

2023

• 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, my weightiest responsibility is the safety of everyone on our roadways. A safe and reliable transportation system strengthens our economy and ensures the wellbeing and quality of life we enjoy in Illinois.

I am pleased to present the Annual Report for the 2023 Illinois Highway Safety Plan (HSP). This annual report was created to explain the results of the 2023 HSP. The HSP was designed to modify road-user behavior and prevent fatalities and serious injury through education, enforcement, engineering, and emergency medical services.

In 2021 there were 1,334 crash fatalities compared to 1,268 crash fatalities in 2022. Still, too many people are being killed or seriously injured on Illinois roadways. With that in mind, the Illinois Strategic Highway Safety Plan is targeting a goal of "Zero Fatalities," which envisions reducing fatalities on Illinois roadways to zero in the long term.

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

Sincerely,

A handwritten signature in blue ink that reads "Stephen M. Travia". The signature is written in a cursive style.

Stephen M. Travia, P.E.
Director of Highways Project Implementation, Chief Engineer
Governor's Highway Safety Representative

Illinois at a Glance

Demographics and Characteristics

Population – 12.58 Million

Demographics

Age:

Persons under 5 years – 5.4%

Persons under 18 years – 21.6%

Persons 65 years and Over – 17.2%

Median Income (2017-2021):

\$72,563

Licensed Drivers – 9.07 Million

Total Vehicle Registrations – 11.11 Million

Lane Miles in Illinois – 147,098

Annual Vehicle Miles of Travel – 103.97 Billion

Annual Gallons of Fuel Consumed – 5.9 Billion

Average Fuel Cost – \$3.50

Rest Areas – 41

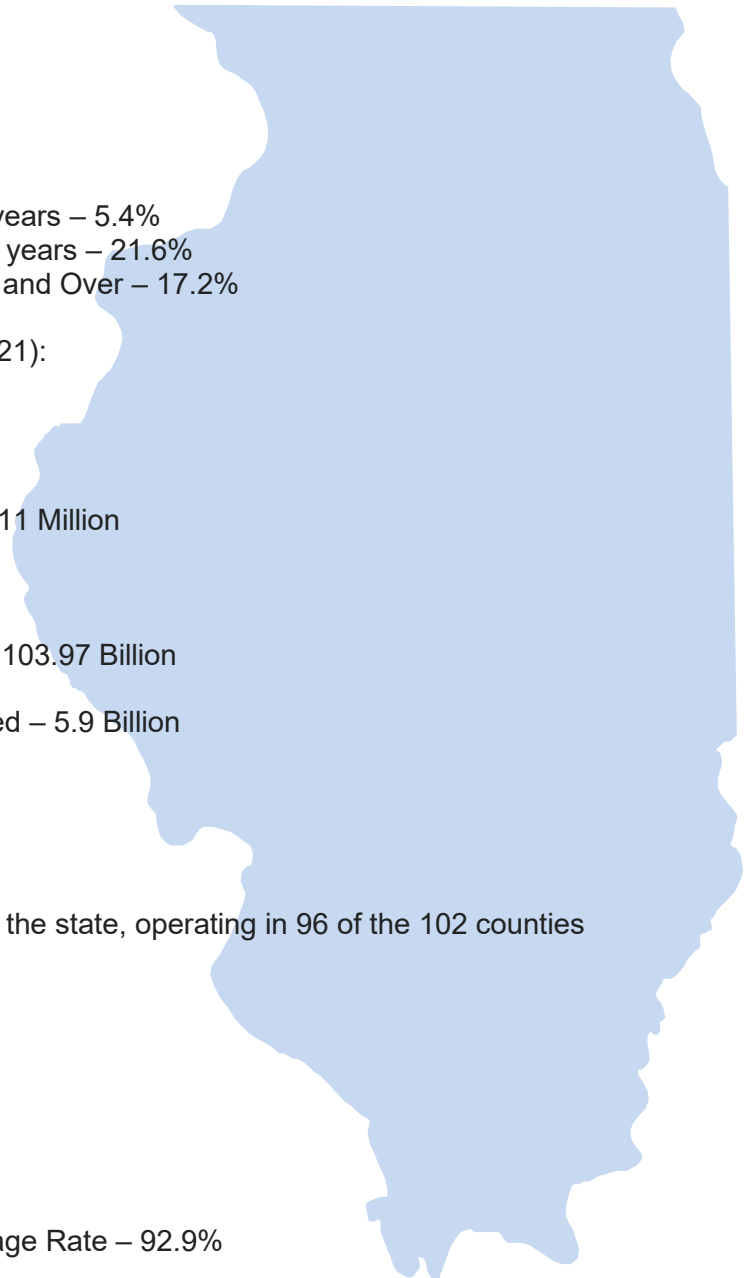
Transit Systems – 63 throughout the state, operating in 96 of the 102 counties

Quick Facts and Statistics

2022 Fatalities – 1,268

2022 Fatal Crashes – 1,147

2023 Overall Front Seat Belt Usage Rate – 92.9%



2023 Traffic Safety Highlights

Illinois Highway Safety Highlights

IDOT issued 252 year-long highway safety grants

Illinois has 1,612 Child Passenger Safety Technicians/Instructors

Illinois held a Child Passenger Safety Conference in Bloomington

Trained 24 Child Passenger Safety Technicians through newly created Hybrid Child Passenger Safety Technician training

During the 2023 “It’s Not A Game” Paid Media Campaign there were 589,145,560 Digital - Reach, Clicks, Impressions

The “It’s Not A Game” website traffic saw a 91% increase with more than 1,333,644 page views

Illinois State Police Work Zone Enforcement Campaign provided over 34,620 hire back hours and issued 7,852 citations

Trained an additional 32 officers to become Drug Recognition Experts (DRE) bringing Illinois’ total DREs to 174

The Illinois State Police conducted its third Drug Recognition Expert Course resulting in 19 newly certified DREs

New Laws Affecting Highway Safety

Public Act 103-0295 requires the Illinois Secretary of Transportation to establish and convene the “Zero Traffic Fatalities Task Force” that must prepare and submit a report of findings to the Illinois General Assembly by January 1, 2025.

Illinois Strategic Highway Safety Plan

Mission

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

Vision

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

Goal

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

Strategic Highway Safety Plan

The ILSHSP provides an opportunity for safety stakeholders to participate in the statewide effort to reduce fatalities and serious injuries on Illinois roadways. The ILSHSP is a compilation of 4E (Education, Enforcement, Emergency Medical Services, and Engineering) safety strategies, plans, and programs developed based on data-driven priorities and proven effective strategies and approaches. The ILSHSP was recently revised for the years of 2022-2026 and has taken an updated approach to narrow the focus to generalized emphasis areas.

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

State Highway Safety Office

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

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

The BSPE takes the lead for the State of Illinois' efforts to reduce fatalities and serious injuries on Illinois roads with internal and external coordination and cooperation. The Federal Fiscal Year (FFY) 2023 Annual Report provides an overview of the state's utilization of federal highway safety funds for the period of October 1, 2022 through September 30, 2023 and evaluations of the various highway safety programs.

In 2022, there were 1,268 traffic related fatalities. Motor vehicle fatalities are a major issue in Illinois. The main challenge facing Illinois is reducing motor vehicle crash fatalities and serious injuries and the continuing problems of speeding, impaired driving, and unbelted occupants. Other challenges include implementing the recommendations from the 2021 Traffic Records Assessment, increased pedestrian and bicyclist fatalities and utilizing the Illinois Impaired Driving Task Force. IDOT will continue working with traffic safety partners to meet and overcome these challenges to make Illinois a safer place to travel.

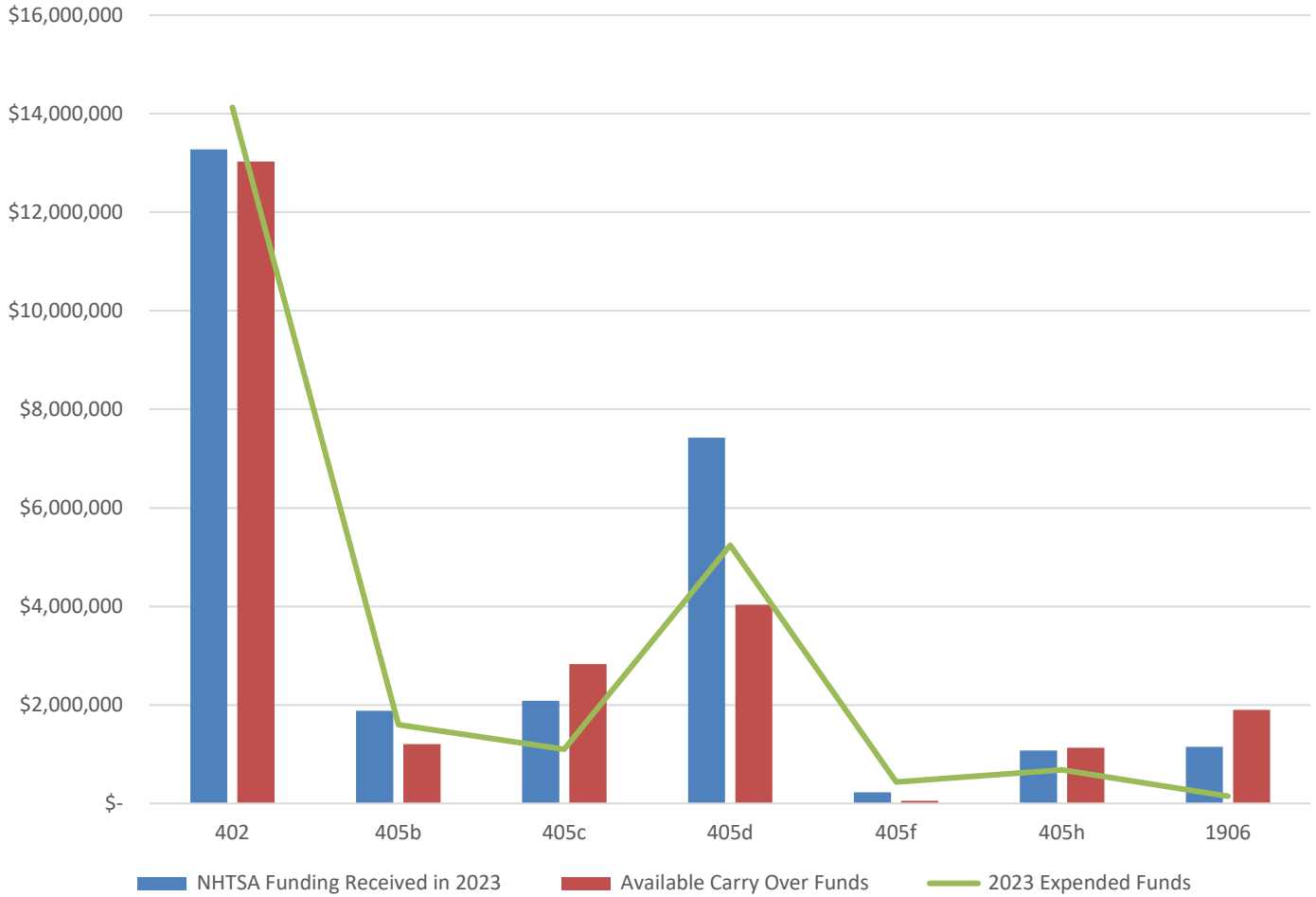
Anyone seeking information about highway safety programs in Illinois, please contact:

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

Highway Safety Plan Funding

In order to facilitate safety projects and programs, funding is required. Funding for programs conducted by the IDOT are provided by the State of Illinois and the NHTSA. Most projects are paid with NHTSA federal funds. There are some projects that are solely funded by the State of Illinois and those are used to meet matching requirements set forth by NHTSA. The graph below shows the amount of federal funds carried forward from FFY 2022 and prior and funds received and expended in FFY 2023.

Available and Expended NHTSA Funding



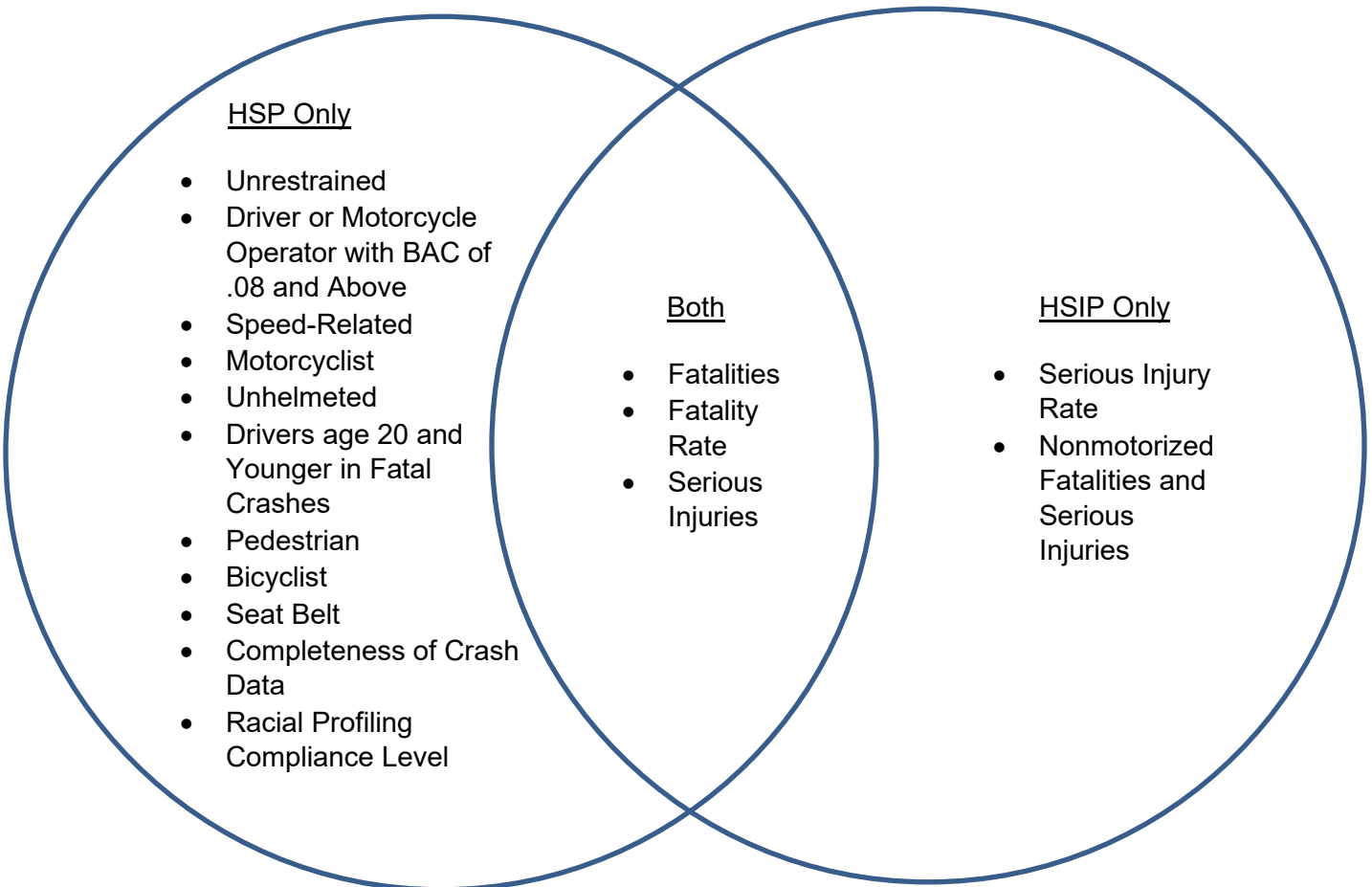
	402	405b	405c	405d	405f	405h	1906
NHTSA Funding Received in 2023	\$ 13,274,661	\$ 1,878,497	\$ 2,084,475	\$ 7,426,440	\$ 227,988	\$ 1,072,918	\$ 1,150,000
Available Carry Over Funds	\$ 13,031,275	\$ 1,203,348	\$ 2,830,378	\$ 4,036,495	\$ 53,294	\$ 1,129,308	\$ 1,900,000
2023 Expended Funds	\$ 14,130,189	\$ 1,598,159	\$ 1,099,566	\$ 5,241,153	\$ 432,946	\$ 681,011	\$ 146,820

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 2023 Annual Report.

The targets developed were determined using several databases (e.g., crash data, Vehicle Miles Traveled, population). The goals were established for the various program priority areas (e.g., impaired driving, occupant protection, pedestrian, and motorcycle). The specific thresholds and target dates were set based on past trends (five years of rolling average data). The selected overall goals are listed by appropriate measures, targets, data source used, and strategies on how to achieve these goals by selected target dates. Performance measures of selected goals include rate, ratio, and percent. The main exposure data item that was used in this process is Vehicle Miles Traveled. The highway safety performance measures are intended to be an overall measure of the effectiveness of the HSP.

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



Assessment of Results in Achieving Performance Targets for FY23 and FY22

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 FY23 and FY22									
Performance Measure	FY 2023					FY 2022			
	Target Period	Target Year(s)	Target Value FY23 HSP	Data Source/ FY 23 Progress Results	On Track to Meet FY23 Target Y/N	Target Value FY22 HSP	Target Year(s)	Data Source/ FY22 Final Result	Met FY22 Target Y/N
C-1) Total Traffic Fatalities	5 year	2019-2023	1,088.1	2019 – 2023 FARS/State 1,182.6	No	1038.2	2018-2022	2018 – 2022 FARS/State 1,167.8	No
C-2) Serious Injuries in Traffic Crashes	5 year	2019-2023	9,316.7	2019 – 2023 State 8,683.2	Yes	10,280.1	2018-2022	2018 – 2022 STATE 9,620.8	Yes
C-3) Fatalities/VMT	5 year	2019-2023	1.06	2019 – 2023 FARS/State 1.18	No	0.99	2018-2022	2018 – 2022 FARS/State 1.15	No
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2019-2023	267.4	2019 – 2023 FARS/State 278.0	No	260.3	2018-2022	2018 – 2022 FARS/State 286.0	No
C-5) Alcohol-Impaired Driving Fatalities	5 year	2019-2023	306.6	2019 – 2023 FARS/State 344.0	No	310.0	2018-2022	2018 – 2022 FARS/State 344.4	No
C-6) Speeding-Related Fatalities	5 year	2019-2023	426.8	2019 – 2023 FARS/State 411.8	Yes	392.4	2018-2022	2018 – 2022 FARS 435.6	No
C-7) Motorcyclist Fatalities (FARS)	5 year	2019-2023	143.1	2019 – 2023 FARS/State 149.8	No	139.1	2018-2022	2018 – 2022 FARS 145.0	No
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2019-2023	96.8	2019 – 2023 FARS/State 93.6	Yes	98.5	2018-2022	2018 – 2022 FARS 95.6	Yes
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2019-2023	134.5	2019 – 2023 FARS/State 152.6	No	127.0	2018-2022	2018 – 2022 FARS 144.0	No
C-10) Pedestrian Fatalities	5 year	2019-2023	167.3	2019 – 2023 FARS/State 184.4	No	154.6	2018-2022	2018 – 2022 FARS 184.0	No
C-11) Bicyclist Fatalities	5 year	2019-2023	22.6	2019 – 2023 FARS/State 28.8	No	18.9	2018-2022	2018 – 2022 FARS 27.0	No
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	5 year	2019-2023	93.7	2019 – 2023 State survey 93.6	No	95.2	2018-2022	2018 – 2022 State Survey 93.9	No
Serious Injuries/VMT	5 year	2019-2023	9.00	2019 – 2023 State 8.62	Yes	9.71	2018-2022	2018 – 2022 State 9.40	Yes
Completeness of Crash Data	Annual	2023	9.8	2022 State 11.27	No	7.3	2022	2021 State 9.90	No
Racial Profiling Compliance Level	Annual	2023	75.5	2023 State 82.9	Yes	81.3	2022	2022 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.

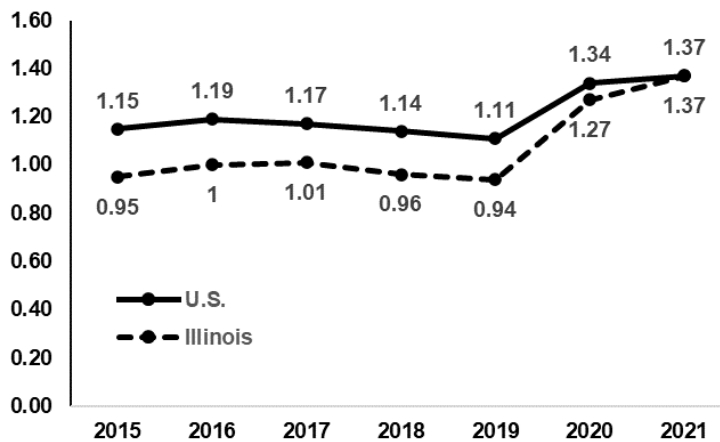
Fatalities and Fatality Rate

Problem Identification

- In 2022, there were 1,268 motor vehicle traffic fatalities in Illinois and 1,148 fatal crashes.
- There were 10.53 fatalities per 100,000 population in Illinois compared to the 12.94 for the U.S. in 2021.
- Of the 1,268 fatalities, 47.7 percent involved a single vehicle.
- Roadway departure is a leading cause with 528 of the 1,268 fatalities while 323 are intersection related.
- The fatality rate for Illinois in 2022 was 1.22 fatalities per 100 million vehicle miles of travel (VMT).
- Illinois had a 10.9 percent decrease in the fatality rate from the previous year which was 1.37 in 2021.
- From 2018 to 2022 the fatality rate increased 27.1 percent.
- As shown in the graph below, the fatality rate for the U.S. increased from 1.15 to 1.37 from 2015 to 2021 while Illinois' rate increased from 0.95 to 1.37 during the same time period.

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

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



Data as of 11/14/2023

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	\$1,519,081	\$1,329,019.01

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

Accomplishments: This task provided grant funds to 9 local agencies to implement injury prevention programs in their communities. Injury Prevention grants focus on a wide variety of highway safety-related issues such as occupant protection, impaired driving, young drivers, pedestrian/bicycle safety, and distracted driving. In FFY 2023 Injury Prevention projects conducted over 525 educational events and safety fairs to educate the public on highway safety initiatives. The Injury Prevention programs inspected and installed over 1,055 car seats. The Injury Prevention program also worked with ThinkFirst Chapters across the state to present ThinkFirst for Teens, ThinkFirst for Parents of Teen Drivers Program, and ThinkFirst for Youth programs. This planned activity also facilitates the traffic safety survey. These results can be found throughout this report and in planned activity 02-04.

Name:	Task Code:	Planned Amount:	Expended Amount:
Child Passenger Safety Resource Center (Match)	02-10	\$1,348,809	\$1,028,477.47

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

Accomplishments: This task provided grant funds for five CPSRC's as they addressed a wide spectrum of behaviors related to highway safety. All the CPSRC's became Hybrid Certified to teach CPS hybrid certification classes. This year 24 additional students became certified techs through the hybrid courses. CPSRC's coordinated 351 in-person car seat inspection events, conducted 41 CPS Certification courses, 29 CPS Tech Skills classes, 20 CPS Renewal classes, distributed 1602 car seats, and held 114 presentations on highway safety at high schools and fairs. The OSF Healthcare Children's Hospital of Illinois Special Needs CPSRC loaned 451 special needs car seats; conducted 68 trainings, in-services, workshops; and gave presentations to 4495 people on safe travel for children with special needs.

Name:	Task Code:	Planned Amount:	Expended Amount:
Keep Kids in Safe Seats	04-13	\$6,550	\$6,005.00

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

Accomplishments: The Illinois Office of the Secretary of State conducted 419 car seat inspections and distributed 41 car seats. Also, educational material was provided to the public through fairs, outreach events and driver license facilities.

Program Area Results

Traffic Fatality Progress: Not Met

Core Measure	Baseline 2016-2020 Rolling Average	Projected 2018-2022 Rolling Average	Actual 2018-2022 Rolling Average	Met/Unmet
Traffic Fatalities	1,081.0	1,038.2	1,167.8	Unmet

For 2022, Traffic Fatalities of 1,038.2 were projected using a baseline rolling average from 2016-2020 and a two-percent reduction due to the data having an upward linear trend. The 2018-2022 Actual Traffic Fatalities rolling average was 1,167.8, resulting in the target being not met.

Traffic Fatality Rate Progress: Not Met

Core Measure	Baseline 2016-2020 Rolling Average	Projected 2018-2022 Rolling Average	Actual 2018-2022 Rolling Average	Met/Unmet
Fatalities/VMT	1.04	0.99	1.15*	Unmet

*2022 State VMT was used since Federal was not available.

Projected Traffic Fatality Rate (Fatalities per 100 million VMT) for 2022 was 0.99 based on 2016-2020 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 2018-2022 actual rolling average was 1.15.

Evaluation

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

As a result of the statewide STEP enforcement efforts of local agencies and the Illinois State Police, a total of 155,394 citations were issued and 97,657.89 hours were funded. For STEP agencies for FFY 2023, the overall cost per citation was \$46.88 while the cost per hour for all enforcement was \$74.60. The contact rate was one citation per 38 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 2018-2022 were utilized to create a five-year rolling average for each year. For example, the rolling average for 2018 was computed by averaging 2014, 2015, 2016, 2017, and 2018. 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 2026 was computed by reducing 2023, 2024 and 2025 by two percent. A two-percent reduction was used due to the fact the five-year rolling averages from 2018 to 2022 have an upward linear trend as seen through a linear regression line with the Ordinary Least Squares value for 2024 projected at 1,240.3. Since the goal for Illinois is to reach zero fatalities per year, a two-percent reduction was applied and brought the target to 1,121.9 in 2024.

Core Measure		Base Years				
		2018	2019	2020	2021	2022
Traffic Fatalities	State and FARS data	1,035	1,009	1,193	1,334	1,270
Reduce total fatalities to 1,121.9 (2020-2024 rolling average) by Dec 31 st , 2024.	5-Year Rolling Avg.	1,025.0	1,042.0	1,081.0	1,132.2	1,168.2

Traffic Fatality Rate

Like previous target selection methods, five-year rolling averages were used from 2018-2022 for the Total Traffic Fatality Rate. Since the 2022 Vehicle Miles of Travel (VMT) data from FHWA were not available, the 2022 state VMT data published by IDOT were used to calculate the fatality rate. Like the Total Traffic Fatalities, the data show an upward trend. To move toward the goal of zero fatalities, a two-percent reduction is applied annually, resulting in the projected rate of 1.11 per 100 million VMT for 2024.

Core Measure		Base Years				
		2018	2019	2020	2021	2022
Fatalities/100M VMT	State and FARS data	0.96	0.94	1.27	1.37	1.22
Reduce fatalities/100 MVMT to 1.11 (2020-2024 rolling average) by Dec 31 st , 2024.	5-Year Rolling Avg.	0.96	0.97	1.04	1.11	1.15

To correct our course, reach our 2023 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the 2024 Highway Safety Plan and Annual Grant Application. The planned activities are the actions IDOT and its partners are currently taking to address the issues. The planned activities to help meet the target are detailed in the 2023 HSP and listed below.

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

Name:	Task Code:	Planned Amount:
Injury Prevention	02-02	\$1,560,035

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

Name:	Task Code:	Planned Amount:
Child Passenger Safety Resource Center (Match)	02-10	\$1,446,896

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

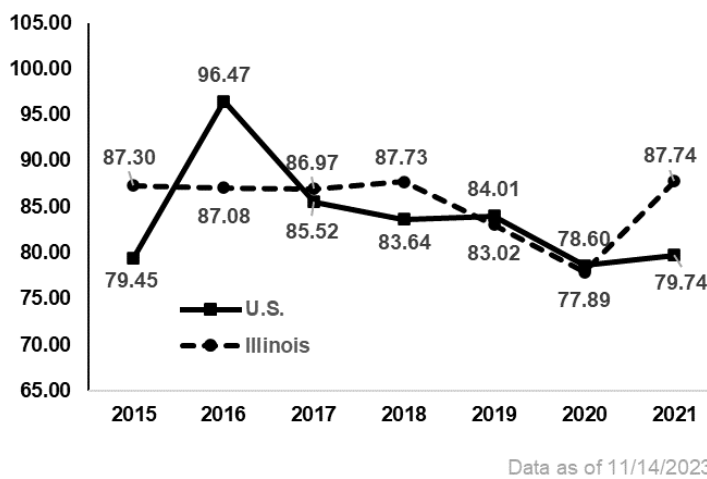
Serious Injuries and Serious Injury Rate

Problem Identification

- In 2022 there were 8,921 serious injuries involving a motor vehicle in Illinois and 7,230 serious injury crashes.
- Of these serious injuries and serious injury crashes, 41.5 percent and 40.8 percent, respectively, were intersection related.
- The serious injury rate for Illinois for in 2022 was 8.6 serious injuries per 100 million vehicle miles of travel (VMT).
- Illinois had a 11.2 percent decrease in the serious injury rate from the previous year which was 9.7 in 2021.
- The serious injury rate had an overall decrease of 18.9 percent from 2018 to 2022.
- As shown below, total injuries per 100 million vehicle miles of travel for the U.S. increased from 79.45 in 2015 to 79.74 in 2021 while the rate for Illinois increased from 87.30 to 87.74 for the same period.

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

Illinois and U.S. Injuries per 100M VMT



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 2023, 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 2016-2020 Rolling Average	Projected 2018-2022 Rolling Average	Actual 2018-2022 Rolling Average	Met/Unmet
Serious Injuries	10,704.0	10,280.1	9,620.8	Met

For Total Serious Injuries in Traffic Crashes, the five-year rolling average for 2022 value was projected with Ordinary Least Squares trendline analysis. Although this value resulted in a downward trend from the 2020 baseline, the reduction of fatalities by 2022 was not greater than two percent; therefore, a two-percent reduction from the 2020 baseline was applied which sets a target of 10,280.1 total serious injuries in 2022. Since the 2018-2022 rolling average was 9,620.8, the target was met.

Serious Injury Rate Progress: Met

Core Measure	Baseline 2016-2020 Rolling Average	Projected 2018-2022 Rolling Average	Actual 2018-2022 Rolling Average	Met/Unmet
Serious Injury Rate	10.17	9.71	9.40	Met

*2022 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 2016 through 2020. Since Federal VMT was available for all years except 2020, state VMT was used for 2020. Linear regression for the projected values of 2021 and 2022 did show a downward trend greater than two percent so a linear regression trend from the 2020 baseline was applied, bringing the target to 9.71 per 100 M VMT in 2022. Since the 2018-2022 average was 9.40, the target was met.

Corrective Course of Action/Future

Serious Injuries

For Total Serious Injuries in Traffic Crashes, 2018-2022 five-year rolling averages were used to compute the 2024 projected value through Ordinary Least Squares trendline analysis. Using this linear trend, the value resulted in a downward trend from the 2022 baseline, setting the target at 8,418.0 total serious injuries for 2024.

Core Measure		Base Years				
		2018	2019	2020	2021	2022
Serious Injuries in Traffic Crashes Reduce serious traffic injuries to 8,418.0 (2024 Ordinary Least Squares Linear Trend) by Dec 31 st , 2024.	State data	11,439	9,705	8,591	9,436	8,921
	5-Year Rolling Avg.	11,967.2	11,566.8	10,713.4	10,251.6	9,618.4

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 2018 through 2022. Federal VMT was available for all years except 2022 so state VMT was used for the 2022 calculation. Linear regression for the projected value for 2024 shows a downward trend greater than a reduction of two percent annually so the linear projection of 8.5 per 100 M VMT in 2024 is the target.

Core Measure		Base Years				
		2018	2019	2020	2021	2022
Serious Injury Rate Reduce serious injury rate 9.6 percent from 9.40 (2018-2022 rolling average) to 8.50 (2024 Ordinary Least Squares Linear Trend) by Dec 31 st , 2024.	State data	10.60	9.03	9.13	9.67	8.58
	5-Year Rolling Avg.	11.22	10.80	10.18	9.92	9.40

To correct our course, reach our 2023 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the 2023 Highway Safety Plan. The planned activities are the actions IDOT

and its partners are currently taking to address the issues. In FFY 2023, Illinois does not have any tasks that focus specifically on serious injuries, but they are addressed by almost all the planned activities throughout this report.

In the FFY24 – FFY26 Triennial Highway Safety Plan, the Bureau of Safety Programs and Engineering has continued and increased where possible grant activities to bolster efforts in achieving the state's goal of an annual 2% reduction in overall traffic fatalities. Emphasizing law enforcement activities, the FFY24 – FFY26 Triennial Highway Safety Plan allocates funds to intensify seat belt, speeding, and DUI enforcement, recognizing their pivotal roles in reducing crashes, injuries, and fatalities. The bureau is also allocating resources for comprehensive training programs aimed at equipping law enforcement personnel with the latest techniques and knowledge. Moreover, the FFY24 – FFY26 Triennial Highway Safety Plan, plan underscores the importance of effective pedestrian messages and countermeasure programs.

Young Driver

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

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

Problem Identification

- In 2022, speed-related fatalities and serious injuries for males and females age 16-20 were 10.9 percent of all speed-related fatalities and serious injuries in Illinois.
- Occupant fatalities and serious injuries for males and females age 16-20 were 10.4 percent of all occupant fatalities and serious injuries in Illinois in 2022.
- Belted fatalities and serious injuries for males and females age 16-20 in 2022 were 9.8 percent of all belted fatalities and serious injuries in Illinois.
- As shown in the chart below for the years 2017 to 2021, males and females age 16-20 were 6.5 percent of the population in Illinois.
- For this same period, the ratio of percent fatalities and serious injuries to percent population among the 16-20 age group in Illinois is 1.27 (8.2 percent total fatalities and injuries versus 6.5 percent of population).

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

Percent and Frequency Distributions of Young Driver (< 21) Fatalities and Serious Injuries (2017-2021)

Gender	Age Group	Total Fatalities & Serious Injuries	Speed-Related Fatalities & Serious Injuries	% Speed-Related Fatalities & Serious Injuries	Occupant Fatalities & Serious Injuries	Belted Occupant Fatalities & Serious Injuries	% Belted Occupant Fatalities & Serious Injuries	Population 2020 NCHS Estimate	Population %	Population Proportion	Fatality & Serious Injury Proportion to Population Proportion
Male	16 - 20	2,533	1,020	40.3%	2,533	1,323	52.2%	415,831	3.30%	0.03	1.38
Female	16 - 20	2,031	700	34.5%	2,031	1,455	71.6%	398,449	3.17%	0.03	1.15
Both	16 - 20	4,564	1,720	37.7%	4,564	2,778	60.9%	814,280	6.47%		
Total All Ages		55,645	17,919	32.2%	48,295	28,830	59.7%	12,587,530			

Planned Activities

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

In FFY 2023, Illinois only had one task that specifically focused on young drivers. There are many other projects with multiple focuses like Injury Prevention and most police traffic services.

Name:	Task Code:	Planned Amount:	Expended Amount:
Safety Education Unit (ISP)	04-12	\$143,564	\$41,834.18

Project Description: The Illinois State Police’s Safety Education Unit (SEU) is responsible for statewide safety programs that educate young drivers, schools, teachers, and community organizations. They provide awareness

and prevention programs to change dangerous driving behaviors. These programs are designed to increase seatbelt compliance, speed awareness, and to reduce teenage alcohol offenses and distracted driving.

Accomplishments: The Illinois State Police (ISP) conducted educational programs and presentations on highway safety through their Safety Education Officers located in the ISP Districts statewide. ISP conducted 1,338 in-person educational programs reaching a total of 101,482 people statewide. Five ISP Troopers attended the Uniformed Safety Educations Officers Workshop in Myrtle Beach, South Carolina. Two ISP Troopers attended Illinois' Child Passenger Safety conference in Bloomington, IL on June 27 and 28, 2023.

Program Area Results

Young Driver (< 21) Fatalities Progress: Not Met

Core Measure	Baseline 2016-2020 Rolling Average	Projected 2018-2022 Rolling Average	Actual 2018-2022 Rolling Average	Met/Unmet
Young Driver (<21) Fatalities	132.2	127.0	144.0	Unmet

Young Driver Fatalities for 2022 were projected to be 127.0 based on a baseline rolling average from 2016-2020. Due to the data showing an upward trend from recent previous years, a two-percent reduction was added to create the 2022 value. The actual rolling average for 2018-2022 was 144.0, the target was not met.

Corrective Course of Action/Future

Rolling averages for 2018 through 2022 for Young Drivers (Under 21) Involved in Fatal Crashes were used in conjunction with a linear regression line to project fatalities for 2024. The projected value for 2024 is 138.3 and follows an upward trend. Due to this upward pointing trendline, the two-percent reduction is used. Using the two-percent reduction method, the projected value is 138.3 which aligns with moving toward the goal of zero fatalities.

Core Measure		Base Years				
		2018	2019	2020	2021	2022
Drivers Age 20 or younger involved in fatal crashes	State and FARS data	110	114	143	180	173
Reduce drivers age 20 and younger involved in fatal crashes by 2.0 percent annually from 144.0 (2018-2022 rolling average) to 138.3 (2020-2024 rolling average) by Dec 31 st , 2024.	5-Year Rolling Avg.	131.0	130.2	131.8	140.2	144.0

To correct our course, reach our 2023 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the FFY24 – FFY26 Triennial Highway Safety Plan and Annual Grant Application. The planned activities are the actions IDOT and its partners are currently taking to address the issues. The planned activities to help meet the target are detailed in the 2023 HSP and listed below.

In the FFY24 – FFY26 Triennial Highway Safety Plan, the Bureau of Safety Programs and Engineering has continued and increased where possible grant activities to bolster efforts in achieving the state's goal of an annual 2% reduction in overall traffic fatalities. Emphasizing law enforcement activities, the FFY24 – FFY26 Triennial Highway Safety Plan allocates funds to intensify seat belt, speeding, and DUI enforcement, recognizing their pivotal roles in reducing crashes, injuries, and fatalities. The bureau allocates resources for comprehensive training programs aimed at equipping law enforcement personnel with the latest techniques and knowledge. The bureau also funds youth prevention programs, paid media, and outreach events to promote highway safety. Moreover, the FFY24 – FFY26 Triennial Highway Safety Plan, underscores the importance of effective pedestrian messages and countermeasure programs.

Name:	Task Code:	Planned Amount:
Safety Education Unit (ISP)	04-12	\$35,883

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

Occupant Protection

The Occupant Protection program area focuses on addressing serious injuries and fatalities of unrestrained or improperly restrained occupants. This area of traffic safety is a focus area for Illinois. Although Illinois has a high seat belt usage rate of 92.9 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 conducting targeted public awareness campaigns to educate the public about the importance of seat belt use and the consequences of not wearing one. The “Click It or Ticket” (CIOT) program specifically aims to increase the use of seat belts through a combination of enforcement and education. By combining enforcement, education (PIE) materials, and data-driven strategies, Illinois aims to increase seat belt usage and reduce serious injuries and fatalities on the roads.

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

Illinois also prioritizes child passenger safety by providing training and distributing child safety seats to families in need. This effort is supported by the Child Passenger Safety Week campaign and the 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 2022 the rate was 93.0 percent and in 2023 the rate dropped to 92.9 percent. This indicates that occupant protection is still an area that needs focus.



Problem Identification

- Of the 1,848 drivers involved in fatal crashes in 2022, 52.7 percent were restrained, and 20.8 percent were unknown.
- Of the total number of occupant fatalities (844), 36.3 percent (306) were unrestrained, and 21.8 percent (184) were unknown.
- Driver fatalities amounted to 62.5 percent of all fatalities.
- Drivers with serious injuries amounted to 65.5 percent of all serious injuries.
- There were 298,646 total crashes involving motor vehicles in Illinois.
- Crashes involving serious injury amounted to 12.1 percent of the injury crashes statewide.
- There were 2,428 injuries to children age 8 and younger in motor vehicles in 2022 which accounts for 11.7 percent of all passenger injuries.
- In 2022 there were 25 fatalities for children age 8 and younger.
- Individuals 16-20 years old account for 115 fatalities which is 9.1 percent of all fatalities.
- The observed seat belt usage rate in 2023 was 92.9 percent.
- For belted occupants involved in serious injuries and fatalities for 2017-2021, females age 0-8 had the lowest use at 51.5 percent followed by males age 21-34 at 54.9 percent.

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

Percent and Frequency Distributions of Belted Occupant Fatalities and Serious Injuries (2017-2021)

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	666	470	266	56.6%
Male	9 - 15	943	496	311	62.7%
Male	16 - 20	3,203	2,560	1,467	57.3%
Male	21 - 34	10,053	7,005	3,843	54.9%
Male	35 - 64	13,632	8,383	5,478	65.3%
Male	65 +	3,488	2,413	1,785	74.0%
Female	0 - 8	563	472	243	51.5%
Female	9 - 15	808	578	396	68.5%
Female	16 - 20	2,775	2,478	1,733	69.9%
Female	21 - 34	7,094	6,110	4,149	67.9%
Female	35 - 64	9,422	7,713	6,108	79.2%
Female	65 +	2,987	2,525	2,167	85.8%
Total		55,634	41,203	27,946	67.8%

Planned Activities

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

Name:	Task Code:	Planned Amount:	Expended Amount:
Occupant Protection Paid Media	19-11	\$480,788	\$460,646.68

Project Description: IDOT’s occupant protection communication campaigns consist of comprehensive, statewide paid media buys including the use of radio, television, print, digital, and other online mass media. In FY 2023, the male age 18-34-year-old demographic will be targeted with the “It’s Not A Game” prevention message. This campaign is intended to address consequences of being unrestrained.

Accomplishments: Paid Media Campaign Viewing Results

Occupant Protection	
Radio -Impressions	6,728,742
TV -Impressions	2,995,374
Digital -Impressions	7,574,916
Digital -Clicks	53,550
Website Pageviews	152,492

Program Area Results

Unrestrained Passenger Fatality Progress: Not Met

Core Measure	Baseline 2016-2020 Rolling Average	Projected 2018-2022 Rolling Average	Actual 2018-2022 Rolling Average	Met/Unmet
Unrestrained Fatalities	271.0	260.3	286.0	Unmet

Unrestrained Passenger Fatalities for 2022 were projected to be 260.3 based on a rolling average from 2016-2020 and downward linear trend in recent previous years. The actual rolling average for 2018-2022 was 286.0 and the target was not met.

Seat Belt Usage Progress: Not Met

Core Measure	Baseline 2016-2020 Rolling Average	Projected 2018-2022 Rolling Average	Actual 2018-2022 Rolling Average	Met/Unmet
Seat Belt Usage Rate	94.3	95.2	93.9	Unmet

Seat Belt Usage for 2022 was projected to be 95.2 based on a baseline rolling average from 2016-2020 and an upward linear trend that was reflected in previous years. Since the actual rolling average for 2018-2022 was 93.9, 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 2022 statewide survey served as the pre-survey for the 2023 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 2023 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 2022, there were 124,472 front seat occupants observed at 288 site locations statewide. During the post-mobilization survey of 2023, there were 98,420 front seat occupants observed at the 288 locations statewide. The observed seat belt rate for 2023 is 92.9 percent.

Safety Survey

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

The percentage of people who indicated that, "in the past thirty days," they had "seen or heard any messages that encourage people to wear their safety belts" increased from 51.9 percent in the pre-campaign survey to 55.9 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 (30.7 percent) and television (25.5 percent). Of the post-campaign survey respondents who saw or heard a message encouraging safety belt use "in the past 30 days", 17.6 percent report seeing or hearing the message "more than usual".

The 2023 pre-campaign survey awareness level of the "Click It or Ticket" slogan started at 71.2 percent. It increased slightly to 72.2 percent in the post-campaign survey. Please refer to the chart which shows the change in attitudes and awareness levels from 2017 to 2023.

Seat Belt	2017	2018	2019	2020	2021	2022	2023
When driving, how often do you wear your seat belt (Percent Always)	95.1	93.9	93.5	88.5	91.7	93.5	93.3
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)	38.8	44.1	40.1	45.8	35.9	36.1	35.1
When was the last time you received a ticket for not wearing your seat belt? (Percent one year or more ago)*	--	--	--	--	68.5	77.6	70.1
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)	9.3	20.7	22.8	21.0	17.0	23.2	18.9

*Indicates a new survey question in the 2021 report.

Corrective Course of Action/Future

Unrestrained Passenger Fatalities

For Unrestrained Passenger Fatalities, 2018 through 2022 fatalities were calculated using five-year rolling averages. The linear regression line illustrates an increase to 300.5 in 2024 so the two-percent reduction is applied, bringing the 2024 target to 274.3.

Core Measure		Base Years				
		2018	2019	2020	2021	2022
Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	State and FARS data	252	249	297	332	298
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 4.0 percent from 285.6 (2018-2022 rolling average) to 274.3 (2020-2024 rolling average) by Dec 31 st , 2024.	257.0	257.6	266.2	279.0	285.6

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 a decrease in the seat belt usage rate, so a 0.5 percent annual increase in the seat belt usage rate was used. The 2024 projected usage rate is 93.9 percent.

Core Measure		Base Years				
		2018	2019	2020	2021	2022
Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	State Survey	94.6	94.3	94.3	93.5	93.0
Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 1.0 percentage points from 93.0 percent (2022 value) to 93.9 percent (2024 0.5 percent annual increase) by Dec 31 st , 2024.	1 year					

To correct our course, reach our 2023 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the FFY24 – FFY26 Triennial Highway Safety Plan and Annual Grant Application. The planned activities are the actions IDOT and its partners are currently taking to address the issues. The planned activities to help meet the target are detailed in the 2023 HSP and listed below.

In the FFY24 – FFY26 Triennial Highway Safety Plan, the Bureau of Safety Programs and Engineering has continued and increased where possible grant activities to bolster efforts in achieving the state's goal of an annual 2% reduction in overall traffic fatalities. Emphasizing law enforcement activities, the FFY24 – FFY26 Triennial Highway Safety Plan allocates funds to intensify seat belt, speeding, and DUI enforcement, recognizing their pivotal roles in reducing crashes, injuries, and fatalities. The bureau is also allocating resources for comprehensive training programs aimed at equipping law enforcement personnel with the latest techniques and knowledge. Moreover, the FFY24 – FFY26 Triennial Highway Safety Plan, plan underscores the importance of effective pedestrian messages and countermeasure programs.

Name:	Task Code:	Planned Amount:
Occupant Protection Paid Media	19-11	\$500,000

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 2024, the male age 18-34-year-old demographic will be targeted with the “It’s Not A Game” prevention message. This campaign is intended to address consequences of being unrestrained.

State Traffic Safety Information System Improvements

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

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

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

Illinois’ Traffic Records Coordinating Committee (TRCC) provided executive direction on all matters related to the various Illinois Traffic Safety Information Systems and the Traffic Safety Information Systems Improvement Program within the state. Federal funding from the National Highway Traffic Safety Administration allows the committee to aid with new and/or existing relevant studies that improve programs to address roadway safety within Illinois. The TRCC provided a forum for review and comment of traffic records issues within the State of Illinois. This coordinating committee includes members from state agencies, local agencies, federal agencies, universities, metropolitan planning organizations, and additional stakeholders from public and private agencies that play a key role in traffic safety. The TRCC has continued to encourage more participation from members and has increased recruitment efforts for both grant applicants and committee membership.

Planned Activities

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

Name:	Task Code:	Planned Amount:	Expended Amount:
Traffic Records Coordinator	18-01	\$225,000	\$192,404.72

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

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

serve as a speaker at the Traffic Records Forum in August 2022. In 2023, the TRC created the data inventory and has worked to continually expand the inventory since the initial creation.

Measured Improvement: Recruited two state agencies to apply for the FY 2025 state agency grants. Recruited a grant for post-EMS crash care. Created the data inventory for traffic records data. Serve as grant administrator for three traffic records grants and secured for extension of one traffic record grant to ensure project could be completed.

Name:	Task Code:	Planned Amount:	Expended Amount:
Trauma Registry (IDPH)	18-02	\$112,500	\$100,000.00

Project Description: BSPE provided funding for the Illinois Department of Public Health (IDPH) to develop a functional and updated [Illinois State Trauma Registry](#), a software provided by contracted a contracted third party and funded by the grant, that includes a subset of Head and Spinal Cord and Violent Injury Registry. This allows medical staff from all [trauma centers in Illinois](#) and non-trauma centers to enter data into the Illinois Trauma Registry. Three plus years of crash data have been linked to hospital discharge data and crash-hospital linkages will be conducted each year as data become available. The data available to IDPH trauma registry staff and University of Illinois at Springfield (UIS) researchers to assist with research and data linkages. This trauma registry includes adherence to state and national database codes and standards. There is also training available on the [IDPH website](#).

Accomplishments: During the State of Illinois Fiscal Year 2023 grant (July 1, 2022-June 30, 2023), the Trauma Registry’s Head and Spinal Cord and Violent Injury Registry system sought to expand current data reporting of violent injury patients from 60 to 85 hospitals. Not only did the Trauma Registry expand data reporting to 85 hospitals, but it also ended up expanding to 101 hospitals in Illinois by March 31, 2023.

Measured Improvement: The Trauma Registry expanded data reporting by 16 hospitals in Illinois during the Illinois State Fiscal Year 2023 grant. The Trauma Registry grant also accomplished the completeness metric by allowing complete trauma data to be submitted into the registry as of the end of the Illinois State Fiscal Year 2023 grant as well as accomplishing the accessibility metric by making the Trauma Registry accessible to authorized users at any time.

Name:	Task Code:	Planned Amount:	Expended Amount:
FARS	18-10	\$200,000	\$0

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

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

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

Name:	Task Code:	Planned Amount:	Expended Amount:
Data Linkage	18-13	\$315,534	\$170,845.13

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 grant has allowed IDOT 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. Most recently, polysubstance use of opioids and alcohol and/or cannabis was studied to gain a better understanding of the data related to impairment and roadway injuries- with additional emphasis to better understand the data collection methodologies within hospital settings and the time to provide the data.

The Illinois State Fiscal Year 2024 (July 1, 2023-June 30, 2024) grant focuses on linking data from dynamic sign messages. The dynamic sign message project was proposed to essentially link three (3) data sets together (crash, hospital, dynamic sign message boards; crash and hospital linked by probabilistic matching method and message board data linked by spatially joining all three data sets using location data in the crash file and location data in the message board data) to further integrate transportation records across multiple projects for the improvement of monitoring crashes and injuries. While the idea for this linkage was drawn by a study done in Texas¹, it was just the inspiration and proof of concept for the work proposed to be done in Illinois for the FY24 grant. This project in Illinois is to investigate the effectiveness of public statements made on the dynamic sign message boards intended to improve road safety and reduce injury. When the work was proposed, the state and completeness of the message board data was unknown to Illinois. While the data is being linked, NHTSA Region 5 determined this FY24 grant to not fall under the 405(c) funding requirements. Therefore, for FY24, this grant is using 402 funds.

Accomplishments: This is a new project that was started in Illinois State Fiscal Year 2022 (July 1, 2021-June 30, 2022) and has since been funded for Illinois State Fiscal Year 2023 (July 1, 2022-June 30, 2023) and Illinois State Fiscal Year 2024 (July 1, 2023-June 30, 2023). This project employs the staff needed to conduct data integration via data linkage. The data linkage team received 307,278 inpatient and 798,583 Emergency Department records in the first quarter of FY22 and completed the development of a Table of Key Linkage Variables by Dataset. During the FY23 grant, the linkages were successfully completed in January 2023 and then created infographics, GIS maps for data visualizations, reports, and videos using the data from the completed linkages.

Measured Improvement: One (1) data linkage was performed. The FY23 grant linkage allowed for twenty-four (24) infographics, four (4) GIS visualization maps, two (2) reports, and two (2) videos highlighting each report. This information may be found at [UIS Motor Vehicle Data Linkage Project Website](#). Information from the reports were included in the [Vulnerable Road User Safety Assessment 2023](#).

Name:	Task Code:	Planned Amount:	Expended Amount:
Data Lake (SOS)	18-14	\$3,000,000	\$636,316.25

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

Accomplishments: This grant was originally awarded for Illinois State Fiscal Year 2023 (July 1, 2022-June 30, 2023). The original grant request was for \$3 million. The grant agreement was executed for \$3 million. However, it was later determined that the State of Illinois budget line item for this project only received \$1.5 million. This caused the project to be delayed and extended another grant term so that \$1.5 million would be spent on the current grant and \$1.5 is projected to be received and approved in the next budget. This meant that

¹ Hall, Jonathan D. and Madsen, Joshua M.; *Can behavioral interventions be too salient? Evidence from traffic safety messages*; Science.org by American Association for the Advancement of Science (AAAS); Vol 376, Issue 6591; 22 Apr 2022; <https://www.science.org/doi/10.1126/science.abm3427>.

the Illinois State Fiscal Year 2023 grant was amended to extend through Illinois State Fiscal Year 2024 (July 1, 2023-June 30, 2024). Since the original contract with Microsoft Azure (via Dell) was to end and the end of the original 2023 grant, the contract had to be re-written to alter the dates to ensure the start date would be delayed so the funds would be available in the following grant period. This meant that the grant officially began in calendar year 2023 as Illinois Secretary of State (SOS) worked closely with Microsoft staff to create and implement the Data Lake in Microsoft Azure.

Measured Improvement: Creation of a single source of truth data lake in beta that includes crash, driver records, and other data to benefit the Secretary of State Office, Illinois Department of Transportation, and Illinois State Police.

Corrective Course of Action/Future

To correct our course, reach our 2023 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the FFY24 – FFY26 Triennial Highway Safety Plan and Annual Grant Application. The planned activities are the actions IDOT and its partners are currently taking to address the issues. The planned activities to help meet the target are detailed in the 2023 HSP and listed below.

To correct the future course in the FFY24 – FFY26 Triennial Highway Safety Plan for Completeness of Crash Data, Illinois will pursue new partnerships with local and state agencies, work to identify the source of the unknown code issue, develop a plan of action to address the core issues of the missed target(s), and reassess our current data.

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

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

Name:	Task Code:	Planned Amount:
Trauma Registry (IDPH)	18-02	\$100,000

Project Description: BSPE provided funding for the Illinois Department of Public Health (IDPH) to develop a functional and updated [Illinois State Trauma Registry](#), a software provided by contracted a contracted third party and funded by the grant, that includes a subset of Head and Spinal Cord and Violent Injury Registry. This allows medical staff from all [trauma centers in Illinois](#) and non-trauma centers to enter data into the Illinois Trauma Registry. Three plus years of crash data have been linked to hospital discharge data and crash-hospital linkages will be conducted each year as data become available. The data available to IDPH trauma registry staff and University of Illinois at Springfield (UIS) researchers to assist with research and data linkages. This trauma registry includes adherence to state and national database codes and standards. There is also training available on the [IDPH website](#).

Name:	Task Code:	Planned Amount:
Data Linkage	02-16	\$377,552

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 grant has allowed IDOT 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. Most recently, polysubstance use of opioids and alcohol and/or cannabis was studied to gain a better understanding of the data related to impairment and roadway injuries- with additional emphasis to better understand the data collection methodologies within hospital settings and the time to provide the data.

The Illinois State Fiscal Year 2024 (July 1, 2023-June 30, 2024) grant focuses on linking data from dynamic sign messages. The dynamic sign message project was proposed to essentially link three (3) data sets together (crash, hospital, dynamic sign message boards; crash and hospital linked by probabilistic matching method and message board data linked by spatially joining all three data sets using location data in the crash file and location data in the message board data) to further integrate transportation records across multiple projects for the improvement of monitoring crashes and injuries. While the idea for this linkage was drawn by a study done in Texas¹¹, it was just the inspiration and proof of concept for the work proposed to be done in Illinois for the FY24 grant. This project in Illinois is to investigate the effectiveness of public statements made on the dynamic sign message boards intended to improve road safety and reduce injury. When the work was proposed, the state and completeness of the message board data was unknown to Illinois. While the data is being linked, NHTSA Region 5 determined this FY24 grant to not fall under the 405(c) funding requirements. Therefore, for FY24, this grant is using 402 funds.

Name:	Task Code:	Planned Amount:
Data Lake (SOS)	18-14	\$1,500,000

Project Description: The Illinois Secretary of State is building a comprehensive system to collect, clean, and make high quality data available for analytics. The 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 has a primary focus on reducing crashes, serious injuries, and fatalities stemming from impaired driving. In Illinois, approximately 30 percent of yearly fatalities involve drivers impaired by alcohol, drugs, or a combination of both. This program concentrates on both local and statewide enforcement measures alongside educational activities.

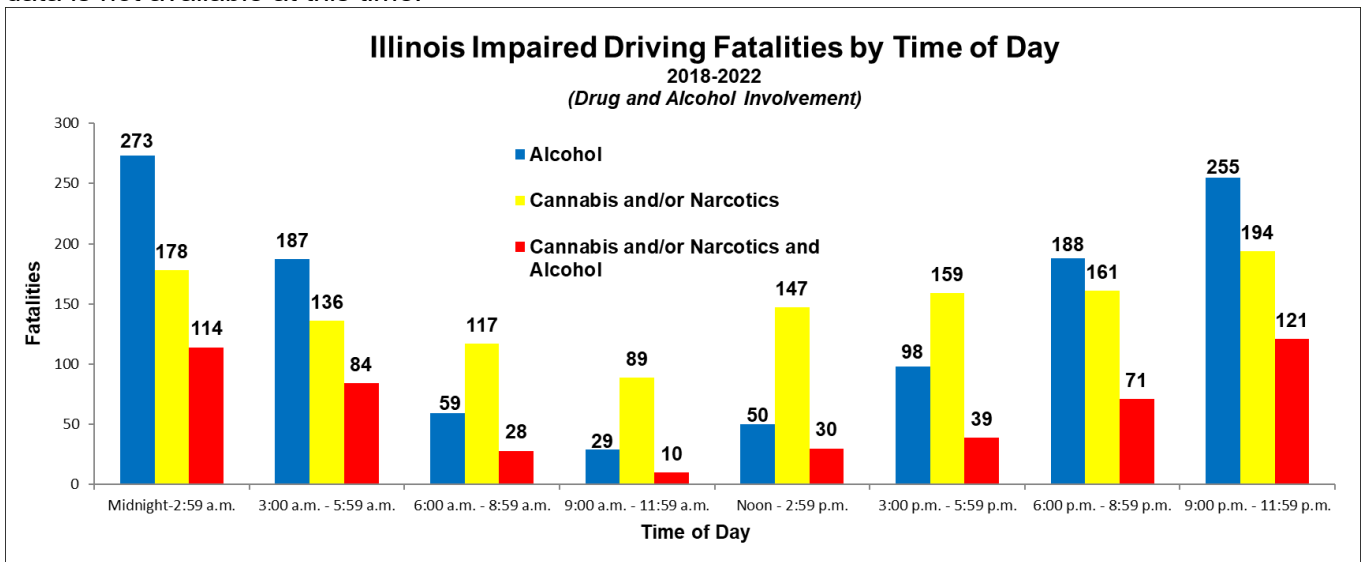
One of the most effective strategies against impaired driving is high-visibility enforcement. IDOT leverages its comprehensive grant program to maximize the deterrent effect of each funded enforcement hour. Local grant-funded impaired driving enforcement primarily operates through the Sustained Traffic Enforcement Program (STEP). Grantees engage in impaired driving enforcement, often in combination with seat belt enforcement, during holiday mobilizations such as Halloween, Thanksgiving, Christmas/New Year's, Super Bowl, St. Patrick's Day, Memorial Day, Independence Day, and Labor Day. Moreover, local law enforcement agencies carry out impaired driving details as they see fit throughout the year. While impaired driving enforcement typically takes place after 9:00 p.m., officers trained in ARIDE or DRE methods can also conduct it during daytime hours, including the use of DRE call-outs. The Illinois State Police (ISP) plays a crucial role in the impaired driving grant program, conducting multiple enforcement programs with concentrated patrols during holidays and throughout the year.

To provide direct support to impaired driving enforcement efforts, the SHSO funds comprehensive paid and earned media programs, as well as prosecutorial and law enforcement training. Notable components of the Impaired Driving Program also encompass DUI Courts, court monitoring, DUI prosecution, Law Enforcement SFST, ARIDE, and DRE Training, Judicial Training, Fraudulent ID programs, No-refusal search-warrant programs, law enforcement forensic phlebotomy, and underage drinking prevention.

Problem Identification

- There were 1,148 fatal crashes in 2022, 25.7 percent were alcohol related.
- Of the 1,268 people killed in motor vehicle crashes in 2022, 27.3 percent of these fatalities were alcohol related.
- There were 793 drivers killed in motor vehicle crashes, 535 of these drivers were tested with 37.9 percent testing positive for BAC of 0.001 or higher in 2022.
- From 2018 to 2022, the group with the highest percentage of alcohol-related serious injuries and fatalities are aged 21 to 34 at 50 percent with 79 percent of that group being male.
- From 2018 to 2022, the leading time frame for alcohol-impaired fatalities is midnight to 3:00 a.m. and the highest cannabis-involved fatalities occur during the 3:00 p.m. to 6:00 p.m. timeframe.

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



Planned Activities

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

Name:	Task Code:	Planned Amount:	Expended Amount:
UIC Laboratory Testing	03-05	\$115,940	\$96,640.61

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

Accomplishments: Midway through FFY 2022, a new BSPE grant-funded analyst was brought on and, after initial training, began running cases and eliminating a testing backlog that had built up in 2021. In FY23, the AFTL continued integrating a new laboratory information management system (LIMS) and report-generating software to better manage cases. The analyst and software directly contribute to this grants' goal of increasing the timeliness, accuracy, and efficiency of forensic testing in DUI cases as well as report generation. The AFTL worked 400 DUI testing kits during this fiscal year. This was a significant increase over last year's 200, and even included testing of two cases involving novel synthetics.

Name:	Task Code:	Planned Amount:	Expended Amount:
Operation Straight ID (SOS)	13-02	\$25,845	\$13,772.82

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

Accomplishments: The Illinois Secretary of State Police conducted 28 "Operation Straight ID" presentations informing 470 law enforcement officers, employees, and other community members how to detect fraudulent driver license and state identification cards.

Name:	Task Code:	Planned Amount:	Expended Amount:
Impaired Driving Training and Resources	13-04	\$514,852	\$88,633.59

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

Accomplishments: The Illinois State Police (ISP) conducted 7 DRE Training course, 22 Breath Analysis Operator classes, and trained eight new DRE Instructors. Two DREs attended the National DRE Conference. ISP purchased 187 ASFST Instruments and 51 ASV XL instruments. ISP purchased various supplies from mouthpieces to software that allows the Alcohol and Substance Abuse Testing Section to provide impaired driving training and resources to the state.

Name:	Task Code:	Planned Amount:	Expended Amount:
Traffic Safety Resource Prosecutor	13-10	\$330,924	\$224,425.08

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

Accomplishments: The TSRP conducted and/or participated in numerous DRE, ARIDE, SFST, Warning to Motorist (sworn reports), DRE "A to Z" trainings. and other trainings attended by over 2,100 officers and prosecutors. The Illinois TSRP virtual training program, in partnership with the Cook County State's Attorney's Office, started in FFY 2021 continued providing to hundreds of law enforcement officers and prosecutors throughout Illinois valuable information on numerous impaired driving topics. In addition, the TSRP played an instrumental role in planning the Midwest Impaired Driving Conference and also monitors a list serve of over 1,500 law enforcement officers, prosecutors and others, sharing knowledge and information. She continues to market the Law Enforcement Forensic Phlebotomy Program. The TSRP also continues to assist law enforcement and prosecutors with hundreds of DUI cases/situations and provides research and counsel on many other traffic-related issues.

Name:	Task Code:	Planned Amount:	Expended Amount:
DUI Prevention AOIC	13-13	\$66,890	\$9,142.50

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

Accomplishments: Administrative Office of Illinois Courts purchased 450 Illinois DUI/Benchbook 2022 Edition.

Name:	Task Code:	Planned Amount:	Expended Amount:
Impaired Driving Paid Media	13-14	\$1,642,525	\$1,580,272.07

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

Accomplishments: Paid Media Campaign Viewing Results

Impaired Driving	
Radio -Impressions	9,771,068
TV -Impressions	8,472,098
Digital -Impressions	62,492,132
Digital -Clicks	165,036
Website Pageviews	477,668

Name:	Task Code:	Planned Amount:	Expended Amount:
Impaired Driving Prevention	13-16	\$1,463,665	\$1,153,639.41

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

Accomplishments: Seven local agencies focused on DUI-enforcement training that allowed for the following courses to be conducted: SFST and SFST Refresher training 844 officer, ARIDE courses training 951 officers, SFST Instructor Courses training 17 officers, and 2 DRE classes training 37 officers, as well as numerous DRE Certifications and Re-certifications. Mothers Against Drunk Driving (MADD) monitored 4,986 DUI, and the Alliance Against Intoxicated Motorists (AAIM) monitored 4,862 cases that had a disposition.

Name:	Task Code:	Planned Amount:	Expended Amount:
DUI Court Program	13-17	\$458,085	\$241,616.03

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

Accomplishments: In FFY 2023, the DUI Court Program in Peoria County continued to apply Problem-Solving Court Standards to its DUI-related participants, as appropriate. In addition to problem solving court participants, the court program evaluated 1,915 DUI offenders taking 317 individuals into a DUI Court requiring additional probationary monitoring.

Program Area Results

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

Core Measure	Baseline 2016-2020 Rolling Average	Projected 2018-2022 Rolling Average	Actual 2018-2022 Rolling Average	Met/Unmet
Driver or Motorcycle Operator with BAC of 0.08 or Above	322.8	310.0	364.8	Unmet

The data displayed an upward trend in fatalities. Therefore, the two-percent reduction was applied to set the 2022 target at 310.0. Since the 2018-2022 rolling average was 364.8, 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 53.4 percent and 55.5 percent, respectively. “You Drink. You Drive. You Lose” was reported slightly higher at 57.1 percent in the pre-campaign survey and 61.0 percent in the post-campaign survey statewide. The slogan with the highest reported awareness is “Click It or Ticket” with awareness levels at 72.2 percent in both the pre-campaign and 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 2017 to 2023.

Alcohol	2017	2018	2019	2020	2021	2022	2023
In the past 30 days, have you read, seen or heard anything about alcohol impaired driving in Illinois? (Percent Yes)	51.6%	47.7%	47.0%	45.8%	56.7%	59.6%	59.3%
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)	38.4%	41.5%	36.7%	25.0%	56.6%	54.2%	59.4%
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)	18.7%	22.0%	22.9%	33.2%	36.5%	38.1%	37.5%
Percent of responders who had alcoholic beverages in the last 30 days.	48.1%	38.7%	35.7%	64.9%	65.4%	63.8%	64.8%
Of those who ever drink, during the past 30 days, have you ever driven a motor vehicle within two hours after drinking alcoholic beverages? (Percent Yes)	18.9%	19.6%	19.0%	21.4%	12.6%	14.6%	11.3%

Corrective Course of Action/Future

Five-year rolling averages for 2018 through 2022 were used to create a linear regression line to project the 2024 value. Again, the data displays an upward trend in fatalities with 2024 at 371.4. Instead, the two-percent reduction was applied to set the 2024 target at a much lower 330.4 which is better aligned with the goal of working toward zero fatalities.

Core Measure		Base Years				
		2018	2019	2020	2021	2022
Alcohol-Impaired Driving Fatalities	State and FARS data	325	311	380	461	243
Reduce alcohol impaired driving fatalities 4.0 percent from 344.0 (2018-2022 rolling average) to 330.4 (2020-2024 rolling average) by Dec 31 st , 2024.	5-Year Rolling Avg.	325.8	327.6	341.8	366.8	344.0

To correct our course, reach our 2023 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the FFY24 – FFY26 Triennial Highway Safety Plan and Annual Grant Application. The planned activities are the actions IDOT and its partners are currently taking to address the issues. The planned activities to help meet the target are detailed in the 2023 HSP and listed below.

In the FFY24 – FFY26 Triennial Highway Safety Plan, the Bureau of Safety Programs and Engineering has continued and increased where possible grant activities to bolster efforts in achieving the state's goal of an annual 2% reduction in overall traffic fatalities. Emphasizing law enforcement activities, the FFY24 – FFY26 Triennial Highway Safety Plan allocates funds to intensify seat belt, speeding, and DUI enforcement, recognizing their pivotal roles in reducing crashes, injuries, and fatalities. The bureau is also allocating resources for comprehensive training programs aimed at equipping law enforcement personnel with the latest techniques and knowledge. Moreover, the FFY24 – FFY26 Triennial Highway Safety Plan, plan underscores the importance of effective pedestrian messages and countermeasure programs.

Name:	Task Code:	Planned Amount:
UIC Laboratory Testing	03-05	\$541,231

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

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

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

Name:	Task Code:	Planned Amount:
Operation Straight ID (SOS)	13-02	\$19,900

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

Name:	Task Code:	Planned Amount:
Impaired Driving Training and Resources	13-04	\$293,626

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

Name:	Task Code:	Planned Amount:
Traffic Safety Resource Prosecutor	13-10	\$463,770

Project Description: The Traffic Safety Resource Prosecutor (TSRP) provides a valuable outreach element to Illinois law enforcement, prosecutors, and the judiciary. The TSRP program will serve the whole State of Illinois. The goal is to reduce alcohol and drug impaired motor vehicle crashes in Illinois by acting as an advisor and trainer on prosecution, criminal justice, and enforcement issues on behalf of IDOT's Highway Safety program. The TSRP will be promoting the use of "No-Refusal" Electronic DUI Search Warrants, assisting law enforcement in the development of phlebotomy training and will work closely with the Illinois Law Enforcement Training and Standards Board and the Illinois State Police's Impaired Driving Coordinator. In addition, the Illinois TSRP program will house the Judicial Outreach Liaison (JOL) Program for FFY 2024 and the JOL will work directly with the Administrative Office of Illinois Courts.

Name:	Task Code:	Planned Amount:
Impaired Driving Paid Media	13-14	\$1,199,200

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

Name:	Task Code:	Planned Amount:
DUI Prevention AOIC	13-13	\$118,853

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

Name:	Task Code:	Planned Amount:
Impaired Driving Prevention	13-16	\$1,926,258

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

Name:	Task Code:	Planned Amount:
DUI Court Program	13-17	\$471,704

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

Motorcyclist Safety

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

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

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

In 2022, Illinois motorcycle training was significantly impacted due to the issues surrounding COVID-19 and the closing of Harper College as a regional training center in June 2022. In a typical year roughly 14,500 motorcyclists pass through the Illinois Cycle Rider Safety Training Program and in 2022, 8,603 motorcyclists enrolled in the program. Of those enrolled, 6,422 successfully completed the training. In 2023, 6,925 students were trained due to the lack of a northern regional training center.

Basic and Intermediate Rider Courses represented approximately 95 percent of the total number trained. These courses are popular because all students under 18 are required to successfully complete the Basic Rider Course to qualify for an M Endorsement on their driver's license. It is also popular because successful completion of the course allows the issuance of a license waiver that relieves the student from testing requirements to obtain their motorcycle endorsement. The remaining four percent of those trained represent persons who already possessed a motorcycle license and enrolled in training to improve their riding skills.

Problem Identification

Motorcyclist Safety

- Crashes involving motorcyclists account for 1.0 percent of all crashes in Illinois in 2022.
- In 2022, there were 142 fatal crashes and 142 fatalities involving motorcyclists.
- Of the 2,221 motorcyclists injured in 2022, 38.4 suffered from serious injuries.
- In 2022, 19 of the 142 motorcyclist fatalities occurred in Chicago as well as 19 of the 142 fatal crashes.
- Of the 338 motorcyclists injured in Chicago in 2022, 104 resulted in serious injuries.
- As illustrated in the chart below, the group with the highest percent of motorcyclist fatalities and serious injuries are males aged 35 to 64 at 15.8 percent followed by males aged 21-34 at 14.6 percent for 2017 to 2021.

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

Percent and Frequency Distributions of Motorcycle-Related Fatalities and Serious Injuries and Helmet Use (2017-2021)

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	666	3	0	0.0%	0.5%
Male	9 - 15	943	6	0	0.0%	0.6%
Male	16 - 20	3,203	188	50	26.6%	5.9%
Male	21 - 34	10,053	1,469	265	18.0%	14.6%
Male	35 - 64	13,632	2,152	247	11.5%	15.8%
Male	65 +	3,488	302	45	14.9%	8.7%
Female	0 - 8	563	0	0	0.0%	0.0%
Female	9 - 15	808	9	2	22.2%	1.1%
Female	16 - 20	2,775	35	5	14.3%	1.3%
Female	21 - 34	7,094	188	37	19.7%	2.7%
Female	35 - 64	9,422	420	56	13.3%	4.5%
Female	65 +	2,987	27	4	14.8%	0.9%
Total		55,634	4,799	711	14.8%	8.6%

Unhelmeted Motorcyclist Safety

- Crashes involving unhelmeted motorcyclists account for 0.5 percent of all crashes in Illinois in 2022.
- Unhelmeted motorcyclists account for 79 fatal crashes and 79 fatalities in 2022.
- Of the 1,174 unhelmeted motorcyclists injured in 2022, 497 suffered from serious injuries.
- In 2022, 12 of the 79 fatalities and 12 of the 79 fatal crashes occurred in Chicago.
- Of the 148 unhelmeted motorcyclists injured in Chicago in 2022, 55 resulted in serious injuries.

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

Planned Activities:

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

Name:	Task Code:	Planned Amount:	Expended Amount:
General Paid Media	02-03	\$276,319	\$272,601.49

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

Accomplishments: Paid Media Campaign Viewing Results.

Motorcycle Safety	
Radio -Impressions	8,649,044
TV -Impressions	36,131,390
Digital -Impressions	50,725,797
Digital -Clicks	230,695
Website Pageviews	592,199

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

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

Accomplishments: Motorcycle paid media is supported by two planned activities and therefore the accomplishments of 02-03 represent the combined results of 02-03 and 22-01. See accomplishments under General Paid Media task 02-03.

Name:	Task Code:	Planned Amount:	Expended Amount:
Motorcycle P.I. and E. Materials	22-02	\$30,000	\$18,569.85

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

Accomplishments: In FFY 2023 BSPE purchased 95 Start Seeing Motorcycles banners and 2,500 Start Seeing Motorcycles yard signs. These banners and yard signs were distributed to motorcycle groups, police departments, and the public.

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

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

Accomplishments: The Motorcycle Winter Conference was not conducted in FFY23. All Cycle Rider Safety Training Programs (CRSTP) Regional contracts were up for renewal and only one Regional Center had been solidified. The intent is to hold a conference once there's stability within the program and all Regions are accounted for. Effectively 11/30/23 two thirds of the State's CRSTP's were shutdown. BSPE released several NOFO's the past year with no applications applying for two of the regions and with the one time we did receive an applicant the JCAR rules did not define a community agency ultimately rejecting an application for the Northern Region. Once the program becomes fully operational again, a conference will be held. The program's operation has a direct effect on the unendorsed fatality rate which must be curbed as it continues to rise due to training decreasing over the years. The change of the JCAR rules is essential to turn the CRSTP around creating stability within the program but the urgency outside of the program is minimal. Before COVID the program would

train 14,000+ yearly but since then the program averages around 7,000 a year and has continued to significantly decline since Harper College’s closing in June 2022.

Name:	Task Code:	Planned Amount:	Expended Amount:
Motorcycle (State Match)	22-04	\$3,000,000	\$2,300,000.00

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

Accomplishments: IDOT provided training to 6,893 motorcycle riders through the Cycle Rider Training Program in FFY 2023. This number was impacted due to the closing of Harper College as a regional training center in June 2022.

Program Area Results

Motorcyclist Safety

Motorcyclist Fatality Progress: Not Met

Core Measure	Baseline 2016-2020 Rolling Average	Projected 2018-2022 Rolling Average	Actual 2018-2022 Rolling Average	Met/Unmet
Motorcyclist Fatalities	144.8	139.1	145.0	Unmet

Projected Motorcyclist Fatalities for 2022 was 139.1 based on 2016-2020 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 2018-2022 of 145.0 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 57 percent of respondents reported they had in the Post-Memorial Day survey. Awareness levels rose to 61 percent in the Post-Labor Day survey.

Unhelmeted Motorcyclist Safety

Unhelmeted Motorcyclist Fatality Progress: Met

Core Measure	Baseline 2016-2020 Rolling Average	Projected 2018-2022 Rolling Average	Actual 2018-2022 Rolling Average	Met/Unmet
Unhelmeted Motorcyclist Fatalities	102.6	98.5	95.6	Met

Unhelmeted Motorcyclist Fatalities for 2022 were projected to be 98.5 based on a baseline rolling average from 2016-2020. 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 2018-2022 rolling average was 95.6 and as a result, the target was met.

Evaluation

Illinois motorcycle fatalities went down by 16.0 percent from 169 in 2021 to 142 in 2022. The percent helmeted motorcyclist fatalities remain low at 44.4 percent in 2022 as compared to the percent the US helmeted motorcycle

fatalities at 58.8 percent in 2021. Based on the preliminary estimate, the number of lives saved in Illinois at the current usage rate of 44.4 percent is about 37. If Illinois had 100 percent helmet use, an additional 29 lives would have been saved.

Corrective Course of Action/Future

Motorcyclist Safety

The trendline for five-year rolling averages for Motorcyclist Fatalities project fatalities to increase to 151.0 by 2024. Since the data has an upward slope, it is not consistent with Illinois' goal of zero fatalities. For this reason, a two-percent reduction is used to decrease fatalities to 139.5 for 2024.

Core Measure		Base Years				
		2018	2019	2020	2021	2022
Motorcyclist Fatalities	State and FARS data	119	138	153	174	142
Reduce motorcyclist fatalities by 4.0 percent from 145.2 (2018-2022 rolling average) to 139.5 (2020-2024 rolling average) by Dec 31 st , 2024.	5-Year Rolling Avg.	139.6	143.6	144.8	148.8	145.2

Unhelmeted Motorcyclist Safety

The five-year rolling averages for 2018, 2019, 2020, 2021, and 2022 for Unhelmeted Motorcycle Fatalities shows a downward trend over time. The Projection for 2024 was created using linear regression as in previous target selections. This produced a target 97.9 in 2024 and is higher than a two-percent reduction so the two-percent reduction is used instead, bringing the target to 93.4 for 2024.

Core Measure		Base Years				
		2018	2019	2020	2021	2022
Unhelmeted Motorcyclist Fatalities	State and FARS data	87	100	101	108	90
Reduce unhelmeted, motorcyclist fatalities 4.0 percent from 97.2 (2018-2022 rolling average) to 93.4 (2020-2024 rolling average) by Dec 31 st , 2024.	5-Year Rolling Avg.	99.4	103.2	102.4	100.8	97.2

To correct our course, reach our 2023 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the FFY24 – FFY26 Triennial Highway Safety Plan and Annual Grant Application. The planned activities are the actions IDOT and its partners are currently taking to address the issues. The planned activities to help meet the target are detailed in the 2023 HSP.

In the FFY24 – FFY26 Triennial Highway Safety Plan, the Bureau of Safety Programs and Engineering has continued and increased where possible grant activities to bolster efforts in achieving the state's goal of an annual 2% reduction in overall traffic fatalities. Emphasizing paid and earned media activities, the FFY24 – FFY26 Triennial Highway Safety Plan allocates funds for the awareness of motorcyclist on Illinois roadways. The Bureau's Cycle Rider Safety Training Program offers courses which are free to any Illinois resident 16 or older who holds a valid automobile or motorcycle driver's license or permit. Moreover, the FFY24 – FFY26 Triennial Highway Safety Plan (HSP), underscores the importance of effective pedestrian messages and countermeasure programs.

Name:	Task Code:	Planned Amount:
Motorcycle Paid Media	02-03	\$242,000.00

Project Description: This task provides funds for IDOT to conduct a paid media campaign for a Motorcycle Awareness. This motorcycle campaign is planned for the summer riding months when there are more

motorcycles on the roads and there is potential for more crashes. This planned activity is to supplement the Motorcycle Paid Media Campaign that is funded with 405f funds.

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

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

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

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

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

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

Name:	Task Code:	Planned Amount:
Cycle Rider Safety Training Program Match	22-04	\$1,500,000

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

Name:	Task Code:	Planned Amount:
Ride for Change	22-06	\$14,867

Project Description: This task identifies funding for Ride for Change to conduct outreach on motorcycle safety.

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 continues to work with local and state partners to strengthen laws, create awareness campaigns, and issue grants in the hopes that this will decrease nonmotorized fatalities and injuries.

Problem Identification

Pedestrian Safety

- Baseline pedestrian fatality rolling averages increased between the 5-year periods of 2016-2020 and 2017-2021.
- Crashes involving pedestrians account for 1.4 percent of all crashes in Illinois in 2022.
- In 2022, there were 195 fatal crashes and 197 fatalities involving pedestrians.
- Of the 3,865 pedestrians injured in 2022, 886 suffered from serious injuries.
- In 2022, 59 of the 197 pedestrian fatalities occurred in Chicago as well as 60 of the 195 fatal crashes.
- Of the 2,279 pedestrians injured in Chicago in 2022, 455 resulted in serious injuries.
- The group with the highest percent of pedestrian fatalities and serious injuries for 2017 to 2021 are males age 9 to 15 at 22.5 percent followed by males age 0-8 at 22.4 percent.
- Between 2017-2021 there were 871 pedestrians killed, 183 (21 percent) were over the age of 64.
- Between 2017-2021 there were 4,657 pedestrians seriously injured, 657 (14 percent) were over the age of 65.

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

**Percent and Frequency Distributions of
Pedestrian-Related Fatalities and Serious
Injuries (2017-2021)**

Gender	Age Group	Total Fatalities & Serious Injuries	Pedestrian Fatalities & Serious Injuries	% Pedestrian Fatalities & Serious Injuries
Male	0 - 8	666	149	22.4%
Male	9 - 15	943	212	22.5%
Male	16 - 20	3,203	193	6.0%
Male	21 - 34	10,053	758	7.5%
Male	35 - 64	13,632	1,490	10.9%
Male	65 +	3,488	471	13.5%
Female	0 - 8	563	69	12.3%
Female	9 - 15	808	139	17.2%
Female	16 - 20	2,775	183	6.6%
Female	21 - 34	7,094	550	7.8%
Female	35 - 64	9,422	945	10.0%
Female	65 +	2,987	369	12.4%
Total		55,634	5,528	9.9%

Pedalcyclist Safety

- Crashes involving pedalcyclists account for 0.9 percent of all crashes in Illinois in 2022.
- Pedalcyclists account for 35 fatal crashes and 35 fatalities in 2022.
- Of the 2,257 pedalcyclists injured in 2022, 341 suffered from serious injuries.
- In 2022, 9 of the 35 fatalities and 9 of the 35 fatal crashes occurred in Chicago.
- Of the 1,101 pedalcyclists injured in Chicago in 2022, 153 resulted in serious injuries.
- Males age 9 to 15 hold the highest percent of pedalcycle-related fatalities and serious injuries for 2017 to 2021 at 20.1 percent.

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

Percent and Frequency Distributions of Pedalcycle-Related Fatalities and Serious Injuries (2017-2021)

Gender	Age Group	Total Fatalities & Serious Injuries	Pedalcyclist Fatalities & Serious Injuries	% Pedalcyclist Fatalities & Serious Injuries
Male	0 - 8	666	22	3.3%
Male	9 - 15	943	190	20.1%
Male	16 - 20	3,203	142	4.4%
Male	21 - 34	10,053	322	3.2%
Male	35 - 64	13,632	638	4.7%
Male	65 +	3,488	139	4.0%
Female	0 - 8	563	10	1.8%
Female	9 - 15	808	48	5.9%
Female	16 - 20	2,775	32	1.2%
Female	21 - 34	7,094	96	1.4%
Female	35 - 64	9,422	119	1.3%
Female	65 +	2,987	18	0.6%
Total		55,634	1,776	3.2%

Planned Activities

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

Name:	Task Code:	Planned Amount:	Expended Amount:
CDOT Safety Program	02-14	\$699,600	\$686,501.43

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

Accomplishments: In FFY 2023, the Chicago Department of Transportation (CDOT) continued to grow with the Safe Routes Ambassador program that educated and encouraged all residents of Chicago to safely walk, bike, and drive. CDOT's Kids to Learn Ride conducted 30 classes, 101 children participated, focusing on four new Chicago Park locations. CDOT's Safe Learn to Ride program held 615 classes, registered 523 Chicagoans for the classes, and 284 students ages 13-75 attended class for the first time. The Safe School Programming had 89 engagements at schools, visited 70 schools, 5,465 students were educated, and visited 230 classrooms. The Safe Ambassadors visited 51 high school classes and educated 2,135 future drivers regarding vulnerable road users. CDOT's SAFE Facebook, Instagram, Twitter, and Tik Tok reached 76,903 unique accounts. CDOT posted 490 posts and stories between all four social media platforms, which saw a 17 percent growth in the number of followers for Instagram and Facebook. CDOT also continued to focus on the vision zero high-crash areas close to vision zero high-crash corridors.

Name:	Task Code:	Planned Amount:	Expended Amount:
Nonmotorized Paid Media (IDOT)	12-01	476,163	\$474,203.94

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

Accomplishments: Paid Media Campaign Viewing Results.

Bicycle and Pedestrian	
Radio -Impressions	3,024,594
TV -Impressions	24,332,817
Digital -Impressions	23,550,896
Digital -Clicks	100,110
Website Pageviews	330,961

Name:	Task Code:	Planned Amount:	Expended Amount:
Bike and Pedestrian Safety	12-02	\$355,082	\$206,807.18

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 2023, the BSPE funded the following agencies with Section 405h funds for bike and pedestrian grants: Chicago Police Department, Deerfield Police Department, League of Illinois Bicyclists, McLean County Regional Planning Commission. In FFY 2023, s. The Deerfield Police Department issued 41 citations and conducted 34 hours of enforcement. The Illinois League of Bicyclist (LIB) worked with K-12 schools to complete the Bike Safety Quiz. In total, 312 schools participated including 175 high school driver education programs, 28 high school physical education programs, and 101 Elementary schools. A total of 48,348 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 3.8M impressions on social media, 42K clicks to the website to support the Bike Safety Quiz.

Program Area Results

Pedestrian Safety

Pedestrian Fatality Progress: Not Met

Core Measure	Baseline 2016-2020 Rolling Average	Projected 2018-2022 Rolling Average	Actual 2018-2022 Rolling Average	Met/Unmet
Pedestrian Fatalities	161.0	154.6	184.0	Unmet

For 2022, Pedestrian Fatalities of 154.6 were projected using a baseline rolling average from 2016-2020 and a two-percent reduction due to the data having an upward linear trend. The actual 2018-2022 rolling average was 184.0, resulting in the target being not met.

Evaluation

Analysis of the Chicago Pedestrian and Bicycle Safety Initiative reveals 41 citations were issued over the course of 34 hours. Throughout the year, one citation was written for every 50 minutes of enforcement activity.

Pedalcyclist Safety

Pedalcyclist Fatality Progress: Not Met

Core Measure	Baseline 2016-2020 Rolling Average	Projected 2018-2022 Rolling Average	Actual 2018-2022 Rolling Average	Met/Unmet
Bicyclist or Other Cyclist Fatalities	22.0	18.9	27.0	Unmet

Projected Bicyclist Fatalities for 2022 were 18.9 based on the Ordinary Least Squares linear trend of the 2016-2020 rolling average. This target was not met since the actual rolling average for 2018-2022 was 27.0.

Corrective Course of Action/Future

Pedestrian Safety

Pedestrian Fatalities for 2024 were projected using five-year rolling averages for 2018 through 2022 and a trendline. The five-year rolling averages have consistently increased year after year during this period. Using only linear regression for 2024, 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 2024 projection to 176.5.

Core Measure		Base Years				
		2018	2019	2020	2021	2022
Pedestrian Fatalities	State and FARS data	166	173	175	209	196
	Reduce pedestrian fatalities by 4.0 percent from 183.8 (2018-2022 rolling average) to 176.5 (2020-2024 rolling average) by Dec 31 st , 2024.	146.6	156.6	161.6	174.0	183.8

Pedalcyclist Safety

Bicyclist Fatalities rolling averages for 2018 through 2022 were calculated and 2024 is projected with linear regression from these data points. When the projected linear value of 27.5 for 2024 was compared to a two-percent reduction of value of 25.9 for the same year, the two-percent reduction 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				
		2018	2019	2020	2021	2022
Bicyclist Fatalities	State and FARS data	24	12	30	34	35
Reduce bicyclist fatalities 2.0 percent annually from 27.0 (2018-2022 rolling average) to 25.9 (2022-2024 rolling average) by Dec 31 st , 2024.	5-Year Rolling Avg.	24.6	21.6	22.4	25.2	27.0

To correct our course, reach our 2023 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the FFY24 – FFY26 Triennial Highway Safety Plan and Annual Grant Application. The planned activities are the actions IDOT and its partners are currently taking to address the issues. The planned activities to help meet the target are detailed in the 2023 HSP.

In the FFY24 – FFY26 Triennial Highway Safety Plan, the Bureau of Safety Programs and Engineering has continued and increased where possible grant activities to bolster efforts in achieving the state's goal of an annual 2% reduction in overall traffic fatalities. Emphasizing law enforcement activities, the FFY24 – FFY26 Triennial Highway Safety Plan allocates funds to intensify seat belt, speeding, and DUI enforcement, recognizing their pivotal roles in reducing crashes, injuries, and fatalities. The bureau is also allocating resources for comprehensive training programs aimed at equipping law enforcement personnel with the latest techniques and knowledge. Moreover, the FFY24 – FFY26 Triennial Highway Safety Plan, plan underscores the importance of effective pedestrian messages and countermeasure programs.

Name:	Task Code:	Planned Amount:
CDOT Safety Program	02-14	\$720,000

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

Name:	Task Code:	Planned Amount:
Bike and Pedestrian Paid Media	12-01	\$500,000

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

Name:	Task Code:	Planned Amount:
Bike and Pedestrian Safety	12-02	\$204,231

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 and Speed 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 1,148 fatal crashes in 2022, 32.5 percent were speed related.
- In 2022, 415 fatalities were attributed to speed in Illinois. This accounts for 32.7 percent of all fatalities.
- Speed accounts for 32.6 percent of total injuries in 2022.
- Serious injuries that are caused by speed are 2,526 in Illinois for 2022.
- Males age 16 to 20 make up the highest percentage for speed-related fatalities and serious injuries at 36.8 percent followed by males age 21-34 at 35.3 percent for 2017 to 2021.

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

**Percent and Frequency Distributions of
Speed-Related Fatalities and Serious
Injuries (2017-2021)**

Gender	Age Group	Total Fatalities & Serious Injuries	Speed-related Fatalities & Serious Injuries	% Speed-Related Fatalities & Serious Injuries
Male	0 - 8	666	194	29.1%
Male	9 - 15	943	261	27.7%
Male	16 - 20	3,203	1,178	36.8%
Male	21 - 34	10,053	3,547	35.3%
Male	35 - 64	13,632	4,316	31.7%
Male	65 +	3,488	935	26.8%
Female	0 - 8	563	172	30.6%
Female	9 - 15	808	238	29.5%
Female	16 - 20	2,775	914	32.9%
Female	21 - 34	7,094	2,361	33.3%
Female	35 - 64	9,422	3,006	31.9%
Female	65 +	2,987	793	26.5%
Total		55,634	17,915	32.2%

Planned Activities

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

In FFY 2023, 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 and Speed Enforcement Program. These planned activities have been included in the police traffic services section.

Program Area Results

Speed Fatality Progress: Not Met

Speed	
Radio -Impressions	8,168,432
TV -Impressions	5,302,026
Digital -Impressions	26,036,303
Digital -Clicks	110,728
Website Pageviews	249,174

Core Measure	Baseline 2016-2020 Rolling Average	Projected 2018-2022 Rolling Average	Actual 2018-2022 Rolling Average	Met/Unmet
Speed Fatalities	408.6	392.4	435.6	Unmet

For Speed Fatalities, the regression line for the rolling averages of 2016 through 2020 shows an upward trend. This projection does not align with moving toward zero fatalities, so a two-percent reduction was used instead bringing the projected goal to 392.4. Since the actual rolling average for 2018-2022 was 435.6, the target was not met.

Evaluation

Of the 197,787 total citations issued for FFY 2023, 27.26 percent (53,922) 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, 83.5 percent stated they were either very likely (35.7 percent) or somewhat likely (47.8 percent) to receive a citation if they speed. When asked if they have heard or seen anything about police enforcing speed limit laws, 33.0 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 2018 through 2022 shows an upward trend, resulting in a projection of 460.4 fatalities for 2024. This projection does not align with moving toward zero fatalities, so a two-percent reduction is used instead, bringing the projected target to 418.4.

Core Measure		Base Years				
		2018	2019	2020	2021	2022
Speeding-Related Fatalities	State and FARS data	439	376	461	487	415
Reduce speeding-related fatalities by 4.0 percent from 435.6 (2018-2022 rolling average) to 418.4 (2020-2024 rolling average) by Dec 31 st , 2024.	5-Year Rolling Avg.	409.6	415.0	431.8	445.4	435.6

To correct our course, reach our 2023 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the FFY24 – FFY26 Triennial Highway Safety Plan and Annual Grant Application. The planned activities are the actions IDOT and its partners are currently taking to address the

issues. In FFY 2023, Illinois does not have any specific tasks that focus specifically on speeding-related fatalities, but they are addressed by many of the planned activities throughout this report.

In the FFY24 – FFY26 Triennial Highway Safety Plan, the Bureau of Safety Programs and Engineering has continued and increased where possible grant activities to bolster efforts in achieving the state's goal of an annual 2% reduction in overall traffic fatalities. Emphasizing law enforcement activities, the FFY24 – FFY26 Triennial Highway Safety Plan allocates funds to intensify seat belt, speeding, and DUI enforcement, recognizing their pivotal roles in reducing crashes, injuries, and fatalities. The bureau is also allocating resources for comprehensive training programs aimed at equipping law enforcement personnel with the latest techniques and knowledge. Moreover, the FFY24 – FFY26 Triennial Highway Safety Plan, plan underscores the importance of effective pedestrian messages and countermeasure programs.

Name:	Task Code:	Planned Amount:
Speed Paid Media	02-12	\$580,000

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

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

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

Distracted Driving

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

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

April is National Distracted Driving Month and in recent years in Illinois, April has been a time for stepped-up distracted driving grantee enforcement. Overall, 157 STEP agencies participated in the month-long Distracted Driving Enforcement campaign. The enforcement campaign was aided with a strong paid and earned media effort. The enforcement effort resulted in 19,269 citations issued. Of the citations issued, 8,900 (46.19 percent) were distracted driving citations. Additionally, 1,872 seat belt and 2,667 speeding citations were issued during this enforcement campaign.

Problem Identification

- There was a total of 298,648 motor vehicle crashes in 2022. Approximately 3.3 percent of the total crashes were involved in distracted driving.
- There were 1,268 fatalities and 83,846 motor vehicle related injuries in 2022. About 2.2 percent and 4.4 percent of these fatalities and injuries were involved in distracted driving crashes.
- 19.2 percent of all people involved in fatal distracted driving crashes included at least one driver who was using their cell phone at the time of the crash.

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

Planned Activities

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

In FFY 2023, Illinois had several tasks that specifically focused on distracted driving. There are enforcement planned activities such as 06-02 and 06-05 that focus on distracted driving but are listed with all enforcement projects in police traffic services section of this report.

Name:	Task Code:	Planned Amount:	Expended Amount:
Distracted Driving Paid Media	06-04	\$477,989	\$477,988.27

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

Accomplishments: Paid Media Campaign Viewing Results.

Distracted Driving	
Radio -Impressions	5,366,305
TV -Impressions	5,570,783
Digital -Impressions	24,533,037
Digital -Clicks	109,317
Website Pageviews	335,453

Evaluation

Of the 197,787 total citations written for FFY 2023 by local and state agencies, 13.21 percent (26,131) 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, 81.4 percent said they do not while 65.3 percent reported to use a hands-free device. Of these respondents, 34.4 percent self-reported that they either rarely (22.2 percent), sometimes (8.3 percent), most times (2.2 percent), or always (1.7 percent) use their device to text while driving.

For the 2023 Cell Phone Survey, 10,839 male and 6,745 female drivers were observed at 51 sites throughout the state. Of the 17,584 drivers observed, the statewide usage rate was 6.4 percent. Females had a higher usage rate at 7.1 percent while the usage rate for males was 6.0 percent.

Electronic Device Use by Region and Gender in 2022

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

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

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

In the FFY24 – FFY26 Triennial Highway Safety Plan, the Bureau of Safety Programs and Engineering has continued and increased where possible grant activities to bolster efforts in achieving the state's goal of an annual 2% reduction in overall traffic fatalities. Emphasizing law enforcement activities, the FFY24 – FFY26 Triennial Highway Safety Plan allocates funds to intensify seat belt, speeding, distracted driving, and DUI enforcement, recognizing their pivotal roles in reducing crashes, injuries, and fatalities. The bureau is also allocating resources for comprehensive training programs aimed at equipping law enforcement personnel with the latest techniques and knowledge. Moreover, the FFY24 – FFY26 Triennial Highway Safety Plan, plan underscores the importance of effective pedestrian messages and countermeasure programs.

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

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

Racial Profiling Data Collection

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

As of January 1, 2020, the Illinois Criminal Justice Information Authority 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	\$150,000	\$72,009.00

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

Accomplishments: IDOT completed the 2022 Illinois Traffic and Pedestrian Stop Study and it was posted to the IDOT website on June 30, 2023. 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, 2025. The completed studies can be found on IDOT's website at [Studies \(illinois.gov\)](http://Studies.illinois.gov).

Name:	Task Code:	Planned Amount:	Expended Amount:
Racial Profiling Study (ICJIA)	23-03	\$113,552	\$74,811.37

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) researchers made progress on two primary grant-funded projects: one involving interviews with Illinois' high-ranking law enforcement on their thoughts toward traffic stop data collection, analysis, and reporting, and the other involving a review of Illinois' current methods for benchmarking and a proposal for investigating alternative benchmarking approaches, albeit on a smaller scale. Both projects will be continued into SFY24. The results of these two projects will be presented to the 2024-2025 Illinois Traffic and Pedestrian Stop Data Use and Collection Task Force for discussion, as well as submitted in a final report to IDOT at the end of SFY24.

Program Area Results

Racial Profiling Compliance Level Progress:

Core Measure	Projected 2022	Actual 2022	Met/Unmet
Racial Profiling Compliance Level	79.9	81.3	Met

For FFY 2023, the performance measure will measure how many agencies of the total agencies comply with the law. Like Seat Belt Usage Rate and contrary to the previous performance targets, Racial Profiling Compliance Level is desired to be on an upward trend. As in previous years, IDOT will not have data for calendar year 2023 cases until March 1, 2024. IDOT anticipates a slight increase in compliance numbers, but exact figures will be determined after March 1, 2024.

Corrective Course of Action/Future

Racial Profiling Compliance Level

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

Core Measure		Base Years				
		2018	2019	2020	2021	2022
Racial Profiling Compliance Level	State Annual	94.5	79.8	81.8	72.6	78.9
Racial profiling compliance level is projected to increase by 2.0 percent from 78.9 percent (2022 value) to 82.1 percent (2023 value) by Dec 31 st , 2024.						
	1 year					

Although we met our target, Illinois established a detailed strategy of these efforts in the FFY24 – FFY26 Triennial Highway Safety Plan and Annual Grant Application. The planned activities are the actions IDOT and its partners are currently taking to address the issues. The planned activities to help meet the target are detailed in the 2023 HSP and listed below.

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

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

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

Name:	Task Code:	Planned Amount:
Racial Profiling (ICJIA)	23-03	\$220,577

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 2023, IDOT funded 198 local law enforcement agencies for the Sustained Traffic Enforcement Program (STEP). To aid in this effort, IDOT also funded the Illinois State Police, the Illinois Secretary of State Police, and the Illinois Department of Natural Resources. IDOT funded 33 Speed mini-enforcement grants as well. IDOT focuses enforcement efforts on Illinois' County Population Model where 85 percent of the population resided and accounted for 86.8 percent of the total crashes. In FFY 2023, local and state law enforcement agencies conducted a total of 138,942.7 hours of enforcement with grant funding. Further, a total of 197,787 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 County Population Model, 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 2023, IDOT's campaign focus continued to be on the main national enforcement campaigns (Memorial Day and Labor Day) and the state enforcement campaigns (Thanksgiving, Holiday Season, St. Patrick's Day, and Independence Day). Each of these six enforcement campaigns involve nearly the same number of enforcement hours and are all accompanied by extensive paid and earned media efforts. The key high-visibility enforcement projects that funds local law enforcement agencies is called STEP, Sustained Traffic Enforcement Program. The STEP program focuses on specific times of the year and on specific times of day when data showed alcohol-involved and unrestrained fatalities are the highest. STEP grants bring impaired driving and seat belt enforcement closer together because of the connection between late-night alcohol-involved fatalities, late-night unrestrained fatalities, and lower late-night seat belt usage. These grants require participation in the Thanksgiving, Holiday Season, St. Patrick's Day, Memorial Day, Independence Day, and Labor Day campaigns thus creating a sustained, year-long emphasis on high-visibility enforcement.

Police Traffic Services Strategies

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

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

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

Click It or Ticket Campaigns

IDOT conducted the CIOT campaign November 18 to 28, 2022. This campaign coincided with the Thanksgiving holiday. A total of 12,423.97 enforcement hours were logged by 229 local police departments and the ISP resulting in 15,301 citations being issued during the campaign.

IDOT conducted the CIOT campaign from May 19 to 30, 2023 over the Memorial Day holiday. During the campaign, 228 local law enforcement agencies and the ISP logged a total of 16,352.28 enforcement hours and issued 22,634 citations. A statewide news release was distributed reminding motorists to buckle up.

IDOT supported enforcement with a comprehensive paid and earned media campaign for the Thanksgiving and Memorial Day enforcement campaigns. IDOT produced the paid media campaign titled "It's Not A Game" that

featured radio, television, and digital advertising. Local law enforcement agencies were provided pre and post media releases to use in their communities for the CIOT enforcement campaign to create earned media opportunities.

Impaired Driving Campaign

In conjunction with CIOT seat belt initiatives, the Illinois Department of Transportation (IDOT) maintained a robust commitment to addressing alcohol and drug-impaired driving. This effort was concentrated across four key periods during the Holiday Season (December 17, 2021 – January 3, 2022), St. Patrick's Day (March 10 - March 19, 2023), Independence Day (June 16 – July 5, 2022), and Labor Day (August 19 – September 6, 2022). Furthermore, IDOT allocated funding to law enforcement agencies for campaigns during other recognized impaired driving risk periods, including Halloween, Thanksgiving, Super Bowl, and Memorial Day. Grantee agencies also carried out enforcement activities beyond these specific holidays, maintaining a sustained presence throughout the entire year. The enforcement efforts during impaired driving campaigns were reinforced with messages like "Drive Sober Get Pulled Over" (DSGPO) and "Drive High, Get a DUI.", and other alternate messages like "Buzzed Driving is Drunk Driving" and "If You Feel Different, You Drive Different."

The DSGPO FFY 2023 Labor Day campaign received support from 242 local law enforcement agencies and all 22 districts of the Illinois State Police. This collaborative effort resulted in a total of 12,259.82 enforcement hours, yielding 17,497 citations at a cost of \$1,021,110.72. On average, a citation was issued every 42 minutes of enforcement, with an average cost of \$58.36 per citation and \$83.29 per patrol hour.

IDOT and its law enforcement grantee partners also conducted comprehensive paid and earned media efforts throughout the year, intensifying efforts during significant periods such as the Holiday Season, St. Patrick's Day, July 4th, and Labor Day enforcement campaigns. IDOT collaborated with a media contractor to develop a paid media campaign titled "It's Not A Game," which encompassed radio, television, digital advertising, and public relations work. This paid media messaging centered on the dangers of both alcohol and cannabis on Illinois roads, as well as other drug-impaired driving. IDOT issued numerous statewide news releases generating substantial earned media during crucial times, and pre- and post-media releases were provided to the Illinois State Police and local law enforcement agencies to bolster support for the heightened enforcement activities in their respective jurisdictions and troops.

Citation Results

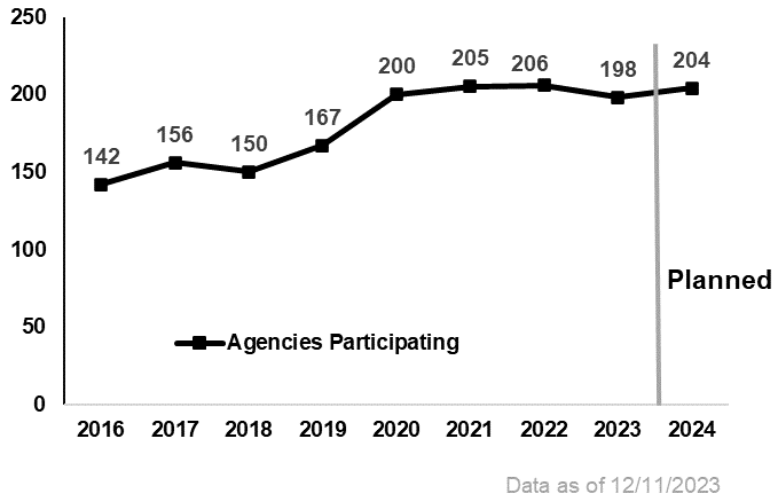
The following table represents enforcement activities conducted by BSPE projects from FFY 2014 to FFY 2023. These results reflect BSPE's enforcement activities and the overall effectiveness the programs have in meeting the performance goals.

Total Enforcement Activities by Citation Type (FFY 2014-2023)						
Year	Hours	Total Citations	Citation Type			
			Total Alcohol/Drug Related Citations	Total Occupant Restraint Citations	Total Speeding Citations	Other Citations
2014	111,357.0	124,341	4,442 3.6%	47,604 38.3%	18,911 15.2%	53,384 42.9%
2015	122,541.7	138,732	5,092 3.7%	47,794 34.5%	24,544 17.7%	61,302 44.2%
2016	98,687.5	112,911	4,286 3.8%	36,602 32.4%	23,143 20.5%	48,880 43.3%
2017	107,161.0	124,715	2,343 1.9%	40,520 32.5%	26,457 21.2%	55,392 44.4%
2018	100,690.7	109,262	1,963 1.8%	38,812 35.5%	22,003 20.1%	46,484 42.5%
2019	144,181.0	182,203	3,970 2.2%	48,616 26.7%	45,176 24.8%	84,441 46.3%
2020	112,136.7	140,895	2,595 1.8%	39,923 28.3%	45,804 32.5%	52,573 37.3%
2021	137,995.2	181,238	3,399 1.9%	43,483 24.0%	54,978 30.3%	79,378 43.8%
2022	133,866.2	181,873	1,856 1.0%	42,815 23.5%	54,804 30.1%	82,398 45.3%
2023	138,942.7	197,787	1,641 0.8%	45,767 23.1%	53,922 27.3%	96,457 48.8%

List of Local Law Enforcement Agencies Participating in the STEP Program

Addison PD	Freeport PD	Montgomery PD	Tazewell County SO
Algonquin PD	Galesburg PD	Morton Grove PD	Troy PD
Arlington Heights PD	Glendale Heights PD	Naperville PD	University of Illinois-Chicago PD
Auburn PD	Glenview PD	Niles PD	Villa Park PD
Bannockburn PD	Glenwood PD	Norridge PD	Washington County SO
Barrington PD	Grundy County SO	North Pekin PD	Waterloo PD
Bartlett PD	Gurnee PD	North Riverside PD	Wauconda PD
Beardstown PD	Hamel PD	Northbrook PD	Waukegan PD
Bellwood PD	Hampton PD	Northlake PD	Wheeling PD
Belvidere PD	Hanover Park PD	Oak Brook PD	Whiteside County SO
Bensenville PD	Harwood Heights PD	Oak Lawn PD	Will County SO
Berwyn PD	Hebron PD	Oak Park PD	Williamson County SO
Blue Island PD	Henderson County	Ogle County SO	Willow Springs PD
Bolingbrook PD	Highland Park PD	Olympia Fields PD	Willowbrook PD
Boone County SO	Hillside PD	Orland Park PD	Wilmette PD
Bourbonnais PD	Hinsdale PD	Oswego PD	Winnebago County SO
Bradley PD	Hoffman Estates PD	Palatine PD	Winthrop Harbor PD
Broadview PD	Homewood PD	Palos Heights PD	Wood Dale PD
Brown County SO	Huntley PD	Park City PD	Woodford County SO
Buffalo Grove PD	Island Lake PD	Park Forest PD	Woodridge PD
Calumet City PD	Jackson County SO	Park Ridge PD	Woodstock PD
Carol Stream PD	Joliet PD	Peoria County SO	
Carpentersville PD	Kane County SO	Peoria PD	
Carterville PD	Kankakee County SO	Peru Police PD	
Cary PD	Kankakee PD	Plainfield PD	
Chatham PD	Kildeer PD	Prairie Grove PD	
Cherry Valley PD	Lake County SO	Quincy PD	
Chicago Heights PD	Lake in the Hills PD	River Forest PD	
Chicago PD	Lake Villa PD	River Grove PD	
Chicago Ridge PD	Lake Zurich PD	Riverside PD	
Cicero PD	Lakemoor PD	Robinson PD	
Coles County SO	Lansing PD	Rock Island PD	
Columbia PD	LaSalle County SO	Rockford PD	
Cook County SO	Lee County SO	Rolling Meadows PD	
Countryside PD	Leland Grove PD	Romeoville PD	
Crawford County SO	Libertyville PD	Roscoe PD	
Crest Hill PD	Lincolnwood PD	Roselle PD	
Crete PD	Lisle PD	Rosemont PD	
Crystal Lake PD	Lockport PD	Round Lake PD	
Danville PD	Lombard PD	Sangamon County SO	
Decatur PD	Lostant PD	Schaumburg PD	
Deerfield PD	Loves Park PD	Schiller Park PD	
DeKalb County SO	Lynwood PD	Shiloh PD	
DeKalb PD	Macomb PD	Shorewood PD	
Dixon PD	Madison County SO	Skokie PD	
Dolton PD	Manhattan PD	South Beloit PD	
DuPage County SO	Marine PD	South Chicago Hts. PD	
Dupo PD	Marion PD	Southern View PD	
East Peoria PD	Maryville PD	Spaulding PD	
Edwardsville PD	Mascoutah PD	Spring Grove PD	
Elgin PD	Matteson PD	Springfield PD	
Elk Grove Village PD	Mattoon PD	St. Charles PD	
Elmhurst PD	Maywood PD	St. Clair County SO	
Elwood PD	McCook PD	Stephenson County SO	
Evanston PD	McHenry County SO	Stickney PD	
Forest Park PD	Midlothian PD	Streamwood PD	
Fox Lake PD	Moline PD	Summit PD	
Franklin Park PD	Momence PD	Swansea PD	
Franklin County SO	Monmouth PD	Sycamore 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:
Speed Enforcement Prog. (Local)	02-15	\$300,000	\$113,781.74

Project Description: This task provides funds for local law enforcement agencies to conduct enforcement details from July 6-31, 2023 for Speed Awareness. This enforcement detail will allow local agencies to address Speeding in their communities and will be used to help recruit new agencies to be part of IDOT's STEP program.

Accomplishments: IDOT issued 40 local law enforcement agencies a Speed Awareness grant in FFY 2023. Agencies that participated in the grant conducted 2,328.83 hours of patrol, stopping 3,394 vehicles and issuing 3,225 citations of which 2,430 were speeding citations. On average, a speed citation was issued every 58 minutes of enforcement.

Name:	Task Code:	Planned Amount:	Expended Amount:
Law Enforcement Liaisons	03-04	\$796,355	\$622,409.43

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

Accomplishments: The LELs worked with 238 law enforcement agencies and six Impaired Driving Prevention grantee agencies to provide guidance on meeting the highway safety grant performance requirements. LELs conducted 929 on-site monitor visits where they reviewed enforcement data to identify problems and assisted

agencies with their grant requirements. The LELs developed a data driven approach to identify and recruit new law enforcement agencies for the STEP grant program. A total of 26 new law enforcement agencies were recruited for the Speed Enforcement mini grant. Of those agencies, 15 applied for a full year FFY 2024 STEP grant. The LELs encouraged agencies to participate in the coordination of National and Regional enforcement campaigns such as the NHTSA's Border to Border campaign and Car Seat Check Saturday. LELs coordinated a media event in Downers Grove to kickoff Speed Awareness Day on July 25, 2023. The LELs conducted 373 seat belt surveys for BSPE.

Name:	Task Code:	Planned Amount:	Expended Amount:
Police Training	04-01	\$475,000	\$389,068.68

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

Accomplishments: The Illinois Law Enforcement Training and Standards Board conducted 143 training classes training a total of 2,364 officers: 25 Advanced Roadside Impaired Driving Enforcement (ARIDE) classes training 375 law enforcement officers; four Standard Field Sobriety Testing (SFST) Instructor course training 33 new instructors; 71 Breath Analysis Operator Certification training 1,300 officers; 17 SFST refresher courses training 215 officers; 11 Illinois Vehicle Code classes training 209 officers; 2 Testifying in a DUI Trial classes training 41 officers; 3 Enforcing Illinois Cannabis Laws classes training 63 officers; 1 Conducting Effective Impaired Driving Investigation & Prosecution class training 12 officers; 1 Radar/Lidar Instructor class training 14 new instructors; 1 Crash Investigations I class training 11 officers; 1 Child Safety Seat Technician class training 16 officers; 3 Emergency Medical Dispatch classes training 27 officers; 2 Tactical Emergency Casualty Care classes training 35 officers; and one Drug Recognition Expert Course training 13 local officers.

Name:	Task Code:	Planned Amount:	Expended Amount:
Sustained Traffic Enf. Program	04-02	\$9,371,354	\$6,320,827.33

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

Accomplishments: As a result of statewide STEP enforcement efforts of the local agencies, a total of 146,185 citations were issued and 90,481.89 hours were funded. The overall cost per citation was \$44.05 while the cost per hour for all enforcement was \$71.17. The contact rate was one citation per 37 minutes of enforcement across all citations.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police Work Zone Enforcement (State Match)	04-03	\$2,500,000	\$2,500,000.00

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

Accomplishments: The Illinois State Police conducted a total of 34,620 patrol hours and issued 7,852 citations while working 4,204 work zone enforcement details.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police NITE Patrol	04-04	\$1,262,813	\$1,247,155.88

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

Accomplishments: The Illinois State Police (ISP) issued one enforcement contact (citation) every 35 minutes during the grant year. Officers worked a total of 8,920.5 hours of NITE enforcement and issued a total of 8,908 citations. ISP made one occupant restraint citation every 12 hours and 18 minutes during NITE hire-back patrol details issuing 725 occupant restraint citations. ISP also issued 3,897 citations for speeding and 373 citations for distracted driving.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police STEP Patrol	04-05	\$1,015,702	\$937,585.93

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

Accomplishments: The Illinois State Police (ISP) issued a citation every 35 minutes of patrol and issued one speeding citation every 1 hour and 9 minutes during the Special Traffic Enforcement Program (STEP) program. Officers worked a total of 7,332.5 hours of STEP enforcement and issued a total of 9,454 citations. ISP made one occupant restraint citation every 7 hours and 42 minutes during STEP hire-back patrols. Officers issued 349 occupant restraints citations. ISP also issued 41 DUI or alcohol-related zero tolerance citations.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police Motorcycle	04-09	\$12,440	\$2,713.40

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

Accomplishments: The Illinois State Police (ISP) sent two Troopers to the New Motorcycle Patrol class.

Name:	Task Code:	Planned Amount:	Expended Amount:
Occupant Protection Enforcement (SOS)	04-10	\$76,020	\$58,745.12

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 600 hours of patrol, issued 556 seat belt citations, 72 speed citations, 55 cellphone citations, and issued 170 other citations. SOS Police made a total of 769 contacts and issued 1 seat belt citation every 56 minutes.

Name:	Task Code:	Planned Amount:	Expended Amount:
Cops in Shops	04-11	\$97,671	\$17,769.78

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

Accomplishments: The Illinois Office of the Secretary of State, Department of Police conducted 13 details, worked 233 hours, and issued the following citations: 49 possession/consumption of alcohol by a minor, one sale/delivery of alcohol to a minor, one delivery of alcohol to a minor, seven prohibited alcohols in public, and one possession of Open Alcohol. Additionally, two fraudulent IDs were confiscated during Cops in Shops details.

Name:	Task Code:	Planned Amount:	Expended Amount:
Motorcycle Patrol Enforcement	04-14	\$123,297	\$102,740.56

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

Accomplishments: The Illinois State Police (ISP) worked 783 hours of motorcycle patrol enforcement, made 1,419 stops, and issued 1,606 citations. Of that total, 68 were distracted driving, 164 occupant protection, 1,129 speed, 63 traffic/criminal arrests and 182 were for other citations.

Name:	Task Code:	Planned Amount:	Expended Amount:
Natural Resources Enforcement	04-15	\$185,709	\$28,530.69

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

Accomplishments: The Illinois Department of Natural Resources (IDNR) conducted 284.25 hours of patrol, stopped 277 vehicles, and issued 234 citations. IDNR also one press release and four social media opportunities.

Name:	Task Code:	Planned Amount:	Expended Amount:
Distracted Driving Enf. (SOS)	06-02	\$76,020	\$60,678.29

Project Description: This task provides funds for the Illinois Secretary of State Police’s Distracted Driving Enforcement program. Uniformed investigators will perform high-visibility patrols in targeted areas during times of high vehicular traffic. The patrols will be a combined four-hour block and will take place during morning and evening rush hours. Investigators will make every effort to concentrate the patrols in school zones, construction zones, and highways. The goal of these patrols will be to lower the number 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 584 hours of Distracted Driving enforcement resulting in 814 vehicles being stopped. The Secretary of State Police issued 81 seat belt citations, 52 speeding citations, 602 Distracted Driving citations, and 159 other citations.

Name:	Task Code:	Planned Amount:	Expended Amount:
Distracted Driving Enf. (ISP)	06-05	\$612,093	\$531,323.20

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 4,089.5 hours of distracted driving enforcement and issued 5,490 citations. Of that total, 3,087 were distracted driving citations with distracted driving citations accounting for 56.2 percent of all program citations. ISP issued 2 media releases announcing the distracted driving enforcement details and the results of the enforcement efforts.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police DUIE	13-01	\$1,192,849	\$887,686.19

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

Accomplishments: The ISP issued one DUI, Alcohol-Related, or zero tolerance citation every 9 hours and 46 minutes during Roadside Safety Checks (RSCs). Officers worked 7,242.5 hours of enforcement and issued 4,176 citations. There were 741 DUI or zero tolerance citations issued. ISP also conducted 210 RSCs. ISP also issued 35 distracted driving and 47 speeding citations.

Name:	Task Code:	Planned Amount:	Expended Amount:
ACE – Illinois State Police	13-11	\$1,174,916	\$1,041,915.38

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

Accomplishments: The Illinois State Police (ISP) conducted 6,234.5 hours of saturation patrols and 1,680 hours of covert enforcement. There were 5,550 citations issued which resulted in one enforcement contact every 35 minutes of patrol. Officers issued 661 speeding citations, 92 occupant restraint citations, and 38 citations for distracted driving violations.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police OREP	19-01	\$1,154,951	\$1,137,512.89

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

Accomplishments: The Illinois State Police (ISP) issued one enforcement citation every 31 minutes during the OREP patrols. Officers worked 8,189.5 hours of OREP enforcement patrol and issued 11,902 citations. ISP made one occupant restraint citation every 1 hour and 8 minutes during the OREP hire-back patrols. Officers issued 7,199 occupant restraint citations, 63 DUI or zero tolerance citations, 646 speeding citations, and 831 distracted driving citations. ISP issued 246 child restraint citations for the year.

Program Area Results

See citation results in the [Total Enforcement Activities by Citation Type \(FFY 2014-2023\)](#) table.

Evaluation

Enforcement

Local law enforcement agencies who participated in enforcement activities received approximately \$6,577,630.06 of which \$0 was for supplies or equipment costs. With this funding, 149,451 citations were issued during 92,844.72 hours. During the daytime, 94,081 citations were issued while 55,370 were issued during the night-time. The cost per enforcement hour overall was \$70.85, the cost per citation was \$44.01, and the cost per vehicle stopped was \$48.63. Overall, one citation was issued for every 37 minutes of enforcement.

The collective enforcement efforts of the Illinois State Police from October 1, 2022 to September 30, 2023 resulted in grant reimbursements of \$5,262,833.29. This value excludes additional costs for Code of \$225,350.08 at 2,639.30 hours. The ISP grant activity resulted in 44,998 enforcement hours and 46,594 citations. ISP's average cost per hour and cost per citation for the year was \$116.96 and \$112.95, respectively, which is relatively consistent with previous years. Overall, one citation was issued by the department for every 58 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 \$135.26 and \$85.41, respectively. The cost per vehicle stopped was \$94.46. Total costs were \$148,782.35. The SOS conducted 1,100 hours of enforcement activity and issued 1,742 citations. One citation was issued every 38 minutes of enforcement.

Among the local agencies, the Illinois State Police, and the Illinois Secretary of State, a total of 138,942.72 hours were conducted with 197,787 citations issued. As a result, the state-wide cost per hour was \$86.29 and the cost per citation was \$60.62. These costs are similar to previous years. For the agencies combined, one speeding citation was written every 155 minutes of patrol, one occupant protection citation was written every 182 minutes of patrol, one DUI or zero tolerance citation was written every 85 hours of patrol, and one distracted driving citation was written every 5 hours of enforcement. Total activities resulted in one citation being written for every 42 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	57%
5	Buzzed Driving is Drunk Driving	56%
6	Slow Down, Move Over.	53%
7	Driver Sober or Get Pulled Over	53%
8	Drive High, Get a DUI	45%
9	See Orange. Slow Down. Save Lives.	43%
10	Move Over, Slow Down.	40%
11	Don't Drink and Ride	33%
12	Phone in One Hand, Ticket in the Other.	28%

Corrective Course of Action/Future

In the FFY24 – FFY26 Triennial Highway Safety Plan, the Bureau of Safety Programs and Engineering has continued and increased where possible grant activities to bolster efforts in achieving the state's goal of an annual 2% reduction in overall traffic fatalities. Emphasizing law enforcement activities, the FFY24 – FFY26 Triennial Highway Safety Plan allocates funds to intensify seat belt, speeding, distracted driving, and DUI enforcement, recognizing their pivotal roles in reducing crashes, injuries, and fatalities. The bureau is also allocating resources for comprehensive training programs aimed at equipping law enforcement personnel with the latest techniques and knowledge. Moreover, the FFY24 – FFY26 Triennial Highway Safety Plan, plan underscores the importance of effective pedestrian messages and countermeasure programs.

Name:	Task Code:	Planned Amount:
Law Enforcement Liaisons	03-04	\$762,190

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

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

Project Description: This task provides funds to continue traffic enforcement-related training to Illinois local law enforcement officers on a statewide basis. The Illinois Law Enforcement Training and Standards Board (ILETSB) coordinates the specialized police training activities. The training is most often delivered through ILETSB's 16 mobile training units although individuals may attend standard courses at recognized training institutions in certain situations. Training will be targeted in counties on IDOT's County Population Model.

Name:	Task Code:	Planned Amount:
Sustained Traffic Enf. Program	04-02	\$11,565,274

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

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

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

Name:	Task Code:	Planned Amount:
Illinois State Police NITE Patrol	04-04	\$1,241,140

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

Name:	Task Code:	Planned Amount:
Illinois State Police STEP Patrol	04-05	\$996,163

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

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

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

Name:	Task Code:	Planned Amount:
Cops in Shops	04-11	\$57,638

Project Description: This activity funds the Illinois Secretary of State Police to conduct its "Cops in Shops" program for FY 2024. 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: This task provides funds for the Illinois Secretary of State Police's Distracted Driving Enforcement program. Uniformed investigators will perform high-visibility patrols in targeted areas during times of high vehicular traffic. The patrols will be a combined four-hour block and will take place during morning and evening rush hours. Investigators will make every effort to concentrate the patrols in school zones, construction zones, and highways. The goal of these patrols will be to lower the amount of statewide crashes involving vehicles and pedestrians by deterring distracted driving behavior.

Name:	Task Code:	Planned Amount:
Distracted Driving Enf. (ISP)	06-05	\$600,366

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 DUJE	13-01	\$1,192,849

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

Name:	Task Code:	Planned Amount:
ACE – Illinois State Police	13-11	\$1,176,697

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	\$1,132,490

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

State Highway Safety Office Administration

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

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

Communication Campaigns

Earned Media

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

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

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

Earned Media for All Campaigns	
Press Releases	2,308
Social Media and Web Postings	2,526
Announcements, Signs, Marquees, and Banners	482
Handouts, Posters, and Flyers	264
Public Access/TV News, Print, and Radio Stories	234
Email Blasts	198
Press Conferences	16

Paid Media

IDOT focuses on increasing the effectiveness of enforcement and that is done by combining it with paid media campaigns. For FFY 2023, IDOT focused paid media efforts on Impaired Driving, Occupant Protection, Distracted Driving, Motorcycle Safety, Bike/Pedestrian Safety, and Speed. IDOT also created a paid media campaign for work zones, but this was not funded with NHTSA funds.

IDOT planned to utilize \$4.960 million in Section 402, 405b, 405d, 405f, and 405h funds on paid media. Through extensive evaluation, IDOT has shown its paid media efforts to be quite successful at delivering a specific message to a participating demographic of the Illinois driving population (i.e., the 18-34-year-old, predominately male audience).

Illinois launched “It’s Not A Game,” a multimedia safety campaign that drives home the message there are no extra lives, no respawns and no second chances to get it right when you are behind the wheel. The campaigns address existing efforts identifying and focusing on the at-risk population, ages 18-34. IDOT continues to follow NHTSA’s lead in purchasing airtime in selected markets to coincide with aggressive enforcement periods in rural areas. All creative spots and purchasing of airtime were shared with NHTSA prior to the beginning of the campaigns.



IDOT considers paid media a vital and necessary part of the Illinois Highway Safety Plan and completed eight, paid media periods in FFY 2023; Holiday Season; St. Patrick’s Day (state mobilization); Memorial Day (national mobilization)/Independence Day (state mobilization); Labor Day (national mobilization); Distracted Driving (state mobilization); Bike and Pedestrian Safety; Speed and Motorcycle riding season campaigns. Below is a chart of the viewership of the paid media campaigns.

Campaigns, Dates, and Programmed Funding

Campaign	Program Area	Run Dates	Planned Funding
Thanksgiving/Christmas/New Year's	Occupant Protection	Nov 15 - Jan 2nd	\$221,000.00
Thanksgiving/Christmas/New Year's	Impaired Driving	Nov 15 - Jan 2nd	\$464,000.00
St. Patrick’s Day	Impaired Driving	March 6 - March 19th	\$200,000.00
Memorial Day/Independence Day	Occupant Protection	May 15 - July 5th	\$221,000.00
Memorial Day/Independence Day	Impaired Driving	May 15 - July 5th	\$464,000.00
Labor Day	Impaired Driving	Aug 22 - Sept 5th	\$464,000.00
Motorcycle Awareness	Motorcycles	May 1 - Sept 30th	\$442,000.00
Bike and Pedestrian Safety	Bike and Pedestrian	April 1 - Sept 30th	\$442,000.00
Work Zones	Work Zones	March 15 - Oct 31st	\$960,000.00
Speed	Speed	July 1 – July 31st	\$292,000.00
Distracted Driving	Distracted Driving	April 1 - Sept 30th	\$442,000.00
		Total Amount	\$4,960,000.00

Paid Media Campaign Viewing Results

Program Area							
	Impaired Driving	Occupant Protection	Bicycle and Pedestrian	Motorcycle Safety	Distracted Driving	Work Zones	Speed
Radio - Impressions	9,771,068	6,728,742	3,024,594	8,649,044	5,366,305	10,082,908	8,168,432
TV - Impressions	8,472,098	2,995,374	24,332,817	36,131,390	5,570,783	36,601,992	5,302,026
Digital - Impressions	62,492,132	7,574,916	23,550,896	50,725,797	24,533,037	40,881,273	26,036,303
Digital - Clicks	165,036	53,550	100,110	230,695	109,317	146,358	110,728
Website Pageviews	477,668	152,492	330,961	592,199	335,453	416,906	249,174

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	7852
Pedestrian	2620
Child Passenger Safety	79484
Impaired Driving	9033
Occupant Protection	4955
Spanish Materials	8962
Distracted Driving	4455

Banners and Yard Signs	Amount Distributed
CPS Yard Sign	81
Motorcycle Yard Sign	1338
Motorcycle Banner	64

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	\$10,716.50

Project Description: The Bureau of Safety Programs and Engineering (BSPE) administers the Section 402 highway safety grants related to the National Highway Traffic Safety Administration (NHTSA) awards, initiatives,

and contracts for traffic safety activities. The BSPE incurs the cost of the Governors Highway Safety Association's annual fee; office expenses such as travel, equipment, and supplies; and other indirect costs necessary to carry out the functions of BSPE.

Accomplishments: BSPE paid the annual fee associated with GHSA and attendance to conferences such as Lifesavers, NHTSA Region 5 meeting, and the GHSA annual meeting.

Name:	Task Code:	Planned Amount:	Expended Amount:
Planning and Administration (State Match)	01-02	\$50,000	\$10,716.50

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

Accomplishments: BSPE paid the annual fee associated with GHSA and attendance to conferences such as Lifesavers, NHTSA Region 5 meeting, and the GHSA annual meeting.

Name:	Task Code:	Planned Amount:	Expended Amount:
Traffic Safety Survey	02-04	\$85,176	\$60,588.93

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

Accomplishments: The data collected and analyzed through our traffic safety survey has been used throughout the 2023 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 2024. The University of Illinois at Springfield completed the Illinois Statewide Labor Day 2023 Weekend Impaired Driving Enforcement and Media Campaign Survey and the Illinois Statewide Memorial Day 2023 Weekend Enforcement and Media Campaign Survey reports.

Name:	Task Code:	Planned Amount:	Expended Amount:
Travel	02-05	\$12,500	\$7,614.54

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

Accomplishments: BSPE staff performed on-site monitoring of the FFY 2023 grants, National Lifesavers Conference, NHTSA Region 5 meeting, and the GHSA Annual Conference.

Name:	Task Code:	Planned Amount:	Expended Amount:
Travel (State Match)	02-06	\$12,500	\$7,614.61

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

Accomplishments: BSPE staff performed limited on-site monitoring of the FFY 2023 grants, National Lifesavers Conference, NHTSA Region 5 meeting, and the GHSA Annual Conference.

Corrective Course of Action/Future

To correct our course, reach our 2023 targets, and address these performance measures, Illinois established a detailed strategy of these efforts in the 2024 Highway Safety Plan and Annual Grant Application. The planned activities are the actions IDOT and its partners are currently taking to address the issues. The planned activities to help meet the target are detailed in the 2023 HSP.

Name:	Task Code:	Planned Amount:
Planning and Administration	01-01	\$20,000

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

Name:	Task Code:	Planned Amount:
Planning and Admin. (State Match)	01-02	\$20,000

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

Name:	Task Code:	Planned Amount:
Traffic Safety Survey	02-04	\$89,108

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

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

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

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

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

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

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



State of Illinois
Illinois Department of Transportation



Illinois Department of Transportation