115	40.6%	5,203	3,549	68.2%	819,624	6.47%		
Total All Ages		61,853	20,982	33.9%	54,088	35,781	66.2%	12,671,821			

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 2021, Illinois only had one tasks 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	\$256,000	\$82,787.31

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

Accomplishments: 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 166 in-person educational programs reaching a total of 5,544 people statewide. ISP was limited with the number of presentations and outreach in FY21 due to the pandemic which limited attendance at events and gatherings. ISP was not able to procure the purchase of the approved seat belt convickers and cargo trailers.

Program Area Results

Young Driver (< 21) Fatalities Progress: Not Met

Core Measure	Baseline 2014-2018 Rolling Average	Projected 2016-2020 Rolling Average	Actual 2016-2020 Rolling Average	Met/Unmet
Young Driver (<21) Fatalities	130.6	125.4	131.6	Unmet

Young Driver Fatalities for 2020 were projected to be 125.4 based on a baseline rolling average from 2014-2018. Due to the data showing only a slight downward trend from recent previous years, a two-percent reduction was added to create the 2020 value. The actual rolling average for 2016-2020 was 131.6, the target was not met.

Corrective Course of Action/Future

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

Core Measure		Base Years				
		2016	2017	2018	2019	2020*
Drivers Age 20 or Younger involved in Fatal Crashes	State and FARS data	138	154	110	114	145
Reduce drivers age 20 and younger involved in fatal crashes by 4.0 percent from 132.2 (2016-2020 rolling average) to 127.0 (2018-2022 rolling average) by Dec 31 st , 2022.	5-Year Rolling Avg.	128.2	135.4	131.0	130.2	132.2

*Data as of 5/20/2021

To correct our course, reach our 2022 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the 2022 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 2022 HSP and listed below.

To correct the future course in federal fiscal year 2023 and the corresponding 2023 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	04-12	\$48,553

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

Occupant Protection

The Occupant Protection program area focuses on addressing serious injuries and fatalities of unrestrained or improperly restrained occupants. This area of traffic safety is a focus area for Illinois. Although Illinois has a high seat belt usage rate of 93.5 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 (DSOGPO) message. Local law enforcement agencies also can perform occupant protection details throughout the year outside of the traditional campaigns. In support of the enforcement, each CIOT campaign 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 2019 the rate was 94.3 percent and in 2021 the rate dropped to 93.5 percent. This indicates that this is still is an area that needs focus.



Problem Identification

- Of the 1,666 drivers involved in fatal crashes in 2020, 51.1 percent were restrained, and 18.6 percent were unknown.
- Of the total number of occupant fatalities (776), 37.8 percent (293) were unrestrained and 23.6 percent (183) were unknown.
- Driver fatalities amounted to 64.1 percent of all fatalities.
- Drivers with serious injuries amounted to 65.4 percent of all serious injuries.
- There were 247,714 total crashes involving motor vehicles in Illinois.
- Crashes involving serious injury amounted to 13.2 percent of the injury crashes statewide.
- There were 2,040 injuries to children age 8 and younger in motor vehicles in 2020 which accounts for 10.9 percent of all passenger injuries.
- In 2020 there were 19 fatalities for children age 8 and younger.
- Individuals 16-20 years old account for 110 fatalities which is 9.2 percent of all fatalities.
- The observed seat belt usage rate in 2021 was 93.5 percent.
- For belted occupants involved in serious injuries and fatalities for 2015-2019, males age 21-34 had the lowest use at 60.8 percent followed by males age 16-20 at 64.2 percent.

Note: The above information was obtained from State data and FARS ARF data where applicable as FARS data is not available at this time. Also, 2019 data was used where 2020 data was not available.

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

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

Planned Activities

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

Name:	Task Code:	Planned Amount:	Expended Amount:
K.I.S.S. SOS	19-02	\$32,400	\$14,873.69

Project Description: This task provides funds for the Office of the Secretary of State, Driver Services (SOS Drivers) to maintain five existing car seat installation check locations statewide.

Accomplishment: The Illinois Office of the Secretary of State conducted 450 car seat inspections and distributed 90 car seats. Also, educational material was provided to the public through fairs, outreach events and driver license facilities.

Name:	Task Code:	Planned Amount:	Expended Amount:
Occupant Protection Paid Media	19-11	\$483,800	\$483,726.97

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

Accomplishments: Paid Media Campaign Viewing Results

Occupant Protection	
Broadcast TV Ads	--
Cable TV Ads	523
Broadcast Radio	3,023
Digital - Views, Clicks, Impressions	5,321,072

Program Area Results

Unrestrained Passenger Fatality Progress: Not Met

Core Measure	Baseline 2014-2018 Rolling Average	Projected 2016-2020 Rolling Average	Actual 2016-2020 Rolling Average	Met/Unmet
Unrestrained Fatalities	254.8	244.7	265.6	Unmet

Unrestrained Passenger Fatalities for 2020 were projected to be 244.7 based on a rolling average from 2014-2018 and downward linear trend in recent previous years. The actual rolling average for 2016-2020 was 265.6 and the target was not met.

Seat Belt Usage Progress: Not Met

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

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

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 2019 statewide survey served as the pre-survey for the 2021 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 2021 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 2019, there were 147,159 front seat occupants observed at 288 site locations statewide. During the post-mobilization survey of 2021, there were 130,204 front seat occupants observed at the 288 locations statewide. The observed seat belt rate for 2021 is 93.5 percent.

Safety Survey

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

The percentage of people who indicated that, "in the past thirty days," they had "seen or heard any messages that encourage people to wear their safety belts" increased from 53.1 percent in the pre-campaign survey to 56.3 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 (30.2 percent) and television (27.9 percent). Of the post-campaign survey respondents who saw or heard a message encouraging safety belt use “in the past 30 days”, 22.6 percent report seeing or hearing the message “more than usual”.

The 2021 pre-campaign survey awareness level of the “Click It or Ticket” slogan started at 70.6 percent. It increased slightly to 72.3 percent in the post-campaign survey. Please refer to the chart below which shows the change in attitudes and awareness levels from 2015 to 2021.

Safety Belt	2015	2016	2017	2018	2019	2020	2021
When driving, how often do you wear your seat belt (Percent Always)	95.9	93.7	95.1	93.9	93.5	88.5	91.7
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)	45.7	42.3	38.8	44.1	40.1	45.8	34.4
When was the last time you received a ticket for not wearing your seat belt? (Percent one year or more ago)*	--	--	--	--	--	--	68.5
In the past 30 days, have you seen or heard of any special effort by police to ticket drivers in your community for seat belt violations? (Percent Yes)	15.5	11.7	9.3	20.7	22.8	21.0	17.0

*Indicates a new survey question in the 2021 report.

Corrective Course of Action/Future

Unrestrained Passenger Fatalities

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

Core Measure		Base Years				
		2016	2017	2018	2019	2020*
Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	State and FARS data	268	265	252	250	320
Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 4.0 percent from 271.0 (2016-2020 rolling average) to 260.3 (2018-2022 rolling average) by Dec 31 st , 2022.	5-Year Rolling Avg.	266.8	264.0	257.0	257.8	271.0

*Data as of 5/20/2021

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 2022 projected usage rate to be at 95.2 percent.

Core Measure		Base Years				
		2016	2017	2018	2019	2020*
Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	State Survey	93.0	93.8	94.6	94.3	94.3
Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 0.94 percentage points from 94.3 percent in 2020 to 95.2 percent by Dec 31 st , 2022.	1 year					

*Data as of 5/20/2021

To correct our course, reach our 2022 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the 2022 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 2022 HSP and listed below.

To correct the future course in federal fiscal year 2023 and the corresponding 2023 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	\$400,000

Project Description: IDOT’s occupant protection communication campaigns consist of comprehensive, statewide paid media buys including the use of radio, television, print, digital, and other online mass media. In FFY 2022, a predominantly male, age 18-34-year-old demographic will be targeted with the “Life or Death” prevention message.

Name:	Task Code:	Planned Amount:
CPSRC (Match)	02-09	\$1,182,507

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

State Traffic Safety Information System Improvements

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

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

In FFY 2021, NHTSA conducted a Traffic Records Assessment per the FAST Act requirements. The purpose of the assessment was to determine whether the traffic records system in Illinois is capable of supporting management's needs to identify the state's highway safety problems, to manage the countermeasures applied in attempts to reduce or eliminate those problems, and to evaluate those efforts for effectiveness. Each of the six core data systems were assessed independently and improvement recommendations made for the system.

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

Planned Activities

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

Name:	Task Code:	Planned Amount:	Expended Amount:
Traffic Records Coordinator	18-01	\$150,000	\$0.00

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

Accomplishments: The Traffic Records Coordinator (TRC) is to oversee the traffic crash data and to manage activities with Illinois's Statewide Traffic Records Coordinating Committee (ITRCC). The TRC was able to establish the technical and executive committee, maintain the ITRCC website, and make connections with valuable traffic records shareholders to make major improvements to Illinois' system. There were no funds expended in the planned activity because the past TRC left prior to the start of the 2021 HSP and Illinois was able to hire a new TRC in November of 2021.

Name:	Task Code:	Planned Amount:	Expended Amount:
Trauma Registry (IDPH)	18-02	\$122,000	\$121,875.00

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 has been eliminated. IDOT staff working on FARS will be given access to the trauma registry with central staff rights to have access to trauma data and the ability to generate their own reports.

Name:	Task Code:	Planned Amount:	Expended Amount:
One Customer One Record	18-04	\$1,004,700	\$0.00

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

Accomplishments: Due to the Illinois Office of the Secretary of State (SOS) working remotely most of FY21 due to COVID-19 and therefore the project could not be started with the contractor. In order for the contractor to create and update their system they needed to be within the facility, no activity occurred. No funds were expended.

Name:	Task Code:	Planned Amount:	Expended Amount:
Image Enhancement (SOS)	18-12	\$30,500	\$19,150.67

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

Accomplishments: This project continues to employ the staff needed to input data that improves the timeliness, completeness, and accuracy of the Illinois traffic records system. Staff answered 2,567 telephone calls, screened and soundexed 1,902 cases, loaded and suspended 2,140 files.

Name:	Task Code:	Planned Amount:	Expended Amount:
Data Linkage	18-13	\$294,699	\$0.00

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.

Program Area Results

	Measures	2017	2018	2019	2020	2021
Timeliness	Average # days between date the crash occurred and the date the official crash report was received by IDOT	12	12	10	10.68	12.47
	Median # days to stat code the crash report	90	40	17	14.2	0
	Average # days to location code the crash reports	120	95	90	89.03	27.3
	Median # days to location code the crash reports	130	100	93	Not Available	17
	% of Crash Reports Electronically Filed	70	84	87	81.17	75.55
	# of Crash Reports Electronically Filed	256,848	305,661	310,000	186,541	94,767
Completeness	% of time "unknown" code is used in critical crash field* for a non-fatal crash at an agency level	9	6	5	8.29	10.12
Uniformity	% MMUCC- compliant data elements	76.6	76.6	80	80	80
Accuracy	Number of errors per electronically reported crash only	2	1	1	No Longer Applicable	Unavailable
Integration - Integration with other databases of crash data with the following	Crash to Roadway file (GIS-based data)	1	1	1	1	1
	Crash to FARS and SafetyNet (MCMIS)	1	1	1	1	1
	Crash to Hospital Inpatient Data	-	-	1	1	1
	Crash to Emergency Department Data	No Activity	No Activity	1	1	1
	Crash/FARS to Trauma Registry Data	No Activity	No Activity	1	1	1

*Data as of 12-12-21

Corrective Course of Action/Future

Completeness of Crash Data

These data are 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				
		2016	2017	2018	2019	2020*
Completeness of Crash Data	State Annual	9.4	9.0	7.6	7.2	8.9
Decrease percentage of “unknown” code used 1.6 percentage points from 8.9 (2020 value) to 7.3 (2022 Ordinary Least Squares Linear Trend) by Dec 31 st , 2022.						
	1 year					

*Data as of 5/20/2021

To correct our course, reach our 2022 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the 2022 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 2022 HSP and listed below.

To correct the future course in federal fiscal year 2023 and the corresponding 2023 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	\$150,000

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

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

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

Name:	Task Code:	Planned Amount:
Data Linkage (IDPH)	18-13	\$294,699

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.

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 to the Secretary of State Office, Illinois Department of Transportation, and the Illinois State Police.

Impaired Driving

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

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

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

Problem Identification

- There were 1,087 fatal crashes in 2020, 25.4 percent were alcohol related.
- Of the 1,194 people killed in motor vehicle crashes in 2020, 25.2 percent of these fatalities were alcohol related.
- There were 765 drivers killed in motor vehicle crashes, 481 of these drivers were tested with 37.4 percent testing positive for BAC of 0.01 or higher in 2020.
- From 2015 to 2019, the group with the highest percentage of alcohol-related serious injuries and fatalities are males aged 21 to 34 at 22.0 percent.
- Since this group is a high-risk group for driving-related serious injuries and fatalities and because males in this group are more apt to drink and drive, it is not surprising that the percentage of Males age 21 to 34 have the highest rate of alcohol-related serious injuries and fatalities.

Note: The above information was obtained from State data and FARS ARF data where applicable as FARS data is not available at this time. Also, 2019 data was used where 2020 data was not available.

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

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

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	\$103,859	\$89,975.25

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

Accomplishments: The UIC Analytical Forensic Testing Laboratory eliminated its backlog of Impaired Driving (DUI) cases. This was accomplished with the aid of a newly hired and trained Analyst to test blood and urine for the presence of drugs. Additionally, UIC implemented a new laboratory information management system (LIMS) and report-generating software to better manage cases. These accomplishments will increase the timeliness, accuracy, and efficiency of generating reports. This project continues to move towards its goal of 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	\$25,900	\$15,572.15

Project Description: The project goal is to address under-age drinking and driving through a reduction in the use of fraudulent driver licenses and identification cards. Operation Straight ID (OPSID) class consists of owners and employees of bars, stores, restaurants, etc., where liquor is being served or sold. The emphasis of these classes is to teach the students of these establishments how to detect fraudulent driver's licenses or ID's, going on the assumption that minors entering these businesses might use fraudulent identification to purchase alcohol.

Accomplishments: The Illinois Secretary of State Police conducted 27 "Operation Straight ID" presentations informing 381 law enforcement officers, employees, and other community members how to detect fraudulent driver license and state identification cards. The Illinois Secretary of State Police also purchased 13,327 2021 ID checking guides to be used in the training classes.

Name:	Task Code:	Planned Amount:	Expended Amount:
Impaired Driving Training and Resources	13-04	\$1,485,300	\$416,522.05

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

Accomplishments: The Illinois State Police (ISP) conducted one DRE Training course teaching 15 officers. ISP purchased 5,000 Draeger Drug Test kits, 5,000 Vista Glow Oral Fluid Drug Screen Kits, 60 Alco-Senser VXL, and 240 Alco-Sensor FST's. ISP also provided technical support for the BAO, ASV XL, and AS FST instruments statewide.

Name:	Task Code:	Planned Amount:	Expended Amount:
Alcohol Police Training	13-06	\$325,000	\$207,741.11

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

Accomplishments: The Illinois Law Enforcement Training and Standards Board conducted 24 Advanced Roadside Impaired Driving Enforcement (ARIDE) classes training 390 officers; two Standard Field Sobriety Testing (SFST) Instructor course training 21 new instructors; 20 Breath Analysis Operator Certification trainings for 364 officers; eight SFST refresher courses training 82 officers; seven DWI Detection & SFST courses training 67 officers; seven Illinois Vehicle Code classes training 183 officers; two enforcing Cannabis Laws courses training 35; two Testifying in a DUI Trial courses training 20; and two drug Recognition Expert Courses training 33 officers.

Name:	Task Code:	Planned Amount:	Expended Amount:
Judicial Training	13-07	\$62,000	\$11,891.00

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

Accomplishments: The Administrative Office of the Illinois Courts (AOIC) launched a virtual DUI/Traffic Seminar in May and June 2021. The virtual seminar consisted of four webinars with DUI/Traffic Law topics, they were: Post-Pandemic Best Practices for Probation and the Courts, Toxicology and Drug Recognition Experts, DUI/Traffic: Case and Law Update, and Traffic Stops, Race, and Navigating Media Coverage in High profile Cases. Attendance varied for each program, but generally consisted of about 50 – 70 audience members from across Illinois.

Name:	Task Code:	Planned Amount:	Expended Amount:
Traffic Safety Resource Prosecutor	13-10	\$363,300	\$0.00

Project Description: The Traffic Safety Resource Prosecutor (TSRP) is a valuable outreach element to Illinois law enforcement, prosecutors, and the judiciary. The TSRP program will serve the whole State of Illinois. The goal is to reduce alcohol and drug impaired motor vehicle crashes in Illinois by acting as an advisor and trainer on prosecution, criminal justice, and enforcement issues on behalf of IDOT's Highway Safety program. The TSRP will be promoting the use of "No-Refusal" Electronic DUI Search Warrants, assisting law enforcement in the development of phlebotomy training, and will work closely with the Illinois Law Enforcement Training and Standards Board. This planned activity was completed under the planned activity 13-12 Local Alcohol Project.

Accomplishments: There were no funds expended in this planned activity because the TSRP was funded in the planned activity 13-12 Local Alcohol Project. This change was due to a contractual issue. Although this was not funded in 13-10, the project was still completed. The TSRP conducted and/or participated in several DRE, ARIDE, SFST, Warning to Motorist (sworn reports), and DRE "A to Z" trainings. A new virtual training program, in partnership with the Cook County State's Attorney's Office, was created encompassing a variety of impaired driving topics. This virtual training was attended by hundreds of law enforcement officers and prosecutors throughout Illinois. 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:
Local Alcohol Project	13-12	\$2,292,359	\$1,576,281.10

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

Accomplishments: In FFY 2021, the Chicago Police Department conducted 2,708.5 hours of patrol and issued 4,493 citations. Six local agencies focus on training, these projects conducted 14 SFST, 44 ARIDE, 22 Certifications and Recertifications, 1 Bassett Class. In total, even with COVID-19 curtailing activity, over 1,000 law enforcement officers, judges, and state's attorneys were trained. Mothers Against Drunk Driving (MADD) monitored 7,002 DUI cases in 44 different counties across the state. Nearly 7 in 10 of the cases MADD monitored resulted in a guilty conviction. Prevention Partnership provided Beverage Alcohol Sellers and Servers Education and Training (BASSET), to over 250 individuals often doing so online due to pandemic restrictions. Prevention Partnership's efforts included the establishment of a Peer Leadership Program and Impaired Driving Prevention Program that distributed thousands of education materials and online presentations reaching hundreds of youth. Planned activity 13-10 outlines the Traffic Safety Resource Prosecutor accomplishments.

Name:	Task Code:	Planned Amount:	Expended Amount:
Impaired Driving Paid Media	13-14	\$1,750,000	\$1,749,018.15

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

Accomplishments: Paid Media Campaign Viewing Results

Impaired Driving	
Broadcast TV Ads	1,211
Cable TV Ads	21,091
Broadcast Radio	15,429
Digital - Views, Clicks, Impressions	30,985,971

Program Area Results

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

Core Measure	Baseline 2014-2018 Rolling Average	Projected 2016-2020 Rolling Average	Actual 2016-2020 Rolling Average	Met/Unmet
Driver or Motorcycle Operator with BAC of 0.08 or Above	317.2	304.7	339.0	Unmet

Since fatalities for Driver and Motorcycle Operator with a BAC of 0.08 or Higher were not yet available for 2018, an estimate was calculated by using five-year rolling averages for 2013 through 2017 to create a linear regression line to project 2018. The total average for 2014, 2015, 2016, 2017, and 2018 was then used as the value for 2018. Again, the data display an upward trend in fatalities, so a two-percent reduction was applied to set the 2020 target at 304.7. Since the 2016-2020 rolling average was 339.0, 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 52.7 percent and 53.6 percent, respectively. “You Drink. You Drive. You Lose” was reported slightly higher at 57.3 percent in the pre-campaign survey and 59.5 percent in the post-campaign survey statewide. The slogan with the highest reported awareness is “Friends Don’t Let Friends Drive Drunk” with awareness levels at 61.7 percent in the pre-campaign survey and 60.6 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 2015 to 2021.

Alcohol	2015	2016	2017	2018	2019	2020	2021
In the past 30 days, have you read, seen or heard anything about alcohol impaired driving in Illinois? (Percent Yes)	61.2%	50.4%	51.6%	47.7%	47.0%	45.8%	56.7%
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)	35.1%	27.5%	38.4%	41.5%	36.7%	25.0%	56.6%
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)	25.9%	23.1%	18.7%	22.0%	22.9%	33.2%	36.5%
Percent of responders who had alcoholic beverages in the last 30 days.	45.9%	49.4%	48.1%	38.7%	35.7%	64.9%	65.4%
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)	21.6%	17.7%	18.9%	19.6%	19.0%	21.4%	12.6%

Corrective Course of Action/Future

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

Core Measure		Base Years				
		2016	2017	2018	2019	2020*
Alcohol-Impaired Driving Fatalities	State and FARS data	336	357	309	314	298
Reduce alcohol impaired driving fatalities 4.0 percent from 322.8 (2016-2020 rolling average) to 310.0 (2018-2022 rolling average) by Dec 31 st , 2022.	5-Year Rolling Avg.	319.8	326.8	322.6	325.0	322.8

*Data as of 5/20/2021

To correct our course, reach our 2022 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the 2022 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 2022 HSP and listed below.

To correct the future course in federal fiscal year 2023 and the corresponding 2023 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	\$107,418

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

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

Project Description: The project goal is to address under-age drinking and driving through a reduction in the use of fraudulent driver licenses and identification cards. The Operation Straight ID (OPSID) class consists of owners and employees of bars, stores, restaurants, etc., where liquor is being served or sold. The emphasis of these classes is to teach the owners and employees of these establishments how to detect fraudulent driver's licenses or ID's, going on the assumption that minors entering these businesses might use fraudulent identification to purchase alcohol.

Name:	Task Code:	Planned Amount:
Impaired Driving Training and Resources	13-04	\$361,938

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

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

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

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

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

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

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

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

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

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

Project Description: The DUI Court Program focuses specifically on DUI Courts, a relatively new court that borrows from the successful Drug Court Model. DUI Courts have been utilized very effectively in many states and focus directly on repeat DUI offenders and/or high-BAC offenders – essentially only high-risk, high-needs offenders. DUI Courts are proven to change behavior and reduce recidivism by holding offenders accountable.

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 2021, Illinois motorcycle training was significantly impacted due to the issues surrounding COVID-19. In a typical year roughly 14,500 motorcyclists pass through the Illinois Cycle Rider Safety Training Program and in 2021 only 9,113 motorcyclists enrolled in the program. Of those enrolled, 6,898 successfully completed the training. Illinois expects decreased enrollment of training in 2022 due to COVID-19.

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

Problem Identification

Motorcyclist Safety

- Crashes involving motorcyclists account for 1.1 percent of all crashes in Illinois in 2020.
- In 2020, there were 152 fatal crashes and 153 fatalities involving motorcyclists.
- Of the 2,290 motorcyclists injured in 2020, 36.1 suffered from serious injuries.
- In 2020, 18 of the 153 motorcyclist fatalities occurred in Chicago as well as 18 of the 152 fatal crashes.
- Of the 360 motorcyclists injured in Chicago in 2020, 90 resulted in serious injuries.
- As illustrated in the chart below, the group with the highest percent of motorcyclist fatalities and serious injuries are males age 35 to 64 at 15.9 percent followed by males age 21-34 at 13.5 percent for 2015 to 2019.

Note: The above information was obtained from State data and FARS ARF data where applicable as FARS data is not available at this time. Also, 2019 data was used where 2020 data was not available.

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

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

Unhelmeted Motorcyclist Safety

- Crashes involving unhelmeted motorcyclists account for 0.7 percent of all crashes in Illinois in 2020.
- Unhelmeted motorcyclists account for 102 fatal crashes and 102 fatalities in 2020.
- Of the 1,353 unhelmeted motorcyclists injured in 2020, 539 suffered from serious injuries.
- In 2020, 11 of the 102 fatalities and 12 of the 102 fatal crashes occurred in Chicago.
- Of the 174 unhelmeted motorcyclists injured in Chicago in 2020, 45 resulted in serious injuries.

Note: The above information was obtained from State data and FARS ARF data where applicable as FARS data is not available at this time. Also, 2019 data was used where 2020 data was not available.

Planned Activities:

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

Name:	Task Code:	Planned Amount:	Expended Amount:
General Paid Media	02-08	\$216,000	\$215,470.58

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

Accomplishments: Paid Media Campaign Viewing Results.

Motorcycle Safety	
Broadcast TV Ads	51
Cable TV Ads	11,318
Broadcast Radio	3,119
Digital - Views, Clicks, Impressions	32,058,572

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

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

Accomplishments: Motorcycle paid media is supported by two planned activities and therefore the accomplishments of 02-08 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.

Accomplishments: In FFY21 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 in December 2020. This conference will be focused on education and information around motorcycle safety.

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

Name:	Task Code:	Planned Amount:	Expended Amount:
Motorcycle (State Match)	22-04	\$3,230,000	\$2,397,100.00

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

Accomplishments: IDOT provided training to 9,113 motorcycle riders through the Cycle Rider Training Program in FFY 2021. 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 2014-2018 Rolling Average	Projected 2016-2020 Rolling Average	Actual 2016-2020 Rolling Average	Met/Unmet
Motorcyclist Fatalities	140.0	134.5	144.8	Unmet

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

Evaluation

When survey respondents were asked of their awareness levels and attitudes toward motorcyclists, 52 percent of respondents in the Pre-Memorial Day survey reported that they had heard the slogan “Start Seeing Motorcycles” while 54.0 percent of respondents reported they had in the Post-Memorial Day survey. Awareness levels fell to 50.0 percent in the Post-Labor Day survey.

Unhelmeted Motorcyclist Safety

Unhelmeted Motorcyclist Fatality Progress: Not Met

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

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

Evaluation

Illinois motorcycle fatalities went up by 10.9 percent from 138 in 2019 to 153 in 2020. The percent helmeted motorcyclist fatalities remain low at 32 percent in 2020 as compared to the percent the US helmeted motorcycle fatalities at about 60 percent in 2019. Based on the preliminary estimate, the number of lives saved in Illinois at the current usage rate of 32 percent is about 30. If Illinois had 100 percent helmet use, an additional 38 lives would have been saved.

Corrective Course of Action/Future

Motorcyclist Safety

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

Core Measure		Base Years				
		2016	2017	2018	2019	2020*
Motorcyclist Fatalities	State and FARS data	154	160	119	138	153
Reduce motorcyclist fatalities by 4.0 percent from 144.8 (2016-2020 rolling average) to 139.1 (2018-2022 rolling average) by Dec 31 st , 2022.	5-Year Rolling Avg.	143.8	146.2	139.6	143.6	144.8

*Data as of 5/20/2021

Unhelmeted Motorcyclist Safety

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

Core Measure		Base Years				
		2016	2017	2018	2019	2020*
Unhelmeted Motorcyclist Fatalities	State and FARS data	116	108	87	100	102
Reduce unhelmeted, motorcyclist fatalities 4.0 percent from 102.6 (2016-2020 rolling average) to 98.5 (2018-2022 rolling average) by Dec 31 st , 2022.	5-Year Rolling Avg.	106.0	104.6	99.4	103.2	102.6

*Data as of 5/20/2021

To correct our course, reach our 2022 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the 2022 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 2022 HSP and listed below.

To correct the future course in federal fiscal year 2023 and the corresponding 2023 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:
General Paid Media	02-08	\$300,000

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

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

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

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

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

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

Project Description: This task identifies funding for IDOT to conduct an annual motorcycle safety conference in December 2021. Due to unforeseen circumstances, this has been postponed and is yet to be determined if the conference will be held in this fiscal year. This conference will discuss training and educational components that are pertinent to rider coaches and motorcycle training facilities.

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

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

Nonmotorized Safety

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

Problem Identification

Pedestrian Safety

- Crashes involving pedestrians account for 1.3 percent of all crashes in Illinois in 2020.
- In 2020, there were 172 fatal crashes and 176 fatalities involving pedestrians.
- Of the 3,150 pedestrians injured in 2020, 766 suffered from serious injuries.
- In 2020, 53 of the 176 pedestrian fatalities occurred in Chicago as well as 52 of the 172 fatal crashes.
- Of the 1,937 pedestrians injured in Chicago in 2020, 396 resulted in serious injuries.
- The group with the highest percent of pedestrian fatalities and serious injuries for 2015 to 2019 are males age 9 to 15 at 23.3 percent followed by males age 0-8 at 20.6 percent.

Note: The above information was obtained from State data and FARS ARF data where applicable as FARS data is not available at this time. Also, 2019 data was used where 2020 data was not available.

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

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

Pedalcyclist Safety

- Crashes involving pedalcyclists account for 0.9 percent of all crashes in Illinois in 2020.
- Pedalcyclists account for 30 fatal crashes and 30 fatalities in 2020.
- Of the 2,007 pedalcyclists injured in 2020, 319 suffered from serious injuries.
- In 2020, 8 of the 12 fatalities and 8 of the 12 fatal crashes occurred in Chicago.
- Of the 852 pedalcyclists injured in Chicago in 2020, 124 resulted in serious injuries.
- Males age 9 to 15 hold the highest percent of pedalcycle-related fatalities and serious injuries for 2015 to 2019 at 18.6 percent.

Note: The above information was obtained from State data and FARS ARF data where applicable as FARS data is not available at this time. Also, 2019 data was used where 2020 data was not available.

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

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

Planned Activities

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

Name:	Task Code:	Planned Amount:	Expended Amount:
Bike and Pedestrian Paid Media	12-01	\$675,000	\$674,650.71

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

Accomplishments: Paid Media Campaign Viewing Results.

Bicycle and Pedestrian	
Broadcast TV Ads	106
Cable TV Ads	8,158
Broadcast Radio	4,241
Digital - Views, Clicks, Impressions	9,398,613

Name:	Task Code:	Planned Amount:	Expended Amount:
Bike and Pedestrian Safety	12-02	\$854,490	\$715,184.48

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 2021, Chicago Department of Transportation (CDOT) continued with the Safe Routes Ambassador program to educate and encourage all residents of Chicago to safely walk, bike, and drive. The program conducted 372 in-person educational programs, participated in 174 educational booths/displays, reached 41,128 people through educational programs and outreach, and provided 18,983 educational materials to the public. In FFY21 CDOT expanded their digital campaign, producing flyers and videos for the public and, for the first time ever, partnered with Chicago Access Network Television (CAN TV) to create a new series, *SAFE TV*. During these unprecedented times, the SAFE program continued to grow and expand. CDOT continued to gain more followers on their social media platforms. In FFY 2021, the Chicago Police Department conducted 621 hours of patrol, made 684 stops, and issued 731 citations for Ped/Bike violations. The Nilus Police Department conducted 102 hours of enforcement and issued 142 citations. The Illinois League of Bicyclist (LIB) worked with K-12 schools to complete the Bike Safety Quiz. In total, 287 schools participated including 166 high school drive education programs, 39 high school physical education classes, and 82 Elementary schools. A total of 45,343 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, 412,045 video plays, 46,497 to BikeSafetyQuiz landing page, and 1,283 completing the BikeSafetyQuiz sessions on the social platforms.

Program Area Results

Pedestrian Safety

Pedestrian Fatality Progress: Not Met

Core Measure	Baseline 2014-2018 Rolling Average	Projected 2016-2020 Rolling Average	Actual 2016-2020 Rolling Average	Met/Unmet
Pedestrian Fatalities	146.4	140.6	161.8	Unmet

For 2020, Pedestrian Fatalities of 140.6 were projected using a baseline rolling average from 2014-2018 and a two-percent reduction due to the data having an upward linear trend. The actual 2016-2020 rolling average was 161.8, resulting in the target being not met.

Evaluation

Analysis of the Chicago Pedestrian and Bicycle Safety Initiative reveals 731 citations were issued over the course of 621 hours. Throughout the year, one citation was written for every 51 minutes of enforcement activity.

Pedalcyclist Safety

Pedalcyclist Fatality Progress: Met

Core Measure	Baseline 2014-2018 Rolling Average	Projected 2016-2020 Rolling Average	Actual 2016-2020 Rolling Average	Met/Unmet
Bicyclist or Other Cyclist Fatalities	24.4	23.2	22.4	Met

Projected Bicyclist Fatalities for 2020 were 23.2 based on the linear trend of the 2014-2018 rolling average. This target was met since the actual rolling average for 2016-2020 was 22.4.

Corrective Course of Action/Future

Pedestrian Safety

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

Core Measure		Base Years				
		2016	2017	2018	2019	2020*
Pedestrian Fatalities	State and FARS data	147	147	166	173	172
Reduce pedestrian fatalities by 4.0 percent from 161.0 (2016-2020 rolling average) to 154.6 (2018-2022 rolling average) by Dec 31 st , 2022.	5-Year Rolling Avg.	136.4	138.2	146.6	156.6	161.0

*Data as of 5/20/2021

Pedalcyclist Safety

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

Core Measure		Base Years				
		2016	2017	2018	2019	2020*
Bicyclist Fatalities	State and FARS data	20	26	24	12	28
Reduce bicyclist fatalities 14.2 percent from 22.0 (2016-2020 rolling average) to 18.9 (2018-2022 Ordinary Least Squares Linear Trend) by Dec 31 st , 2022.	5-Year Rolling Avg.	26.4	25.8	24.6	21.6	22.0

*Data as of 5/20/2021

To correct our course, reach our 2022 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the 2022 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 2022 HSP and listed below.

To correct the future course in federal fiscal year 2023 and the corresponding 2023 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:
Bike and Pedestrian Paid Media	12-01	\$600,000

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

Name:	Task Code:	Planned Amount:
Bike and Pedestrian Safety	12-02	\$963,591

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 1,088 fatal crashes in 2020, 32.7 percent were speed related.
- In 2020, 460 fatalities were attributed to speed in Illinois. This accounts for 38.5 percent of all fatalities.
- Speed accounts for 32.6 percent of total injuries in 2020.
- Serious injuries that are caused by speed are 2,451 in Illinois for 2020.
- Males age 16 to 20 make up the highest percentage for speed-related fatalities and serious injuries at 38.9 percent followed by males age 21-34 at 37.9 percent for 2015 to 2019.

Note: The above information was obtained from State data and FARS ARF data where applicable as FARS data is not available at this time. Also, 2019 data was used where 2020 data was not available.

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

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

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

Program Area Results

Speed Fatality Progress: Not Met

Core Measure	Baseline 2014-2018 Rolling Average	Projected 2016-2020 Rolling Average	Actual 2016-2020 Rolling Average	Met/Unmet
Speed Fatalities	407.8	391.7	431.4	Unmet

Speed Fatalities for 2020 were projected to be 391.7 based on a baseline rolling average from 2014-2018 and downward linear trend that was mainly reflected in previous years. Since the actual rolling average for 2016-2020 was 431.4, the target was not met.

Evaluation

Of the 181,238 total citations issued for FFY 2021, 30.33 percent (54,978) 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, 83.0 percent stated they were either very likely (38.0 percent) or somewhat likely (45.0 percent) to receive a citation if they speed. When asked if they have heard or seen anything about police enforcing speed limit laws, 35.0 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 2016 through 2020 shows an upward trend, resulting in a projection of 423.8 fatalities for 2022. This projection does not align with moving toward zero fatalities, so a two-percent reduction is used instead, bringing the projected target to 392.4.

Core Measure		Base Years				
		2016	2017	2018	2019	2020*
Speeding-Related Fatalities	State and FARS data	419	464	439	375	346
Reduce speeding-related fatalities by 4.0 percent from 408.6 (2016-2020 rolling average) to 423.8 (2018-2022 rolling average) by Dec 31 st , 2022.	5-Year Rolling Avg.	390.6	406.0	409.6	414.8	408.6

*Data as of 5/20/2020

To correct our course, reach our 2022 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the 2022 Highway Safety Plan. The planned activities are the actions IDOT and its partners are currently taking to address the issues. In FFY 2022, 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 2023 and the corresponding 2023 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.

Distracted Driving

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

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

April is National Distracted Driving Month. Enforcement for this campaign was made up of year-long STEP grantees and one-time Distracted Driving Campaign agencies. Overall, 180 agencies participated in the Distracted Driving Enforcement campaign. These grantees conducted a one month, high-visibility, distracted driving statewide mobilization. The enforcement campaign was aided with a strong paid and earned media effort. The enforcement effort resulted in 20,564 citations issued. Of the citations issued, 10,845 (52.74 percent) were distracted driving citations. Additionally, 1,855 seat belt and 3,092 speeding citations were issued during to this enforcement campaign.

Problem Identification

- There was a total of 247,721 motor vehicle crashes in 2020. Approximately 3.9 percent of the total crashes were involved in distracted driving.
- There were 1,195 fatalities and 73,194 motor vehicle related injuries in 2020. About 3.3 percent and 5.1 percent of these fatalities and injuries were involved in distracted driving crashes.
- 12.5 percent of all people involved in fatal distracted driving crashes included at least one driver who was using their cell phone at the time of the crash.

Note: The above information was obtained from State data and FARS ARF data where applicable as FARS data is not available at this time. Also, 2019 data was used where 2020 data was not available.

Planned Activities

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

In FFY 2021, Illinois had several tasks that specifically focuses on distracted driving. There are enforcement planned activities such as 06-02, 06-03, and 06-05 that focus on distracted driving but are listed with all enforcement projects in police traffic services.

Name:	Task Code:	Planned Amount:	Expended Amount:
Distracted Driving Paid Media	06-04	\$500,000	\$496,809.75

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

Accomplishments: Paid Media Campaign Viewing Results.

Distracted Driving	
Broadcast TV Ads	549
Cable TV Ads	5,500
Broadcast Radio	2,950
Digital - Views, Clicks, Impressions	9,170,354

Evaluation

Of the 181,238 total citations written for FFY 2021 by local and state agencies, 12.64 percent (22,913) 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, 79.2 percent said they do not while 63.6 percent reported to use a hands-free device. Of these respondents, 34.9 percent self-reported that they either rarely (20.1 percent), sometimes (9.2 percent), most times (3.4 percent), or always (2.2 percent) use their device to text while driving.

For the 2021 Cell Phone Survey, 11,911 male and 7,238 female drivers were observed at 51 sites throughout the state. Of the 19,149 drivers observed, the statewide usage rate was 6.7 percent. Females had a higher usage rate at 8.3 percent while the usage rate for males was 5.7 percent.

Electronic Device Use by Region and Gender in 2021

Region	Male		Female		Total	
	Drivers Observed	Percent Electronic Use	Drivers Observed	Percent Electronic Use	Drivers Observed	Percent Electronic Use
Chicago	2,826	3.6%	1,505	5.7%	4,331	4.4%
Cook	2,344	6.3%	1,162	9.7%	3,506	7.4%
Upstate ¹	4,178	5.9%	3,085	7.8%	7,263	6.7%
Downstate ²	2,563	7.1%	1,486	10.7%	4,049	8.4%
Total	11,911	5.7%	7,238	8.3%	19,149	6.7%

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.

Illinois established a detailed strategy of distracted driving efforts in the 2022 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 2022 HSP and listed below. The enforcement projects are 06-02, 06-03, and 06-05 that focus on distracted driving but are listed with all enforcement projects in police traffic services section.

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

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

Racial Profiling Data Collection

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

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

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

Planned Activities

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

Name:	Task Code:	Planned Amount:	Expended Amount:
Racial Profiling Study	23-01	\$100,000	\$60,800.09

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

Accomplishments: IDOT completed the 2020 Illinois Traffic and Pedestrian Stop Study and it was posted to the IDOT website on June 30, 2021. 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	\$9,359.84

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) was awarded a grant for state fiscal year 2022, which started July 1, 2021. This project provides funds for the ICJIA to create a Traffic and Pedestrian Stop Data Use and Collection Task Force. The Task Force will undertake a study to determine the best use of technology to collect, compile, and analyze the traffic stop statistical study data. The ICJIA will consult with law enforcement agencies, officials, organizations, including the Illinois Association of Chiefs of Police, Illinois State Police, Illinois Sheriffs Association, Chicago Police Department, and other experts to review and analyze the traffic stop study

Program Area Results

Racial Profiling Compliance Level Progress:

Core Measure	Baseline 2014-2018 Rolling Average	Projected 2016-2020 Rolling Average	Actual 2016-2020 Rolling Average	Met/Unmet
Racial Profiling Compliance Level	100	100	100	Met

This performance measure reports of those agencies who have submitted traffic stop data to IDOT, how many reports were missing the race designation. The 2018 baseline is 100 percent and the 2020 projection is 100 percent. Since the actual value is 100 percent, the target it met. Please note that the definition of compliance is changed in future year calculations.

Corrective Course of Action/Future

Racial Profiling Compliance Level

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

Core Measure		Base Years				
		2016	2017	2018	2019	2020*
Racial Profiling Compliance Level	State Annual	95.6	94.0	94.5	79.8	89.2
Racial profiling compliance level is projected to decrease 9.3 percentage points from 89.2 percent (2020 value) to 79.9 percent (2022 Ordinary Least Squares Linear Trend) by Dec 31 st , 2022.	1 year					

*Data as of 5/20/2021

Although we met our target, Illinois established a detailed strategy of these efforts in the 2022 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 2022 HSP and listed below.

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

Name:	Task Code:	Planned Amount:
Racial Profiling Study	23-01	\$120,000

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

Name:	Task Code:	Planned Amount:
Racial Profiling (ICJIA)	23-03	\$136,642

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 2021, 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 85 percent of the population resided and accounted for 87.7 percent of the total crashes. In FFY 2021, local and state law enforcement agencies conducted a total of 137,995.2 hours of enforcement with grant funding. Further, a total of 181,238 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 2021, 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 agencies' activities and adjust their plans if necessary. Main issues include the following items:

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

Click It or Ticket Campaigns

IDOT conducted the CIOT campaign November 20 to 30, 2020. This campaign coincided with the Thanksgiving holiday. A total of 15,881.48 enforcement hours were logged by 237 local police departments and the ISP resulting in 18,354 citations being issued during the campaign.

IDOT conducted the CIOT campaign from May 14 to June 1, 2021 over the Memorial Day holiday. During the campaign, 254 local law enforcement agencies and the ISP logged a total of 17,638.59 enforcement hours and issued 22,308 citations. A statewide news release was distributed reminding motorists to buckle up.

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

Impaired Driving Campaign

In addition to CIOT seat belt campaigns, IDOT also maintained a strong focus on alcohol and drug-impaired driving with major emphasis timeframes during the Holiday Season (December 18, 2020 – January 4, 2021), Independence Day (June 17 – July 6, 2021), and Labor Day (August 20 – September 7, 2021). IDOT also funded enforcement agencies to conduct campaigns around impaired driving times during IDOT’s other enforcement periods, Thanksgiving, Super Bowl, St. Patrick’s Day, and Memorial Day. Law enforcement grantee agencies also conducted additional enforcement outside of the holiday timeframes providing a sustained presence throughout the year. Impaired driving grantee enforcement is conducted with the DSGPO tagline and Drive High, Get a DUI messages to provide focus on the increasing number of drug-involved crashes and fatalities.

IDOT’s DSGPO FFY 2021 Labor Day campaign featured a total of 253 local law enforcement agencies and all 22 districts of the Illinois State Police. In total, there were 11,589.82 enforcement hours logged with the issuance of 14,773 citations at a total cost of \$930,507.35. On average, one citation was written every 47 minutes of enforcement for an average cost of \$62.99 per citation and \$80.29 per patrol hour.

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

Citation Results

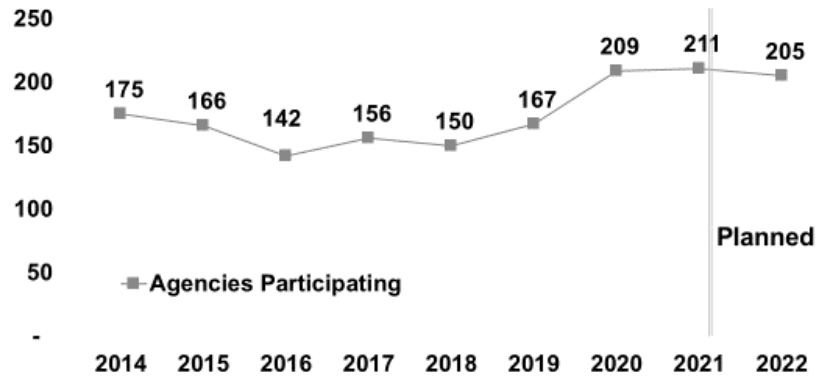
The table below represents enforcement activities conducted by BSPE projects from FFY 2012 to FFY 2021. These results reflect BSPE’s enforcement activities and the overall effectiveness the programs have in meeting the performance goals.

Total Enforcement Activities by Citation Type (FFY 2012-2021)						
Year	Hours	Total Citations	Citation Type			
			Total Alcohol/Drug Related Citations	Total Occupant Restraint Citations	Total Speeding Citations	Other Citations
2012	141,946.7	150,197	7,712 5.1%	58,403 38.9%	24,458 16.3%	60,164 40.1%
2013	106,988.0	117,288	5,119 4.4%	44,080 37.6%	20,550 17.5%	47,539 40.5%
2014	111,357.0	124,341	4,442 3.6%	47,604 38.3%	18,911 15.2%	53,384 42.9%
2015	122,541.7	138,732	5,092 3.7%	47,794 34.5%	24,544 17.7%	61,302 44.2%
2016	98,687.5	112,911	4,286 3.8%	36,602 32.4%	23,143 20.5%	48,880 43.3%
2017	107,161.0	124,715	2,343 1.9%	40,520 32.5%	26,457 21.2%	55,392 44.4%
2018	100,690.7	109,262	1,963 1.8%	38,812 35.5%	22,003 20.1%	46,484 42.5%
2019	144,181.0	182,203	3,970 2.2%	48,616 26.7%	45,176 24.8%	84,441 46.3%
2020	112,136.7	140,895	2,595 1.8%	39,923 28.3%	45,804 32.5%	52,573 37.3%
2021	137,995.2	181,238	3,399 1.9%	43,483 24.0%	54,978 30.3%	79,378 43.8%

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

Addison PD	Dupo PD	Macomb PD	Roscoe PD
Algonquin PD	East Peoria PD	Madison PD	Roselle PD
Antioch PD	Edwardsville PD	Madison County SO	Rosemont PD
Arlington Heights PD	Elgin PD	Manhattan PD	Round Lake PD
Auburn PD	Elk Grove Village PD	Marion PD	Sangamon County SO
Bannockburn PD	Elmhurst PD	Maryville PD	Schaumburg PD
Barrington PD	Elwood PD	Mascoutah PD	Schiller Park PD
Bartlett PD	Evanston PD	Matteson PD	Shiloh PD
Beardstown PD	Fairview Heights PD	Mattoon PD	Shorewood PD
Bellwood PD	Forest Park PD	Maywood PD	Silvis PD
Belvidere PD	Fox Lake PD	McHenry County SO	Skokie PD
Bensenville PD	Franklin Park PD	Midlothian PD	South Beloit PD
Berkeley PD	Franklin County SO	Moline PD	South Chicago Hts. PD
Berwyn PD	Freeport PD	Momence PD	South Jacksonville PD
Bethalto PD	Galesburg PD	Monroe County SO	Southern View PD
Blue Island PD	Glen Carbon PD	Montgomery PD	Spaulding PD
Boone County SO	Glendale Heights PD	Morton Grove PD	Spring Grove PD
Bourbonnais PD	Glenview PD	Morton PD	Springfield Park District
Bradley PD	Grandview PD	Mt. Olive PD	Springfield PD
Brown County SO	Granite City PD	Naperville PD	St. Charles PD
Buffalo Grove PD	Grundy County SO	Norridge PD	St. Clair County SO
Cahokia PD	Gurnee PD	North Pekin PD	Steger PD
Calumet City PD	Hamel PD	North Riverside PD	Stephenson County SO
Carol Stream PD	Hanover Park PD	Northbrook PD	Stickney PD
Cartersville PD	Hebron PD	Northlake PD	Streamwood PD
Cary PD	Highland Park PD	Oak Brook PD	Summit PD
Caseyville PD	Hillside PD	Oak Lawn PD	Swansea PD
Champaign PD	Hinsdale PD	Oak Park PD	Sycamore PD
Chatham PD	Hoffman Estates PD	Ogle County SO	Taylorville PD
Cherry Valley PD	Homewood PD	Olympia Fields PD	Tazewell County SO
Chicago Heights PD	Huntley PD	Orland Park PD	Troy PD
Chicago PD	Island Lake PD	Oswego PD	University of Illinois- Chicago PD
Chicago Ridge PD	Jackson County SO	Palatine PD	Vernon Hills PD
Cicero PD	Joliet PD	Palos Heights PD	Villa Park PD
Clarendon Hills PD	Kane County SO	Park Forest PD	Washington County SO
Clark County SO	Kankakee County SO	Park Ridge PD	Wauconda PD
Coles County SO	Kankakee PD	Peoria County SO	Waukegan PD
Collinsville PD	Kildeer PD	Peoria PD	Western IL Task Force
Columbia PD	Lake Bluff PD	Peru Police PD	Wheeling PD
Cook County SO	Lake County SO	Plainfield PD	Whiteside County SO
Countryside PD	Lake in the Hills PD	Pontoon Beach PD	Will County SO
Crawford County SO	Lake Zurich PD	Prairie Grove PD	Williamson County SO
Crest Hill PD	Lakemoor PD	Prospect Heights PD	Willow Springs PD
Crete PD	Lansing PD	Quincy PD	Willowbrook PD
Crystal Lake PD	Lee County SO	River Forest PD	Wilmette PD
Danville PD	Leland Grove PD	River Grove PD	Wilmington PD
Decatur PD	Libertyville PD	Riverside PD	Winnebago County SO
Deerfield PD	Lincolnshire PD	Robinson PD	Winthrop Harbor PD
DeKalb County SO	Lincolnwood PD	Rochester PD	Wood Dale PD
DeKalb PD	Lisle PD	Rock Island County SO	Wood River PD
Dixon PD	Lockport PD	Rock Island PD	Woodridge PD
Dolton PD	Lombard PD	Rockford PD	Woodstock PD
DuPage County SO	Lostant PD	Rolling Meadows PD	Yorkville 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	\$573,193	\$584,702.08

Project Description: This project will educate law enforcement leaders on traffic safety issues and cooperative enforcement projects by utilizing Law Enforcement Liaisons (LELs). LELs liaison between the local law enforcement community, the State Highway Safety Office (SHSO), and the National Highway Traffic Safety Administration (NHTSA). LELs work with Illinois law enforcement agencies to encourage enforcement of laws promoting occupant protection, distracted driving, speed, impaired driving and other strategies to improve traffic safety. LELs also support the implementation of the state's Highway Safety Plan, which will positively affect the number of traffic fatalities and injuries.

Accomplishments: The LELs worked with 214 law enforcement agencies to ensure they had knowledge on meeting the highway safety grant performance requirements. LELs conducted 882 phone or on-site monitor visits where they reviewed enforcement data to identify problems and to assist the agency 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 19 new law enforcement agencies were recruited for the Distracted Driving mini grants. Of those agencies, 8 applied for a full year FFY22 STEP grant. The LEL's encouraged agencies to participate in the coordination of National and Regional enforcement campaigns such as the NHTSA "Border to Border" campaign, Car Seat Check Saturday, and MADD black out Wednesday. LEL Scott Kristiansen was recognized with the NHTSA Public Service Award for his work related to developing a grantee recruitment review program. Scott was one of 12 people nationwide to be recognized for his efforts.

Name:	Task Code:	Planned Amount:	Expended Amount:
Police Training	04-01	\$90,000	\$32,280.00

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

Accomplishments: The Illinois Law Enforcement Training and Standards Board conducted one Crash Investigation classes training 14 officers; two Emergency Medial Dispatch classes training 29 officers; and two Radar Instructor classes training 37 officers.

Name:	Task Code:	Planned Amount:	Expended Amount:
Sustained Traffic Enf. Program	04-02	\$9,349,537	\$5,488,133.07

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

Accomplishments: As a result of this statewide STEP enforcement efforts of the local agencies, a total of 128,078 citations were issued and 84,215.16 hours were funded. The overall cost per citation was \$42.65 while the cost per hour for all enforcement was \$64.87. The contact rate was one citation per 39 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	\$1,473,200.00

Project Description: This task provides matching funds from the Illinois State Police work zone enforcement efforts paid by the Illinois Department of Transportation. This enforcement will be completed in work zones across the state. This planned activity is 100 percent state funded and will be used as state match.

Accomplishments: The Illinois State Police conducted a total of 49,971 patrol hours and issued 17,539 citations while working 6,509 work zone enforcement details.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police NITE Patrol	04-04	\$1,194,355	\$1,164,359.48

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

Accomplishments: The Illinois State Police (ISP) issued one enforcement contact (citation) every 70 minutes during the grant year. Officers worked a total of 9,819 hours of NITE enforcement and issued a total of 8,405 citations. ISP made one occupant restraint citation every 15 hours and 8 minutes during NITE hire-back patrol details issuing 651 occupant restraint citations. ISP also issued 3,871 citations for speeding and 190 citations for distracted driving.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police STEP Patrol	04-05	\$950,890	\$919,039.32

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

Accomplishments: The Illinois State Police (ISP) issued a citation every 49.75 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 7,674.5 hours of STEP enforcement and issued a total of 9,256 citations. ISP made one occupant restraint citation every 12 hours and 51 minutes during STEP hire-back patrols. Officers issued 597 occupant restraints citations. ISP also issued 146 DUI or alcohol-related zero tolerance citations.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police Motorcycle	04-09	\$81,500	\$68,299.66

Project Description: This project provides funds for the Illinois State Police (ISP) to continue the Motorcycle Patrol Unit. It allows for expanded use of motorcycle patrols across the state. The ISP strives to serve the people of Illinois by searching for ways to increase effectiveness while enforcing traffic laws. The ISP Motorcycle Patrol Unit will be assigned to enforcement duties on the Interstate highways, U.S. routes, and state routes.

Accomplishments: The Illinois State Police (ISP) hosted a Police Motorcycle Operators course which allowed ISP to add nine new motor officers to the ISP Division of Patrol. ISP purchased 13 new stalker radars and two Stalker lidars for their high visibility enforcement details. ISP conducted three enforcement details in District's 8, 10, and 11 resulting in 1,097 citations, 192 written warnings, and 15 criminal arrests.

Name:	Task Code:	Planned Amount:	Expended Amount:
Occupant Protection Enforcement (SOS)	04-10	\$81,000	\$70,830.43

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 432 hours of patrol, issued 510 seat belt citations, 85 speed citations, 65 cellphone citations, and issued 136 other citations for a total of 796 citations. SOS Police made a total of 695 contacts and issued 1 seat belt citations every 51 minutes.

Name:	Task Code:	Planned Amount:	Expended Amount:
Cops in Shops	04-11	\$103,900	\$2,711.28

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

Accomplishments: Due to COVID-19 restrictions The Illinois Office of the Secretary of State, Department of Police conducted 2 details, worked 24 hours, and issued: 8 possession/consumption of alcohol by a minor.

Name:	Task Code:	Planned Amount:	Expended Amount:
Distracted Driving Enf. (SOS)	06-02	\$75,900	\$61,484.70

Project Description: Uniformed investigators will perform high visibility patrols in targeted areas during times of high traffic. The patrols will take place during morning and evening rush hours. Investigators will make every effort to concentrate the patrols in school zones, construction zones and state highways. The goal of these patrols will be to lower the amount of statewide crashes involving vehicles and pedestrians by deterring distracted driving behavior.

Accomplishments: The Illinois Office of the Secretary of State, Department of Police conducted 408 hours of Distracted Driving enforcement resulting in 462 vehicles being stopped. The Secretary of State Police issued 41 seat belt citations, 46 speeding citations, 326 Distracted Driving citations, and 71 other citations.

Name:	Task Code:	Planned Amount:	Expended Amount:
Distracted Driving Enf. (Local)	06-03	\$200,000	\$84,496.49

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

Accomplishments: IDOT issued 18 local law enforcement agencies a distracted driving grant in FFY 2021. Agencies that participated in the grant conducted 1,494.5 hours of patrol, stopping 2,568 vehicles and issuing 1,492 distracted driving citations and 368 speeding citations. On average, a distracted driving citation was issued every hour of enforcement.

Name:	Task Code:	Planned Amount:	Expended Amount:
Distracted Driving Enf. (ISP)	06-05	\$411,619	\$403,775.22

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 3,373 hours of distracted driving enforcement and issued 4,090 citations. Of that total, 2,462 were distracted driving citations with distracted driving citations accounting for 60 percent of all program citations. ISP issued 50 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 DUJE	13-01	\$1,126,139	\$1,098,114.77

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

Accomplishments: The ISP issued one DUI, Alcohol-Related, or zero tolerance citation every 11 hours and 12 minutes during Roadside Safety Checks (RSCs). Officers worked 8,956 hours of enforcement and issued 4,829 citations. There were 799 DUI or zero tolerance citations issued. ISP also conducted 248 RSCs.

Name:	Task Code:	Planned Amount:	Expended Amount:
ACE – Illinois State Police	13-11	\$1,107,975	\$1,103,001.26

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 9,602.5 hours of saturation patrols and 1,075 hours of covert enforcement. There were 6,460 citations issued which resulted in one enforcement contact every 1 hour and 28 minutes of patrol. Officers issued 2,748 speeding citations, 408 occupant restraint citations, and 171 distracted driving citations.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police OREP	19-01	\$1,038,738	\$1,010,389.94

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

Accomplishments: The Illinois State Police (ISP) issued one enforcement citation every 46 minutes during the OREP patrols. Officers worked 8,457.5 hours of OREP enforcement patrol and issued 11,013 citations. ISP made one occupant restraint citation every one hour and 10 minutes during the OREP hire-back patrols. Officers issued 7,289 occupant restraint citations, 58 DUI or zero tolerance citations, 539 speeding citations, and 629 distracted driving citations.

Program Area Results

See citation results in the "Total Enforcement Activities by Citation Type (FFY 2012-2021)" table.

Evaluation

Enforcement

Local law enforcement agencies who participated in enforcement activities received approximately \$5,834,089.38 of which \$0 was for supplies or equipment costs. With this funding, 135,828 citations were issued during 89,039.16 hours. During the daytime, 72,525 citations were issued while 63,303 were issued during the night-time. The cost per enforcement hour overall was \$65.52, the cost per citation was \$42.95, and the cost per vehicle stopped was \$46.65. Overall, one citation was issued for every 39 minutes of enforcement.

The collective enforcement efforts of the Illinois State Police from October 1, 2020 to September 30, 2021 resulted in grant reimbursements of \$5,189,148.08. This value excludes additional costs for Code of \$174,779 at 2,203 hours. The ISP grant activity resulted in 48,048 enforcement hours and 44,053 citations. ISP's average cost per hour and cost per citation for the year was \$108.00 and \$117.79, 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 \$99.94 and \$66.87, respectively. The cost per vehicle stopped was \$73.78. Total costs were \$90,746.85. An additional \$11,045.18 was distributed for fuel costs and was not included in the calculation. The SOS conducted 908 hours of enforcement activity and issued 1,357 citations. One citation was issued every 40 minutes of enforcement

Among the local agencies, the Illinois State Police, and the Illinois Secretary of State, a total of 137,995.16 hours were conducted with 181,238 citations issued. As a result, the state-wide cost per hour was \$80.54 and the cost per citation was \$61.32. These costs are similar to previous years. For the agencies combined, one speeding citation was written every 150 minutes of patrol, one occupant protection citation was written every 190 minutes of patrol, one DUI or zero tolerance citation was written every 41 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 45 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	72%
2	Friends Don't Let Friends Drive Drunk	61%
3	You Drink and Drive. You Lose	57%
4	Start Seeing Motorcycles	54%
5	Buzzed Driving is Drunk Driving	53%
6	Driver Sober or Get Pulled Over	52%
7	Slow Down, Move Over.	45%
8	See Orange. Slow Down. Save Lives.	45%
9	Move Over, Slow Down.	39%
10	Drive High, Get a DUI	39%
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 2022 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the 2022 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 2022 HSP and listed below.

Name:	Task Code:	Planned Amount:
Law Enforcement Liaisons	03-04	\$689,825

Project Description: This project will educate law enforcement leaders on traffic safety issues and cooperative enforcement projects by utilizing Law Enforcement Liaisons (LELs). LELs liaison between the state and local law enforcement community, the State Highway Safety Office (SHSO), and the National Highway Traffic Safety Administration (NHTSA). LELs work with Illinois law enforcement agencies to encourage enforcement of laws promoting occupant protection, distracted driving, speed, impaired driving and other strategies to improve traffic safety. LELs will also participate in the support and implementation of the state's Highway Safety Plan, which will positively affect the number of traffic fatalities and injuries.

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

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

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

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

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

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

Name:	Task Code:	Planned Amount:
Illinois State Police NITE Patrol	04-04	\$1,219,741

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

Name:	Task Code:	Planned Amount:
Illinois State Police STEP Patrol	04-05	\$996,334

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

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

Project Description: This project provides funds for the Illinois State Police (ISP) to continue the Motorcycle Patrol Unit. It allows for expanded use of motorcycle patrols across the state. The ISP strives to serve the people of Illinois by searching for ways to increase effectiveness while enforcing traffic laws. The ISP Motorcycle Patrol Unit will be assigned to enforcement duties on the Interstate highways, U.S. routes, and state routes.

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

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

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

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

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

Project Description: Uniformed investigators will perform high visibility patrols in targeted areas during times of high traffic. The patrols will take place during morning and evening rush hours. Investigators will make every effort to concentrate the patrols in school zones, construction zones and state highways. The goal of these patrols will be to lower the amount of statewide crashes involving vehicles and pedestrians by deterring distracted driving behavior.

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

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

Name:	Task Code:	Planned Amount:
Distracted Driving Enf. (ISP)	06-05	\$425,578

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	\$1,192,847

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

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

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	\$1,085,757

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

State Highway Safety Office Administration

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

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

Communication Campaigns

Earned Media

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

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

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

Earned Media for All Campaigns	
Press Releases	3,847
Social Media and Web Postings	2,440
Announcements, Signs, Marquees, and Banners	472
Handouts, Posters, and Flyers	428
Public Access/TV News, Print, and Radio Stories	189
Email Blasts	167
Press Conferences	4

Paid Media

IDOT focuses on increasing the effectiveness of enforcement and that is done by combining it with paid media campaigns. For FFY 2021, 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 \$3.924 million in Section 402, 405b, 405d, 405f, and 405h funds on paid media. Through extensive evaluation, IDOT has shown its paid media efforts to be quite successful at delivering a specific message to a participating demographic of the Illinois driving population (i.e., the 18-34-year-old, predominately male audience).

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



**LIFE OR
DEATH
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IDOT considers paid media a vital and necessary part of the Illinois Highway Safety Plan and completed seven, paid media periods in FFY 2021; 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 13 - Jan 4th	\$250,000.00
Thanksgiving/Christmas/New Year's	Impaired Driving	Nov 13 - Jan 4th	\$583,333.00
Memorial Day/Independence Day	Occupant Protection	May 7 - July 6th	\$250,000.00
Memorial Day/Independence Day	Impaired Driving	May 7 - July 6th	\$583,333.00
Labor Day	Impaired Driving	Aug 27- Sept 7th	\$583,333.00
Motorcycle Awareness	Motorcycles	May 1 - Sept 30th	\$500,000.00
Bike and Pedestrian Safety	Bike and Pedestrian	April 1 - Sept 30th	\$675,000.00
Distracted Driving	Distracted Driving	April 1 - Sept 30th	\$500,000.00
		Total Amount	\$3,924,999.00

Paid Media Campaign Viewing Results

	Program Area				
	Impaired Driving	Occupant Protection	Bicycle and Pedestrian	Motorcycle Safety	Distracted Driving
Broadcast TV Ads	1,211	--	106	51	549
Cable TV Ads	21,091	523	8,158	11,318	5,500
Broadcast Radio	15,429	3,023	4,241	3,119	2,950
Digital - Views, Clicks, Impressions	30,985,971	5,321,072	9,398,613	32,058,572	9,170,354

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	7,583
Pedestrian	2,600
Child Passenger Safety	64,713
Impaired Driving	3,215
Occupant Protection	1,152
Spanish Materials	11,402

Banners and Yard Signs	Amount Distributed
CPS Yard Signs	150
Motorcycle Yard Sign	1,360
Safety Occupant Protection Banner	2
Impaired Driving Banner	2
Move Over Banner	1
Distracted Driving Banner	10
Motorcycle Banner	47

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	\$11,587.80

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

Accomplishments: BSPE paid the annual fee associated with GHSA and for the attendance to conference 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	\$11,587.80

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

Accomplishments: BSPE paid the annual fee associated with GHSA and for the attendance to conference 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	\$80,834	\$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 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. This survey was conducted and paid for under the planned activity 02-02 Injury Prevention.

Accomplishments: The data collected and analyzed through our traffic safety survey has been used throughout the 2021 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 2022. The survey cost is \$13,623.75 and was accounted for in the planned activity 02-02.

Name:	Task Code:	Planned Amount:	Expended Amount:
Travel	02-05	\$12,500	\$344.21

Project Description: This task provides Section 402 funds for BSPE staff to conduct and attend on-site monitor visits with our local and state agency grantees, attend highway safety-related meetings, attend highway safety-related trainings held by the Traffic Safety Institute (TSI), and to attend highway safety-related state and national conferences.

Accomplishments: Due to COVID-19 travel was limited. BSPE staff performed on-site monitoring of the FFY 2021 grants and the GHSA Annual Conference.

Name:	Task Code:	Planned Amount:	Expended Amount:
Travel (State Match)	02-06	\$12,500	\$344.21

Project Description: This task provides Section 402 funds for BSPE staff to conduct and attend on-site monitor visits with our local and state agency grantees, attend highway safety-related meetings, attend highway safety-related trainings held by the Traffic Safety Institute (TSI), and to attend highway safety-related state and national conferences.

Accomplishments: Due to COVID-19 travel was limited. BSPE staff performed on-site monitoring of the FFY 2021 grants and the GHSA Annual Conference.

Corrective Course of Action/Future

To correct our course, reach our 2022 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the 2022 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 2022 HSP and listed below.

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

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

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

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

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

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

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

Project Description: This task provides funds for BSPE staff to conduct and attend on-site monitor visits with our local and state agency grantees, attend highway safety-related meetings, attend highway safety-related trainings held by the Traffic Safety Institute, and to attend highway safety-related state and national conferences.

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

Project Description: These are state only funds to be used as matching funds for BSPE staff to conduct and attend on-site monitor visits with our local and state agency grantees, attend highway safety-related meetings, attend highway safety-related trainings held by the Traffic Safety Institute, and to attend highway safety-related state and national conferences.



State of Illinois
Illinois Department of Transportation



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