

2021 Illinois Highway Safety Plan



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Letter from the Governor's Highway Safety Representative

Greetings:

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

I am pleased to present the 2021 Illinois Highway Safety Plan (HSP). This annual data driven plan was designed to modify road-user behavior and prevent fatalities and serious injury through education, enforcement, engineering, and emergency medical services.

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

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

Sincerely,



Cynthia L. Watters
Governor's Highway Safety Representative

Illinois at a Glance

Demographics and Characteristics

Population – 12.67 Million

Demographics

Age:

Persons under 5 years – 6.00%

Persons under 18 years – 22.40%

Persons 65 years and Over – 15.60%

Median Household Income (2014-2018):

\$63,575

Licensed Drivers – 9.17 Million

Total Vehicle Registrations – 11.7 Million

Lane Miles in Illinois – 147,028

Annual Vehicle Miles of Travel – 108 Billion

Annual Gallons of Fuel Consumed – 6.4 billion

Average Fuel Cost - \$2.60

Rest Areas – 30

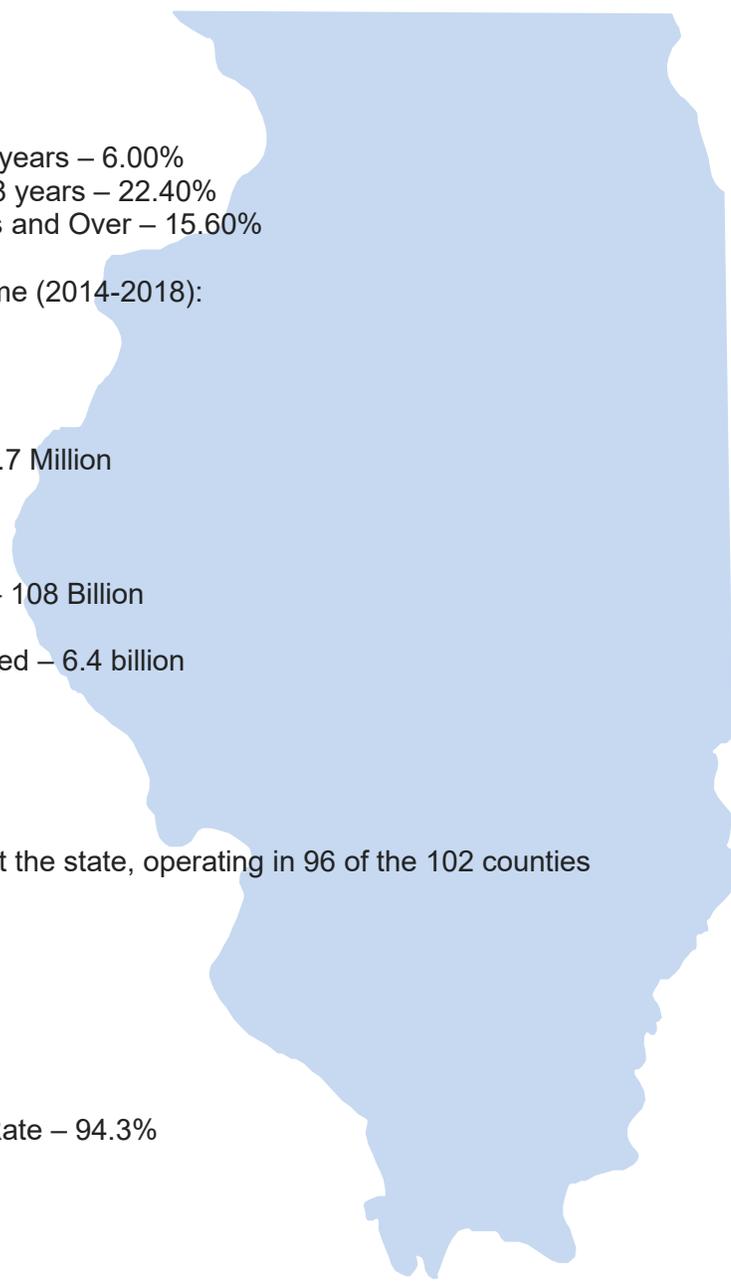
Transit Systems – 63 throughout the state, operating in 96 of the 102 counties

Quick Facts and Statistics

2019 Fatalities – 1009

2019 Fatal Crashes – 938

Overall Front Seat Belt Usage Rate – 94.3%



Illinois Strategic Highway Safety Plan

Mission Statement:

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

Vision Statement:

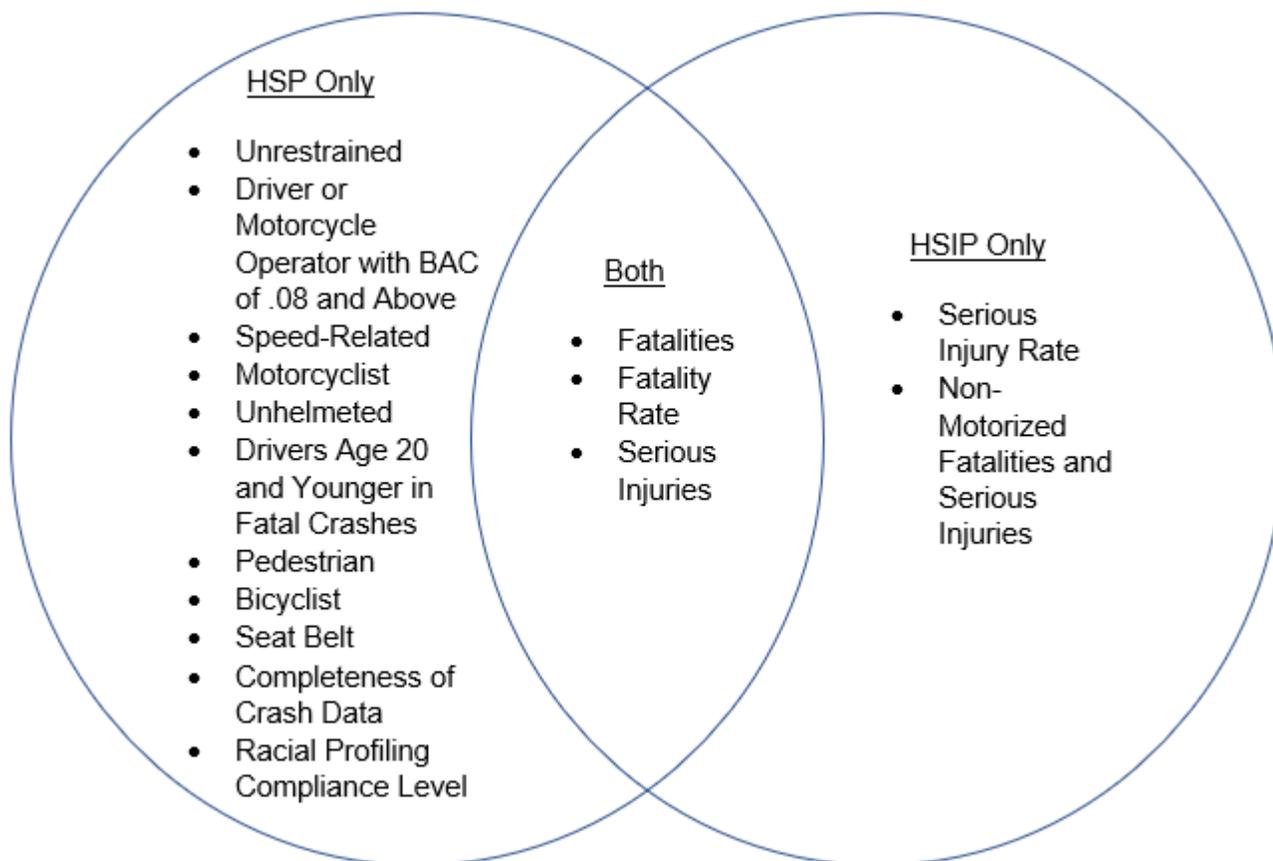
To be recognized as the premier state department of transportation in the nation.

Strategic Highway Safety Plan:

The Illinois Strategic Highway Safety Plan (ILSHSP) provides an opportunity for safety stakeholders to participate in the statewide effort to reduce fatalities and serious injuries on Illinois roadways. The SHSP 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 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 in the ILSHSP represent fatalities and serious injuries from 2010 to 2014 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 HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.



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 2021 Highway Safety Plan provides an overview of the state's plan to utilize federal highway safety funds for the period of October 1, 2020 through September 30, 2021.

In 2019, there were 1009 traffic related fatalities. Motor vehicle fatalities are a major issue in Illinois. The main challenge facing Illinois is reducing motor vehicle crash fatalities and serious injuries and the growing problems of impaired driving, speed, and distracted driving. Other challenges include implementing the recommendations from the 2016 Traffic Records Assessment, utilizing the Illinois Impaired Driving Task Force, and addressing the ongoing speeding problem. IDOT will continue working with traffic safety partners to meet and overcome these challenges to make Illinois a safer place to travel.

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

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

Highway Safety Planning Process

For the Illinois State Highway Safety Office to begin to develop a plan, they must first understand the traffic safety related issues and the data. Once the data has been processed and understood, a plan is developed to address the issue. This is the basis of the Highway Safety Plan. The following sections will establish the building blocks of the Highway Safety Plan. They include the data sources and processes, process participants, description of highway safety problems, methods for project solicitation and selection, information and data sources, and the description of outcomes.

Data Sources and Processes

Each year IDOT identifies traffic safety problems using several databases which include data for crash reports, Fatality Analysis Reporting System (FARS), health care, census, vehicle miles of travel (VMT), and surveys such as observational seat belt surveys. These databases are used for policy development and for the allocation of public funds to create effective and cost-effective highway safety projects and programs. A “traffic safety problem” is an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is statistically higher in collision experience than normal expectations.

The main data sources that have been used in the problem identification process are:

- Crash data (2011-2018) *Note: Due to extenuating circumstances, 2019 data were not available.*
- FARS data (2011-2018) *Note: Due to extenuating circumstances, 2019 data were not available.*
- Federal VMT data (2011-2018)
- State VMT data (2019)
- Census data (2018, estimate)
- Observational seat belt and car seat surveys (1985-2019)
- Memorial Day CIOT and Labor Day DSOGPO Surveys (2007-2019)
- Driver and vehicle data
- Health Care data
- Transportation Research Board data
- Bureau of Justice Statistics (2008)

The main variables that IDOT has used in this process are demographics (e.g., age, gender, region, and county), crash results (e.g., fatalities, severe injuries), if safety equipment was used, and other behavioral variables available through surveys.

Process Participants

The Highway Safety Plan (HSP) Committee was created within the Bureau of Safety Programs and Engineering to identify traffic safety problems and review Illinois’ experience in the existing highway safety priority areas (e.g., occupant protection, impaired driving, speed, distracted driving, motorcycle safety, and pedestrian safety).

HSP Committee members may include: Occupant Protection Program Coordinator, Research Program Evaluation Manager, Law Enforcement Liaison Coordinator, Impaired Driving Program Coordinator, At-Risk Behavior Program Manager, Legislative Affairs, Safety Programs Implementation Manager, Safety Projects Manager, Safety Program Coordinators, Motorcycle Program Manager, Safety Grant Administrators, National Highway Traffic Safety Administration Regional Program Manager, Communications Staff, and Strategic Highway Safety Plan Emphasis Area Chairs.

The HSP Review and Scoring Committee is a subcommittee of the HSP Committee that is responsible for scoring, reviewing, and selecting highway safety grant applications. The committee is made up of technical and professional staff representing each of our highway safety programs.

Below is a sample listing of outside stakeholders that help develop our highway safety programs.

Law Enforcement Liaison Program

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

Impaired Driving Task Force

Illinois' Impaired Driving Task Force (IIDTF) aims to save lives by preventing impaired driving and crashes that result from impaired driving. The IIDTF is composed of professionals from a variety of organizations, each bringing a different experience and perspective on impaired driving issues. The task force has established the Illinois Impaired Driving Strategic Plan (IIDSP). It is a five-year plan developed to address specific objectives, strategies, and tactics to assist Illinois in exceeding performance targets.

Traffic Safety Liaisons

Traffic Safety Liaisons (TSLs) operate Illinois' Regional Traffic Safety Resource Centers (RTSRC). Their goal is to address their community's traffic safety needs and assist with the development of traffic safety programs. Safe Kids Coalitions, the Traffic Safety Network, and other stakeholders develop activities and coordinate events locally to address specific traffic safety needs.

Description of Highway Safety Problems

Problem identification involves the study of relationships between collisions, population, licensed drivers, registered vehicles, and VMT as well as characteristics of specific subgroups that may contribute to collisions. Each program overview contains a detailed analysis of motor vehicle fatalities and injuries controlling for selected characteristics such as crash type and demographic characteristics using the last five recent crash year reports (2015-2019). Problems identified are serious injuries and fatalities related to distracted driving, motorcyclists, impairment, pedestrians, pedalcyclists, occupants, young drivers, and speed.

The targets identified in this report were determined using several quantitative data sources (e.g., crash data, VMT). They were established for the various program areas (e.g., impaired driving, occupant protection, pedestrian, and motorcycle). The specific thresholds and target dates were set based on past trends (five-year rolling averages for the fatality and injury related goals using 2015-2019 FARS) and police reports. Starting in 2010, IDOT has used a Governors Highway Safety Association (GHSA) recommended list of goals for 2010 and beyond. The projected figures are based on the linear models using the Statistical Analysis System (SAS) and Excel.

In order to establish the 2021 targets for the core traffic safety performance measures in Illinois, five-year rolling averages were generated using the 2011-2018 FARS data, 2019 state crash data, annual safety belt survey data, Federal VMT, and State VMT. The following steps were used to set the 2021 targets:

1. Rolling averages were calculated using the 2011-2018 FARS data, 2019 state crash data, and observational survey data. The rolling averages for 2015 through 2019 are calculated using:

2015	2016	2017	2018	2019
2011-2015	2012-2016	2013-2017	2014-2018	2015-2019

For example, the rolling average of total fatalities for 2018 is 1,024.2 and is based on the average of actual fatalities for years 2014 through 2018.

2. The following methodologies were used to develop targets for 2021:
 - a. Ordinary Least Squares (OLS) method was used to set targets for 2021. This is a common methodology (also known as Regression Model) that is often used to project future fatality numbers and rates. Most spreadsheet software offers a "Linear Trend" function which projects what the fatalities would be in the future if the trend were to continue. A two-percent reduction was then calculated from the most recent five-year rolling average. The lower of the two values was used as the target.
 - b. Rates for fatalities and serious injuries for 2015-2018 were calculated using Federal VMT. Since 2019 data were not available, State VMT was used.
 - c. Five-year rolling averages were calculated for Total Fatalities, Fatality Rate, Seat Belt Usage, Young Driver Fatalities, Unrestrained Passenger Fatalities, Motorcyclist Fatalities, Unhelmeted Motorcycle Fatalities, Speed Fatalities, Pedestrian Fatalities, and Bicyclist and Other Cyclist Fatalities.
 - d. When data were not available, estimations were used. This occurred for Serious Injuries, Serious Injury Rate, Driver and Motorcycle BAC of 0.08 or Higher, and Nonmotorized Fatalities and Serious Injuries. In these situations, the rolling averages for 2014-2018 were used to project a value for 2019 using a trend line. Next, 2014-2018 rolling averages were averaged with the value for 2019 to create the actual estimated value used for 2019. The rolling average for 2019 was then calculated. Last, 2015-2019 rolling averages were used to project 2020 and 2021 through trendline analysis and the target for 21 was derived.

The information in the table below shows the Core Highway Safety Performance Measures based on the Rolling Average using 2015-2018 FARS data, 2019 state data, and survey data. Also shown is the Baseline Rolling Average and the Projected Measures for 2021.

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

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

23-County Breakdown Facts

- There were 94,527 persons injured in motor vehicles crashes in 2018, of these 89.3 percent occurred where 85 percent of the population resides.
- 11,402 persons had serious injuries resulting from these crashes with 79.2 percent of these serious injuries in the 23 counties.
- 1,035 persons were fatally injured in crashes in 2018, 70.5 percent of these within the 23 counties.
- There were 650 drivers fatally injured in motor vehicle crashes in 2018. 65.8 percent of these drivers were fatally injured in the 23 counties.
- 195 motor vehicle passengers were killed in 2018. 67.6 percent of these passengers were within the 23 counties.
- 87.9 percent of the fatally injured pedestrians occurred in these 23 counties.
- 24 of the 24 pedalcyclists were fatally injured within these 23 counties.
- 84 of the 118 fatally injured motorcyclists, 71.2 percent, were killed within these 23 counties.
- There were 951 fatal crashes in 2018, 30.8 percent of these crashes involved alcohol (293), with 69.2 percent of those alcohol-related fatal crashes occurring within these 23 counties.
- Of the 1,035 persons who were killed in motor vehicle crashes in 2018, 31.4 percent of these fatalities were alcohol related and 69.8 percent of those alcohol-related fatalities occurred within the 23 counties.
- Crashes involving pedestrians account for 1.6 percent of the overall crashes statewide in 2018. Pedestrian crashes within the 23 counties account for 96.9 percent of the total statewide pedestrian crashes, 88.0 percent of the total statewide pedestrian fatal crashes and 97.2 percent of the statewide pedestrian injury crashes in 2018.
- Crashes involving pedalcyclists account for 0.8 percent of the overall crashes statewide. 95.1 percent of the total pedalcyclist crashes, 100 percent of the fatal pedalcyclist crashes and 94.9 percent of the pedalcyclist injury crashes occurred within these 23 counties.
- Crashes involving speed account for 33.6 percent of the overall crashes, 36.1 percent of the fatal crashes and 38.2 percent of the injury crashes in 2018. Crashes involving speed within these 23 counties account for 91.6 percent of the total statewide speed-related crashes, 72.3 percent of the fatal speed-related crashes and 89.7 percent of the speed-related crashes involving an injury.
- Crashes involving motorcycles account for 0.8 percent of the total crashes, 12.0 percent of the fatal crashes and 2.7 percent of the injury crashes statewide. 82.1 percent of these total crashes, 71.1 percent of the fatal crashes, and 81.4 percent of the injury crashes occurred within these 23 counties.

Note: 2018 State data used. Data as of 5/5/2020.

Methods for Project Solicitation and Selection

In Illinois, the Grant Accountability and Transparency Act (GATA) has guided the solicitation of proposals. In January, the BSPE issued two Notice of Funding Opportunities (NOFO). These are publicly posted to generate a transparent application process. The first NOFO issued is for local agencies and non-profits to submit proposals. The second NOFO issued is for State Agency proposals for the following year due to state agency appropriations. All NOFOs are published for a minimum of 45 days.

When NOFOs are available, they are posted to IDOT's main website and posted on <http://www.idot.illinois.gov/transportation-system/safety/grants/current>. This website houses all the required documents and information for potential grantees to apply for grants. The BSPE will promote NOFOs for highway safety grants through a variety of methods including, but not limited to:

1. GATA website <https://www2.illinois.gov/sites/GATA/Pages/default.aspx>
2. IDOT's website <http://www.idot.illinois.gov/transportation-system/safety/grants/current>
3. Email blast to current grantees
4. Email blast from <http://www.idot.illinois.gov/transportation-system/safety/grants/current> to website subscribers
5. Meetings with Safety Grant Administrators and LELs
6. Meetings and conferences
7. Community outreach activities

Illinois has developed a process for selecting the appropriate projects after the applications have been received. The primary goal of the highway safety programs is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads and meet our highway safety performance measures. All highway safety programs require a strategic, data-driven approach for improving highway safety. In addition, all local project specifications are revised annually in December to include new objectives, strategies, and performance-directed measures to keep projects focused on reducing injuries and fatalities on Illinois roadways.

All submitted grant applications undergo a merit-based review using a project evaluation template in which each application is scored twice. Depending on the grant, the first review is conducted by one of the following: Safety Grant Administrator, Program Coordinator, Law Enforcement Liaisons, Safety Projects Manager, Safety Programs Implementation Manager, Bureau Chief, HSP Review and Scoring Committee, HSP Committee member, or an executive staff member. The second review is completed by a different individual in the above list of participants or group as listed above. After the two reviews are complete, the final score is calculated by averaging the two scores.

For FY 2021, Illinois received 272 local agency and 21 state agency grant applications. These applications fall into three types:

1. Existing Enforcement Grantees
2. New Enforcement Grantees
3. Non-Enforcement Grantees

The following three tables show project selection criteria and their numeric scores based on preassigned weights. As shown below, the first column lists criteria, the second column indicates relative weight (percent), the third column depicts a numeric score of one to six, and the fourth column sums the numeric score (Score=Assigned Score x Assigned Weight). The fifth and sixth columns are repeated for a second review. The last column is reserved for comments. A scoring guide was provided to aid in the completion of the scorecards to help establish consistency of application grading. The Total row shows the overall score for each reviewer that ranges from the lowest score of 100 to the highest score of 600. Finally, the Average is calculated between the first and second reviewer.

Existing Enforcement Grantee Scorecard

Project Evaluation Form for Existing Enforcement Grantees						
Reviewer #1:			Reviewer #2:			
Agency:						
Project Request Title:						
Project Request Number:						
Requested Funding Level:		Recommended Funding Level:				
Selection Criteria	Weight	Reviewer #1	Score	Reviewer #2	Score	Comments (Please continue on the next page)
1) Located within 23 County Model	25		0		0	
2) City/Unincorporated population size of 25,000+	10		0		0	
3) Over 500 crashes for the last 3 years	10		0		0	
4) Over 20% of crashes are fatality/serious injury crashes	10		0		0	
5) Complies with the Illinois Traffic Stop Study	5		0		0	
6) Submitting acceptable and timely reports and claims	10		0		0	
7) Below average cost per citation	10		0		0	
8) Below average cost per hour	10		0		0	
9) Total amount of expended vs amount awarded in previous	5		0		0	
10) Risk Assessment	5		0		0	
Total	100		0		0	
*Rating (1-low 2 3 4 5 6-high)		High of 600			Average: 0	

New Enforcement Grantees Scorecard

Project Evaluation Form for New Enforcement Grantees						
Reviewer #1:			Reviewer #2:			
Agency:						
Project Request Title:						
Project Request Number:						
Requested Funding Level:		Recommended Funding Level:				
Selection Criteria	Weight	Reviewer #1	Score	Reviewer #2	Score	Comments (Please continue on the next page)
1) Located within 23 County Model	30		0		0	
2) City/Unincorporated population size of 25,000+	15		0		0	
3) Over 500 crashes for the last 3 years	15		0		0	
4) Over 20% of all crashes are fatal and serious injury crashes	20		0		0	
5) Complies with the Illinois Traffic Stop Study	10		0		0	
6) Risk Assessment	10		0		0	
Total	100		0		0	
*Rating (1-low 2 3 4 5 6-high)		High of 600			Average: 0	

Non-Enforcement Grantees Scorecard

Project Evaluation Form for Non-Enforcement Grantees						
Reviewer #1:			Reviewer #2:			
Agency:						
Project Request Title:						
Project Request Number:						
Requested Funding Level:		Recommended Funding Level:				
Selection Criteria	Weight	Reviewer #1	Score	Reviewer #2	Score	Comments (Please continue on the next page)
1) Highway Safety Program Area	5		0		0	
2) Located within 23 Counties	5		0		0	
3) Problem Statement Detailed and Cited	15		0		0	
4) Background and explanation of problem statement	5		0		0	
5) Specific Objectives/Hypotheses	10		0		0	
6) Develop Specific Performance Measures	5		0		0	
7) Data, Method of Evaluation, and Surveys (if applicable) provided	20		0		0	
8) Program Implementation <input type="checkbox"/> Reviewed previous year's file if applicable	20		0		0	
9) Previous Experience	10		0		0	
10) Risk Assessment	5		0		0	
Total	100		0		0	
*Rating (1-low 2 3 4 5 6-high)		High of 600			Average:	0

After scoring and project discussion, the HSP Review and Scoring Committee will complete recommendations for approval of grant applicants to be submitted to the HSP Committee. The HSP Review and Scoring Committee will address funding and guidance for IDOT initiatives such as paid media, travel, racial profiling, and planning and administration.

Recommendations for approval are based on the merit-based review average score; available funding; benefit to the Highway Safety Plan; IDOT performance targets; short and long-term targets; and initiatives that IDOT will fund and undertake to achieve success.

The HSP Committee will be given the recommendations of the HSP Review and Scoring Committee for review. They may recommend revisions to the proposed projects. If necessary, the LEL, Safety Grant Administrator, other IDOT staff, or applicant agencies may be called in front of the HSP Committee to answer any questions the committee has regarding the project request. Due to limited funding, not all applications may receive funding.

Once the HSP Committee completes its recommendations for all the applications, a list of the approvals and denials will be presented to the Bureau Chief of the BSPE. After Bureau Chief's approval, the Governor's Highway Safety Representative will be presented the final recommendations for approval.

Information and Data Sources

The 2021 project selection was based on the input of many different data sources. Those that have been used in the planning process are:

1. Crash data: 2011-2019 (Safety Data Mart, IDOT)
2. FARS data: 2011-2018 (<https://cdan.nhtsa.gov/SASStoredProcess/guest>),
3. Federal VMT data: 2011-2018 (<https://www.fhwa.dot.gov/policyinformation/>)
4. State VMT data: 2019 (<http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/OP&P/Travel-Stats/2017 ITS.pdf>).
5. Census data: 2018, population estimate
6. Observational seat belt and car seat surveys: 1985-2019 ([http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/Safety/Evaluations/SafetyBeltObservationReports/2017%20seat%20belt%20one%20sheet-jun2017%20\(July\).pdf](http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/Safety/Evaluations/SafetyBeltObservationReports/2017%20seat%20belt%20one%20sheet-jun2017%20(July).pdf)),
7. Memorial Day CIOT and Labor Day DSOGPO Surveys: 2007-2019
8. Driver and vehicle data
9. Healthcare data
10. Transportation Research Board
11. Bureau of Justice Statistics: 2008 (<https://www.bjs.gov/content/pub/pdf/cslllea08.pdf>)

Description of Outcomes

Illinois' safety planning efforts have been coordinated with the Strategic Highway Safety Plan (SHSP) which provides a clear strategic direction for the Highway Safety Plan (HSP) as required under Highway Safety Programs (23 U.S.C. 402(b)(1)(F)(v)). The main focus of the HSP is designed to reduce crashes, fatalities, injuries, and property damage by addressing several road user target groups (e.g., young drivers), behavioral issues (e.g., impaired driving, occupant protection, and speeding), police traffic services, emergency medical services, motorcycle safety, and traffic records improvements. The Bureau of Safety Programs and Engineering engages a wide range of state and local partners to focus on relevant SHSP emphasis areas and implement a range of strategies and countermeasures.

Overall, the HSP and other safety plans provide a comprehensive framework for reducing the number of fatalities and serious injuries on all public roads. Integration of all safety plans is relevant and important to a State's planning process. The SHSP is the mechanism to bring these safety "parts" together to form a consistent and "whole" safety program for the State. For example, the common grant programs between HSP and SHSP include law enforcement and community traffic safety programs in addition to occupant protection, impairment, distracted driving, and speed programs. The HSP also implements statewide campaigns and initiatives to increase public recognition of safety issues. Both HSP and SHSP use similar problem identification, goals, objectives, countermeasure identification, project development process, and program evaluation techniques to determine the effectiveness of highway safety programs on motor vehicle-related fatal and injury crashes.

Of the strategies that are included in the SHSP, many are coordinated with the efforts of the 2020 and 2021 HSP as each emphasis area has set specific strategies to address the objectives of the SHSP. For example, one objective under Unrestrained Occupant Crashes in Illinois is to conduct highly publicized enforcement campaigns with highly visible marketing to increase restraint use.

In order to meet the objective, Illinois was able to recruit 164 enforcement grantees enforcing unrestrained occupant laws accompanied with a paid media campaign to increase the awareness and effectiveness of the 2019 Click it or Ticket Campaign. Another example from the 2019 HSP, approximately 214 enforcement grantees issued roughly \$9,000,000 for additional enforcement that was accompanied with an extensive paid media campaign to support the program. In the SHSP working groups, Illinois is devising new ways to recruit and build engagement with enforcement agencies. This is only one example of how Illinois is combining the coordination of the HSP and SHSP.

Outside of individual outcomes, it is important to review the overall outcomes for the performance measures set by both federal and state governments. The next section of the HSP will describe the 2020 performance measures and Illinois' progress in meeting them.

Performance Report

The 2020 Highway Safety Plan established 17 safety performance measure targets for Illinois to achieve. The table below shows the established measures and Illinois' year-to-date progress in meeting those targets.

2020 Highway Safety Plan Performance Measure Targets	2020 Target	1/1/20 – 6/30/20
C-1) Number of traffic fatalities (FARS)	985.0	420
C-2) Number of serious injuries in traffic crashes (State crash data files)	11,668.7	2,304
C-3) Fatalities/VMT (FARS, FHWA)	0.910	0.934
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	244.7	112
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	304.7	44
C-6) Number of speeding-related fatalities (FARS)	391.7	206
C-7) Number of motorcyclist fatalities (FARS)	134.5	41
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	95.6	22
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	125.4	57
C-10) Number of pedestrian fatalities (FARS)	140.6	63
C-11) Number of bicyclists fatalities (FARS)	23.2	6
C-12) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	94.4%	94.3%
C-13) Serious Injury Rate	10.80	5.13
Completeness of Crash Data	5.00	Not Avail.
Data Integration of Crash Data	1.0	0.0
Timeliness of Crash Data	87.0%	87.0%
Racial Profiling Data Compliance Level	100.0%	100.0%

Program Area Level Report

The program area level report shows the specific information related to each 2019 performance measure and the established baseline. Due to 2019 FARS ARF not being available, state data was used.

C-1) Number of Traffic Fatalities (FARS)

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

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

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

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

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

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

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

Core Measure	Baseline 2017	Projected 2019	Actual 2015-2019 Rolling Average	Met/Unmet
Fatalities/VMT	0.96	0.92	0.97*	Unmet

*2019 State VMT used since Federal was not available.

Projected Traffic Fatality Rate (Fatalities per 100 million VMT) for 2019 was 0.92 based on 2013-2017 rolling average in addition to a two-percent reduction due to the linear trend of the averages being on an upward slope. This target was not met since the 2015-2019 actual rolling average was 0.97.

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

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

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

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

Core Measure	Baseline 2017	Projected 2019	Actual 2015-2019 Rolling Average	Met/Unmet
Driver or Motorcycle Operator with BAC of 0.08 or Above	310.0	297.7	326.6*	Unmet

*2019 data are estimated.

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

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

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

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

C-7) Number of motorcyclist fatalities (FARS)

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

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

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

Core Measure	Baseline 2017	Projected 2019	Actual 2015-2019 Rolling Average	Met/Unmet
Unhelmeted Motorcyclist Fatalities	104.6	100.5	102.2	Unmet

Unhelmeted Motorcyclist Fatalities for 2019 were projected to be 100.5 based on a baseline rolling average from 2013-2017. A two-percent reduction was also added due to the linear trend of the data only being slightly downward for the recent previous years. The actual 2015-2019 rolling average was 102.2 and as a result, the target was unmet but was better than the baseline of 104.6.

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

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

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

C-10) Number of pedestrian fatalities (FARS)

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

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

C-11) Number of bicyclists fatalities (FARS)

Core Measure	Baseline 2017	Projected 2019	Actual 2015-2019 Rolling Average	Met/Unmet
Bicyclist or Other Cyclist Fatalities	25.8	24.8	21.6	Met

Projected Bicyclist Fatalities for 2019 were 24.8 based on 2013-2017 rolling average in addition to a two-percent reduction due to the linear trend of the averages being on an upward slope. This target was met since the actual rolling average for 2015-2019 was 21.6.

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

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

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

C-13) Serious Injury Rate

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

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

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

Completeness of Crash Data

Performance Measure	Projected 2019	Actual 2019	Met/Unmet
Completeness of Crash Data	5	7.2	Unmet

This data is based on the percentage of “unknown” code used in critical crash field for a non-fatal crash at an agency level (data based on agencies submitting an average of at least 2 reports per month). Critical crash fields for non-fatal crashes are defined as weather, light condition, traffic control device, traffic control device condition, road surface, vehicle type, vehicle usage, maneuver, driver apparent condition, driver date of birth, driver safety equipment used, and driver airbag deployed. The projected number for 2019 (5 percent) was based on data that was not complete and did not consider the numbers of local agencies shifting from paper to electronic reporting. We are including this performance measure moving forward and are confident that training and familiarity with electronic reporting will improve this measure.

Data Integration of Crash Data

Performance Measure	Projected 2019	Actual 2019	Met/Unmet
Data Integration of Crash Data	1	0	Unmet

This measure was included based on the anticipation that the new Trauma Registry System would be complete to a stage that integration with the Crash System would have begun. Due to staffing and budget issues, we were not able to hire a Data Analyst to begin the integration project. The position of Data Analyst is now being advertised and this person should be in place within the coming months to begin this work.

Timeliness of Crash Data

Performance Measure	Projected 2019	Actual 2019	Met/Unmet
Timeliness of Crash Data	85	87	Met

This data is based on the total number of crash reports being electronically reported. Steps are underway to enlist more agencies to report electronically. We projected 87 percent by December of 2020 and achieved this goal in spring of 2020.

Racial Profiling Data Compliance Level

Performance Measure	Baseline 2017	Projected 2019	Actual 2019	Met/Unmet
Racial Profiling Data Compliance Level	100	100	100	Met

A total of 353 agencies generated data on 172,160 pedestrian stops. Only 183 traffic stops (0.007 percent of stops) and only 3 pedestrian stops (0.002 percent) were missing the race designation.

Performance Plan

Future projections for the 2021 Highway Safety Plan are detailed below. Illinois has set fifteen safety performance measure targets for Illinois to achieve. Data Integration of Crash Data and Timeliness of Crash Data which were included in the 2020 Highway Safety Plan have been removed. For the first thirteen measures, Illinois set a target period of 5 years. In doing so, each performance measure with the end year of 2021 will have a corresponding start year of 2017. Also, these measures have a numeric value as opposed to a percentage. On the other hand, the last two traffic records performance measures have an annual target period beginning in 2020 and ending in 2021 with a percentage value. For 2019, core measure values were not available from FARS, so state data was used in the calculations.

Performance Measure	Target Period	Target Start Year	Target End Year	Target Value
C-1) Number of traffic fatalities (FARS)	5 Year	2017	2021	1,000.0
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2017	2021	11,556.4
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2017	2021	0.93
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2017	2021	247.4
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2017	2021	313.7
C-6) Number of speeding-related fatalities (FARS)	5 Year	2017	2021	402.0
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2017	2021	137.5
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2017	2021	98.2
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2017	2021	127.3
C-10) Number of pedestrian fatalities (FARS)	5 Year	2017	2021	149.8
C-11) Number of bicyclists fatalities (FARS)	5 Year	2017	2021	19.6
C-12) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2017	2021	94.3
C-13) Serious Injury Rate	5 Year	2017	2021	10.79
Completeness of Crash Data	Annual	2020	2021	6.8
Racial Profiling Compliance Level	Annual	2020	2021	100

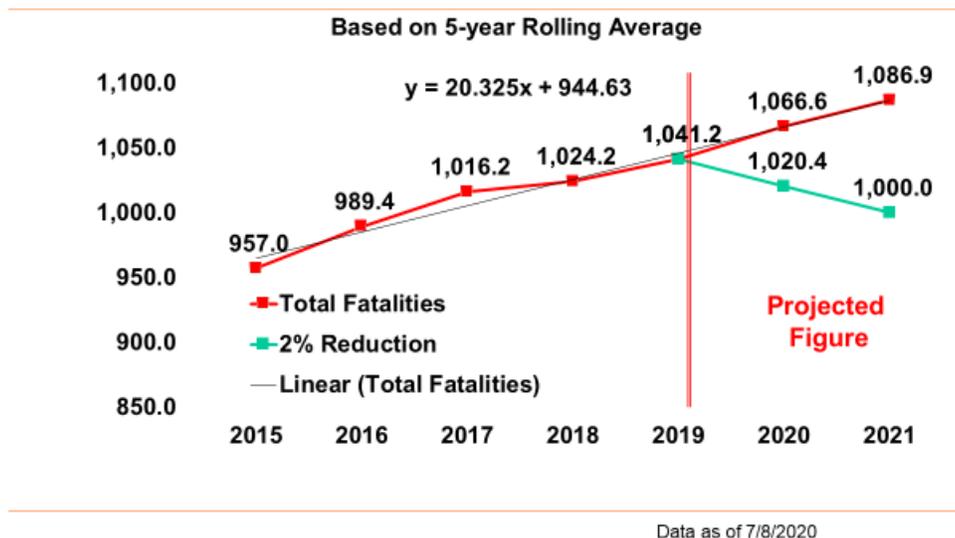
Performance Measure Target Details:

C-1) Number of traffic fatalities (FARS)

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Traffic Fatalities	Numeric	1,000.0	5 Year	2017

Justification: Total traffic fatalities in Illinois are a main concern and reduction of total fatalities remains the primary goal. Data from 2011-2019 were utilized to create a five-year rolling average for each year. For example, the rolling average for 2015 was computed by averaging 2011, 2012, 2013, 2014, and 2015. A rolling average is commonly used to smooth out short-term fluctuations and highlight longer-term trends or cycles. To project performance targets for Illinois, a two-percent reduction was utilized. The goal for 2021 was computed by reducing 2019 and 2020 by two percent. A two-percent reduction was used due to the fact the five-year rolling averages from 2015 to 2019 have an upward linear trend as seen through the linear regression line. The goal for Illinois is to reach zero fatalities per year and using a two-percent reduction will enable the state to reach its goal.

Total Number of Traffic Fatalities



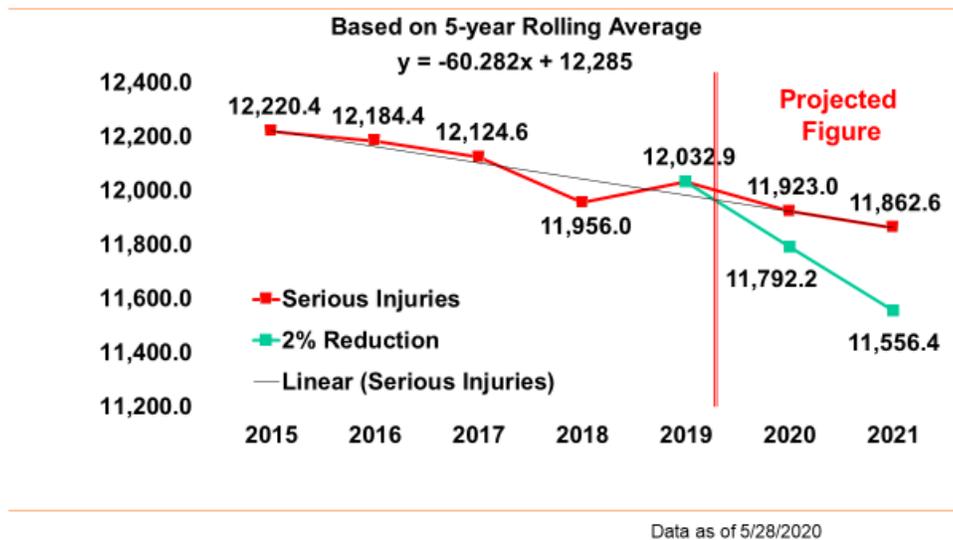
Goal: To reduce the statewide traffic fatalities from 1,041.2 (2015-2019 average) to 1,000.0 by December 31, 2021.

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

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Serious Injuries	Numeric	11,556.4	5 Year	2017

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

Serious Injuries in Traffic Crashes

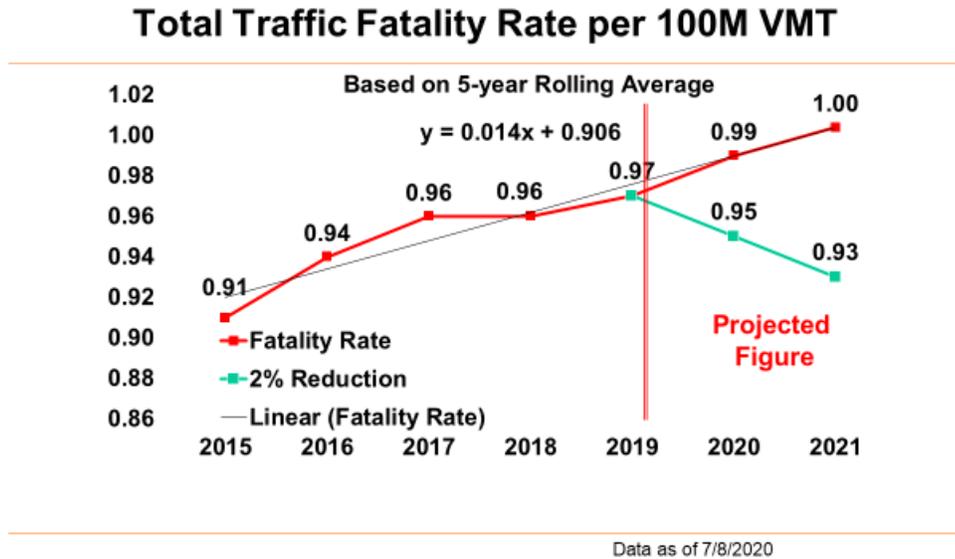


Goal: To reduce the statewide serious injuries from 12,032.9.0 (2015-2019 average) to 11,556.4 by December 31, 2021.

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

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Fatalities/VMT	Numeric	0.93	5 Year	2017

Justification: Like previous target selection methods, five-year rolling averages were used from 2015-2019 for the Total Traffic Fatality Rate. Since the 2019 VMT data from FHWA were not available, the 2019 state VMT data published by IDOT were used to calculate the fatality rate. Like the Total Traffic Fatalities, the data show an upward trend. To move toward the goal of zero fatalities, a two-percent reduction is applied annually resulting in the projected rate of 0.93 per 100 million VMT in 2021.

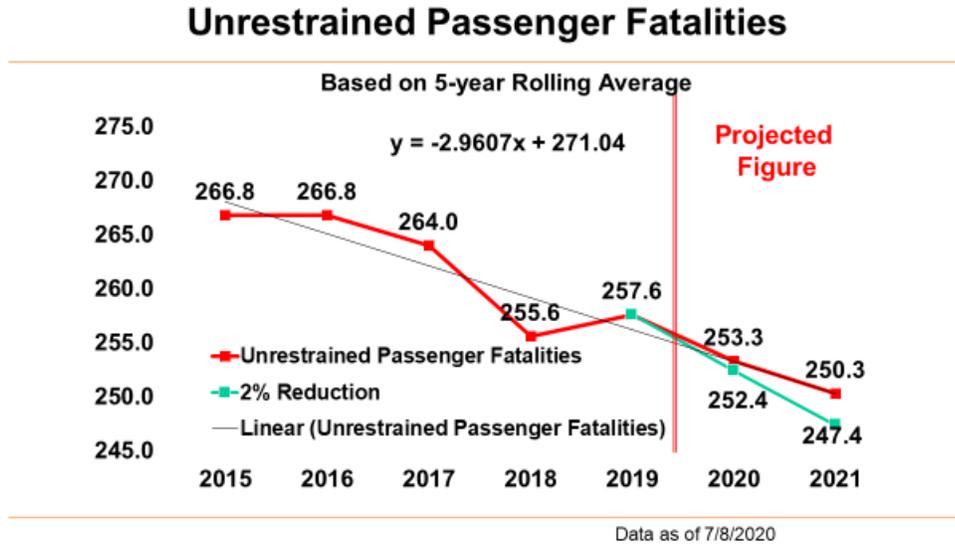


Goal: To reduce the statewide fatality rate from 0.97 per 100 M VMT (2015-2019 average) to 0.93 per 100 M VMT by December 31, 2021.

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

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Unrestrained Occupant Fatalities	Numeric	247.4	5 Year	2017

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



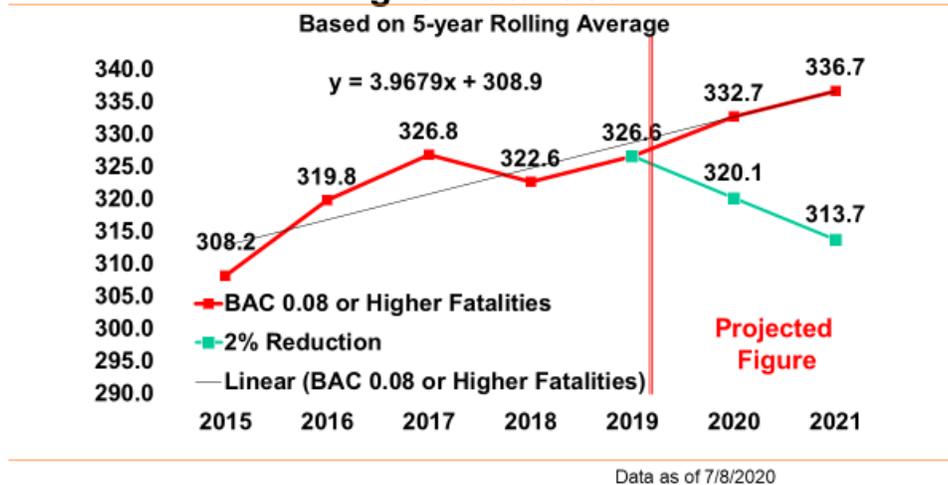
Goal: To reduce statewide unrestrained passenger fatalities from 257.6 (2015-2019 average) to 247.4 by December 31, 2021.

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

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Driver or Motorcycle Operator with BAC of 0.08 or above Fatalities	Numeric	313.7	5 Year	2017

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

Driver and Motorcycle Operator with BAC 0.08 or Higher Fatalities

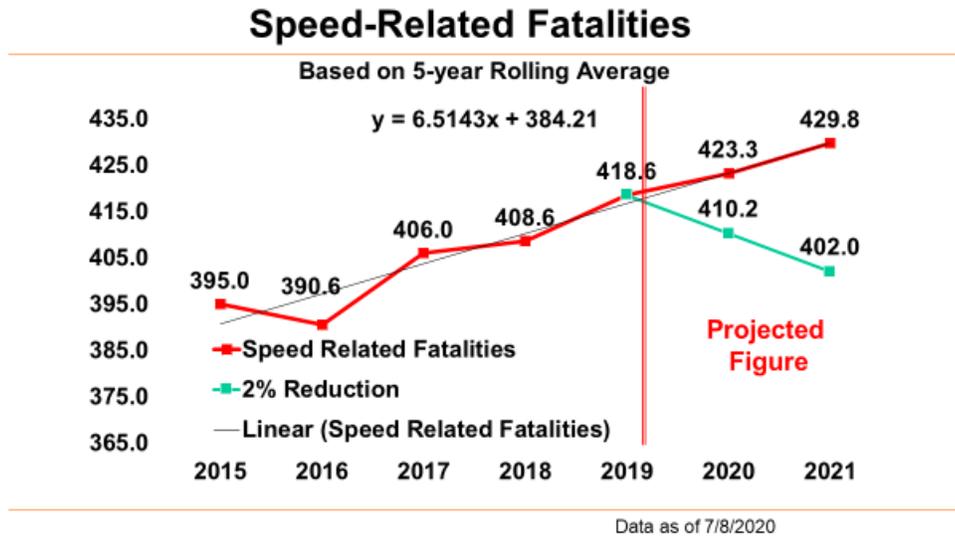


Goal: To reduce total number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 or higher from 326.6 (2015-2019 average) to 313.7 by December 31, 2021.

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

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Speed Fatalities	Numeric	402.0	5 Year	2017

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

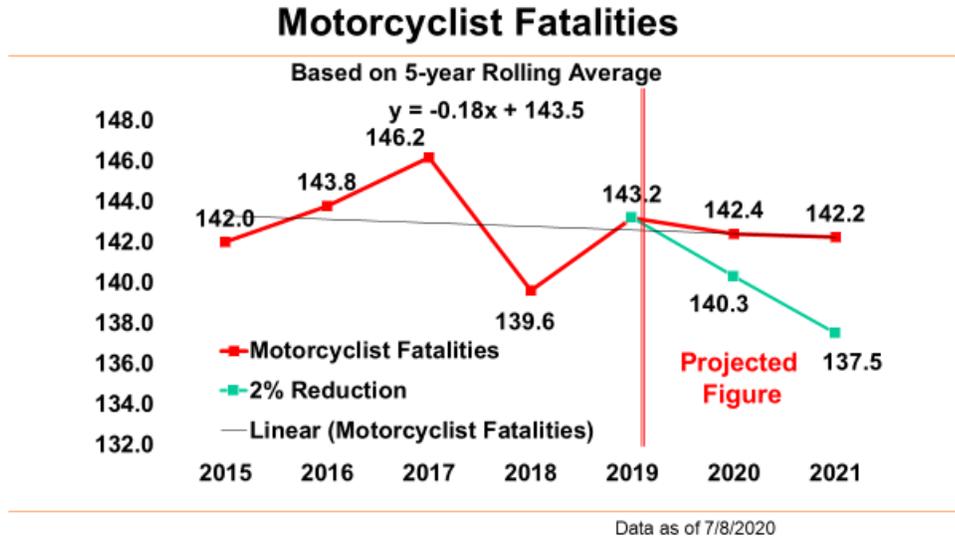


Goal: To reduce total number of fatalities in crashes involving speed from 418.6 (2015-2019 average) to 402.0 by December 31, 2021.

C-7) Number of motorcyclist fatalities (FARS)

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Motorcyclist Fatalities	Numeric	137.5	5 Year	2017

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

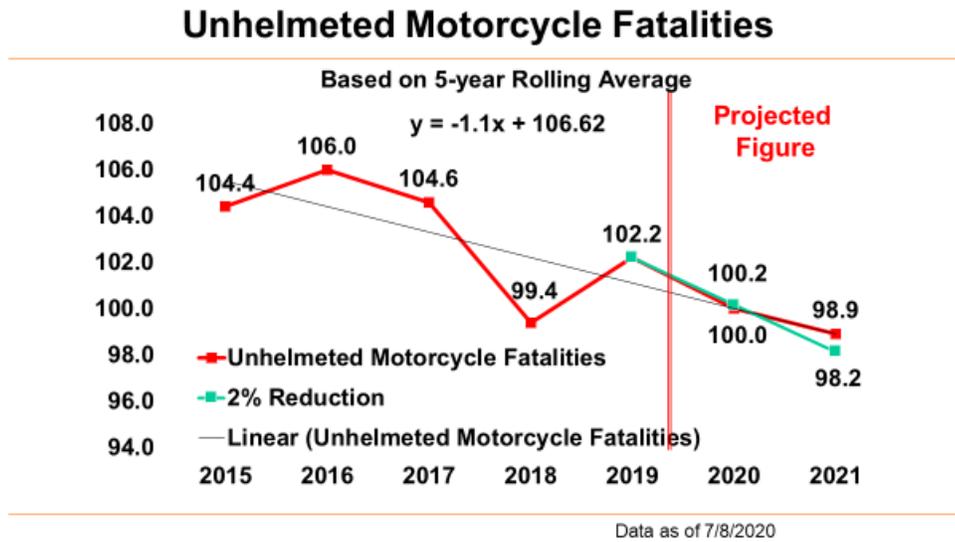


Goal: To reduce total number of fatalities in crashes involving a motorcyclist from 143.2 (2015-2019 average) to 137.5 by December 31, 2021.

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

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Unhelmeted Motorcyclist Fatalities	Numeric	98.2	5 Year	2017

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



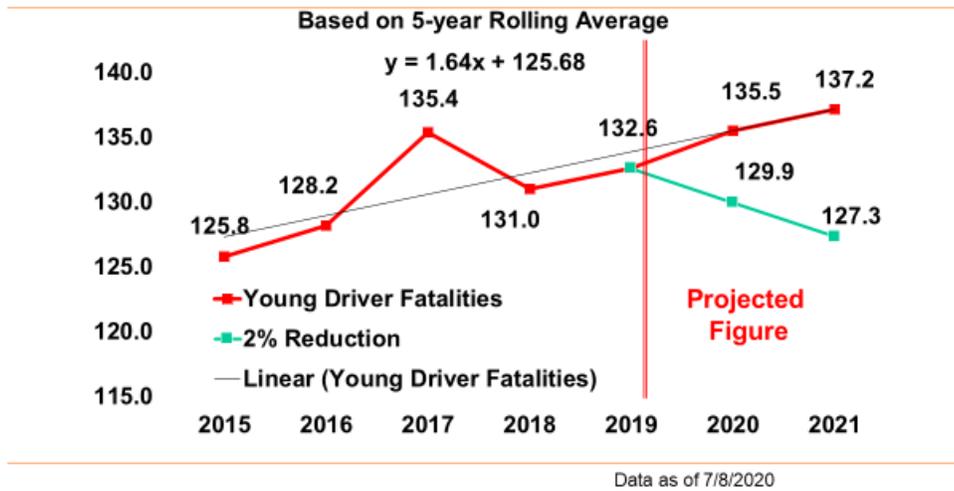
Goal: To reduce total number of fatalities in crashes involving an unhelmeted motorcyclist from 102.2 (2015-2019 average) to 98.2 by December 31, 2021.

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

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Young Driver (<21) Fatalities	Numeric	127.3	5 Year	2017

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

Young Drivers (Under 21) Involved in Fatal Crashes

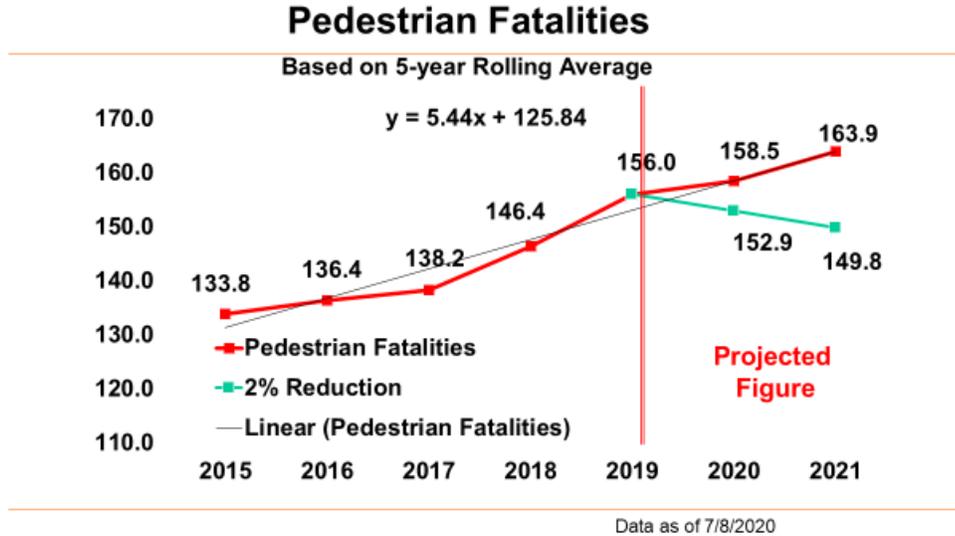


Goal: To reduce total number of fatalities in crashes involving a driver under 21 years old from 132.6 (2015-2019 average) to 127.3 by December 31, 2021.

C-10) Number of pedestrian fatalities (FARS)

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Pedestrian Fatalities	Numeric	149.8	5 Year	2017

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

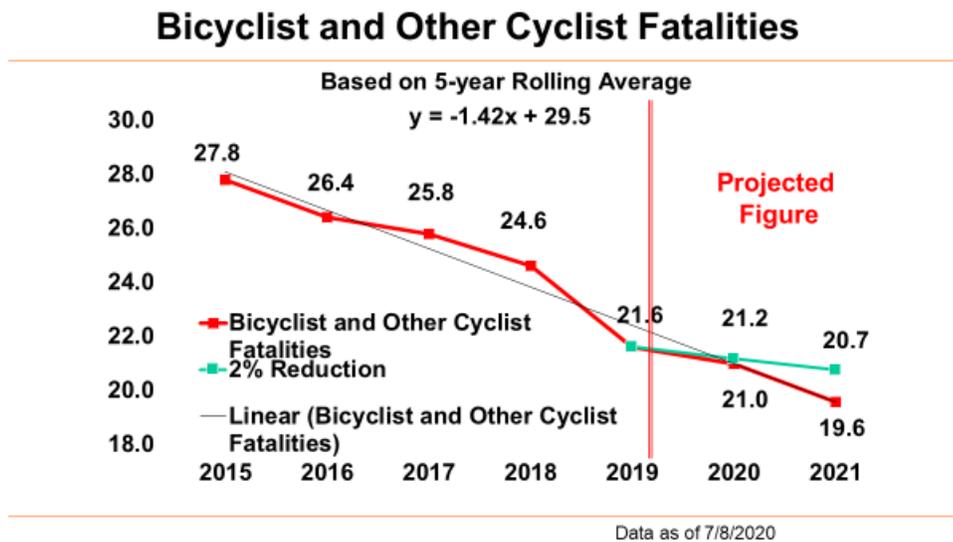


Goal: To reduce total number of fatalities in crashes involving a pedestrian from 156.0 (2015-2019 average) to 149.8 by December 31, 2021.

C-11) Number of bicyclists fatalities (FARS)

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Bicyclist or Other Cyclist Fatalities	Numeric	19.6	5 Year	2017

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

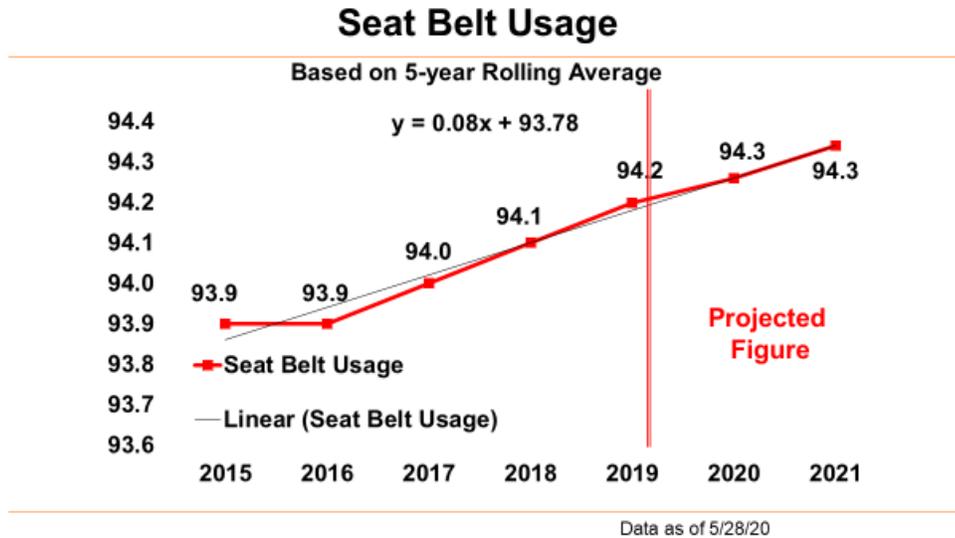


Goal: To reduce total number of fatalities in crashes involving a bicyclist or other cyclist from 21.6 (2015-2019 average) to 19.8 by December 31, 2021.

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

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Seat Belt Usage Rate	Numeric	94.3	5 Year	2017

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

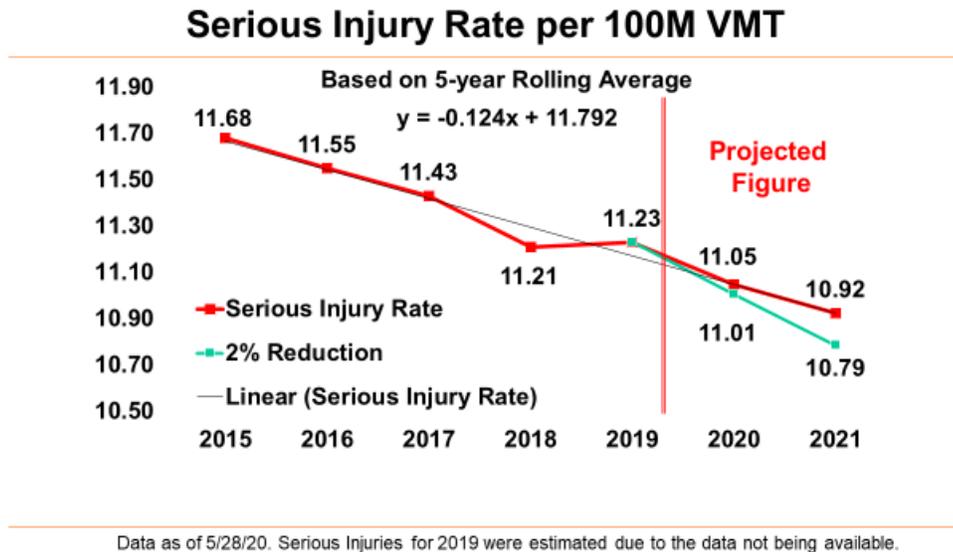


Goal: To increase the Observed Seat Belt Usage rate from 94.2 percent (2015-2019 average) to 94.3 percent by December 31, 2021.

C-13 Serious Injury Rate

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Serious Injury Rate	Numeric	10.79	5 Year	2017

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



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

Completeness of Crash Data

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Completeness of Crash Data	Percentage	6.80	Annual	2020

Justification: This data is based on the percentage of “Unknown” code used in critical crash fields for a non-fatal crash at an agency level (data based on agencies submitting an average of at least 2 reports per month). Critical crash fields for non-fatal crashes are defined as being weather, light condition, traffic control device, traffic control device condition, road surface, vehicle type, vehicle usage, maneuver, driver apparent condition, driver date of birth, driver safety equipment used, and driver airbag deployed. This data reflects results from both paper and electronic crash reports.

Racial Profiling Compliance Level

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Racial Profiling Compliance Level	Percentage	100	Annual	2020

Justification: A total of 353 agencies generated data on 172,160 pedestrian stops. Only 183 traffic stops (0.007 percent) and only 3 pedestrian stops (0.002 percent) were missing the race designation.

Program Areas

The efforts made by the State of Illinois and our traffic safety partners are presented in program areas that focus on specific traffic safety problems. The program areas Illinois is focusing on in the 2021 HSP are Occupant Protection, State Traffic Safety Information System Improvements, Impaired Driving, Distracted Driving, Motorcycle Safety, Young Drivers, Nonmotorized Safety, Planning and Administration, Racial Profiling, Speed Management, and Police Traffic Services.

Each program area will have a brief introduction, problem identification, associated performance measures, countermeasures strategies that address the problem identification, and planned activities that are associated with the primary countermeasure. The primary countermeasure strategies are the effective, science-based concepts to address highway safety problems. The planned activities are the specific actions IDOT and its partners are taking to address the established problems. The planned activities are Illinois' efforts to meet and exceed Illinois' performance targets established in the performance plan.



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. Illinois has a high seat belt usage rate of 94.3 percent in 2019 as gauged by the annual Observational Seat Belt Use Survey.

The foundation of Illinois' occupant protection efforts is the education and enforcement of the "Click It or Ticket" program. Illinois has a large enforcement program and a child passenger safety program that is one of the largest in the nation. Increasing seat belt and child restraint usage is one of the most effective ways to reduce injuries and fatalities.

To address occupant protection, Illinois has established an Occupant Protection Plan that consists of the makeup of this program area and the SHSP emphasis area. The occupant protection emphasis area consists of objectives, strategies, and action items, most of which are derived from the HSP. To carry out this plan, IDOT issues local and state agencies grant-funded projects to focus on enforcing laws and educating drivers and passengers. 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 "Click It or Ticket" message and the other holiday timeframes have a strong secondary "Click It or Ticket" and "Drive Sober or Get Pulled Over" message. Additionally, local law enforcement agencies perform occupant protection details throughout the year. Each "Click It or Ticket" campaign has a comprehensive earned and paid media effort.

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

Problem Identification

- Of the 1,473 drivers involved in fatal crashes in 2018, 61.2 percent were restrained.
- Of the total number of occupant fatalities (664), 49.2 percent (327) were unrestrained.
- Drivers killed amounted to 62.8 percent of all fatalities.
- Drivers with serious injuries amounted to 64.3 percent of all serious injuries.
- There were 319,430 total crashes involving motor vehicles in Illinois.
- Crashes involving serious injury amounted to 14 percent of the injury crashes statewide.
- There were 3,437 injuries to children age 8 and younger in motor vehicles in 2018 which accounts for 14.7 percent of all passenger injuries.
- In 2018 there were 12 fatalities for children age 8 and younger.
- Individuals 16-20 years old account for 70 fatalities which is 6.7 percent of all fatalities.
- The observed seat belt usage rate in 2019 was 94.3 percent.
- For belted occupant fatalities and serious injuries from 2014 to 2018, males age 16 to 20 and 21 to 34 had the lowest usage at 66.5 percent and 62.3 percent, respectively.

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

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

Performance Measures Affecting this Program Area:

This program area affects several performance measures. The direct performance measures affected are the number of traffic fatalities, number of serious injuries, serious injury rate, fatality rate, number of unrestrained passenger vehicle occupant fatalities, and the observed seat belt use for passenger vehicles.

Primary Countermeasures Strategies:

Child Restraint System Inspection Station(s)

Impact: The impact of this strategy is to increase the use of car seats and the proper use of seat belts for youth. Inspection stations are used to verify if car seats have been installed correctly and fix issues if they have not been. Illinois has an extensive network of inspection sites and more than 1,800 registered car seat technicians. Illinois plans to help facilitate 83 training courses throughout the year.

In FY 2021, we are recording 1,135 fitting stations/check events (which include an estimated 100 stand-alone CPS Week/Seat Check Saturday events). Efforts to update this list will continue with the training of new CPSTs and during the recertification of existing CPSTs. These events will serve urban, rural, and at-risk populations across the state.

Linkage: FY 2021, IDOT recommends that all funded inspection stations and grant projects include a pre and post misuse identification survey to measure the effectiveness of the program as part of a larger overall evaluation plan. Additional data will be collected through the launch of the digital check form and later evaluated to gauge the effectiveness of these fitting stations.

Rationale: Properly installed child restraints and occupant protection systems decrease the likelihood of severe injury or death in a motor vehicle crash. Operating child safety seat inspection stations increases the traveling public’s access to education and technical assistance needed to properly install car seats.

Planned Activities:

1. **Title:** Regional Traffic Safety Resource Center

Unique Identifier/Activity Number: 02-09

Primary Countermeasure Strategy ID: Child Restraint System Inspection Station(s)

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

Seven RTSRCs are planned to be funded in Illinois and will be staffed by Traffic Safety Liaisons (TSLs). Each RTSRC covers a specific region in the state. They coordinate and support traffic safety initiatives within that region. The seven regions are Chicago, Cook and Collar Counties, Northwest, West Central, East Central, Southwest, and Southeast.

The RTSRC program addresses a wide variety of highway safety issues including, but not limited to the following areas:

- A regional point of contact for traffic safety programs, trainings, and community events;
- Provide evidence-based programs aimed at increasing the safety of all drivers, specifically inexperienced drivers and older drivers;
- Provide education to the public about traffic safety by staffing informational booths at community events;
- Use data-driven approaches to evaluate and address local highway safety issues;
- Develop and disseminate Child Passenger Safety (CPS) continuing education unit (CEU) opportunities in each region. They offer, promote, and teach standardized CPS certification courses and renewal courses in the region;
- Participate in Statewide CPS Week/Seat Check Saturday promotions;
- Assist local agencies with setting up car seat checks, teen safety fairs, traffic safety presentations, and other community events;
- Establish and maintain community traffic safety networks of law enforcement, public health, and local organizations to reduce injury and fatality rates in their identified region.

Intended Subrecipients: Various public and private organizations

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	State Funds	Community Traffic Safety Project (FAST)	\$0	\$1,638,847	\$0

2. **Title:** Keep Me in a Safe Seat (KISS)

Unique Identifier/Activity Number: 19-02

Primary Countermeasure Strategy ID: Child Restraint System Inspection Station(s)

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

Intended Subrecipients: Illinois Secretary of State

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act 405b OP High	405b High Child Restraint (FAST)	\$32,400	\$0	\$0

High Visibility Enforcement

Impact: The impacts of sustained enforcement are difficult to measure but states that vigorously enforce seat belt laws consistently report above average belt usage rates. By funding belt enforcement in addition to highly publicized campaigns, the zero-tolerance message reminds motorists to stay buckled. Law enforcement agencies are given the latitude to identify traffic safety issues outside of the highly publicized campaigns and tailor their efforts to meet their community's needs.

Linkage: This countermeasure is intended to assist with meeting the following FY20 performance measures: C-1) Number of traffic fatalities (FARS); C-2) Number of serious injuries in traffic crashes (State crash data files); C-3) Fatalities/VMT (FARS, FHWA); C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS); C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS); C-12) Observed seat belt use for passenger vehicles, front seat occupants (survey).

Rationale: HVE and communication campaigns are most effective when paired together. The impacts of sustained enforcement are difficult to measure but states that vigorously enforce seat belt laws consistently report above average belt usage rates.

Planned Activities:

1. **Title:** Occupant Restraint Enforcement Program

Unique Identifier/Activity Number: 19-01

Primary Countermeasure Strategy ID: High Visibility Enforcement (HVE)

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.

Intended Subrecipients: Illinois State Police

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act 405b OP High	405b High Police Traffic Services (FAST)	\$1,038,738	\$0	\$0

2. **Title:** Occupant Protection Enforcement

Unique Identifier/Activity Number: 04-10

Primary Countermeasure Strategy ID: High Visibility Enforcement (HVE)

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.

Intended Subrecipients: Illinois Secretary of State Police

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	402 FAST Act	402 Police Traffic Services (FAST)	\$81,000	\$0	\$0

Communication Campaign (Occupant Protection)

Impact: This countermeasure strategy was chosen to elevate awareness, engagement, and compliance of motorists on the life-saving value of properly adjusted seat belts and child restraints. Illinois will be assessing the impacts of the communication campaign based off media platforms that provide measurable results. Using this data, we will be able to assess the traffic safety impact it has made on Illinois drivers and occupants. The planned activity to be funded would be running a full communication campaign focused on increasing seat belt use in all seating positions. This communication campaign would consist of radio, social media, television, billboards, and web-based advertisements.

Linkage: Illinois annually distributes approximately 750,000 pieces of child passenger safety educational materials to technicians, parents, advocates, and healthcare professionals in every county throughout the state. Materials are routinely updated and made available free of charge. The most common groups to order and locally distribute public education materials include law enforcement, fire and emergency rescue personnel, public health educators, nurses, and teachers. IDOT employs a Public Information & Education (PIE) coordinator to disseminate the PIE materials as requested.

Enforcement grantees pursue earned media in conjunction with their holiday campaigns. Pre and post enforcement detail press release templates are developed and shared with the 200+ local law enforcement partners to bolster the HVE effort of “Click It or Ticket” and “Drive Sober or Get Pulled Over.”

Non-enforcement grant projects play a role in educating the public and providing technical assistance on seat belt and child restraint use. Earned media opportunities are encouraged to compliment the additional enforcement and paid media efforts put forth with “Click It or Ticket.” In 2019, Illinois amended the CPS Act to require rear-facing until age two. Much of the earned media focus has centered around the law change and the promotion of the “Saved by the Belt” program.

Rationale: The rationale for selecting this countermeasure is based on unbelted occupant fatalities and serious injuries in Illinois. The planned activities will reach the target demographics of males 18-34, rural truck drivers, and back seat occupants.

Planned Activities:

1. **Title:** Occupant Protection Paid Media

Unique Identifier/Activity Number: 19-11

Primary Countermeasure Strategy ID: Communication Campaign (Occupant Protection)

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 2021, the male age 18-34-year-old demographic will be targeted with the “Life or Death” prevention message. This campaign is intended to address consequences of being unrestrained.

Intended Subrecipients: Illinois Department of Transportation

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2020	FAST Act 405b OP High	Communication Campaign	\$400,000	\$0	\$0

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 of Crash, Driver, Vehicle, Roadway, Citation and Adjudication, and Injury Surveillance. The integration of these various state agency data systems is essential for creating a comprehensive database of information that can be analyzed to identify both engineering and behavioral dangers on our roadways. The quality of this data is assessed by measuring the following attributes:

- **Timeliness:** The period from the time of the event until data are available for use.
- **Accuracy:** Data are valid with internal consistency. Data are coded properly.
- **Completeness:** There are no missing data and the file contains all events.
- **Uniformity:** All reporting jurisdictions have the same procedures and the data agree 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.

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

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

Problem Identification:

The Traffic Records Assessment provided major recommendations in crash, vehicle, driver, roadway, citation and adjudication, EMS and injury surveillance, and data use and integration. The recommendations are areas where improvements are needed and therefore could be considered problem identification.

Crash

- Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the procedures and process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Vehicle

- Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Driver

- Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Roadway

- Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Citation / Adjudication

- Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

EMS / Injury Surveillance

- Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Data Use and Integration

- Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Performance Measures Affecting this Program Area:

This program area affects one performance measure. The direct performance measure affected is the completeness of crash data. Although there is only one performance measure specifically for this program area, the information acquired from this program area helps address all performance measures.

Primary Countermeasures Strategies:

Improves completeness of a core highway safety database

Impact: Completeness of databases that are used for Traffic Records is a primary concern. Missing or incomplete data may lead to erroneous conclusions and decision making. To improve completeness of core highway safety databases, IDOT is providing funds to the Illinois Department of Public Health to improve its Trauma Registry. IDOT is also linking data with Crash Outcome Data Evaluation System (CODES) which connects healthcare data to crash data. In addition, the state is implementing the Roadway Data Improvement Program (RDIP). This program will assist Illinois in ensuring data are complete.

Linkage: Having a complete database is vital to Illinois reaching safety goals. If the data received are incomplete, there is information that is unknown, thereby hindering progress. Only when all possible information is acquired can the state move closer to its goals. The performance measure directly impacted is completeness. If information is missing, integrating data becomes cumbersome and is likely to result in an inability to derive valid and reliable relationships among the variables. Funding Trauma Registry for IDPH, and participating in Roadway Data Improvement Program (RDIP) allows the state to have thorough and complete databases and more efficiently and effectively meet set goals.

Rationale: Reducing “unknown” and “blanks” will improve quality of the crash data and enable the state highway safety analysts to develop accurate problem identifications and program evaluations.

Planned Activities:

1. **Title:** Imaging Enhancement (SOS)

Unique Identifier/Activity Number: 18-12

Primary Countermeasure Strategy ID: Improves completeness of a core highway safety database

Description: This project provides funds for the Office of the Illinois Secretary of State (SOS) to continue the accurate, expedient, and automated transmittal of crash data between IDOT data files and SOS files. SOS will hire one temporary service employee to input large volume of crash reports to the SOS driving record. Section 405c Data.

Intended Subrecipients: Illinois Secretary of State

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2020	FAST Act 402	Fast Act 402 Highway Safety	\$30,500.00	\$0	\$0

2. **Title:** Trauma Registry

Unique Identifier/Activity Number: 18-02

Primary Countermeasure Strategy ID: Improves accessibility of a core highway safety database

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

Intended Subrecipients: Illinois Department of Public Health

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$112,500.00	\$0	\$0

Improves Integration between one or more core highway safety databases

Impact: Integration reflects the ability of records in a database to be linked to a set of records in another traffic safety database such as health care. Integration of highway safety databases will be coordinated with the Traffic Records Coordinator. This person works with many state agencies in Illinois to create the greatest impact. One example of this would be integrating the one customer one records project with other Illinois Data.

Linkage: When data are not integrated, Traffic Records databases are incomplete and time to manipulate information is increased. Integration of relevant data increases benefits that may be derived by adding value to information that was previously viewed separately or not at all. Most projects are linked by with crash data across all platforms.

Rationale: Based on the 2016 Illinois Traffic Records Assessment, IDOT needs to integrate all the traffic safety databases such as crash, roadway, vehicle, driver, citation, and health care data. The state will link crash data to health care data to reveal the nature and consequences of motor vehicle related crashes. When data are not integrated, possible relationships and correlations may be overlooked.

Planned Activities:

1. **Title:** Traffic Records Coordinator

Unique Identifier/Activity Number: 18-01

Primary Countermeasure Strategy ID: Improves Integration between one or more core highway safety databases

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

The involvement of a full-time Traffic Records Coordinator would inherently lead to improvements in all six of the traffic records attributes by definition of his/her role with the Traffic Records Coordinating Committee. The projects listed (18-02/18-04) serve to illustrate the impact having a full-time Traffic Records Coordinator has on the improvements and enhancements made to the traffic records system. Zero of the databases from our Traffic Records projects are linked together and the Traffic Records Coordinator is the person in charge of the overall integration of all of our projects into a system. IDOT is focusing on combining like systems to increase the ability to integrate more systems as the program develops. For example, the EMS, Trauma, and Hospital data are not linked but the Trauma Registry project will integrate EMS, Trauma, and Hospital data to the crash system.

Illinois anticipates two or more databases will be integrated with the efforts of the Traffic Records Coordinator. The creation and implementation of the One Customer One Record Project and the Trauma Registry databases will be the two integrated. There is the potential for other data system to be integrated but plans for that integration is yet to be established.

Intended Subrecipients: Illinois Department of Transportation

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$150,000.00	\$0	\$0

2. Title: One Customer One Record

Unique Identifier/Activity Number: 18-04

Primary Countermeasure Strategy ID: Improves Integration between one or more core highway safety databases

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

The project will serve Illinois, neighboring states, and to some extent law enforcement and states/jurisdictions citizens doing businesses with the Office of the Secretary of State. Individuals and organizations that own vehicles registered in Illinois and constituents which hold or have held a valid Illinois Driver License or Identification Card.

Currently there are zero elements integrated and there will be two databases with elements to be combined. Within the vehicle and driver information, there are is of the information captured by licenses, titles, identification cards, and vehicle registration. Some of those specific items integrated would be name, driver's license numbers, birthdate, photo, registration, vehicle type, titles, and so on. The baseline for integrated elements is currently zero and we anticipate an improvement of a minimum of seven elements at the conclusion of this project.

Intended Subrecipients: Illinois Secretary of State

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$1,004,700.00	\$0	\$0

Major Purchases and Dispositions:

Item	Quantity	Unit Cost	NHTSA Share per Unit	NHTSA Share Total Cost	Local Benefit Amount
Management Node	3	\$15,000	\$45,000	\$45,000	\$0.00

Justification: It is necessary to purchase hardware to support the combination of the drivers and vehicles databases. The nodes are used to help build the environment management configurations of the database. Due to the advanced approval process of equipment, some of the items are subject to change due to needs assessed when building the database. It is estimated that the Secretary of State will need three management nodes to complete this project.

Item	Quantity	Unit Cost	NHTSA Share per Unit	NHTSA Share Total Cost	Local Benefit Amount
Data Node 140TB	10	\$10,000	\$100,000	\$100,000	\$0.00

Justification: It is necessary to purchase hardware to support the combination of the drivers and vehicles databases. The data nodes are the basic data structure of the database that will be used to build the environment. The data nodes will be 140 terabytes and are used to store data and may also be linked to other nodes. A functional file system has multiple nodes and it is estimated that the Secretary of State will require 10 data nodes to handle the required amount of data. Due to the advanced approval process of equipment, some of the items are subject to change due to needs assessed when building the database. It is estimated that the Secretary of State will need ten data nodes to complete this project.

Item	Quantity	Unit Cost	NHTSA Share per Unit	NHTSA Share Total Cost	Local Benefit Amount
Data Network Components (internal cluster switches)	1	\$5,000	\$5,000	\$5,000	\$0.00

Justification: It is necessary to purchase hardware to support the combination of the drivers and vehicles databases. The data network components (internal cluster switches) are switches in a cluster so that the database can be configured and troubleshoot different catalyst desktop switch platforms with a single IP address. Due to the advanced approval process of equipment, some of the items are subject to change due to needs assessed when building the database. It is estimated that the Secretary of State will need one data network component to complete this project.

Impaired Driving

The Impaired Driving Program area focuses on addressing serious injuries and fatalities caused by impaired driving. Each year in Illinois, approximately 30 percent of motor vehicle crash fatalities and serious injuries are from impaired driving crashes. This program emphasizes local and statewide enforcement and educational activities.

In order to address the impaired driving problem, in April of 2016, Illinois formed the Illinois Impaired Driving Task Force (IIDTF). This group designed, developed, and refined the *Illinois Impaired Driving Strategic Plan*. This multi-year strategic plan was first finalized in June 2017 and later revised in January of 2019 following the 2018 Illinois Impaired Driving Program Assessment. In compliance with Illinois' current medium-range status for FY 2021, the IIDTF updated the strategic plan again in June 2020. The *Illinois Impaired Driving Strategic Plan* and accompanying documents will be submitted with the FY 2021 Illinois Highway Safety Plan. The *Illinois Impaired Driving Strategic Plan* covers the primary focus areas of Program Management, Prevention, Criminal Justice System, Communication Programs, Alcohol and Drug Misuse, and Program Evaluation and Data.

The IIDTF is a group of dedicated professionals from a variety of organizations each of whom bring different perspectives and experiences on impaired driving issues. IIDTF members include individuals from the Illinois State Highway Safety Office (IDOT), law enforcement (state, municipal, and county), criminal justice (judiciary, prosecution, and defense), probation, treatment, advocacy, law enforcement training, law enforcement forensic phlebotomy, Drug Recognition Expert/Standardized Field Sobriety Testing (DRE/SFST), driver license administration, prevention, victim advocacy, liquor control, and DUI court administration.

As the IIDTF was implemented, it emphasized the importance of the leading impaired driving countermeasure of high visibility enforcement. IDOT utilizes its comprehensive grant program to maximize the deterrent effect of each enforcement hour funded. Local grant-funded, impaired driving enforcement occurs via the Sustained Traffic Enforcement Program (STEP). Grantees undertake integrated impaired driving and seat belt enforcement during holiday mobilizations (Halloween, Thanksgiving, Christmas/New Year's, Super Bowl, St. Patrick's Day, Memorial Day, Independence Day, and Labor Day). Local law enforcement agencies may also perform impaired driving details throughout the year at times of their choosing. The Illinois State Police's (ISP) impaired driving grant programs are Driving Under the Influence-Enforcement (DUIE), Special Traffic Enforcement Program, Alcohol Countermeasures Enforcement (ACE), and Nighttime Enforcement (NITE). The ISP programs are concentrated in the same holiday periods but also occur throughout the year.

To support enforcement, the SHSO funds paid and earned media in addition to prosecutorial and law enforcement training. Other Impaired Driving Program priority programs include DUI Courts, court monitoring, DUI prosecutors, Law Enforcement SFST, ARIDE, and DRE Training, Judicial Training, Fraudulent ID programs, No-refusal search-warrant programs, law enforcement forensic phlebotomy, and underage drinking prevention.

Problem Identification

- There were 948 fatal crashes in 2018, 30.8 percent were alcohol related.
- Of the 1,031 people killed in motor vehicle crashes in 2018, 31.4 percent of these fatalities were alcohol related.
- There were 650 drivers killed in motor vehicle crashes, 570 of these drivers were tested with 36.8 percent testing positive for BAC of 0.01 or higher in 2018.
- From 2014 to 2018, the group with the highest percentage of alcohol-related serious injuries and fatalities are males aged 21 to 34.
- Since this group is a high-risk group for driving-related serious injuries and fatalities and because males in this group are more apt to drink and drive, it is not surprising that the percentage of males age 21 to 34 have the highest rate of alcohol-related serious injuries and fatalities.

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

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

Performance Measures Affecting this Program Area:

This program area affects several performance measures. The direct performance measures affected are the number of traffic fatalities, number of serious injuries, serious injury rate, fatality rate, and number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above.

Primary Countermeasures Strategies:

DWI Courts and Court Monitoring

Impact: IDOT will continue to assist current and potential DUI Courts in interested jurisdictions. This countermeasure has demonstrated success at reducing recidivism.

This countermeasure is supported by the Alliance Against Intoxicated Motorists (AAIM) and Mothers Against Drunk Driving (MADD). Through both paid staff and volunteers, these organizations have a presence in numerous court rooms throughout the state. The primary focus is to collect data on how many cases are dismissed, pled down, and result in convictions. Additionally, these groups monitor what sanctions are imposed and how these results differ based on the judge or court.

Linkage: DUI Courts are proven to reduce recidivism and are more focused and efficient than standard courts. This is because judges and prosecutors closely supervise offenders. The judge, prosecutor, probation staff, and treatment staff work together as a team to assure that treatment and other sentencing requirements are satisfied. This dedicated team can become familiar with complicated DUI laws and all the associated issues. Although DUI courts require additional resources, they reduce recidivism which in turn leads to a decrease in motor vehicle crash fatalities and serious injuries. The following performance measures are affected: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes; Serious injury rate.

Court monitoring efforts can have a deterrent effect on DUI offenders and assists prosecutors and judges with proper administration of the law. These efforts create a more uniform application of DUI laws. This strategy addresses the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes.

Rationale: Evaluations of DUI Courts have shown them to be very effective in reducing recidivism among repeat offenders who complete the program. These results are the reason IDOT will continue to encourage and assist with the formation of DUI courts.

This countermeasure provides courtroom monitoring of cases to produce higher conviction rates and stiffer sentences than unmonitored cases. Judges, prosecutors, and other officials recognize court monitoring programs help increase DUI arrests, decrease plea agreements, and increase guilty pleas.

Planned Activities:

1. **Title:** Local Alcohol Project (LAP)

Unique Identifier/Activity Number: 13-12

Primary Countermeasure Strategy ID: DWI Courts and Court Monitoring

Description: This activity funds various non-enforcement projects including: local police departments providing DRE Instructor officers to conduct ARIDE and DRE training and assist the DRE Program with re-certifications, etc.; court monitoring through the Alliance Against Intoxicated Motorists and Mothers Against Drunk Driving; Underage substance use and impaired driving prevention efforts via Students Against Destructive Decisions and other organizations including school districts, DUI Court in Peoria and Tazewell Counties and Foundational DUI Court Training for other counties. This task also provides funds for the Chicago Police Department to conduct comprehensive DUI enforcement details throughout the year.

Intended Subrecipients: Various local agencies, courts, and non-profit organizations

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2020	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,292,359	\$0	\$0

Alcohol Vendor Compliance Checks

Impact: This countermeasure provides additional enforcement efforts to deter youth involvement in alcohol-related motor vehicle incidents. Driving Under the Influence (DUI) and other underage, alcohol-related laws are enforced using both covert and overt enforcement techniques.

The desired outcomes of this countermeasure are: reduce the likelihood that alcohol vendors sell alcohol to minors; increase the perception among retail liquor vendors they will be caught if they sell alcohol to minors and the perception of minors they will be caught for possessing or trying to purchase alcohol; discourage young people from trying to obtain alcohol; and to encourage vendors to put policies and procedures in place that prevent the sale of alcohol to underage customers.

Linkage: This countermeasure and its associated planned activities should directly address the over-representation of underage motor vehicle crashes, injuries, and fatalities in Illinois by directly addressing each of the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes; Serious injury rate.

Rationale: The over representation of serious injuries and fatalities of motorists under the age of 21 continues to be a problem in Illinois and research shows that well-publicized and vigorous compliance checks reduce alcohol sales to youth. This has a positive effect on the reducing fatalities and serious injuries of motorists under the age of 21 and all motorists.

Planned Activities:

1. **Title:** Cops in Shops

Unique Identifier/Activity Number: 04-11

Primary Countermeasure Strategy ID: Alcohol Vendor Compliance Checks

Description: This activity funds the Illinois Secretary of State Police to conduct its “Cops in Shops” program for FY 2021. 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.

Intended Subrecipients: Illinois Secretary of State Police

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act NHTSA 402	Alcohol (FAST)	\$103,900	\$0	\$0

Breath Test and Oral Fluid Test Devices

Impact: Obtaining evidential breath alcohol concentration (BAC) test results in DUI arrests is essential to reduce the amount of time between the arrest and when the blood or other bodily fluid test results are obtained. This countermeasure directly addresses this issue by providing availability of evidential breath test supplies and oral fluid instruments to law enforcement.

Linkage: This countermeasure and the associated work of the Illinois State Police’s Alcohol and Substance Testing Section directly addresses the issue of obtaining accurate and timely evidential breath test results. This will help maximize the deterrent effect of Illinois law enforcement efforts by insuring accurate test results. This will address each of the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes; Serious injury rate.

Rationale: Chemical test results are vital in DUI arrest cases and it is equally vital that properly working instruments are available to Illinois law enforcement. Accurate and timely results directly affect DUI arrests and thus both general and specific deterrence associated with DUI enforcement.

1. **Title:** Impaired Driving Training and Resources

Unique Identifier/Activity Number: 13-04

Primary Countermeasure Strategy ID: Breath Test and Oral Fluid Test Devices

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.

Intended Subrecipients: Illinois State Police

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$1,485,300	\$0	\$0

Major Purchases and Dispositions:

Item	Quantity	Unit Cost	NHTSA Share per Unit	NHTSA Share Total Cost	Local Benefit Amount
Oral Fluid Devices	159	\$6,500	\$6,500	\$1,033,500	\$0

Justification: The legalization of cannabis and poly drug use is a growing problem in Illinois. To address this issue, the Illinois State Police would like to distribute oral fluid testing devices in all 102 Illinois counties and in all ISP Districts. The intent is to remove impaired drivers from the roads that were previously unable to be detected by an alcohol only instrument.

Communication Campaign (Impaired Driving)

Impact: Paid and earned media are vital to support efforts during high visibility enforcement campaigns to maximize the deterrent effect of law enforcement activity. This countermeasure is for paid media in support of the Holiday Season, Fourth of July, and Labor Day campaigns. This countermeasure directly supports the creation and placement of impaired driving campaigns advertisements.

Linkage: The impaired driving communication campaign consists of statewide paid media buys that include radio, television, print, social media, and digital/online spots. In FY 2021, a predominantly male, age 18-34-year-old demographic will be targeted with a “Life or Death” message. This campaign focuses on the tragedies faced by those directly affected by impaired driving. This countermeasure addresses the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes; Serious injury rate. After the campaign, reach, frequency, and cost evaluations will be conducted to evaluate each campaign.

Rationale: This countermeasure and the associated media efforts maximize the deterrent effect of Illinois law enforcement efforts. Research shows these campaigns, when combined with high levels of enforcement, can achieve reductions in alcohol and drug-impaired driving crashes.

1. **Title:** Impaired Driving Paid Media

Unique Identifier/Activity Number: 13-14

Primary Countermeasure Strategy ID: Communication Campaign (Impaired Driving)

Description: This task provides funds for paid media in support of the Impaired Driving Campaign. This campaign will focus on the Holiday Season, Fourth of July, 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.

Intended Subrecipients: Illinois Department of Transportation

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$1,750,000	\$0	\$0

Law Enforcement (DRE/ARIDE/SFST) Training

Impact: This countermeasure is carried out by the Illinois Law Enforcement Training and Standards Board on a statewide basis through the Mobile Team Training Units. In addition, some Local Alcohol Program (LAP) grants allow local police officers who are DRE instructors to augment the training and recertification needs of the Illinois Drug Evaluation and Classification (DEC) Program and provide ARIDE and other drug-impaired driving training to prosecutors and others. A statewide DEC Coordinator administers the Illinois' DRE and ARIDE training efforts. In 2016, Illinois law changed to specify a 5ng level for THC in DUI cases. Recent law changes have made legal adult-use marijuana and medical marijuana available to qualified individuals. Data shows significant increases in THC presence in drivers involved in fatal crashes in Illinois over the last decade. It is vital to provide law enforcement with proper training in drug impairment recognition. The Illinois Impaired Driving Strategic Plan has set this as a high priority.

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

Rationale: This countermeasure is vital because drug-impaired driving is on the rise and roadside devices to quantify drug levels are not always available. This makes it imperative to assist officers with training to ensure drug impaired drivers are taken off Illinois roads.

Planned Activities:

1. **Title:** Alcohol Police Training

Unique Identifier/Activity Number: 13-06

Primary Countermeasure Strategy ID: Law Enforcement (DRE/ARIDE/SFST) Training

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

Intended Subrecipients: Illinois Law Enforcement Training and Standards Board

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$325,000	\$0	\$0

2. **Title:** Police Training

Unique Identifier/Activity Number: 04-01

Primary Countermeasure Strategy ID: Law Enforcement (DRE/ARIDE/SFST) Training

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 23 priority counties.

Intended Subrecipients: Illinois Law Enforcement Training and Standards Board

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$90,000	\$0	\$0

High Visibility Enforcement

Impact: High Visibility Enforcement (HVE) is the number one countermeasure for the Illinois Highway Safety Program. Highway safety funds are utilized to provide hire-back for the Illinois State Police and hundreds of additional police and sheriff's departments throughout the state. Roadside Safety Checks and saturation patrols focus on impaired driving, seat belt, speeding, and distracted driving. These hire back patrols are supported with extensive paid and earned media efforts to yield a maximum deterrent effect to would-be impaired drivers.

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

Rationale: Research shows HVE is a proven deterrent to impaired driving resulting in a decrease in motor vehicle fatalities. For this reason, IDOT continues to encourage law enforcement participation and provide funding for these patrols.

Planned Activities:

1. **Title:** DUI Enforcement (DUIE)

Unique Identifier/Activity Number: 13-01

Primary Countermeasure Strategy ID: High Visibility Enforcement

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.

Intended Subrecipients: Illinois State Police

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$1,126,139	\$0	\$0

2. **Title:** Alcohol Countermeasures and Enforcement (ACE)

Unique Identifier/Activity Number: 13-11

Primary Countermeasure Strategy ID: High Visibility Enforcement

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.

Intended Subrecipients: Illinois State Police

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$1,107,975	\$0	\$0

3. **Title:** Nighttime Enforcement (NITE)

Unique Identifier/Activity Number: 04-04

Primary Countermeasure Strategy ID: High Visibility Enforcement

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).

Intended Subrecipients: Illinois State Police

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,194,355	\$0	\$1,194,355

Judicial Education

Impact: Illinois DUI laws are complicated and paired with judges' large caseloads makes judicial education an important aspect of the impaired driving program. IDOT funds the Administrative Office of the Illinois Courts to conduct an annual seminar for judges on issues related to cases charging DUI cases. The annual seminar will focus on a broad range of issues related to DUI offenders. The emphasis on non-legal topics such as clinical aspects of substance abuse, understanding the substance abuse evaluation and alternative sentencing. The onset of Illinois' medical marijuana law, adult-use marijuana, and the increase of THC per se levels makes this training vital for judges. In the 2021 HSP, IDOT also includes funding for a Judicial Outreach Liaison. This person will interact directly with Illinois' judiciary regarding Illinois DUI laws, issues surrounding DUI cases, and encourage the use of DUI Courts.

Linkage: The importance of this countermeasure has been emphasized by the Illinois Impaired Driving Strategic Plan and the 2018 Illinois Impaired Driving Program Assessment. Keeping judges up to speed on complicated issues surrounding impaired driving cases allows for greater adjudications. This countermeasure contributes to the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes; Serious injury rate.

Rationale: The judiciary must be relevant on the latest changes in DUI law and processes. The effectiveness of this countermeasure is shown in the even application of DUI law.

Planned Activities:

1. **Title:** Judicial Training

Unique Identifier/Activity Number: 13-07

Primary Countermeasure Strategy ID: Judicial Education

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

Intended Subrecipients: Administrative Office of Illinois Courts

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$62,000	\$0	\$0

Laboratory Drug Testing Equipment

Impact: Motor vehicle crash fatality data shows drug use among drivers in fatal crashes and in DUI arrest cases is on the rise. For decades, there has been a focus on determining if and at what level a driver is impaired by alcohol. Unfortunately, Illinois is behind in identifying and quantifying exactly what other drugs/substances may be involved. Because of this, drug-impaired driving crash and arrest data is limited and, as a result, so are countermeasures and evaluative efforts. NHTSA uses alcohol-impaired fatality rates to determine a state's status regarding impaired driving presumably because of these data limitations. At a time when more and more states are legalizing marijuana and opioid abuse is at epidemic proportions, solutions to this data shortcoming must be pursued. Although there is no simple solution, a solution must include assisting forensic laboratories with improving their limited resources. Limited resources at forensic laboratories have caused backlogs, lack of proper testing instruments, and laboratory policies that mandate testing only for the most prominent drugs. Labs must have the proper equipment and adequate staff to focus on DUI cases to be complete data. For example, alcohol mixed with THC is much more impairing than either drug by itself. If forensic laboratories cannot properly conduct comprehensive chemical testing, the completeness, accuracy, and timeliness of impaired driving crash data remains severely restricted.

Linkage: This countermeasure directly assists the Impaired Driving Program's enforcement and prosecutorial efforts by assisting with the accuracy and timeliness of impaired driving crash data. This countermeasure addresses the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes; Serious injury rate.

Rationale: Any highway safety countermeasure is only as strong as the data supporting it. Crash and arrest data regarding drug-impaired driving is too limited to properly identify problems and support impaired driving countermeasures. Without accurate and complete data, it is impossible to properly fund enforcement efforts, evaluate the DRE program, create and target paid media, etc.

Planned Activities:

1. **Title:** UIC Laboratory Testing

Unique Identifier/Activity Number: 03-05

Primary Countermeasure Strategy ID: Laboratory Drug Testing Equipment

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

Intended Subrecipients: University of Illinois Chicago Analytical Forensic Testing Lab

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2020	402 - Traffic Safety	402 – Traffic Safety	\$103,859	\$0	\$0

Major Purchases and Dispositions:

Item	Quantity	Unit Cost	NHTSA Share per Unit	NHTSA Share Total Cost	Local Benefit Amount
Biotage Positive Pressure Manifold and Sample Concentrator	1	\$9,608.00	\$9,608.00	\$9,608.00	\$0.00

Justification: The Biotage Positive Pressure Manifold and Sample Concentrator will be used to prepare the samples for testing the levels of THC present in blood and urine for impaired driving crashes. The intent of this equipment is to have more samples reviewed for more than alcohol so that Illinois has a better understanding of polydrug use as it pertains to impaired motorists.

Liquor Law Enforcement

Impact: Responsible beverage service and compliance with the Illinois Liquor Control Act by retail liquor establishments and their employees is a key component of Illinois' Impaired Driving Program. The Impaired Driving Strategic Plan and the 2018 Illinois Impaired Driving Program Assessment both emphasize the importance of server training and responsible alcohol service. As a result, IDOT has provided funding assistance to the Illinois Liquor Control Commission and select local entities to conduct Beverage Alcohol Sellers and Servers Education and Training (BASSET). This process enables the Illinois Secretary of State's Police to train retail liquor establishments on recognition of fraudulent IDs, and the Illinois State Police and Illinois Secretary of State Police to enforce underage drinking laws.

Linkage: Beginning in July 2015, Illinois law mandated server training for all retail liquor establishment employees. The law rolled out over three years by county population with the last servers mandated to be trained by July 1, 2018. IDOT supports the Illinois Liquor Control Commission’s BASSET training program to assist with the compliance of the law. Additionally, enforcement of fraudulent ID laws and underage drinking laws are an ongoing necessity. This countermeasure is intended to assist with meeting the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes; Serious injury rate.

Rationale: Studies on the effectiveness of server trainer programs in reducing the level of intoxicated patrons at retail liquor establishments as well as selling to underage individuals have shown positive results. The training is intensive, hands on, and the management of the establishment is on board.

Planned Activities:

1. **Title:** Operation Straight ID

Unique Identifier/Activity Number: 13-02

Primary Countermeasure Strategy ID: Liquor Law Enforcement

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.

Intended Subrecipients: Illinois Secretary of State

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$25,900	\$0	\$0

Prevention

Impact: Prevention is one of the six key components in NHSTA’s Impaired Driving Highway Safety Program Guidelines and the Illinois Impaired Driving Strategic Plan emphasizes its importance especially regarding youth community and school programs. The prevention countermeasure focuses on youth and underage drinking, drug use, and impaired driving issues. This is done by supporting community based and school programs to deter underage drinking, drug use, and impaired driving.

Linkage: Illinois' safety prevention strategies include: creating partnerships to reduce alcohol/drug use and driving; introducing innovative programs in middle and high schools; improving parent and child communication; implementing extracurricular programs supervised by positive adult role models that incorporate youth leadership and skill building; promoting community involvement to incorporate school strategies in the prevention of underage drinking and drug use.

This countermeasure is intended to assist with meeting the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes; Serious injury rate.

Rationale: Studies and evaluations on youth prevention programs have mixed results and show limited efficacy. Positive results have been shown with peer-to-peer led programs that are hands-on at a local level.

Planned Activities:

1. **Title:** Injury Prevention

Unique Identifier/Activity Number: 02-02

Primary Countermeasure Strategy ID: Liquor Law Enforcement

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 including but not limited to:

- Provide educational materials and technical tools designed to foster community level approaches to highway safety issues such as occupant protection, impaired driving, pedestrian/bicycle safety, motorcycle safety, drowsy driving, and distracted driving
- Provide victim impact, highway safety-based education programs, and trainings to local communities to reduce injuries and fatalities due to motor vehicle crashes
- Provide safety education and instruction using evidence-based curricula
- Use data-driven approaches to evaluate and address local highway safety issues
- Assist with promoting major safety campaigns (paid and earned media) and activities
- Participate in local traffic safety networks, coalitions, and councils dedicated to highway safety
- Regional Traffic Safety Resource Centers/Law Enforcement Liaison
- Graduated Driver Licensing/Young Driver Education
- Child Passenger Safety

Intended Subrecipients: Various public and private organizations across the state.

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$1,992,407	\$0	\$0

Traffic Safety Resource Prosecutor

Impact: The Traffic Safety Resource Prosecutor (TSRP) program provides valuable training and resources to law enforcement and prosecutors. The Illinois Impaired Driving Strategic Plan outlines many objectives and strategies that fall under the TSRP's purview. Some of these are No-refusal DUI search warrants, eWarrants, law enforcement training, DUI Courts, forensic phlebotomy, toxicology issues, and training prosecutors and law enforcement on the intricacies of impaired driving cases.

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

Rationale: The increase in drugged driving has brought about many issues with impaired driving and the TSRP is directly addressing these issues in a manner that cannot occur any other way. For instance, the TSRP can directly address issues with proving drug impairment. This will lead to reductions in impaired driving crashes, injuries, and fatalities.

Planned Activities:

1. **Title:** Traffic Safety Resource Prosecutor

Unique Identifier/Activity Number: 13-10

Primary Countermeasure Strategy ID: Traffic Safety Resource Prosecutor

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.

Intended Subrecipients: University of Illinois at Springfield

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act 405d	TSRP 405d	\$363,300	\$0	\$0

Distracted Driving

Distracted driving is any activity that could divert attention from the primary task of driving. There are three main types of distractions: visual, manual, and cognitive. Visual is taking your eyes off the road, manual is taking your hands off the wheel, and cognitive is taking your mind off the road. Distractions include, but are not limited to, electronic gadgets, radio, eating, drinking, reading, grooming, and interacting with passengers. Cellphone use affects how drivers scan and process information from the roadway. The cognitive distractions associated with cellphone use can lead to inattentive blindness in which drivers fail to comprehend or process information from objects in the road even if they are looking right at them.

Distracted driving and the use of an electronic device while driving is a growing problem in Illinois. To address this problem, Illinois initially passed anti-texting laws that first took effect in 2012. There have been several amendments to make these laws more specific and enforceable. One of the most notable changes was that hands-free violations became a moving violation in Illinois. With the implementation of increased penalties, there is an increase in the potential of changing driver behavior.

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

Problem Identification:

- There was a total of 319,442 motor vehicle crashes in 2018. Approximately 4.1 percent of the total crashes were involved in distracted driving.
- There were 1,031 fatalities and 94,253 motor vehicle related injuries in 2018. About 3.2 percent and 5.5 percent of these fatalities and injuries were involved in distracted driving crashes.
- 31.5 percent of all people involved in fatal distracted driving crashes included at least one driver who was using their cell phone at the time of the crash.
- Based on the 2017 observational survey of driver electronic device use in Illinois, 8.7 percent of all the drivers used electronic device while they were driving. Females had higher usage rate than males (11.7 percent for females versus 6.6 percent for males).

Performance Measures Affecting this Program Area:

This program area affects several performance measures. The direct performance measures affected are the number of traffic fatalities, number of serious injuries, serious injury rate, and fatality rate.

Primary Countermeasures Strategies:

Communication Campaign (Distracted Driving)

Impact: Paid media is an absolute necessity to support efforts during enforcement periods to maximize the deterrent effect of law enforcement activity. This countermeasure provides funds for paid media throughout the year and in support of the month-long distracted driving campaign in April.

Linkage: The distracted driving communication campaign consists of statewide paid media buys such as radio, television, print, social media, and digital. In FY 2021, a predominantly male, age 18-34-year-old demographic will be targeted with a strong “Life or Death” message. This campaign focuses on the tragedies faced by those affected by distracted driving. This countermeasure addresses each of the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT. After the campaign, reach, frequency, and cost evaluations will be conducted as the evaluation of the campaign.

Rationale: This countermeasure and the associated media buy maximize the deterrent effect of Illinois law enforcement efforts. Research shows these campaigns when combined with high levels of enforcement can achieve reductions in distracted driving crashes.

Planned Activities:

1. **Title:** Paid Media (Distracted Driving)

Unique Identifier/Activity Number: 06-04

Primary Countermeasure Strategy ID: Communication Campaign (Distracted Driving)

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 Distracted Driving month but will also air throughout the spring and summer.

Intended Subrecipients: Illinois Department of Transportation

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act NHTSA 402	Paid Advertising (FAST)	\$500,000	\$0	\$0

High Visibility Cellphone/Text Messaging Enforcement

Impact: High Visibility Enforcement (HVE) is the number one countermeasure for the Distracted Driving Program. Highway safety funds are utilized to provide hire-back for the hundreds of additional police and sheriff’s departments throughout the state. Saturation patrols for Distracted Driving will occur in April of 2021. These extra funded patrols are supported with extensive paid and earned media efforts to yield a maximum deterrent effect to potential distracted drivers.

Linkage: High visibility enforcement patrols of all kinds placed in key jurisdictions serve to deter distracted driving by increasing the perceived risk of violations. This countermeasure contributes to the accomplishment of the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT.

Rationale: Research shows HVE to be a proven deterrent to distracted driving with a positive effect on motor vehicles fatalities. IDOT continues to encourage law enforcement participation and provide funding for these patrols.

Planned Activities:

1. **Title:** Distracted Driving Enforcement (SOS)

Unique Identifier/Activity Number: 06-02

Primary Countermeasure Strategy ID: High Visibility Cellphone/Text Messaging Enforcement

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.

Intended Subrecipients: Illinois Secretary of State Police

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act NHTSA 402	Distracted Driving (FAST)	\$75,900.00	\$0.00	\$0.00

2. **Title:** Distracted Driving Enforcement (Local)

Unique Identifier/Activity Number: 06-03

Primary Countermeasure Strategy ID: High Visibility Cellphone/Text Messaging Enforcement

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

Intended Subrecipients: Local law enforcement agencies to be established later in the year.

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act NHTSA 402	Distracted Driving (FAST)	\$200,000.00	\$0.00	\$0.00

3. **Title:** Distracted Driving Enforcement Illinois State Police

Unique Identifier/Activity Number: 06-05

Primary Countermeasure Strategy ID: High Visibility Cellphone/Text Messaging Enforcement

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.

Intended Subrecipients: Illinois State Police

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act NHTSA 402	Distracted Driving (FAST)	\$411,619	\$0	\$0

Motorcycle 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. These funds are statutorily restricted to uses directly related to motorcycle training.

In 2019, Illinois enrolled 14,693 motorcyclists in IDOT's Cycle Rider Safety Training Program. Of those enrolled, 10,395 successfully completed the training. 2,487 were walk-in students who were not pre-registered. There were 497 students turned away for training due to the courses being filled.

Problem Identification:

- Crashes involving motorcyclists account for 0.8 percent of all crashes in Illinois in 2018.
- In 2018, there were 115 fatal crashes and 119 fatalities involving motorcyclists.
- Of the 2,005 motorcyclists injured in 2018, 36.8 suffered from serious injuries.
- In 2018, 11 of the 119 motorcyclist fatalities occurred in Chicago as well as 10 of the 115 fatal crashes.
- Of the 308 motorcyclists injured in Chicago in 2018, 106 resulted in serious injuries.
- Crashes involving unhelmeted motorcyclists account for 0.4 percent of all crashes in Illinois in 2018.
- Unhelmeted motorcyclists account for 85 fatal crashes and 87 fatalities in 2018.
- Of the 1,056 unhelmeted motorcyclists injured in 2018, 430 suffered from serious injuries in 2018.
- As illustrated in the chart below, the group with the highest percent of motorcyclist fatalities and serious injuries are males age 35 to 64 at 16.3 percent followed by 21 to 34-year-old males at 13.4 percent for 2014 to 2018.

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

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

Performance Measures Affecting this Program Area:

This program area affects several performance measures. The direct performance measures affected are the number of traffic fatalities, number of serious injuries in traffic crashes, fatalities per 100 million vehicle miles traveled, number of motorcyclist fatalities, number of unhelmeted motorcyclist fatalities, and serious injury rate.

Primary Countermeasures Strategies:

Communication Campaign (Motorcycle Safety)

Impact: This countermeasure strategy was chosen to elevate awareness and engagement of motorists to motorcyclists. Paid media is vital to support efforts to draw attention to this issue. This countermeasure provides funds for paid media in support of educating the motoring public to be more aware of motorcyclists. Illinois will be assessing the impacts of the communication campaign based off media platforms that provide measurable results. Using this data, we will be able to assess the traffic safety impact it has made on motorcycle fatalities in Illinois. This communication campaign would consist of radio, social media, television, billboards, and web-based advertisements.

Linkage: In the last few years the training of new riders has been down, and it is imperative that we ensure motorists who drive four wheeled vehicles are aware and cognizant of the dangers they present to motorcyclists. This countermeasure strategy was chosen to elevate awareness and engagement of motorists on the vulnerability of motorcyclists. This countermeasure is funded with both 405f and 402 funds. The amount of 405f funds received by Illinois is too small to handle a statewide media campaign so it is supplemented with 402 funds.

Rationale: This countermeasure and associated media buy will maximize awareness of Illinois motorists by utilizing a mass media buy. Research shows these campaigns, if carefully planned, well-funded, and well-executed can achieve high levels of audience exposure, producing reductions in motorcycle crashes.

Planned Activities:

1. **Title:** Paid Media (General)

Unique Identifier/Activity Number: 02-08

Primary Countermeasure Strategy ID: Communication Campaign (Motorcycle Safety)

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

Intended Subrecipients: Illinois Department of Transportation

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2018	FAST Act NHTSA 402	Paid Advertising (FAST)	\$300,000.00	\$0	\$0

2. **Title:** Paid Media (Motorcycle 405f)

Unique Identifier/Activity Number: 22-01

Primary Countermeasure Strategy ID: Communication Campaign (Motorcycle Safety)

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.

Intended Subrecipients: Illinois Department of Transportation

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2018	FAST Act 405f Motorcycle Program	405f Motorcyclist Awareness (FAST)	\$300,000.00	\$0.00	\$0.00

Motorcycle Outreach and Community Education

Impact: This countermeasure will bring more attention to motorcycle riders on Illinois roadways. Illinois continues to work on expanding the number of training courses and provide public information and education material for motorist to start seeing motorcycles. The goal is to train more riders, promote safety messages, and bring awareness to educational opportunities.

Linkage: Outreach and community education are integral when addressing the problem to reach Illinois' targets for motorcycle fatalities and serious injuries. A significant portion of motorcycle fatalities occur when four wheeled motorists react incorrectly. The intent is to make the motoring public aware of the vulnerability of motorcyclists and educate riders.

Rationale: Motorcyclists are vulnerable road users and in order to prevent crashes, the public needs to be aware of their presence. Community education and outreach will promote these behaviors with a strong emphasis on the "Start Seeing Motorcycles" campaign.

Planned Activities:

1. **Title:** Public Information and Education Materials

Unique Identifier/Activity Number: 22-02

Primary Countermeasure Strategy ID: Motorcycle Outreach and Community Education

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.

Intended Subrecipients: Illinois Department of Transportation

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2019	FAST Act 405f Motorcycle Program	405f Motorcyclist Awareness (FAST)	\$30,000.00	\$0	\$0

2. **Title:** Motorcycle Winter Conference

Unique Identifier/Activity Number: 22-03

Primary Countermeasure Strategy ID: Motorcycle Outreach and Community Education

Description: This task identifies funding for IDOT to conduct an annual motorcycle safety conference in December 2020. This conference will discuss training and educational components that are pertinent to rider coaches and motorcycle training facilities.

Intended Subrecipients: Illinois Department of Transportation

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2020	FAST Act 405f Motorcycle Program	405f Motorcyclist Awareness (FAST)	\$10,000.00	\$0	\$0

Motorcycle Rider Training

Impact: This countermeasure will provide motorcycle training to roughly 14,000 motorcyclists in Illinois. Successful completion of the basic rider course will allow new or current riders to be compliant with issuance of a motorcycle license. Illinois continues to work on expanding the number of training courses and provide public information and education material for motorists to start seeing motorcycles. The goal is to train more riders, promote safety messages, and bring awareness to educational opportunities.

Linkage: Training and education are integral when addressing the problem to achieve Illinois' targets for motorcycle fatalities and serious injuries. Correctly training motorcyclists on how to drive a motorcycle, what gear to wear, and what to look for when riding will reduce the amount of fatalities and serious injuries across the state. It has the potential for motorcyclists to be more aware of their surrounding when driving a four wheeled vehicle or motorcycle. A significant portion of motorcycle fatalities occur when four wheeled motorists react incorrectly.

Rationale: Training and education are effective in preventing fatalities and injuries. Illinois has a long-established training program and has been highly effective and reaches thousands of riders and drivers annually. This program is state funded and directly affects driver behavior. Motorcyclists are vulnerable road users and in order to prevent crashes, the public needs to be aware of their presence.

Planned Activities:

1. **Title:** Cycle Rider Safety Training Program Match

Unique Identifier/Activity Number: 22-04

Primary Countermeasure Strategy ID: Motorcycle Rider Training

Description: This planned activity represents improvements to motorcyclist training and the training of motorcycle riders that is completed through the Illinois Cycle Rider Safety Training Program. Roughly 14,000 motorcyclists are trained through this program annually.

Intended Subrecipients: Illinois Department of Transportation

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	State Funds	Driver Education	\$0	\$3,230,000.00	\$0

Young Drivers

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:

- Speed-related fatalities and serious injuries for males and females age 16-20 in Illinois made up 39.8 percent and 36.4 percent, respectively of all fatalities and serious injuries for the same gender and age group in Illinois from 2014 to 2018.
- During the same time period, occupant fatalities and serious injuries for males and females age 16-20 in Illinois made up 12.78 percent of all occupant fatalities and serious injuries in Illinois across all age groups.
- From 2014 to 2018, belted fatalities and serious injuries for males and females age 16-20 in Illinois made up 66.5 percent and 77.2 percent, respectively of all occupant fatalities and serious injuries in Illinois for the same age group and gender.
- Males and females age 16-20 in Illinois from 2014 to 2018 made up 6.49 percent of the population in Illinois collectively.
- The ratio of percent fatalities and serious injuries to percent population among males and females in the 16-20 age group in Illinois is 1.75 and 1.79, respectively. (11.46 percent of total fatalities and serious injuries versus 6.49 percent of population).

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

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

Performance Measures Affecting this Program Area:

This program area affects several performance measures. The direct performance measures affected are the number of traffic fatalities, number of serious injuries, serious injury rate, fatality rate, and number of drivers age 20 or younger involved in fatal crashes.

Primary Countermeasures Strategies:

Enforcement of GDL and Zero Tolerance Laws

Impact: Illinois is fortunate to have very comprehensive GDL laws as well as a Zero Tolerance law that has been in existence since the mid-1990s. While the low VMT of underage drivers makes enforcement difficult, GDL and Zero Tolerance laws are enforced with all state and local enforcement programs in Illinois' Highway Safety Program.

Linkage: This countermeasure assists with meeting the following FY20 Illinois HSP performance measures: C-1) Number of traffic fatalities (FARS); C-2) Number of serious injuries in traffic crashes (State crash data files); C-3) Fatalities/VMT (FARS, FHWA); C-9) Number of drivers under age 20 involved in fatal crashes (FARS);

Rationale: Enforcement in general as well as enforcement of licensing restrictions associated with GDL and Zero Tolerance laws have been shown to reduce crash rates in young drivers.

Planned Activities:

1. **Title:** Safety Education Unit

Unique Identifier/Activity Number: 04-12

Primary Countermeasure Strategy ID: Enforcement of GDL and Zero Tolerance Laws

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.

Intended Subrecipients: Illinois State Police

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2019	Fast Act NHTSA 402	Police Traffic Services	\$194,300	\$0	\$0

Nonmotorized Safety

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

This program area problem identification has been split into pedestrian and bicycle safety to better address the specific problems in this program area.

Problem Identification:

Pedestrian Safety

- Crashes involving pedestrians account for 1.6 percent of all crashes in Illinois in 2018.
- In 2018, there were 167 fatal crashes and 165 fatalities involving pedestrians.
- Of the 4,873 pedestrians injured in 2018, 1,057 suffered from serious injuries.
- In 2018, 47 of the 165 pedestrian fatalities occurred in Chicago as well as 49 of the 167 fatal crashes.
- Of the 2,958 pedestrians injured in Chicago in 2018, 555 resulted in serious injuries.
- The group with the highest percent of pedestrian fatalities and serious injuries for 2014 to 2018 are males age 9 to 15 at 22.6 percent followed by 0 to 8-year-old males at 19.5 percent.

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

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

Performance Measures Affecting this Program Area:

This program area affects several performance measures. The direct performance measures affected are the number of traffic fatalities, number of serious injuries, serious injury rate, fatality rate, number of pedestrian fatalities, and number of bicyclist fatalities.

Problem Identification:

Pedalcyclist Safety

- Crashes involving pedalcyclists account for 0.8 percent of all crashes in Illinois in 2018.
- Pedalcyclists account for 24 fatal crashes and 24 fatalities in 2018.
- Of the 2,349 pedalcyclists injured in 2018, 346 suffered from serious injuries.
- In 2018, 6 of the 24 fatalities and 6 of the 24 fatal crashes occurred in Chicago.
- Of the 1,104 pedalcyclists injured in Chicago in 2018, 139 resulted in serious injuries.
- Males age 9 to 15 hold the highest percent of pedalcycle-related fatalities and serious injuries for 2014 to 2018 at 18.5 percent.

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

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

Performance Measures Affecting this Program Area:

This program area affects several performance measures. The direct performance measures affected are the number of traffic fatalities, number of serious injuries, serious injury rate, fatality rate, number of pedestrian fatalities, and number of bicyclists fatalities.

Primary Countermeasures Strategies:

Communication Campaign (Nonmotorized)

Impact: Paid media will support efforts during nonmotorized campaign periods to maximize awareness. Paid media is vital to support efforts of high visibility enforcement campaigns to maximize the deterrent effect of law enforcement activity. This communication campaign will also bring awareness to the general public to be aware of bicycles and pedestrians.

Linkage: The nonmotorized communication campaign consists of statewide paid media buys such as radio, television, print, social media, and digital. In FY 2021, a “Life or Death” messaging campaign focuses on the tragedies faced by those affected by biking or pedestrian fatalities. This countermeasure addresses the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes; Serious injury rate. After the campaign, reach, frequency, and cost evaluations will be conducted as the evaluation of the campaign.

Rationale: Paid media is an absolute necessity to support efforts to reduce bicycle and pedestrian fatalities. IDOT will work with a media buyer to target a specific demographic to target our audience for running television, radio, and internet campaigns. This campaign will air throughout the spring and summer to address the increasing amount of pedestrian fatalities. Most media efforts will be focused in large urban areas where fatalities are occurring more frequently.

Planned Activities:

1. **Title:** Nonmotorized Paid Media (IDOT)

Unique Identifier/Activity Number: 12-01

Primary Countermeasure Strategy ID: Communication Campaign (Pedestrian/Bicycle Safety)

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.

Intended Subrecipients: Illinois Department of Transportation

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2020	FAST Act 405h	405h Driver Education (FAST)	\$675,000.00	\$0.00	\$0.00

Bicycle and Pedestrian Safety Education for Adults and Children

Impact: This countermeasure strategy was chosen to elevate awareness and engagement of motorists, bicyclists and pedestrians on Illinois' roads. This countermeasure provides funds for bicycle and pedestrian education throughout the Chicagoland area. This includes paid media in support of educating the motoring public as well as bicyclists and pedestrians. Illinois will be assessing the impacts of the communication campaign based off media platforms that provide measurable results. Using this data, we will be able to assess the traffic safety impact it has made on nonmotorized fatalities in Illinois.

Linkage: Bicycle and Pedestrian fatalities continue to increase in Illinois. Our goal of reducing bicyclist and pedestrian fatalities met with education and communication. This education program will address and educate the Chicagoland area on bike and pedestrian issues and bring down the rates of fatalities and serious injuries.

Rationale: Chicago is Illinois' largest metropolitan area with the largest concentration of bicyclists and pedestrians. This countermeasure strategy will focus on data analysis to determine areas of focus, traffic safety education through face-to-face outreach at schools, senior homes, and other community events. This will be done through presentations, information tables, and workshops. The funding allocation determined allows for extensive education throughout the area and will be paired with the paid media campaign.

Planned Activities:

1. **Title:** Bike and Pedestrian Safety (Local)

Unique Identifier/Activity Number: 12-02

Primary Countermeasure Strategy ID: Pedestrian/Bicycle Safety Outreach and Education for Adults and Children

Description: This task includes, outreach, education, training and enforcement.

The Chicago SAFE (Streets Are for Everybody) Ambassadors, formally known as The Safe Routes & Bicycling Ambassadors, are the Chicago Department of Transportation's (CDOT) safety education and engagement team. The purpose of the Chicago SAFE Ambassadors is to educate and encourage all residents of Chicago how to safely walk, safely bike, safely drive, and use mass transit such as the CTA. Achieving CDOT safety goals requires many different approaches. CDOT works to meet their goals by attending a host of community bike rides, health fairs, and public events throughout the city, in which they engage those in attendance with educational traffic safety tips. To keep schools compliant with HB4799, the SAFE Ambassadors visit public, private, and charter schools, providing students, staff members, and parents with Safe Routes to School presentations and workshops. CDOT will provide the 55 and older community with customized Safe Routes for Seniors presentations. In partnership with the Chicago Park District, the Junior SAFE Ambassadors provide educational safety presentations and workshops for students attending summer day camps. The Chicago SAFE Ambassadors offer complimentary "Learn to Ride" classes throughout the city and have started offering "SAFE riders" classes. The "SAFE riders" classes allow motorists within the various communities to see people riding bikes on the street in their respective neighborhoods.

This planned activity is an effort to heighten the public's awareness of pedestrian crashes. The Chicago Police Department (CPD) will conduct a combination of pedestrian safety initiatives that will include high visibility crosswalk enforcement and speed related missions in areas throughout the City of Chicago where pedestrian crashes have been most prevalent. The goal will be to continue to reduce the number of pedestrian crashes and resulting fatalities through these aggressive enforcement programs. Chicago is home to 21 percent of the population in Illinois, but accounts for significantly higher percentages of pedestrian crashes, pedestrian fatalities, and bicycle crashes. Roughly 3,000 pedestrians are hit by motor vehicles in Chicago annually, resulting in average of 30 deaths per year.

In FY 2021, three local law enforcement agencies, Deerfield, Highland Park, and Niles will conduct bike/pedestrian programs. These agencies will focus on enforcement, education, and outreach to motorist and non-motorists in high crash locations determined by their department’s crash data.

The League of Illinois Bicyclists’ program titled Ride Illinois will continue to be funded in FY 2021. The program will provide interactive BikeSafetyQuiz.com classroom lessons that will be used to fill serious motorist, truck driver, and cyclist education curriculum gaps about safe driving in the presence of bicycles and safe cycling in the presence of motor vehicles. The foundation of BikeSafetyQuiz.com is relevant state laws and tips on avoiding common crash types.

Intended Subrecipients: Four local law enforcement agencies, League of Illinois Bicyclists, and Chicago Department of Transportation

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act 405h	405h Driver Education (FAST)	\$854,490.00	\$0	\$0



Planning and 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. This office facilitates the HSP by issuing grants to local and state agencies to reduce fatalities and injuries and to meet the Illinois performance measures. For IDOT to create the best possible results with the resources available, some of the HSP funding is used to provide training to staff, attend conferences and seminars, create communication campaigns, and conduct public education.

Planning and Administration costs expended by Illinois are the direct and indirect expenses that are attributable to the overall management and support of the Illinois' Highway Safety Plan. Some of the costs include: Governors Highway Safety Association annual fee; training and education for staff and travel to trainings and conferences necessary to carry out a successful State Highway Safety Office. It is essential to the everchanging landscape of traffic safety to be aware of best practices and emerging issues as they develop around the country.

Beyond grant issuance and the administration of the HSP, IDOT focuses on increasing the effectiveness of enforcement. This is done by combining enforcement with paid media campaigns. This effort is facilitated by the SHSO and the IDOT Communications Division. In FY 2021, IDOT will focus paid media efforts on the current theme of Life or Death Illinois. The campaigns under this umbrella brand will be Impaired Driving, Occupant Protection, Distracted Driving, Motorcycle Safety, and Bike/Pedestrian Safety. IDOT will also be creating a paid media campaign for work zones, but this was not funded with NHTSA funds.



Furthermore, IDOT is always looking for ways to innovate and develop new programs and activities to prevent crashes. The planning and administration program area is where they are supported.

Problem Identification:

- During the 2019 Memorial Day Click It or Ticket Campaign, participants in the post-mobilization survey were asked how often they wear a seat belt. The percentage who answered always was 93.5 percent while driving, 89.9 percent as a front seat passenger, and 58.1 percent as a back-seat passenger.
- For the same survey in 2019, 36.9 percent of post-mobilization respondents answered either sometimes or always to "On an average trip, how often do you use a hand-held cell phone or other mobile device to make calls while driving."
- During the 2019 Labor Day Drive Sober or Get Pulled Over Campaign, respondents who reported to ever drink in the post-mobilization survey were asked "About how many times in the last 30 days did you drive when you thought you had too much to drink?" Respondents revealed 10.4 percent did so once and 27.1 percent did so more than once.
- For the same survey in 2019, 38.3 percent of participants answered at least half of the time to "On a local road with a speed limit of 30 mph, how often would you say you drive faster than 35?" This has increased since 2018 in which 29.5 percent stated the same.
- As of September 2019, 76 percent of survey respondents reporting having heard the slogan Click It or Ticket in the last 30 days compared to 86 percent in 2018.
- During the post-mobilization Labor Day campaign survey, 48 percent of respondents stated they had heard Drive Sober or Get Pulled Over within the last 30 days compared to 62 percent in 2018.

Performance Measures Affecting this Program Area:

This program area affects all performance measures due to the support this program area provides to the State Highway Safety Office and all other program areas. Direct performance measures affected are the number of traffic fatalities, number of serious injuries, serious injury rate, and fatality rate.

Primary Countermeasures Strategies:

Highway Safety Office Program Management

Impact: The overall impact this strategy can be tremendous for any SHSO. Being able to have well trained and educated staff on highway safety issues is essential to creating and maintaining effective programs. This strategy also gives the SHSO access to resources that provide clarification and best practice sharing from across the country.

Linkage: The SHSO continuously focuses on designing our programs to directly impact Illinois' performance measures. Each planned activity facilitated by the SHSO is linked to a countermeasure that is linked to performance measure to reduce fatalities and serious injuries.

Rationale: For the SHSO to be effective, it is necessary to provide staff with the tools that are needed to create positive impact for the motoring public. This strategy can create large impacts with relatively low costs.

Planned Activities:

1. **Title:** Planning and Administration

Unique Identifier/Activity Number: 01-01

Primary Countermeasure Strategy ID: Planning and Administration

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.

Intended Subrecipients: Illinois Department of Transportation

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2019	Fast Act NHTSA 402	Planning and Administration (FAST)	\$50,000	\$0	\$0

2. **Title:** Planning and Administration (Match)

Unique Identifier/Activity Number: 01-02

Primary Countermeasure Strategy ID: Planning and Administration

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.

Intended Subrecipients: Illinois Department of Transportation

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2019	State Funds	Planning and Administration	\$0	\$50,000	\$0

3. **Title:** Travel

Unique Identifier/Activity Number: 02-05

Primary Countermeasure Strategy ID: Planning and Administration

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.

Intended Subrecipients: Illinois Department of Transportation

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2019	Fast Act NHTSA 402	Planning and Administration (FAST)	\$12,500	\$0	\$0

4. **Title:** Travel (Match)

Unique Identifier/Activity Number: 02-06

Primary Countermeasure Strategy ID: Planning and Administration

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.

Intended Subrecipients: Illinois Department of Transportation

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	State Funds	Planning and Administration	\$0	\$12,500	\$0

5. **Title:** Traffic Safety Survey

Unique Identifier/Activity Number: 02-04

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

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.

Intended Subrecipients: University of Illinois at Springfield

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2018	FAST Act NHTSA 402	Attitudinal Survey	\$80,834	\$0	\$0

Racial Profiling

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

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

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

Performance Measures Affecting this Program Area:

This program area affects one performance measure. The direct performance measure affected is the racial profiling compliance level.

Primary Countermeasures Strategies:

Highway Safety Office Program Management

Impact: Racial profiling is currently being addressed in Illinois. 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. 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.

Linkage: Illinois will be completing the traffic stop study and for the effectiveness of the study, Illinois needs to be aware and focus on increasing the Racial Profiling Compliance Level.

Rationale: Illinois is required to collect traffic stop information and NHTSA makes funds available to funds such analysis. There is great potential for this data, and it can be used to further understand policing in Illinois.

Planned Activities:

1. **Title:** Racial Profiling Study

Unique Identifier/Activity Number: 23-01

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

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.

Intended Subrecipients: Illinois Department of Transportation

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2017	FAST Act 1906 Prohibit Racial Profiling	1906 Collecting and Maintaining Data	\$100,000	\$0	\$0

Speed Management

Speeding often translates to death, injury, and property damage. Speeding drivers put themselves, passengers, and other motorists at an increased risk. Some of those causes for increased risk are reducing a driver's ability to steer safely, reducing effectiveness of occupant protection equipment, increasing stopping distance, and increasing the degree of crash severity.

In Illinois speeding remains one of the most prevalent factors contributing to motor vehicle crashes, fatalities, and injuries. Currently Illinois surpasses the national averages for speeding-related motor vehicle crash fatalities. In 2018, there were 1,031 motor vehicle fatalities in Illinois and 434, or 42 percent, of these deaths were attributed to speeding. According to 2018 NHTSA crash data, 36,560 people were killed in motor vehicle crashes and speeding was a primary contributing factor in 26 percent of those fatalities. This shows that Illinois is significantly higher than the national average.

Speeding is a problem everywhere, on every type of road throughout Illinois. Therefore, IDOT has committed funding to state and local law enforcement to enforce speeding laws throughout the year. In addition, IDOT, the Illinois State Police, the Illinois Association of Chiefs of Police, and law enforcement across the state participate in a "Speed Awareness Week" emphasize this ongoing safety problem.

Moreover, the SHSO is looking at new approaches to addressing this ongoing issue and may begin to implement more planned activities and countermeasures in the future.

Problem Identification:

- Of the 948 fatal crashes in Illinois in 2018, 41.9 percent were speed related.
- In 2018, 434 fatalities were attributed to speed in Illinois. This accounts for 42.1 percent of all fatalities.
- Speed accounts for 42.1 percent of total injuries in 2018.
- Serious injuries that are caused by speed are 3,909 in Illinois for 2018.
- Males aged 16 to 20 and 21 to 34 make up the highest percentages for speed-related fatalities and serious injuries for 2014 to 2018 in Illinois.

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

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

Performance Measures Affecting this Program Area:

This program area affects several performance measures. The direct performance measures affected are the number of traffic fatalities, number of serious injuries, serious injury rate, fatality rate, and number of speeding-related fatalities.

Primary Countermeasures Strategies:

High Visibility Enforcement

Impact: Speed is a factor in approximately 40 percent of Illinois motor vehicle fatalities. Illinois State Police and local law enforcement agencies conduct regular speed enforcement. IDOT has added a speed component to its STEP local grant program in order to give law enforcement agencies an opportunity to add more speed-specific enforcement.

Linkage: As stated above, approximately 40 percent of motor vehicle fatalities in Illinois involve speed. This creates a direct linkage between speed enforcement and Illinois performance measures. This countermeasure directly addresses the following HSP performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of speeding fatalities; Serious injury rate.

Rationale: As stated above, approximately 40 percent of motor vehicle fatalities in Illinois involve speed. With such a high rate of involvement it is crucial for Illinois to focus on enforcement for the deterrence of speeding.

Planned Activities:

There are no specific planned activities that directly and exclusively focus on speed enforcement but within other planned activities in other program areas speed high visibility enforcement is addressed.

List of planned activities that have a speed component:

04-02 Sustained Traffic Enforcement Program (STEP)

04-03 Work Zone Enforcement (Illinois State Police)

04-04 Sustain Traffic Enforcement Patrols (Illinois State Police)

Police Traffic Services

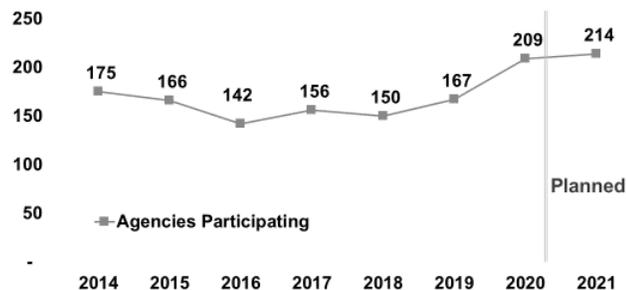
High visibility enforcement of traffic laws remains one of the most effective traffic safety countermeasure strategies. Police Traffic Services is a significant portion of the Illinois HSP. The SHSO continues to direct substantial resources toward enforcement of occupant protection, impaired driving, speeding, distracted driving, and other traffic laws.

The main enforcement program in Illinois is our Sustained Traffic Enforcement Program. This consists of roughly 215 local law enforcement grantees. These grantees are required to conduct six enforcement campaigns each year and can conduct additional campaigns outside of the mandatory.

Eight mobilization periods throughout the year will occur with the major holiday timeframes of St. Patrick's Day, Independence Day, Labor Day, and Christmas/New Year's having a focus on impaired driving. Memorial Day and Thanksgiving will have a focus on occupant protection. Additionally, law enforcement will utilize grant funding to increase patrols during Super Bowl weekend and Halloween. Grantees can increase enforcement at other times throughout the year including a distracted driving campaign in April and speed law enforcement during and apart from the major holidays. The five major holidays, as well as the distracted driving campaign in April, are supported with comprehensive paid media programs. Earned media efforts accompany grant-funded enforcement.

The Evaluation Section staff conducted in-depth analysis of 2012-2016 data and produced fatalities and serious injuries among the funded and unfunded agencies both at the city and county levels. They identified unfunded law enforcement agencies that have high fatalities and serious injuries. The data was provided for the Illinois Law Enforcement Liaisons (LELs) to identify those unfunded agencies with high fatalities and injuries and attempt to recruit them to conduct enforcement activities during the major highway safety campaigns. As evident in the graph below, the number of agencies participating in enforcement activities sharply increased for FY 2020 and continues to remain substantially higher in number than recent past years.

Number of STEP Agencies Participating in Enforcement



Additionally, enforcement data for 2006-2018 were collected to determine the total hours and total citations by law enforcement. As seen below, this information is reported as percentage of alcohol/drug, occupant, speeding, and other citations regarding total citations.

Citation Results

The table below represents enforcement activities conducted by BSPE projects from FY 2006 to FY 2019. 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 (2006-2019)

Year	Hours	Total Citations	Alcohol/ Drug Related Citations	Occupant Restraint Citations	Speeding Citations	Other Citations
2006	140,079.0	208,646	8,488 4.1%	105,948 50.8%	39,666 19.0%	54,544 26.1%
2007	209,285.7	308,032	9,114 3.0%	109,914 35.7%	110,238 35.8%	78,766 25.6%
2008	194,760.5	293,401	9,208 3.1%	113,674 38.7%	102,609 35.0%	67,910 23.1%
2009	175,219.0	289,496	13,282 4.6%	104,279 36.0%	100,167 34.6%	71,768 24.8%
2010	170,173.3	201,898	9,579 4.7%	74,345 36.8%	41,851 20.7%	76,123 37.7%
2011	158,415.0	166,537	7,995 4.8%	64,217 38.6%	25,912 15.6%	68,413 41.1%
2012	141,946.7	150,197	7,712 5.1%	58,403 38.9%	24,458 16.3%	60,164 40.1%
2013	106,988.0	117,288	5,119 4.4%	44,080 37.6%	20,550 17.5%	47,539 40.5%
2014	111,357.0	124,341	4,442 3.6%	47,604 38.3%	18,911 15.2%	53,384 42.9%
2015	122,541.7	138,732	5,092 3.7%	47,794 34.5%	24,544 17.7%	61,302 44.2%
2016	98,687.5	112,911	4,286 3.8%	36,602 32.4%	23,143 20.5%	48,880 43.3%
2017	107,161.0	124,715	2,343 1.9%	40,520 32.5%	26,457 21.2%	55,392 44.4%
2018	100,690.7	109,262	1,963 1.8%	38,812 35.5%	22,003 20.1%	46,484 42.5%
2019*	144,181.0	182,203	3,970 2.2%	48,616 26.7%	45,176 24.8%	84,441 46.3%

*Data as of 12/11/19

Problem Identification:

- In 2019 there were 210 law enforcement agencies that participated in grant funding opportunities which represents 23.95 percent (877) of all law enforcement agencies in Illinois.
- Of the total citations issued by law enforcement agencies participating in grant funded activities in 2019, 24.8 percent were speed related; however, of the total fatalities in Illinois in 2019, 39.5 percent were related to speed.
- Similarly, 2.2 percent of total citations issued in 2019 were impaired driving related while 31.9 percent of total fatalities involved a driver with a BAC of 0.08 or greater.
- In 2019, 26.7 percent of citations issued by grant agencies were for occupant protection. During the same year, unrestrained fatalities accounted for 25.4 percent of the total.
- During the 2019 Memorial Day Click It or Ticket Campaign, participants in the post-mobilization survey were asked “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?” The percentage who responded very likely was 40.1 percent compared to 44.1 percent for those who were asked in 2018.
- For the same survey in 2019, 21.6 percent of post-mobilization respondents answered yes to “Do you use a cell phone or other mobile device while driving?” which decreased from 44.8 percent in the 2018 survey.
- During the 2019 Labor Day Drive Sober or Get Pulled Over Campaign, respondents were asked “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?” in which 18.4 percent stated it was very likely. This increased from 13.1 percent in the 2018 survey. For the same survey in 2019, 38.8 percent of participants answered at least half of the time to “On an interstate or toll road which has a speed limit of 70 mph, how often would you say you drive faster than 75?” When asked in 2018, 25 percent stated the same.

Performance Measures Affecting this Program Area:

This program area affects all performance measures due to the support this program area provides to the law enforcement community.

Primary Countermeasures Strategies:

High Visibility Enforcement

Impact: Illinois would expect positive impact with the increased presence of law enforcement on Illinois roadways. This enforcement program will address and enforce all traffic laws and focus on seat belt usage, speeding, impaired driving, and distracted driving. Law enforcement agencies are given the latitude to identify traffic safety issues outside of the highly publicized campaigns and tailor their efforts to meet their community's needs.

Linkage: This countermeasure is intended to assist with meeting the following FY21 performance measures: C-1) Number of traffic fatalities (FARS); C-2) Number of serious injuries in traffic crashes (State crash data files); C-3) Fatalities/VMT (FARS, FHWA); C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS); C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS); C-12) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey).

Rationale: HVE is one of the most impactful countermeasures available. This allows local agencies to directly change the behaviors that are causing serious injuries and fatalities. The impact of sustained HVE enforcement are difficult to measure but states that vigorously enforce traffic laws consistently report below average fatal and serious injury rates.

Planned Activities:

1. **Title:** Sustained Traffic Enforcement Program

Unique Identifier/Activity Number: 04-02

Primary Countermeasure Strategy ID: High Visibility Enforcement

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, Holiday Season, St. Patrick’s Day, Memorial Day, Fourth of July, and Labor Day Campaign are required. Grantees can also conduct additional occupant protection, impaired driving, distracted driving, speed patrols, and roadside safety checks.

Intended Subrecipients: Local Police Agencies

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$9,349,537	\$0	\$0

2. **Title:** Work Zone Enforcement – Illinois State Police

Unique Identifier/Activity Number: 04-03

Primary Countermeasure Strategy ID: High Visibility Enforcement

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, reduce DUI, speeding, and distracted driving through hire back enforcement.

Intended Subrecipients: Illinois State Police

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2020	State Match	Police Traffic Services	\$0	\$4,000,000	\$0

3. **Title:** Sustained Traffic Enforcement Patrols

Unique Identifier/Activity Number: 04-05

Primary Countermeasure Strategy ID: High Visibility Enforcement

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.

Intended Subrecipients: Illinois State Police

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$950,890	\$0	\$0

4. **Title:** Motorcycle Patrol Unit

Unique Identifier/Activity Number: 04-09

Primary Countermeasure Strategy ID: High Visibility Enforcement

Description: This project provides funds for Illinois State Police (ISP) to support the Motorcycle Patrol Unit. This planned activity will help support training, education, supplies, equipment, 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.

Intended Subrecipients: Illinois State Police

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$81,500	\$0	\$0

5. **Title:** Law Enforcement Liaisons

Unique Identifier/Activity Number: 03-04

Primary Countermeasure Strategy ID: High Visibility Enforcement

Description: Law Enforcement Liaisons (LELs) are the link between the state and local law enforcement community, the State Highway Safety Office (SHSO), and the National Highway Traffic Safety Administration (NHTSA). LELs work with Illinois law enforcement agencies to encourage enforcement of laws promoting occupant protection, distracted driving, speed, impaired driving, and other strategies to improve traffic safety. 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.

Intended Subrecipients: Illinois Association of Chiefs of Police

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$537,193	\$0	\$0

Traffic Safety Enforcement Program

Outside of the program areas, NHTSA requires the SHSO to report on the state's traffic safety enforcement program and high visibility enforcement strategies.

Illinois has an extensive traffic safety enforcement program that collectively works together to prevent traffic violations, crashes, fatalities, and injuries in areas most at risk for such incidents. Our partnership with over 210 local law enforcement partners, the Illinois State Police, and the Illinois Secretary of State create a blanket of traffic enforcement that covers most of Illinois.

This program supports officer training and education. The SHSO helps to provide officer training for Standard Field Sobriety Training (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Expert (DRE) training.

This program consists of many planned activities and projects that support our law enforcement partners with training, education, equipment, supplies, and funds for hire back enforcement.

TSEP Planned Activities:

The Illinois Traffic Safety Enforcement Program is made up of a variety of enforcement grants and programs focusing on different types of highway safety areas. The table below list the planned activities that collectively constitute an evidenced-based traffic safety enforcement program.

Task Code	Planned Activity
03-04	Law Enforcement Liaison
04-01	Police Training
04-02	Sustained Traffic Enforcement Program
04-03	Work Zone Enforcement (ISP)
04-04	Nighttime Enforcement (ISP)
04-05	Sustained Traffic Enforcement Plan (ISP)
04-09	Motorcycle Patrol Unit (ISP)
04-10	Occupant Protection Enforcement (SOS)
04-11	Cops in Shops (SOS)
06-02	Distracted Driving Enforcement (SOS)
06-03	Distracted Driving Enforcement (local)
06-05	Distracted Driving Enforcement (ISP)
13-01	Driving Under the Influence Enforcement (ISP)
13-02	Operation Straight I.D. (SOS)
13-04	Impaired Driving Training and Resources (ISP)
13-06	Alcohol Police Training
13-11	Alcohol Countermeasures Enforcement (ISP)
19-01	Occupant Restraint Enforcement Program (ISP)

Analysis of crashes, crash fatalities, and injuries in areas of highest risk

IDOT identifies traffic safety problems using several existing databases outlined in the data sources section of the HSP. Then 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. The analytical report includes the following data items:

1. County
2. Gender
3. Age Group
4. Total Fatalities & Serious Injuries
5. Occupant Fatalities & Serious Injuries
6. Belted Occupant Fatalities & Serious Injuries
7. Speed-Related Fatalities & Serious Injuries
8. % Speed-Related Fatalities & Serious Injuries
9. Alcohol-related Fatalities & Serious Injuries
10. % Alcohol-Related Fatalities & Serious Injuries
11. Motorcycle Fatalities & Serious Injuries
12. Helmeted Motorcycle Fatalities & Serious Injuries
13. % Helmeted Motorcycle Fatalities & Serious Injuries
14. Pedestrian Fatalities & Serious Injuries
15. Pedalcyclist Fatalities & Serious Injuries
16. Population
17. Fatality & Serious Injury Proportion
18. Population Proportion
19. Fatality & Serious Injury Proportion to Population Proportion
20. VMT
21. Fatalities & Serious Injuries
22. Fatality & Serious Injury Rate

IDOT then uses that data to drive the enforcement plan. IDOT focuses enforcement efforts on Illinois' 23 county breakdown, where 85 percent of the population resided and accounted for 89.3 percent of the total crashes. Illinois view this to be the area with the highest risk in Illinois. To prevent deaths and serious injuries in the 23-county model, Illinois focuses enforcement in these counties.

Deployment of Resources

After reviewing the data and understanding the areas of high risk, the SHSO and law enforcement liaisons market our hire back program to address the issues in those areas. We focus on deploying the resources we have where the most impact can be made. Our program focuses on the 23-county model and that is emphasized in our recruitment of applicants and grant scoring. A significant amount of weight is given to areas within the 23-county model, high populations, high amount of crashes, and severity of the crashes. We have data-driven our recruitment and scoring the help address the deployment of resources.

To show the impact of this deployment, it can be seen in our hire back hours and amount of citations issued. Preliminary figures for FY 2019 indicate that local law enforcement agencies and the Illinois State Police conducted 144,181 hours of patrol with grant funding. Further, a total of 182,203 citations were issued. (figures are preliminary as of 12/11/19.)

Another aspect of our deployment plan is heat maps. In the past IDOT provided state and local law enforcement agencies grantees with heat maps and summary data tables that focus on the data relevant to respective agencies. By using these heat maps, law enforcement agencies were able to make data-driven decisions to plan traffic safety enforcement events in those areas where there are high rates of unsafe driver behavior. IDOT has worked with our local law enforcement to make the heat maps more effective and relevant to their needs.

At the current time, IDOT is in the processes of designing a new interactive heat map database that local agencies will be able to use in their own departments. This new database will allow them to query specific years, crash types, and locations in an effort for them to address the crash locations and causes in their communities.

Monitoring the Effectiveness of Enforcement Activities and Strategies

Enforcement activity monitoring in Illinois have been developed over the past Highway Safety Plans. Every year the SHSO and law enforcement liaisons reviews the current specifications set forth in the previous year and determine what adjustments need to be made in the coming year. These ongoing adjustments range from new campaigns programs to changes in hours of the enforcement. Currently each agency is issued a set of desired outcomes for specific enforcement types. For instance, occupant protection enforcement requires a minimum of 50 percent of overall patrol hours be conducted between 6:00pm and 6:00am because the data shows most fatalities without belts happens between that time frame. It is recommended that they should be able to issue one traffic citation for every 60 minutes of patrol and 30 percent should be for occupant protection violations.

Throughout the year the enforcement grants and activities are reviewed and monitored based on the desired outcomes set forth in the program specifications. The activity reviews are completed by safety grant administrators and law enforcement liaisons. They review the goals of the project and compare them with the performance of grantee. They then help the grantee adjust their operations to be more effective in their communities. Every agency is a little different and every community has different needs so ongoing adjustments to the program are necessary to operating a successful enforcement program.

At the end of each grant year, all enforcement grants are reviewed, and project reports are generated. The SHSO reviews the number of citations, citations per hour, cost per citation, and use of overall funds to evaluate the effectiveness of the program. This evaluation helps the office develop the next year's program and goals.

The BSPE uses this information to evaluate how each grant-funded enforcement agency performed throughout the year. See the following link:

http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/Safety/Evaluations/Enforcement/FY%2018%20Enforcement%20Tools_.pdf

Evaluation of two major Holiday Campaigns--IDOT conducts two in-depth evaluations, namely *Click It or Ticket (CIOT) Campaign* and *Drive Sober or Get Pulled Over (DSGOPO) Campaign*. Both reports include detail data on process and outcome measures. The following two links provide information on both campaigns.

1. <http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/Safety/Evaluations/ClickItOrTicket/May%202019%20Click%20It%20or%20Ticket%20Report.pdf>
2. <http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/Safety/Evaluations/Alcohol/2019%20Labor%20Day%20Report.pdf>

High Visibility Enforcement Strategies

It has been proven that one of the most effective tools in reducing injuries and fatalities is increased high visibility enforcement. Increased enforcement maximizes the likelihood of detecting, arresting, and convicting drivers who disobey the states highway safety laws. IDOT focuses a significant amount of NTHSA highways safety funds directly for HVE. All HVE activity is issued to local and state agencies through IDOT issued grants.

National Campaigns Support

The focus of our sustained traffic enforcement program (STEP) is in the support of the national enforcement campaigns. This 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. In FY 2021, IDOT's campaign focus will continue 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).

These enforcement grants require participation in the Thanksgiving, Holiday Season, St. Patrick's Day, Memorial Day, Independence Day, and Labor Day Campaigns. This has and will create a sustained, year-long emphasis on high visibility enforcement.

IDOT has paid media campaigns during Thanksgiving, Holiday Season, Distracted Driving Awareness Month, Memorial Day, July 4th, and Labor Day enforcement campaigns. The plan is to keep sustained messaging all year to support the ongoing enforcement. IDOT has and continues to produce the paid media campaign titled "Life or Death Illinois" that featured radio, television, and digital advertising.

Local law enforcement, Illinois State Police, Illinois Secretary of State, and IDOT create earned media throughout the year to extend those messages even further into local communities. The state agencies focus on creating a social media presence and press releases. The local law enforcement agencies are provided and required to complete pre- and post- media releases in their communities. IDOT creates the template for all agencies and allows the locals to fill in their plan and or results. The use of social media has helped broaden the reach into demographics that were not as accessible with pervious methods.

Planned High Visibility Enforcement Strategies to Support National Mobilizations

The SHSO uses a variety of HVE countermeasure strategies to support the national mobilizations. The state implements activities in support of national highway safety goals to reduce motor-vehicle-related fatalities. They also reflect the primary data-related crash factors within Illinois. See the Countermeasure Strategy table for the listing of HVE strategies that support NHTSA national mobilizations.

Countermeasure Strategy
High Visibility Enforcement (Occupant Protection)
Communication Campaign (Occupant Protection)
Alcohol Vendor Compliance Checks
Breath Test and Oral Fluid Test Devices
Communication Campaign (Impaired Driving)
Law Enforcement (DRE/ARIDE/SFST) Training
High Visibility Enforcement (Impaired Driving)
Liquor Law Enforcement
Communication Campaign (Distracted Driving)
High Visibility Cellphone/Text Messaging Enforcement
Communication Campaign (Nonmotorized)
Bicycle and Pedestrian Safety Education for Adults and Children
High Visibility Enforcement (Police Traffic Services)

High Visibility Enforcement Planned Activities Supporting National Mobilizations

The SHSO uses a variety of HVE planned activities to support the national mobilizations. Illinois law enforcement support and participate in the national HVE mobilizations to reduce impaired driving and increase use of seat belts. See the Planned Activity table with Unique Identifier for the listing of HVE planned activities supporting NHTSA national mobilizations.

Unique Identifier	Planned Activity
02-08	General Paid Media
03-04	Law Enforcement Liaison
04-01	Police Training
04-02	Sustained Traffic Enforcement Program
04-03	ISP Work Zone Enforcement
04-04	Nighttime Enforcement (ISP)
04-05	STEP (ISP)
04-10	Occupant Protection Enforcement (SOS)
06-02	Distracted Driving Enforcement (SOS)
06-03	Distracted Driving Enforcement (local)
06-04	Distracted Driving Enforcement (ISP)
13-01	Driving Under the Influence Enforcement (ISP)
13-11	Alcohol Countermeasure Enforcement (ISP)
13-14	Impaired Driving Paid Media
19-01	Occupant Restraint Enforcement Program (ISP)
19-11	Occupant Protection Paid Media

Local and State Enforcement Agencies Participating in Click it or Ticket National Mobilization

Addison, Village of
Algonquin, Village of
Antioch, Village of
Arlington Heights, Village of
Auburn, City of
Bannockburn, Village of
Barrington, Village of
Bartlett, Village of
Beardstown, City of
Bellwood, Village of
Belvidere, City of
Bensenville, Village of
Berkeley, Village of
Berwyn, City of
Bethalto, Village of
Blue Island, City of
Boone, County of
Bourbonnais, Village of
Bradley, Village of
Brown, County of
Buffalo Grove, Village of
Cahokia, Village of
Calumet City, City of
Carol Stream, Village of
Carterville, City of
Cary, Village of
Caseyville, Village of
Champaign, City of
Chatham, Village of
Cherry Valley, Village of
Chicago Heights, City of
Chicago Ridge, Village of
Chicago, City of
Cicero, Town of
Clarendon Hills, Village of
Clark, County of
Coles, County of
Collinsville, City of
Columbia, City of
Cook, County of
Countryside, City of
Crawford, County of
Crest Hill, City of
Crete, Village of
Crystal Lake, City of
Danville, City of
Decatur, City of
Deerfield, Village of
DeKalb, City of
DeKalb, County of
Dixon, City of
Dolton, Village of

DuPage, County of
Dupo, Village of
East Peoria, City of
Edwardsville, City of
Elgin, City of
Elk Grove Village, Village of
Elmhurst, City of
Elwood, Village of
Evanston, City of
Fairview Heights, City of
Forest Park, Village of
Fox Lake, Village of
Franklin Park, Village of
Franklin, County of
Freeport, City of
Galesburg, City of
Glen Carbon, Village of
Glendale Heights, Village of
Glenview, Village of
Grandview, Village of
Granite City, City of
Grundy, County of
Gurnee, Village of
Hamel, Village of
Hanover Park, Village of
Hebron, Village of
Highland Park, City of
Hillside, Village of
Hinsdale, Village of
Hoffman Estates, Village of
Homewood, Village of
Huntley, Village of
Island Lake, Village of
Jackson, County of
Joliet, City of
Kane, County of
Kankakee, City of
Kankakee, County of
Kildeer, Village of
Lake Bluff, Village of
Lake in the Hills, Village of
Lake Zurich, Village of
Lake, County of
Lakemoor, Village of
Lansing, Village of
Lee, County of
Leland Grove, City of
Libertyville, Village of
Lincolnshire, Village of
Lincolnwood, Village of
Lisle, Village of
Lockport, City of

Lombard, Village of
Lostant, Village of
Loves Park, City of
Macomb, City of
Madison, City of
Madison, County of
Manhattan, Village of
Marion, City of
Maryville, Village of
Mascoutah, City of
Matteson, Village of
Mattoon, City of
Maywood, Village of
McHenry, County of
Midlothian, Village of
Moline, City of
Momence, City of
Monroe, County of
Montgomery, Village of
Morton Grove, Village of
Morton, Village of
Mount Olive, City of
Naperville, City of
Norridge, Village of
North Pekin, Village of
North Riverside, Village of
Northbrook, Village of
Northlake, City of
Oak Brook, Village of
Oak Lawn, Village of
Oak Park, Village of
Ogle, County of
Olympia Fields, Village of
Orland Park, Village of
Oswego, Village of
Palatine, Village of
Palos Heights, City of
Park Forest
Park Ridge, City of
Peoria, City of
Peoria, County of
Peru, City of
Plainfield, Village of
Pontoon Beach, Village of
Prairie Grove, Village of
Prospect Heights, City of
Quincy, City of
River Forest, Village of
River Grove, Village of
Riverdale, Village of
Riverside, Village of
Robinson, City of

Rochester, Village of
Rock Island, City of
Rock Island, County of
Rockford, City of
Rolling Meadows, City of
Romeoville, Village of
Roscoe, Village of
Roselle, Village of
Rosemont, Village of
Round Lake, Village of
Sangamon, County of
Schaumburg, Village of
Schiller Park, Village of
Shiloh, Village of
Shorewood, Village of
Silvis, City of
Skokie, Village of
South Beloit, City of
South Chicago Heights, Village of
South Jacksonville, City of
Southern View, Village of

Spaulding, Village of
Spring Grove, Village of
Springfield Park District
Springfield, City of
St. Charles, City of
St. Clair, County of
Steger, Village of
Stephenson, County of
Stickney, Village of
Streamwood, Village of
Summit, Village of
Swansea, Village of
Sycamore, City of
Taylorville, City of
Tazewell, County of
Troy, City of
UIC BOT Police Department
Vernon Hills, Village of
Villa Park, Village of
Washington, County of
Wauconda, Village of

Waukegan, City of
Western Illinois Task Force
Wheeling, Village of
Whiteside, County of
Will, County of
Williamson, County of
Willow Springs, Village of
Willowbrook, Village of
Wilmette, Village of
Wilmington, City of
Winnebago, County of
Winthrop Harbor, Village of
Wood Dale, City of
Wood River, City of
Woodridge, Village of
Woodstock, City of
Yorkville, United City of
Illinois State Police
Illinois Secretary of State Police

Application Requirements for Appendix B of the Certifications and Assurances for Section 405 and 1906

This area is to provide the required documentation for Section 405 and 1906 grant application sections required by NHTSA as part of Appendix B to Part 1300.

Part 1: Occupant Protection Grants (23 CFR 1300.21)

The Illinois Department of Transportation, the lead State agency responsible for occupant protection programs, will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

The State's occupant protection program area plan for the upcoming fiscal year is provided in the HSP at pages 38-43, 103-105, and attachment IL FY21 405b.pdf.

Occupant Protection Program Area and Plan:

Illinois' 2021 Highway Safety Plan contains the Occupant Protection Program Area, and this is used as the plan for occupant protection. This area identifies the safety problems to be addressed; performance measures and targets; countermeasure strategies; and planned activities that Illinois will implement to address those problems.

The State will participate in the Click It or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the HSP at pages 103-105, and attachment IL FY21 405b.pdf.

Description of the State's planned participation in the Click It or Ticket national mobilization:

Illinois will participate in the November 2020 and May 2021 Click It or Ticket (CIOT) campaigns. The campaigns will consist of both media and enforcement. CIOT is a highly visible, enforcement effort designed to detect violators of Illinois traffic laws with special emphasis on occupant protection. Illinois will conduct an intense public information and education campaign which will run concurrently with enforcement campaigns. The goal of the CIOT campaign is to save lives and reduce injuries resulting from motor vehicle crashes by increasing the seat belt usage rates in Illinois. To complete this goal, we intend to educate the motoring public on the of the benefits of seat belt use and issue tickets for seat belt violations. we intend to educate the motoring public on the of the benefits of seat belt use and issue tickets for seat belt violations.

Illinois will conduct both paid and earned media for both campaigns. Paid media consists of advertising which has been purchased and strategically placed on multiple media platforms. Paid media will focus on media avenues most likely to reach the target population of 18-34-year-old males. Earned media is free media publicity, such as newspaper, television, or radio news stories, as well as community outreach activities that are typically completed by our participating law enforcement agencies. Additionally, Illinois will conduct earned media events during the CIOT campaigns and throughout the year by highlighting positive community traffic safety initiatives like "Saved by the Belt" and "Saved by the Car Seat."

The most effective tool in reducing injuries and fatalities is through high-visibility increased enforcement. IDOT encourages local, county, and state agencies to establish strong policies regarding enforcement. IDOT enforcement grantees are required to participate in national campaigns and promote the campaigns by posting op-ed articles, sending email blasts, distributing education materials, and staffing booths at safety fairs. They are also required to conduct a minimum of 50 percent of their enforcement activities after 6 p.m. and before 6 a.m. for both the Thanksgiving and Memorial Day campaigns.

The enforcement of occupant protection laws will reach Illinois residents by concentrating on the 23-county model. This model shows where 85 percent of the population resides, but 70 percent of the total fatalities, 88 percent of total crashes, and 88 percent of injury crashes occurred using the past five years of crash data (2013–2017).

The main enforcement effort conducted by Illinois is the Sustained Traffic Enforcement Program (STEP) grants. These grants focus on specific times of the year and on specific times of the day when data shows alcohol-involved and unbuckled fatalities are the highest. STEP requires participation in the Thanksgiving, Christmas/New Year’s, St. Patrick’s Day, Memorial Day, July 4th, and Labor Day Campaigns. Halloween and Super Bowl are optional campaigns. This creates a sustained, year-long emphasis on IDOT’s high enforcement priorities consisting of impaired driving and seat belt usage.

Participating Agencies in Click It or Ticket (CIOT) National Mobilization:

Illinois has roughly 215 local law enforcement grantees that will be participating in the CIOT national mobilization along with the Illinois State Police and the Illinois Secretary of State Police. These planned activities are listed below.

Planned Activities for Participants & Organizations:

Unique Identifier	Planned Activity
04-02	STEP (local agencies)
04-05	STEP (Illinois State Police)
04-10	Occupant Protection Enforcement (IL Secretary of State)
19-01	Occupant Restraint Enforcement Program (Illinois State Police)

Countermeasure strategies and planned activities demonstrating the State’s active network of child restraint inspection stations are provided in the HSP at [HSP pages 38-43, 104-105, and attachment IL_FY21_405b.pdf](#). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the HSP are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Full description of countermeasure and planned activities can be found in the Occupant Protection Program Area.

Countermeasure Strategy: Child Restraint System Inspection Station

Planned Activities: These planned activities together create the network of child passenger safety certification training and inspections.

Unique Identifier	Planned Activity
02-09	Regional Traffic Safety Resource Center
19-02	Keep me in a Safe Seat
02-02	Injury Prevention

Total number of planned inspection stations and/or events in the State: 1135

Total number of planned inspection stations and/or events in the State serving:

Urban Populations served - 401
 Rural Populations served - 734
 At-Risk Populations served - 908

All inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Countermeasure strategies and planned activities, as provided in the HSP at [pages 104-105](#), and attachment [IL_FY21_405b.pdf](#), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Countermeasure Strategy: Child Restraint System Inspection Station

Planned activities for recruiting, training, and maintaining sufficient child passenger safety technicians:

Unique Identifier	Planned Activity
02-09	Regional Traffic Safety Resource Center
02-02	Injury Prevention

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: 99
 Estimated total number of technicians: 1,887

Part 2: State Traffic Safety Information System Improvements Grants (23 CFR 1300.22)

The Illinois Department of Transportation is the lead State agency responsible for State Traffic Safety Information System Improvements and will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

TRCC meeting dates during the 12 months preceding the application:

July 23, 2019
October 29, 2019
January 23, 2020
April 21, 2020.

The name and title of the State's Traffic Records Coordinator is:

John Paris, Traffic Records Coordinator
Bureau of Safety Programs and Engineering
Illinois Department of Transportation

TRCC members by name, title, organization and the core safety database represented:

Executive Committee

Omer Osman	Secretary, Illinois Department of Transportation	Crash/Roadway
Dr. Ngozi Ezike	Director, Illinois Department of Public Health	Injury Surv.
Tom Benigno	Deputy Secretary of State, Secretary of State	Driver/Vehicle
Marcia Meis	Director, Administrative Office of Illinois Courts	Citation/Adjud.
Captain The Tran	Illinois State Police	Crash/Citation

TRCC Membership

Jessica Keldermans	Illinois Department of Transportation	Crash
Mark Blankenship	Illinois Department of Transportation	Crash
Anne Hillen	Illinois Department of Transportation	Crash/Citation
Bill Morgan	Illinois Department of Transportation	Roadway
Dan Wilcox	Illinois Department of Transportation	Crash/Roadway
Andy Simmons	Illinois Office of Secretary of State	Driver/Vehicle
Donna Cooper	Illinois Office of Secretary of State	Driver
Tom Stevens	Illinois Office of Secretary of State	Vehicle
Mike Shandley	Illinois Office of Secretary of State	Driver/Vehicle
Skip Robertson	Administrative Office of Illinois Courts	Citation/Adjud.
Jennifer Martin	Illinois Department of Public Health	Injury Surv.
Dan Leonard	University of Illinois – Springfield	Data & Integ.
Holly Bieneman	Illinois Department of Transportation	Data User
Katherine Beckett	Illinois Department of Transportation	Data User
Rebecca Dieken	Illinois Department of Transportation	Data User
Abraham Emmanuel	Chicago Department of Transportation	Data User

Adam Gabany	Illinois Department of Transportation	405(c) Grants
Jon-Paul Kohler	Federal Highway Administration	TRCC Advisor
Jonathan Lloyd	Illinois Department of Transportation D1	Data User
John O'Neal	Chicago Department of Transportation	Data User
Brian Carlson	Illinois Department of Transportation D1	Data User
Adelisa Orantia	Illinois Department of Public Health	Injury Surv.
Tim Peters	Illinois Department of Transportation	Data User
Heather Schady	Active Transportation Alliance	Data User
Sid Shah	Chicago Department of Transportation	Data User
Erin Aleman	Chicago Metropolitan Agency for Planning	Data User
Chen Sheng	Illinois Department of Transportation	Data User
Alan Ho	Federal Highway Administration	TRCC Advisor
Jeff Welter	National Highway Traffic Safety Administration	TRCC Advisor
Parry Frank	Chicago Metropolitan Agency for Planning	Data User
Rochelle Gillespie	Illinois Department of Transportation	405(c) Grants
James Hall	University of Illinois – Springfield	Data & Integ.
Tim Lavery	Chicago Police Department	Crash/Citation
Arlene Kocher	Federal Highway Administration	TRCC Advisor
Gene Leynes	Chicago Department of Transportation	Data User
Greg Piland	Federal Motor Carriers Safety Administration	TRCC Advisor
Tim Morris	Illinois Department of Transportation	TRCC Legal
Sal Madonia	Illinois Department of Transportation D6	Data User
Maggie Melin	Active Transportation Alliance	Data User
Gena McCullough	Bi-State Regional Commission	Data User
Jason Stamps	Criminal Justice Information Authority	Data User
Jim Wild	East-West Gateway Council of Governments	Data User
Joslyn Stewart	City of Decatur, IL	Data User
Tyson Terhune	City of Danville, IL	Data User
R. Moroccoima-Black	Champaign County Regional Planning	Data User
Todd Schmidt	Chicago Metropolitan Agency for Planning	Data User
Ryan Shrimplin	City of Cape Girardeau, MO	Data User
Nathan Schwartz	County of Dekalb, IL	Data User
Cary Minnis	Greater Egypt Regional Planning	Data User
Delbert Skimerhorn	Kankakee County Regional Planning	Data User
Sherry Phillips	Illinois Department of Transportation D7	Data User

The State Strategic Plan is provided as follows:

Description of specific, quantifiable and measurable improvements:

Please see the attached IL_FY21_405c_TR Implementation Plan.xlsx for the Implemented Action Items for HSP. Additionally, since the hiring of a new Traffic Records Coordinator, progress has been made for a reorganization of the Executive and Technical Committees of the TRCC. Although delayed by the COVID-19 pandemic, we are continuing to strategize role definitions and documented procedures to continue the improvement and enhancement of all traffic records systems.

List of all recommendations from most recent assessment:

Please see attached IL_FY21_405c_TR Strategic Plan.pdf.

Recommendations to be addressed, including countermeasure strategies and planned activities and performance measures

Performance Measure: Completeness of Crash Data

Countermeasure Strategies: Improves completeness of a core highway safety database, Improves integration between one or more core highway safety databases, Improves accessibility of a core highway safety database

Unique Identifier	Planned Activity
18-01	Traffic Records Coordinator
18-02	Trauma Registry
18-04	One Customer One Record (SOS)
18-12	Image Enhancement (SOS)

Recommendations not to be addressed, including reasons for not implementing:

Please see the attached IL_FY21_405c_TR Implementation Plan.xlsx for explanation.

Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the HSP at please see below for the 2020 Crash Electronic Reporting System information (location).

Please see below the attached 2020 Crash Electronic Reporting System (405c INTERIM PROGRESS REPORT FORMAT) as well as the table below of A list of Performance Measures for Crash Data.

PERFORMANCE MEASURES FOR CRASH DATA		Benchmark 2013	2014	2015	2016	2017	2018	2019
Timeliness	Average # days between the date the crash occurred and the date the official crash report was received by IDOT (all crash reports)	20.4	17.8	17	14	12	12	10
	Median # days to start coding the crash reports	149	126	120	110	90	40	17
	Average # days to location code the crash reports (all crash reports)	199.4	193.6	191	180	120	95	90
	Median # days to location code the crash reports	238	226	223	201	130	100	93
	% Crash reports electronically filed	30.2	33.9	34	30	70	84	87
	# Crash reports electronically filed	129,886	142,882	152,000	161,000	256,848	305,661	310,000
Completeness	% of time "Unknown" code is used in *Critical Crash Field for non-fatal crashes at an agency level (based on agencies submitting at least 2 reports per month)	9.4	9.4	9.4	9.4	9	7.6	7.2
Uniformity	% MMUCC compliant data elements	76.5	76.5	76.5	76.5	76.5	76.5	80
Accuracy	Number of errors per electronically reported crash only (errors for non-electronic crash reports cannot be traced)	2.7	2.2	2.2	2	2	1	1
Integration	Crash to Roadway (GIO based data)	1	1	1	1	1	1	1
	Crash to FARS and SafetyNet (MCMIS)	1	1	1	1	1	1	1
	Crash to Hospital Inpatient Data	1	1	1	1	1	1	1
	Crash to Emergency Department Data	1	1	1	No Activity	No Activity	No Activity	1
	Crash/FARS to Trauma Registry Data	1	1	No Activity	No Activity	No Activity	No Activity	1

The State's most recent assessment or update of its highway safety data and traffic records system was completed on June 1, 2019.

Please see the attached IL_FY21_405c_2016 IL TR Assessment.pdf. The next Traffic Records Assessment is scheduled to begin in September 2020 with final assessment results anticipated in January/February 2021.

Part 3: Impaired Driving Countermeasures (23 CFR 1300.23(D)-(F))

The Illinois Department of Transportation is the lead State agency responsible for Impaired Driving Countermeasures and will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

Illinois is a Mid-Range State for 2021 and is required to complete the following:

The State submitted its Statewide impaired driving plan approved by a Statewide impaired driving task force on 06/01/2020.

The Impaired Driving Task Force Charter can be found in attachment IL FY21 405d ID Task Force Charter.pdf. This charter describes the authority and basis for operation of the Statewide impaired driving task force;

The Impaired Driving Task Force Member List can be found in attachment IL FY21 405d Illinois ID Task Force Members.xlsx. This list contains the list of names, titles and organizations of all task force members;

The Impaired Driving Strategic Plan can be found in attachment IL FY21 405d ID Strategic Plan.docx. This appendix contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving.

Part 7: Motorcyclist Safety Grants (23 CFR 1300.25)

Motorcycle riding training course:

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: Illinois Department of Transportation

State authority name/title: Robert Williams

The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the following introductory rider curricula:

Motorcycle Safety Foundation Basic Rider Course.

Other approved curricula: Basic Rider Course 2, Basic Rider Course 3, Wheeled Basic Rider Course and Advanced Rider Course

The list of counties or political subdivisions in Illinois where motorcycle rider training courses will be conducted during the fiscal year of the grant and number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

Total number of registered motorcycles in Illinois: 259,839

County or Political Subdivision	Number of registered motorcycles
Adams	1,994
Champaign	3,837
Clinton	1,202
Coles	1,650
Cook	56,342
Effingham	1,188
Fulton	1,420
Jackson	1,239
Kane	10,416
Kankakee	2,878
Knox	1,623
La Salle	4,562
Lake	14,799
Livingston	1,251
Macon	2,894
Madison	7,854
McDonough	641
McLean	3,882
Montgomery	1,283
Morgan	1,098
Richland	609
Rock Island	3,683
Sangamon	4,867
St. Clair	5,859
Stephenson	1,557
Tazewell	5,082
Vermillion	2,067
Wabash	357
Wayne	436
Will	15,862
Winnebago	7,513

Use of fees collected from motorcyclists for motorcycle programs:

Illinois is applying as a law state. Illinois law requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal Citation: **625 ILCS 35/6, 625 ILCS 35/7**
Amended Date: **1/1/2010**

The State's law appropriating funds for FY2021 demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal Citation: **625 ILCS 35/6, 625 ILCS 35/7**
Amended Date: **1/1/2010**

Part 9: Nonmotorized Safety Grants (23 CFR 1300.27)

Illinois is applying for and *NHTSA has identified the State as eligible because the State annual combined pedestrian and bicyclist fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data.*

The State affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR 1300.27(d).

Part 10: Racial Profiling Data Collection Grants (23 CFR 1300.28)

Illinois law demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads. Below are the legal citations for this law.

Legal Citation: 5 ILCS 140/1

Amended Date: 1/1/2010

Legal Citation: 625 ILCS 5/11-212

Amended Date: 1/1/2016

Legal Citation: 625 ILCS 5/11-212 PA 101-0024

Amended Date: 6/21/2019

The official studies and other information around the Illinois Traffic Stop Statistical Study can be found at the following website.

<http://www.idot.illinois.gov/transportation-system/local-transportation-partners/law-enforcement/illinois-traffic-stop-study>

Listing of Major Purchases or Dispositions Over \$5,000

This document outlines the items requested for purchase over \$5,000 that are associated with the planned activities outlined in the HSP. All items in this document are represented in the HSP. This document has been created for easy reference. Below is the planned activity title, activity number, subrecipient, funding information, and major purchase description and justification.

Title: UIC Laboratory Testing

Unique Identifier/Activity Number: 03-05

Intended Subrecipients: University of Illinois Chicago Analytical Forensic Testing Lab

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2020	402 - Traffic Safety	402 – Traffic Safety	\$103,859	\$0	\$0

Major Purchases and Dispositions:

Item	Quantity	Unit Cost	NHTSA Share per Unit	NHTSA Share Total Cost	Local Benefit Amount
Biotage Positive Pressure Manifold and Sample Concentrator	1	\$9,608.00	\$9,608.00	\$9,608.00	\$0.00

Justification: The Biotage Positive Pressure Manifold and Sample Concentrator will be used to prepare the samples for testing the levels of THC present in blood and urine for impaired driving crashes. The intent of this equipment is to have more samples reviewed for more than alcohol so that Illinois has a better understanding of polydrug use as it pertains to impaired motorists.

Title: Impaired Driving Training and Resources

Unique Identifier/Activity Number: 13-04

Intended Subrecipients: Illinois State Police

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2021	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$1,485,300	\$0	\$0

Major Purchases and Dispositions:

Item	Quantity	Unit Cost	NHTSA Share per Unit	NHTSA Share Total Cost	Local Benefit Amount
Oral Fluid Devices	159	\$6,500	\$6,500	\$1,033,500	\$0

Justification: The legalization of cannabis and polydrug use is a growing problem in Illinois. To address this issue the Illinois State Police would like to distribute oral fluid testing devices in all 102 Illinois counties and in all ISP Districts. The intent is to remove impaired drivers from the roads that were previously unable to be detected by an alcohol only instrument.

Title: One Customer One Record

Unique Identifier/Activity Number: 18-04

Intended Subrecipients: Illinois Secretary of State

Funding Source:

Fiscal Year	Funding Source ID	Use of Funds	Funding Amount	Match Amount	Local Benefit Amount
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$1,004,700.00	\$0	\$0

Major Purchases and Dispositions:

Item	Quantity	Unit Cost	NHTSA Share per Unit	NHTSA Share Total Cost	Local Benefit Amount
Management Node	3	\$15,000	\$45,000	\$45,000	\$0.00

Justification: It is necessary to purchase hardware to support the combination of the drivers and vehicles databases. The nodes are used to help build the environment management configurations of the database. Due to the advanced approval process of equipment, some of the items are subject to change due to needs assessed when building the database. It is estimated that the Secretary of State will need three management nodes to complete this project.

Item	Quantity	Unit Cost	NHTSA Share per Unit	NHTSA Share Total Cost	Local Benefit Amount
Data Node 140TB	10	\$10,000	\$100,000	\$100,000	\$0.00

Justification: It is necessary to purchase hardware to support the combination of the drivers and vehicles databases. The data nodes are the basic data structure of the database that will be used to build the environment. The data nodes will be 140 terabytes and are used to store data and may also be linked to other nodes. A functional file system has multiple nodes and it is estimated that the Secretary of State will require ten data nodes to handle the required amount of data. Due to the advanced approval process of equipment, some of the items are subject to change due to needs assessed when building the database. It is estimated that the Secretary of State will need ten data nodes to complete this project.

Item	Quantity	Unit Cost	NHTSA Share per Unit	NHTSA Share Total Cost	Local Benefit Amount
Data Network Components (internal cluster switches)	1	\$5,000	\$5,000	\$5,000	\$0.00

Justification: It is necessary to purchase hardware to support the combination of the drivers and vehicles databases. The data network components (internal cluster switches) are switches in a cluster so that the database can be configured and troubleshoot different catalyst desktop switch platforms with a single IP address. Due to the advanced approval process of equipment, some of the items are subject to change due to needs assessed when building the database. It is estimated that the Secretary of State will need one data network component to complete this project.

Planned Activity List with Funding Amounts

Prefix	Activity Number	Fund Type	Planned Activity Title	Programmed Amount
PA	01-01	402	P & A	\$50,000
PA	01-02	STATE	P & A (Match)	\$50,000
OP	02-02	402	Injury Prevention (Local)	\$1,992,407
OP	02-04	402	Traffic Safety Survey (Local)	\$80,834
OP	02-05	402	Travel	\$12,500
OP	02-06	STATE	Travel (Match)	\$12,500
OP	02-08	402	General Paid Media (IDOT)	\$300,000
OP	02-09	STATE	RTSRC (Match)	\$1,638,847
AL	03-04	402	Law Enforcement Liaison (Local)	\$537,193
AL	03-05	402	UIC Laboratory Testing	\$103,859
PT	04-01	402	Police Training (ILETSB)	\$90,000
PT	04-02	402	STEP (Local)	\$9,349,537*
PT	04-03	STATE	Illinois State Police WZ (Match)	\$4,000,000
PT	04-04	402	NITE Patrol (ISP)	\$1,194,355*
PT	04-05	402	STEP (ISP)	\$950,890
PT	04-09	402	MC Patrol Unit (ISP)	\$81,500
PT	04-10	402	Occupant Prot. Enf. (SOS Police)	\$81,000
PT	04-11	402	Cops in Shops (SOS)	\$103,900
PT	04-12	402	Safety Education Unit (ISP)	\$194,300
DD	06-02	402	Distracted Driving Enf (SOS)	\$75,900
DD	06-03	402	Distracted Driving Enf. (Local)	\$200,000*
DD	06-04	402	Distracted Driving Paid Media	\$500,000
DD	06-05	402	Distracted Driving Enf. (ISP)	\$411,619
FHPE	12-01	405h	Nonmotorized Paid Media (IDOT)	\$675,000
FHPE	12-02	405h	Bike/Pedestrian Safety (Local)	\$854,490
M6OT	13-01	405d	DUIE (ISP)	\$1,126,139
M6OT	13-02	405d	Operation Straight I.D. (SOS)	\$25,900
M6OT	13-04	405d	Im. Dr. Training/Resources (ISP)	\$1,485,300
M6OT	13-06	405d	Alcohol Police Training (ILETSB)	\$325,000
M6OT	13-07	405d	Judicial Training (AOIC)	\$62,000
M6OT	13-10	405d	Traffic Safety Resource Pros.	\$363,300
M6OT	13-11	405d	ACE (ISP)	\$1,107,975
M6OT	13-12	405d	Local Alcohol Project (Local)	\$2,292,359
M6OT	13-14	405d	ID Paid Media (IDOT)	\$1,750,000

Prefix	Activity Number	Fund Type	Planned Activity Title	Programmed Amount
M3DA	18-01	405c	Traffic Records Coordinator	\$150,000
M3DA	18-02	405c	Trauma Registry (IDPH)	\$112,500
M3DA	18-04	405c	One Customer (SOS)	\$1,004,700
M3DA	18-12	402	Imaging Enhancement (SOS)	\$30,500
M1HVE	19-01	405b	OREP (ISP)	\$1,038,738
M1CPS	19-02	405b	KISS (SOS)	\$32,400
M1*PM	19-11	405b	OP Paid Media	\$400,000
M9MT	22-01	405f	Paid Media (IDOT)	\$300,000
M9MA	22-02	405f	PI&E Materials (IDOT)	\$30,000
M9MT	22-03	405f	MC Winter Conference (IDOT)	\$10,000
M9MT	22-04	STATE	CRSTP (Match)	\$3,230,000
F1906ER	23-01	1906	Racial Profiling (IDOT)	\$100,000

*Benefit to Local

Amendment 1

Updated: 10-1-2020

