

2024-2026

Illinois Triennial Highway Safety Plan



Illinois Department of Transportation

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Introduction to the Triennial Safety Plan

Letter from the Governor's Highway Safety Representative

Greetings:

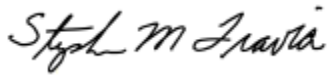
As the Governor's Highway Safety Representative for the State of Illinois, my fundamental mission is to provide a safe experience for all road users, including, but not limited to, pedestrians, bicyclists, and motorists. A safe and reliable transportation system helps to keep our economy moving and helps ensure the quality of life we enjoy in Illinois.

I am pleased to present the 2024-2026 Triennial Illinois Highway Safety Plan (3HSP). This data driven plan was designed to modify road-user behavior and prevent fatalities and serious injury through education, enforcement, engineering, and emergency medical services.

As we are seeing across the country, fatalities are on the rise. Unfortunately, Illinois is no exception. Traffic fatalities in Illinois have risen from 1,035 in 2018 to 1,270 in 2022. This is unacceptable and we are committed to reversing this trend and reducing fatalities on our 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,



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

Mission and Vision

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.

Our transportation system plays a vital role in economic growth, moving people to jobs, products to markets and connects citizens and visitors to a variety of destinations. As a society, we should not accept casualties as a foregone consequence of using the highway system. Illinois residents, state and local government officials must work collectively toward achieving zero fatalities and incapacitating injuries on our roadways. Our belief is that any death is one too many, and we must work toward preventing as many injuries and saving as many lives as possible using the resources available.

Executive Summary

The IDOT Bureau of Safety Programs and Engineering (BSPE) is designated as the Illinois State Highway Safety Office (SHSO). BSPE coordinates a statewide behavioral highway safety program using federal funds administered through the National Highway Traffic Safety Administration (NHTSA), state funds and other resources. Funds are primarily used to change system users' behaviors by:

- enforcing traffic laws
- increasing drivers' perception of the risk of being ticketed and/or arrested for non-compliance
- increasing public awareness of the dangers of high-risk behavior
- informing system users of the best way to avoid or reduce the severity of a crash

Through data analysis and targeted use of resources, BSPE provides leadership, innovation, and program support in partnership with state, county, and community traffic safety leaders, professionals, and organizations.

The Bi-Partisan Infrastructure Law Highway Safety Planning Process

Highway Safety Planning Process

The highway safety planning process is circular and continuous. At any time during the year, BSPE may be developing and implementing previous, current, and upcoming fiscal year highway safety plans.

The Strategic Highway Safety Plan (SHSP) serves as the principal highway safety planning document. The Triennial Highway Safety Plan (3HSP) serves to:

- maximize integration and use of data analysis resources
- represent driver behavior issues and strategies
- use any statewide safety committees to obtain input from state and local traffic safety partners

For BSPE to begin to develop a plan, we 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 (HSP). The following sections were used to establish the building blocks of the HSP and will now also establish the building blocks of the now-Triennial HSP (3HSP). They include aligning the 3HSP with the SHSP and identifying safety problems. This includes 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. BSPE ensures that the goals and objectives contained in the SHSP are considered in the development of the 3HSP.

When developing the 3HSP, BSPE works to identify any gaps in addressing traffic safety issues throughout the state by reviewing problems brought forth through data analyzation and traffic safety partners. The data source used by BSPE in identifying its highway safety problems is primarily the state's crash database, which is managed by IDOT. Other data sources include crash data from NHTSA's Fatality Analysis Reporting System (FARS) and sources listed in the [State-Level Problem Identification](#). Illinois' highway safety planning process includes all of the components of [23 C.F.R. 1300.11](#).

SHSP Alignment

The 3HSP is coordinated with state and national strategic plans and related operational plans and guidelines, including the 2022-2026 SHSP. This includes the Highway Safety Improvement Program (HSIP), which also falls under the purview of the SHSP. The emphasis areas and priority focus areas in the State's Strategic Highway Safety Plan:

Emphasis Areas

1. Safe Behavior
2. Safe Road Users & Vehicles
3. Safe Roads
4. Post-Crash Care
5. Safe System Administration

Priority Focus Areas

1. Speeding and Aggressive Driving
2. Pedestrians
3. Roadway Departures

Per the SHSP- failure to be ranked in the high priority highway safety issue areas for the 2022-2026 SHSP does not mean the topic is unimportant - nor does it mean IDOT will discontinue planned or on-going initiatives that have demonstrated results.

State-Level Problem Identification

The process of identifying highway safety problems is integral to the planning process. In previous years, BSPE identified traffic safety problems using several databases which include but are not limited to data from crash reports, 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.

Information used in identifying problems in the 3HSP includes:

- [23 CFR 1300.11](#)
- [2021 Annual Report \(2012-2021\)](#)
- [Illinois Roadway Analysis Database System \(IROADS\)](#)
- [State FARS data \(2018-2022\)](#)
- [NHTSA Traffic Safety Facts 2021 Data \(June 2023\)](#)
- [Federal VMT data \(2015-2020\)](#)
- [State VMT data \(2022\)](#)
- [Uniform Guidelines for State Highway Safety Programs](#)
- [National Center for Health Statistics *Underlying Cause of Death Data* \(2018-2021\)](#)
- [Observational seat belt surveys \(2022\)](#)
- [Memorial Day Click It or Ticket \(CIOT\) and Labor Day Driver Sober or Get Pulled Over \(DSOGPO\) surveys and enforcement activities \(2011-2022\)](#)
- [Traffic Stop Statistical Studies Year 2022 publications](#)
- Illinois Criminal Justice Information Authority (ICJIA) [2020-2021 Illinois Traffic and Pedestrian Stop Data Use and Collection Task Force Findings](#)
- [USDOT Equitable Transportation Community Explorer](#)
- [Justice40](#)
- [NHTSA State Traffic Safety Information \(STSI\)- Pedestrian Safety](#)
- [NHTSA Fatality and Injury Reporting System Tool \(FIRST\)](#)
- Edwards, Mickey & Gutierrez, Manuel (2023). *The incidents burden of unreported pedestrian crashes in Illinois*, Traffic Injury Prevention, 24:1, 82-88, DOI: 10.1080/15389588.2022.2143236.
- “The Prevention Partnership Conducts Peer-to-Peer Teen Education Program on Impaired Driving.” The Voice, 21 June 2023. Volume 19, No. 23.
- [BSPE PPE 1 \(to be obtained\)](#)
- [BSPE PPE 1a \(to be obtained\)](#)

These data are used, as appropriate, in trend, factor, and other analyses of each program as identified in the Program Areas section of this plan. The Identification process is located under the justification sections of each program plan. In the individual program areas, further program needs, and justification are identified.

Public Participation and Engagement Plan

New to the highway safety plan requirements, the 3HSP now includes a public participation and engagement plan. The provisions set forth in [23 CFR 1300.11\(b\)\(2\)](#) require that each state must describe the State’s public participation and engagement efforts and outcomes. This information shall then be used in the highway safety planning process.

Goals

BSPE will evaluate crash behavior and assess risk at all units of government including state and local public agencies. The Bureau will then incorporate and overlay other relative data to identify communities that are overrepresented and/or underserved in traffic safety planning and programs. Upon completion, the bureau will use the information for a comprehensive public outreach and engagement plan. This will help ensure that the effort includes abundant and varied public input throughout the plan development process.

Goals of outreach and engagement are to:

- (1) Raise awareness of traffic safety in the Community.
- (2) Educate the public and other organizations about the 3HSP and programs in the Community.
- (3) Provide opportunities for input from the community at the various steps to ensure their active voice is taken into consideration.
- (4) Provide opportunities to influence decision-making of the Highway Safety Plan and Programs.

The rationale for each of these goals includes the following principles:

- **Awareness** – Stakeholders must be aware of the planning process before they can participate.
- **Education** – Stakeholders must be educated and knowledgeable about the 3HSP and Programs before they can participate effectively.
- **Input** – Stakeholders' knowledge and perspectives help the planning team verify or expand on available information.
- **Decision-making** – Stakeholders and the Community are encouraged to actively participate in the decision-making process.
- **Open and public process** - The public has a right to participate, to offer ideas and concerns within their communities.

Illinois-specific goals:

- BSPE will act and use information from public engagement to inform the contents of the 3HSP.
- Add a new section to the requirements that applicable grantees may serve as traffic safety partners on behalf of BSPE to assist with public participation and engagement opportunities with their community through activities such as distributing the Traffic Safety Community Survey ([BSPE PPE 1](#)) form at events.
- Encourage grantees to act on feedback received in their community and develop/conduct local education based on information received with approval from BSPE.
- Participate in events allowing for public engagement each year covering a minimum of three (3) communities. Of the minimum of three (3) communities, a maximum of one (1) community will be in Chicago or suburbs to ensure other communities in Illinois receive the opportunity to participate in the events. The exact number of events may vary year to year and shall start in 2024.
- If more than three (3) events per calendar year, no more than two-thirds (2/3) of the events may be conducted in Chicago or suburbs.
- Regularly review feedback provided by traffic safety partners and community members through submittal of the Traffic Safety Community Survey ([BSPE PPE 1](#)) and Post Public Participation Engagement Community Survey ([BSPE PPE 1a](#)) forms.

Engagement

BSPE acknowledges and embraces the importance of public participation and engagement. Public participation allows for better hands-on understanding of issues identified at the micro-level. While quantitative data serves an important part of identifying and understanding populations affected by various variables, qualitative data allows for a deeper understanding. The qualitative data allows for an in-depth view of the everyday realities faced by the populations within a set location.

To obtain this qualitative data in the future, a more grass-roots style of data collection must be implemented. When meeting with the local population, BSPE must interact with people on a smaller scale allowing for direct interaction. This includes (but not limited to) attending local events such as village meetings, monthly “coffee with your alderman” events, festivals, and other integrative events to allow the public to attend and be heard.

While attending upcoming events is an integral part of engagement, the data must be collected. This can be done through summaries of BSPE employees or traffic safety partners on behalf of BSPE. However,

BSPE has determined the best course of action to obtain this information is to utilize the newly created [BSPE PPE 1](#) form to allow the attendees to directly pass along feedback. For a list of traffic safety partners, go to [Identification](#).

Additionally, BSPE employees or traffic safety partners attending future events will complete the [BSPE PPE 1a](#) to help capture ADA and additional accessibility of the location and issues brought up that are not captured on the [BSPE PPE 1](#) form.

Creating Meaningful Engagement

In preparation for these events, BSPE or the traffic safety partners representing BSPE will complete the following tasks:

- 1) Determine an appropriate community event in one of the identified communities where both community residents and professionals strongly integrated within the community will be present.
- 2) The event must take place between July 1, 2023 and June 30, 2024 for 2024; July 1, 2024 and June 30, 2025 for 2025; and July 1, 2025 and June 30, 2026 for 2026.
- 3) BSPE or the traffic safety partners will reach out to work with event coordinators a minimum of one (1) month prior to the event to:
 - a) be included on the agenda and/or
 - b) be permitted to interact with the community during the event in a manner that will allow distribution and collection of the [BSPE PPE 1](#) form.
- 4) Determine any language, ADA requirements, or additional accessibility needs (e.g., time of day, crossing guards) that need met in order to provide the community with information and receive feedback. Meetings can be either in-person, hybrid, or virtual. BSPE or the traffic safety partners will work with the event coordinators and/or grant agencies with community relationships to identify and review ADA accessibility or identify other inclusive steps (e.g., hire interpreter for event) to meet the criteria located in the [Accessibility for All](#) section.
- 5) BSPE or the traffic safety partners will attend the event and arrive prior to the designated start time and come with all necessary materials (e.g., [BSPE PPE 1](#) form, writing utensils) and introduce themselves to the appropriate event coordinators.
- 6) BSPE or the traffic safety partners attending the event will complete the [BSPE PPE 1a](#) form afterwards and submit to BSPE and include all additional items or issues during the event.

Accessibility for All

The Americans with Disabilities Act (ADA) creates standards for various matters to be met to ensure accessibility to people with disabilities. To ensure accessibility for all attendees in future engagement events, the BSPE employee or traffic safety partner will work with event coordinators or other local traffic safety partners (e.g., grant recipients) that are involved in the community to use locations deemed compliant. Furthermore, additional disability accommodations may be required. This includes accommodations such as printing large font presentations or providing closed captioning.

In Illinois, English is the most prevalent language. However, due to its size and large population, several non-native English speakers live in the state. Obtaining feedback from all residents is crucial to public participation and engagement. To allow for this, BSPE will work with local traffic safety partners (e.g., grant recipients) who are strongly integrated with the non-native English speaker populations within a given community to ensure interpreters and/or community activists will be available at future events to assist with communicating between the parties present at events.

Additional accessibility will also be assessed. Since pedestrian safety will be the focus for 2024-2026, pedestrian-specific items such as implementing crossing guards and quality of lighting will be considered. BSPE and traffic safety partners will also work to have meetings (in-person, virtual, hybrid) occur during a time that is accessible to the greatest number community members.

Due to Illinois' rigorous procurement laws, BSPE will rely greatly on the local traffic safety partners to help meet the accessibility requirements (e.g., location, building amenities) as required by the 23 CFR 1300. IDOT cannot guarantee the ability to procure an event site on behalf of the State to hold such functions due to possible violations. This is where local traffic safety partners and event coordinators will serve a vital role and then work towards ensuring building accessibility by providing feedback on the location or possible location(s) prior to selection.

Moreover, the [BSPE PPE 1](#) and [BSPE PPE 1a](#) forms are official IDOT forms. BSPE is therefore unable to make changes to the forms without following the proper process with the IDOT Forms Unit. Should an event occur and BSPE has not been able to complete a variation of the forms in a language necessary to accommodate the non-English-speaking attendees, BSPE will be unable to provide an official version of the form in the necessary language or languages. However, BSPE can and will work with traffic safety partners and event coordinators to ensure interpreters will be available to help with form translations during the event.

Public Participation and Engagement and the Highway Safety Planning Process

During FFY24 and leading up to the submission of this 3HSP, BSPE began working with traffic safety partners to enhance the current and ongoing public participation and engagement events by directing them towards meeting requirements as mentioned in this document (see [Creating Meaningful Engagement](#)).

Data Driving Pedestrian Safety Efforts

As of July 1, 2023, BSPE is directing its public participation and engagement initiatives towards addressing the issue of pedestrian fatalities. This initiative of pedestrian safety was determined after reviewing alarming data involving pedestrian fatalities.

In 2021, 7,388 pedestrians were killed in traffic crashes in the United States. According to NHTSA, that is a 13% increase in pedestrian fatalities over 2020. This breaks down to a pedestrian being killed every 71 minutes in traffic crashes in 2021. Throughout Illinois, pedestrian fatalities have increased. In Cook County (predominantly Chicago) there has been a marked increase in pedestrian fatalities, notably within underserved neighborhoods, with a disproportionate number of these victims belonging to the black community. A total of 870 pedestrians lost their lives in fatalities throughout Illinois from 2017 to 2021. Of those, 187 were black pedestrians (or 21%). From 2017 to 2021, a staggering 475 pedestrians lost their lives in Cook County alone. Among these Cook County incidents, 136 individuals (accounting for almost 28% of the total) were black despite comprising only 22% of the local population. See [Additional Data Reviewed](#) for data pertaining to young and young impaired drivers.

Pedestrians Killed in Fatal Crashes in Illinois 2017-2021

National Highway Traffic Safety Administration (NHTSA) Motor Vehicle Crash Data Querying and Reporting

Pedestrians Killed in Fatal Crashes
 Filter Selected: Person Injury Type: *Fatal*; Person Type: *Pedestrian*
 State: *Illinois*
 Years: *2017-2021*

Pedestrians Killed in Fatal Crashes¹

Note: Click the link within a table cell to view those records on a web map

Crash Date (Year)	Crash Date (Month)												Total
	January	February	March	April	May	June	July	August	September	October	November	December	
2017	13	15	11	6	11	11	13	11	13	16	16	11	147
2018	13	10	11	15	16	10	9	19	17	12	20	14	166
2019	13	15	11	10	12	10	14	23	17	18	16	14	173
2020	14	14	7	8	15	19	18	17	13	11	19	20	175
2021	11	8	16	10	13	14	17	17	28	26	28	21	209
Total	64	62	56	49	67	64	71	87	88	83	99	80	870

Pedestrians Killed in Fatal Crashes in Cook County 2017-2021

National Highway Traffic Safety Administration (NHTSA) Motor Vehicle Crash Data Querying and Reporting

Pedestrians Killed in Fatal Crashes
 Filter Selected: Person Injury Type: *Fatal*; Person Type: *Pedestrian*
 State: *Illinois* and County: *Cook*
 Years: 2017-2021

Pedestrians Killed in Fatal Crashes¹

Note: Click the link within a table cell to view those records on a web map

Crash Date (Year)	Crash Date (Month)												Total
	January	February	March	April	May	June	July	August	September	October	November	December	
2017	9	9	6	2	5	6	8	7	7	7	5	6	77
2018	6	4	5	9	6	5	6	8	5	6	9	7	76
2019	7	8	6	8	10	6	9	13	11	9	7	9	103
2020	6	12	4	7	11	9	10	9	6	4	4	12	94
2021	5	4	9	8	6	7	12	11	15	17	17	14	125
Total	33	37	30	34	38	33	45	48	44	43	42	48	475

Black Pedestrians Killed in Fatal Crashes in Illinois 2017-2021

National Highway Traffic Safety Administration (NHTSA) Motor Vehicle Crash Data Querying and Reporting

Pedestrians Killed in Fatal Crashes
 Filter Selected: Person Injury Type: *Fatal*; Person Type: *Pedestrian*; Race (Using OMB Guidelines)**: *Black*
 State: *Illinois*
 Years: 2017-2021

IMPORTANT: Hispanic Origin and Race data for 2021 FARS is currently not available. Please see the footnote.

Pedestrians Killed in Fatal Crashes¹

Note: Click the link within a table cell to view those records on a web map

Crash Date (Year)	Crash Date (Month)												Total
	January	February	March	April	May	June	July	August	September	October	November	December	
2017	6	3	2	2	1	2	2	3	4	2	3	2	32
2018	2	2	3	6	4	2	3	5	2	4	6	3	42
2019	2	6	1	3	6	3	4	8	3	8	4	3	51
2020	5	7	2	5	9	4	8	7	4	3	4	4	62
Total	15	18	8	16	20	11	17	23	13	17	17	12	187

Black Pedestrians Killed in Fatal Crashes in Cook County 2017-2021

National Highway Traffic Safety Administration (NHTSA) Motor Vehicle Crash Data Querying and Reporting

Pedestrians Killed in Fatal Crashes
 Filter Selected: Person Injury Type: *Fatal*; Person Type: *Pedestrian*; Race (Using OMB Guidelines)**: *Black*
 State: *Illinois* and County: *Cook*
 Years: 2017-2021

IMPORTANT: Hispanic Origin and Race data for 2021 FARS is currently not available. Please see the footnote.

Pedestrians Killed in Fatal Crashes¹

Note: Click the link within a table cell to view those records on a web map

Crash Date (Year)	Crash Date (Month)												Total
	January	February	March	April	May	June	July	August	September	October	November	December	
2017	4	3	1	0	1	2	2	3	3	1	2	2	24
2018	2	1	2	4	2	2	2	3	0	3	4	2	27
2019	1	4	1	3	6	3	4	5	1	5	3	3	39
2020	4	6	1	5	8	3	7	3	2	2	1	4	46
Total	11	14	5	12	17	10	15	14	6	11	10	11	136

Other data leading BSPE to focus engagement efforts on the pedestrian problem come from University of Illinois at Springfield (UIS) studies identifying the pedestrian crash issues in Illinois. Additionally, the 2022-2026 SHSP has identified pedestrian safety as an emphasis area. Further problem identification for pedestrian fatalities and injuries is included in the affected communities listed under [Identified Communities for 2024-2026](#).

Additional Data Reviewed

Drivers Involved in Fatal Crashes Ages 16-20 or 21-24 in Cook County 2017-2021

National Highway Traffic Safety Administration (NHTSA) Motor Vehicle Crash Data Querying and Reporting

Drivers Involved in Fatal Crashes
 Filter Selected: Age Group 2: *16-20 ; or 21-24*; Person Type: *Driver*
 State: *Illinois* and County: *Cook*
 Years: *2017-2021*

Drivers Involved in Fatal Crashes¹

Note: Click the link within a table cell to view those records on a web map

Crash Date (Year)	Crash Date (Month)												Total
	January	February	March	April	May	June	July	August	September	October	November	December	
2017	2	9	7	6	6	3	7	5	5	3	5	5	63
2018	6	0	7	4	8	8	4	4	1	4	6	4	56
2019	6	1	4	4	7	6	7	5	2	6	3	9	60
2020	6	1	3	4	7	11	10	12	7	10	10	4	85
2021	7	4	9	7	13	7	16	10	11	7	12	15	118
Total	27	15	30	25	41	35	44	36	26	30	36	37	382

Drivers Involved in Fatal Crashes Ages 16-20 or 21-24 in Cook County Driving Under the Influence 2017-2021

National Highway Traffic Safety Administration (NHTSA) Motor Vehicle Crash Data Querying and Reporting

Drivers Involved in Fatal Crashes
 Filter Selected: Condition (Impairment) at Time of Crash-Driver: *Under the Influence of Alcohol, Drugs or Medication*; Age Group 2: *16-20 ; or 21-24*; Person Type: *Driver*
 State: *Illinois* and County: *Cook*
 Years: *2017-2021*

Drivers Involved in Fatal Crashes¹

Note: Click the link within a table cell to view those records on a web map

Crash Date (Year)	Crash Date (Month)												Total
	January	February	March	April	May	June	July	August	September	October	November	December	
2017	1	2	0	1	2	1	0	1	1	1	0	2	12
2018	2	0	1	1	1	2	1	1	0	0	0	0	9
2019	0	0	0	1	0	1	2	2	0	0	1	0	7
2020	1	0	1	0	0	0	0	1	0	1	0	2	6
2021	1	0	1	2	0	0	2	1	1	0	0	0	8
Total	5	2	3	5	3	4	5	6	2	2	1	4	42

Future and Ongoing Efforts

As pedestrian safety remains and will remain a cornerstone of Illinois' public participation and engagement efforts, the combination of quantitative data and insights garnered from ongoing community engagement holds the potential to drive new and/or expanded highway safety countermeasure initiatives throughout Illinois. These efforts could extend beyond pedestrian safety to encompass other priority highway safety concerns, such as impaired driving, seat belt use, or excessive speeding.

An account of Illinois' future public participation and engagement initiatives can be found within the [Goals and Identification of Future Engagement](#) section of this document.

Identified Communities for 2024-2026

The identified communities were selected for pedestrian safety outreach beginning in FFY 2024, or July 1, 2023, based on the following variables for crashes involving total fatalities and injuries containing the following (including population data):

- Crash type (Impaired Driving (Alcohol and/or drug-involved, belt use, distracted driving, motorcycle, bicycle, pedestrian, speeding)
- County, City (any other crash location data)
- Race (AA, Hispanic, Caucasian, Other)
- Gender
- Age
- Zip Code of residence
- Driver
- Passenger
- Pedestrian

Due to strict regulations and policies for patient privacy (e.g., private identifying information), the UIS researchers identified communities throughout Illinois based on data from the Illinois Department of Public Health. UIS has a special contract in place to allow the select UIS researchers assigned to the BSPE grants to access the data. Therefore, BSPE is unable to list the data used to make the selection for each individual variable.

Following are three (3) Illinois communities with significant underserved populations that are overrepresented in pedestrian fatalities and injuries:

Affected Community #1: Chicago, City of

Specific emphasis on the Chicago communities of Austin, East Garfield Park, Hermosa, Humboldt Park, North Lawndale and West Garfield Park (namely zip codes 60612, 60623, 60624, 60639, 60644, 60651)

Engagement Focus: Increasing pedestrian safety. Decreasing youth impaired driving fatalities.

Overrepresented/Underserved Data and Information: Chicago is identified by Justice40 as being disadvantaged with 1.6 million out of 3.1 million (or 54%) of the population living in the Disadvantaged Census Tracts. The specific locations were identified because there was a total of 1,096 pedestrians that were struck from 2016-2018 in this community. 56.9% (624) of these incidences were not reported to police. Of those incidences that were not reported, 63.9% were Black/African American. From 2017-2021, there were 183 fatalities as a result of drivers of all ages and under the influence of alcohol, drugs or medication in Cook County. During this same time period, there were 42 fatalities as a result of drivers age 16-24 and under the influence of alcohol, drugs or medication in Cook county, which is 23 percent of the total and significantly more than the population percentage of 11.2 percent for 16-24 year olds in Cook County (see [Data Driving Pedestrian Safety Efforts](#) and [Additional Data Reviewed](#)).

Data Sources:

USDOT Equitable Transportation Community Explorer ARCGIS website at <https://experience.arcgis.com/experience/0920984aa80a4362b8778d779b090723/page/ETC-Explorer---State-Results/>.

Edwards, Mickey & Gutierrez, Manuel (2023). *The incidents burden of unreported pedestrian crashes in Illinois*, Traffic Injury Prevention, 24:1, 82-88, DOI: 10.1080/15389588.2022.2143236.

Affected Community #2: Peoria, City of

Specific emphasis on zip codes 61603 and 61605.

Overrepresented/Underserved Data and Information: The City of Peoria has a 68% transportation cost burden, meeting percentile to be deemed as disadvantaged per the USDOT Equitable Transportation Community Explorer ARCGIS website. This likely results in more pedestrians. There was a total of 68 pedestrians that were struck from 2016-2018 in this community. 60.3% (41) of these incidences were not reported to police. Of those incidences that were not reported, 41.5% were Black/African American.

Engagement Focus: Increasing pedestrian safety.

Data Sources:

USDOT Equitable Transportation Community Explorer ARCGIS website at <https://experience.arcgis.com/experience/0920984aa80a4362b8778d779b090723/page/ETC-Explorer---State-Results/>

Edwards, Mickey & Gutierrez, Manuel (2023). *The incidents burden of unreported pedestrian crashes in Illinois*, Traffic Injury Prevention, 24:1, 82-88, DOI: 10.1080/15389588.2022.2143236.

Affected Community #3: Rockford, City

Specific emphasis on zip code 61101.

Engagement Focus: Increasing pedestrian safety.

Overrepresented/Underserved Data and Information: According to the Disadvantaged Census Tracts, 54% of the total population are deemed disadvantaged. The City of Rockford has a 68% transportation cost burden, meeting percentile to be deemed as disadvantaged per the USDOT Equitable Transportation Community Explorer ARCGIS website. This likely results in more pedestrians. There were a total of 48 pedestrians that were struck from 2016-2018 in this community. 70.8% (34) of these incidences were not reported to police. Of those incidences that were not reported, 76.5% were Black/African American.

Data Sources:

USDOT Equitable Transportation Community Explorer ARCGIS website at <https://experience.arcgis.com/experience/0920984aa80a4362b8778d779b090723/page/ETC-Explorer---State-Results/>

Edwards, Mickey & Gutierrez, Manuel (2023). *The incidents burden of unreported pedestrian crashes in Illinois*, Traffic Injury Prevention, 24:1, 82-88, DOI: 10.1080/15389588.2022.2143236.

As stated in [Future and Ongoing Efforts](#) and [Accessibility for All](#), BSPE will work closely with grantees and traffic safety partners to help identify accessibility matters prior to the community event. Moreover, event accessibility and ADA compliance will be documented after each community event when the event leader completes the [BSPE PPE 1a](#) form. BSPE will use all feedback and ADA compliant information from each event to help further determine the best communities to focus on in the future and event locations.

Engagement Outcomes

At the time of the 3HSP submission, BSPE has completed outreach opportunities. However, BSPE has not reached out to each of the identified communities for 2024-2026 listed above (see [Identified Communities for 2024-2026](#)). The community outreach process for the 2024-2026 identified communities begins July 1, 2023, and will be completed by June 30, 2026, with all communities having engagement opportunities. The outcomes of these events may be found in [Post-Event Duties](#) and Results of 2024 Engagement Opportunities. The engagement communities and outcomes prior to the 3HSP submission are in "Results of Engagement Opportunities Prior to 3HSP Submission".

BSPE has a long history of working with local agencies and traffic safety partners to bring traffic safety to local communities. This includes attending events and festivals and distribution of readily available materials. Additionally, several traffic safety program areas contain outreach opportunities and/or easy access to traffic safety information.

FFY 2023 Outreach

Informed by the data in [Data Driving Pedestrian Safety Efforts](#), BSPE began a collaboration, prior to July 1, 2023, with an existing partner, recognizing the need to establish trust within Cook County. The event took place in specific [affected communities](#). This effort encompassed a comprehensive two-day gathering, detailed in [Event #1](#) in this section, involving both teen and adult residents from the most impacted neighborhoods. These young individuals, along with their immediate circles of friends and family, walk, drive, travel in vehicles, and live in these areas daily. The meetings also featured authority figures – school officials, teachers, and administrators – who not only reside within the community but also exhibit a heartfelt commitment to its welfare and security. Complementing the array of participants were resident community organizers, intimately acquainted with and dedicated to the well-being of these neighborhoods.

These initial meetings were held with the teens, school officials, and community activists who are presently engaged in a community program addressing teen impaired driving. This platform provided a framework for dialogues that revolved around pertinent traffic safety concerns within their locality. Moreover, it facilitated the collection of valuable insights regarding pedestrian behaviors, youth impaired driving, and other community-related matters that participants have observed firsthand.

During these gatherings, targeted inquiries were posed to both the teenage and adult participants. These questions encompassed a range of pedestrian and youth impaired driving topics, and included but were not limited to the following:

- How should IDOT initiate substantive community engagement to address pedestrian and youth impaired driving issues in your community?
- What is your personal evaluation of the efficacy of the peer-to-peer program as a means of communication with other students and within the neighborhood?
- Please gauge the extent of awareness regarding pedestrian and youth impaired driving challenges within your community.
- What barriers do you face in accessing reliable transportation options, and how might these challenges contribute to pedestrian and impaired driving incidents among teenagers in your community?
- Please share your thoughts on the availability of educational resources and awareness campaigns about the dangers of youth impaired driving?
- How effective do you think these initiatives are in reaching and influencing teenagers in your neighborhood?
- In your experience, how prevalent is peer pressure related to impaired driving within your social circles?

Prior to the submission of this 3HSP, both BSPE staff and traffic safety partners were able to attend engagement opportunities. These events allowed BSPE staff to create the meaningful engagement requirements set forth in [Creating Meaningful Engagement](#). Together, BSPE staff and traffic safety partners were able to collect hands-on information by engaging with event attendees.

Due to time constraints, BSPE decided to attend community events within Cook County (note that the limited communities for Chicago and suburbs begin in 2024 or July 1, 2023). Cook County has a population of 5.2 million, a total of 2.1 million live in Disadvantaged Census Tracts, or 44%. Cook County is therefore overrepresented and underserved.

Two events were attended by BSPE staff and traffic safety partners to begin the engagement process. [Event #1](#) and the [additional event](#) were held prior to the 3HSP submission and help smooth over any issues that arose to help future events beginning in FFY 2024 or July 1, 2023, for the affected communities listed in [Identified Communities for 2024-2026](#). One of these events, [Event #1](#), is presented here as an engagement opportunity, and the other is described at the end of this section under [Additional event conducted during FFY 2023](#) and is included as an event that provided valuable insights and experience regarding future participation and engagement events.

Event #1: Peer-to-Peer Teen Education Program on Impaired Driving – Series of meetings

Community: This event, a series of meetings, was organized to gather valuable feedback from the Chicago communities of Austin, Lawndale, and Garfield Park. These areas, integral to [Affected Community #1](#) (see [Identified Communities for 2024-2026](#)), were chosen due to the amount and frequency of pedestrian and youth impaired driving fatalities, a disproportionately high representation of black individuals in these crash types, and these neighborhoods' status as underserved neighborhoods. Moreover, the participants in these gatherings, both adults and teenagers, constitute not only residents of the impacted zones but also serve as direct reflections of the demographics of those tragically losing their lives, primarily within the Black community. Of greatest significance, is the fact that these individuals inhabit these neighborhoods, giving them a depth of understanding and emotional investment in this community. Among the adult attendees were community activists who possess the needed acumen for engaging fellow residents who can play a pivotal role in providing substantive insights aimed at reducing pedestrian and youth impaired driving fatalities. Acknowledging its limited connections within these neighborhoods, the SHSO proactively collaborated with a highly influential community organization operating in the region. The organization's cooperation was crucial to every aspect of these meetings, setting them up and determining meeting participants that insured input from individuals who are deeply connected and passionate about the welfare of these areas' residents. The organization, Prevention Partnership, is a current SHSO grantee and longtime community prevention-oriented non-profit that currently operates a youth, peer-education, impaired driving prevention program in neighborhood high schools within [Affected Community #1](#). This series of meetings was an opportunity to gather insights on effective methods for collecting input from residents regarding strategies to enhance pedestrian safety and reduce youth impaired driving incidents, ultimately minimizing fatalities on the community's streets. The SHSO purposefully utilized these impaired driving project meetings involving teen community residents, school officials, and community activists to gather far more than just pedestrian safety and impaired driving insights. As a result, the SHSO gained meaningful input on various community aspects, needs, and cultural nuances related to these communities and residents. Insight on the broader socio-economic and community development aspects that may help create a foundation for future public engagement opportunities was also gained. With this engagement, the state highway safety office tapped into diverse perspectives and experiences. This approach allowed the SHSO to uncover insights about specific community challenges, infrastructural deficiencies, and cultural practices that might contribute to pedestrian and youth impaired driving fatalities.

Locations: Community Christian Academy, 1231 S. Pulaski Road, Chicago, IL 60623; Academy of Scholastic Achievement, 4651 W. Madison Street, Chicago, IL 60644; Michele Clark Magnet High School, 5101 W. Harrison St., Chicago, IL 60644; Christ the King Jesuit College Preparatory School, 5088 W. Jackson Blvd., Chicago, IL 60644; Prevention Partnership Inc., 5948 W Lake St, Chicago, IL 60644

Date: April 26-27, 2023

Attendees: Young individuals (driving age teens), school officials (teachers and administrators), and resident community organizers (Prevention Partnership executive director, Prevention Partnership program director, and two research marketing specialists).

Accessibility: ADA accessible locations; in-person, no outside or additional accessibility needed during event that are not standard already everyday practice at the locations (e.g., crossing guards). The programs occurred during the day, so lighting was not an issue.

Identification and Justification: Meeting locations fall within and/or is contiguous to the 60623 zip code that is specifically identified as a City of Chicago location for community feedback in 2024 (see [Affected Community #1](#) under [Identified Communities for 2024-2026](#) and [Current Efforts](#) under the Public Participation and Engagement and the Highway Safety Planning Process heading for complete details. This event took place at schools which are important parts of these communities. Also, the students attending the events (and attending the schools as a whole) use various forms of transportation to get to school and around the community whether by walking, biking, riding buses, driving, using micro-mobility options, etc, as do the school teachers and officials who took part in these meetings.

How event helped creation of the 3HSP: The Cook County neighborhoods identified in this section deserve IDOT's best effort at creating culturally sensitive engagement opportunities that will honor diverse community and cultural norms, values, and traditions. Opportunities for input must be extended to residents of all

backgrounds, including varying age groups and ethnicities. As described above, it was determined that this cannot happen without first determining how best to foster active involvement from the affected community residents. The series of meetings detailed in this section with residents, leaders, and community activists was a first step that helped the SHSO determine how best to communicate with and seek input on pedestrian issues from the residents of these communities. In addition, these meetings helped gather further feedback on youth impaired driving issues within these communities. The valuable feedback received from the students and community activists from and familiar with the affected communities played a significant role in determining how to effectively reach residents and solicit their input in developing innovative and effective solutions to the pedestrian and youth impaired driving fatality and injury problem. The feedback detailed below will guide project(s) and specific countermeasures in the 3HSP. Specific countermeasures that will contain projects informed by this engagement opportunity are [Pedestrian Safety - Share the Road Awareness Programs](#) and [Impaired Driving -Youth Programs](#). In FFY24, funding for Impaired Driving Youth Prevention Programs and Share the Road Awareness media programming both received increases.

Feedback/Results: The meetings described here allowed the SHSO to take a valuable step to open meaningful dialogue among community members, organizers, and stakeholders, enabling the emergence of innovative suggestions for how to begin seeking input from residents of the affected neighborhoods.

The following is a selection of the suggestions and feedback garnered during these meetings:

1. Conduct collaborative workshops and targeted focus groups.
2. Foster a comprehensive grasp of the most impactful local communication avenues (community newsletters, radio stations, and social media platforms).
3. Establish partnerships with educational institutions and schools.
4. Administer community surveys to gather insights.
5. Harness the potential of community events for engagement.
6. Cultivate a foundation of trust and establish rapport.
7. Prioritize inclusive decision-making processes.
8. Identify and enlist local champions to contribute.
9. Peer-to-peer programs are effective.

Source:

*Additional event information and a newspaper article documenting the meetings are attached.

Post-Event Duties

The events conducted prior to the submission of the 3HSP highlighted some matters to be included in the [Creating Meaningful Engagement](#) section. Such matters will continue to be noticed and addressed moving forward into the 2024-2026 events.

After the conclusion of community events attended in FFY 2024-2026, the BSPE employee or the traffic safety partners will submit the [BSPE PPE 1](#) forms collected and the [BSPE PPE 1a](#) form(s) to BSPE. BSPE staff will review and analyze the information received on the forms by tracking the data and noting any additional items mentioned. BSPE will research and explore any information or feedback that falls outside of the expected spectrum of feedback. This will include, but is not limited to, reaching out with grantee agencies familiar with the community, community event organizers, and/or seeking alternate data sources to further review the matter. Additionally, the [BSPE PPE 1](#) and/or [BSPE PPE1a](#) forms will be updated to capture any information or sections that are identified as being critical components of the data collection.

Goals and Identification of Future Engagement

Pedestrian public participation and engagement efforts will continue to be the central focus throughout FFY 24-26, and these activities will take place in the same affected communities identified in this section.

As described, in addition, BSPE will conduct further events in FFY 24-26 and resulting outcomes will be reviewed and evaluated after each event using the [BSPE PPE 1](#) and [BSPE PPE 1a](#) forms. Guided by problem identification, BSPE will continue to work towards the goal of identifying highway safety issues of

all types and developing countermeasures for them within overrepresented and underserved communities.

Goals

BSPE will evaluate crash behavior and assess risk on a state, county, and municipal level. BSPE will then incorporate and overlay other relative data to identify communities that are overrepresented in crashes/fatalities/injuries and/or underserved in traffic safety planning and programs. Upon completion, BSPE will use the information for comprehensive public outreach and engagement planning. This will help ensure that the effort includes abundant and varied public input throughout the plan development process.

Goals of outreach and engagement are to:

- (1) raise awareness of traffic safety in the Community.
- (2) educate the public and other organizations about the 3HSP and programs in the Community.
- (3) provide opportunities for input from the community at the various steps to ensure their active voice is taken into consideration.
- (4) provide opportunities to influence decision-making of the Highway Safety Plan and Programs. The rationale for each of these goals includes the following principles:
 - **Awareness** – Stakeholders must be aware of the planning process before they can participate.
 - **Education** – Stakeholders must be educated and knowledgeable about the 3HSP and programs before they can participate effectively.
 - **Input** – Stakeholders' knowledge and perspectives help the planning team verify or expand on available information.
 - **Decision-making** – Stakeholders and the Community are encouraged to actively participate in the decision-making process.
 - **Open and public process** – The public has a right to participate, to offer ideas and concerns within their communities.

Illinois-specific goals:

- BSPE will act and use information from public engagement to inform the content of the 3HSP.
- Add a new section to requirements that applicable grantees may serve as traffic safety partners on behalf of BSPE to assist with public participation and engagement opportunities with their community through activities such as distributing the BSPE PPE 1 form at events.
- Encourage grantees to act on feedback received in their community and develop/conduct local education based on information received with approval from BSPE.
- Participate in events allowing for public engagement each year covering a minimum of three (3) communities. Of the minimum of three (3) communities, a maximum of one (1) community will be in Chicago or suburbs to ensure other communities in Illinois receive the opportunity to participate in the events. The exact number of events may vary year to year.
- Regularly review feedback provided by traffic safety partners and community members through submittal of the BSPE PPE 1 and BSPE PPE 1a forms.
- Consider new funding opportunities soliciting community expertise to maximize the effectiveness of public participation and engagement opportunities, including but not limited to how to best seek community input.

Identification

BSPE will identify underserved communities by looking at data differently with each annual update. Instead of looking at just fatality and serious injury counts, BSPE will look at factors including, but not limited to, population and geographic data, vehicle-miles traveled (VMT), fatality rates, and crash rates. Additionally, BSPE will annually review characteristics of crashes such as ethnicity, overlaying data with census data, Justice40 mapping, etc. and continue to evaluate crash behavior and assessed risk from the state level to the lowest municipal level. BSPE will incorporate and overlay other relative data to

identify underserved and overrepresented communities in Illinois.

BSPE realizes it must leverage existing relationships to help identify local contacts for engaging underserved communities based on the data. This will ensure events will not simply be about meeting attendance, but a focused recognition and discussion of traffic safety issues in the community.

BSPE has worked closely with grantees familiar with their communities for several years. Issues and feedback are passed along to BSPE as part of required grant performance measures for non-enforcement grants. Beginning in FY24, BSPE will hear directly from community members when they complete the [BSPE PPE 1](#).

BSPE in recent years has expanded the membership of the Highway Safety Planning Committee. This committee consists of several high-ranking officials from state agencies involved in traffic safety and local agencies ranging from local public health departments and county engineers to metropolitan planning organizations. Inclusion of metropolitan planning organizations gives BSPE good input from those who are directly responsible for local transportation planning and therefore have the best individual relationships with affected communities.

Below is a list of BSPE's traffic safety partners which we plan to work with to engage in community outreach. Since these are existing partners, we plan to have them assist us in doing meaningful engagement in the identified communities in which we do not currently have partnerships. Our existing partners will assist BSPE by introducing us to new stakeholders in the communities to work with on implementing effective outreach. Previously identified communities will be the affected communities moving forward as well. We do not intend for them to do our community engagement and outreach. These partners include but are not limited to:

1. Chicago Department of Transportation (CDOT) Bike/Ped, bike ambassadors conducting trainings in the Chicago-area.
2. League of Illinois Bicyclists conduct training and outreach at grade and high schools.
3. Illinois Law Enforcement Training and Standards Board (ILETSB) and Impaired Driving Prevention grants conducting highway safety trainings for local law enforcement officers.
4. Child Passenger Safety Resource Centers (CPSRC) provide car seat training and conduct car seat checks throughout Illinois. CPSRCs promote and educate the public on the Unattended Passengers program with a newly created palm card regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.
5. ThinkFirst Presentations to grade school and high school students.
6. Injury Prevention grantees conducting highway safety presentation at schools, parent groups, and public. Also have displays at fairs, neighborhood outing, and events.
7. Racial Profiling Task Force through the Illinois Criminal Justice Information Authority (ICJIA)
8. Illinois Impaired Driving Task Force
9. Prevention Partnership HELP youth coalition
10. Traffic Records Coordinating Committee (TRCC)
11. Illinois DUI Prevention and Education Commission
12. TRCC 405c Motor Vehicle Data Linkage grant, which includes analyzation of the effects of traffic records on race/ethnicity, poverty, and gender
13. University of Illinois at Springfield's Center for State Policy and Leadership conducts safety surveys annually
14. Motorcycle Awareness High School Driver's Education presentations.
15. Conduct outreach events promoting Motorcycle Awareness, Instructor Recruitment and Cycle Rider Courses
16. Public Information Education (PIE) Materials such as "Start Seeing Motorcycle" yard signs
17. Motorcycle Specific Programs: *Don't Drink & Ride, Look Twice Save a Life, Ride Smart, Share the Road, Saved by the Helmet* and *It's Not a Game* motorcycle awareness campaign consisting of statewide paid media buys that include radio, television, print, social media, and digital advertisements

Additional event conducted during FFY23

While not presented here as a current public participation and engagement activity, this event served as an overall learning opportunity, providing BSPE with substantial insights for organizing future engagement initiatives and gaining valuable public input from them. This location was selected as it is located in Cook County (data located in [Engagement Outcomes](#)).

Event: Village Board Meeting

Community: Broadview, Village of

Location: Village of Broadview Village Hall, 2350 S. 25th Avenue, Broadview, IL, 60155

Date: June 26, 2023

Attendees: Village Board, Village Mayor, Chief of Police, Deputy Chief of Police, additional city department heads, community members seeking business approval (e.g., business license)

Accessibility: ADA accessible location; no outside or additional accessibility needed during event as there was adequate lighting, no need for extra involvement such as crossing guards, easy access with the parking lot and sidewalks in good condition, traffic lights and intersections were in good working order nearby the location, and everyone spoke English in attendance. This event took place in the evening which is outside of normal work hours to allow community members to attend.

Identification and Justification: Broadview and surrounding communities had 2 pedestrian fatalities in 2020, which is the same amount as the prior 4 years. This community's population of <8,000 residents is 71% Black/African American. According to Justice40, 63% of the project area are considered disadvantaged by the Disadvantaged Census Tracts. The location was also selected for the high-quality location with ADA compliance and additional accessibility benefits such as good quality lighting for safety, and easy an easy location for community members to locate and access with a parking lot. The Village of Broadview Police Department has also been a long-standing traffic safety partner of BSPE.

How event helped creation of the 3HSP: This event showed the importance of local governments in the role of traffic safety partners to help increase traffic safety within a community. It also helped with seeing the distribution of the [BSPE PPE 1](#) in action and begin shaping just how the collected feedback will begin to look like once back at BSPE. Additionally, this event held a valuable "lesson learned" for multiple reasons: because the [BSPE PPE 1](#) could not be formally distributed at the event since it was not on the agenda and therefore had to be distributed after the event; this specific area within Cook County does not specifically fit the bill for overrepresented and underserved communities and therefore showed the importance of drilling down to more specific communities or neighborhoods within larger jurisdiction such as a county. This became an integral part of the determining what steps to follow under [Creating Meaningful Engagement](#) and why specific zip codes were selected as focus areas within [Identified Communities for 2024-2026](#).

Feedback/Results: This meeting did not provide us the results and feedback we were anticipating. While we were anticipating more community members outside of government and local officials, this was not the case. The majorities of attendees were professionals. We did receive some feedback from these attendees, who are community members as well, but it was limited due to the number of attendees. We were also unable to get on the agenda at this meeting. Given these results, this event has provided us valuable input regarding future meetings to attend. We will work more closely with local officials and meeting organizers so we can be more involved at these meetings and that several community members will be in attendance. We will coordinate with the meeting organizer to have a voice at the meeting as well as help in communicating awareness of the meeting to encourage community attendance and involvement.

Specific feedback from this meeting is included below:

Note- not all form submissions contained a selected race and 3 of the 4 submissions identifying as Hispanic or Latino ethnicity did not select a race.

Community Member: 1 Community Professional: 9

Gender: Male 9 Female 2 Non-Binary 0

Age: Younger than 18 0 18-24 1 25-34 3 45-54 4 55-64 0 65-74 1 75-84 0 85 or older 0

Race: American Indian or Alaskan Native 0 Asian 0 Black or African American 3
 Native Hawaiian or Other Pacific Islander 0 White 5 Other 1 Two/More 0 Declined/Unknown 1

Ethnicity: Hispanic or Latino 4 Non-Hispanic 5 Declined/Unknown 1

What do you feel are the largest safety concerns in your community (select three):

Aging Drivers 3 Bicycle Safety 2 Car Seat Safety 0 Distracted Driving 10 E-powered Vehicles 1
 Impaired Driving 4 Knowledge/access to assistance for properly using/installing car seats 0
 Lack of driving enforcement 0 Lack of necessary infrastructure 0 Lack of understanding of laws 2
 Motorcycle Safety 1 Pedestrian Safety 2 Running Red Lights 1 Seatbelt Usage 0 Speeding 5
 Young Drivers 3

How many times a week do you do each of the following?	0 Days	1-2 Days	3-4 Days	5-7 Days
Drive	0	0	0	11
Use Public Transportation	10	0	0	0
Walk	4	4	2	1
Operate a motorcycle or moped	10	1	0	0
Operate an e- scooter	11	0	0	0
Ride a bike	10	0	0	0
Use mobility device like a wheelchair	11	0	0	0

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
My community is adequately informed about traffic safety trainings, initiatives, and general information	0	0	5	6	0
There is adequate infrastructure for non-vehicular traffic	1	0	7	3	0
There are clear road markings and signs when driving	0	0	0	11	0
There is adequate lighting in my community for my main mode of transportation	0	0	2	9	0

I feel safe using the available transportation to me in my community	0	0	4	7	0
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Photo taken by BSPE employee attending the [additional event](#) at the Village of Broadview Municipal Building to showcase the building accessibility.

Program Performance

Each program area in the HSP uses specific measurements to evaluate effectiveness and establish targets for the upcoming year. Previously, these targets were included in both the HSP and HSIP annually. However, since the 3HSP is now a triennial document, the targets for 2024, 2025, and 2026 will remain unchanged throughout the three-year period and won't receive annual updates. While the HSIP still requires annual submissions, the Federal Highway Administration (FHWA) and NHTSA have decided that the HSIP submissions may feature targets that differ from the three-year targets set in the 3HSP. The five key performance measures defined by the Federal Highway Administration (FHWA) for use in states' Strategic Highway Safety Plans (SHSPs) are:

- Number of fatalities
- Fatality rate
- Number of serious injuries
- Serious-injury rate
- Non-motorized fatalities and serious injuries

Performance Measures and Plan Chart

GHSA/NHTSA PERFORMANCE PLAN CHART			BASE YEARS					TARGETS		
			2018	2019	2020	2021	2022	2024	2025	2026
C-1	Traffic Fatalities	State and FARS Annual	1,035	1,009	1,193	1,334	1,270			
	Reduce total fatalities by 2.0 percent annually from 1,168.2 (2018-2022 rolling average) to 1,077.5 (2022-2026 rolling average) by Dec 31st, 2026.	5-Year Rolling Avg.	1,025.0	1,042.0	1,081.0	1,132.2	1,168.2	1,121.9	1,099.5	1,077.5
C-2	Serious Injuries in Traffic Crashes	State Annual	11,439	9,705	8,591	9,436	8,921			
	Reduce serious traffic injuries from 9,618.4 (2018-2022 rolling average) to 7,215.5 (2026 Ordinary Least Squares Linear Trend) by Dec 31st, 2026.	5-Year Rolling Avg.	11,967.2	11,566.8	10,713.4	10,251.6	9,618.4	8,418.0	7,816.8	7,215.5
C-3	Fatalities/100M VMT	State and FARS Annual	0.96	0.94	1.27	1.37	1.22			
	Reduce fatalities/100 MVMT 2.0 percent annually from 1.15 (2018-2022 rolling average) to 1.06 (2022-2026 rolling average) by Dec 31st, 2026.	5-Year Rolling Avg.	0.96	0.97	1.04	1.11	1.15	1.11	1.08	1.06
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	State and FARS Annual	252	249	297	332	298			
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 2.0 percent annually from 285.6 (2018-2022 rolling avg) to 263.4 (2022-2026) by Dec 31st, 2026.	5-Year Rolling Avg.	257.0	257.6	266.2	279.0	285.6	274.3	268.8	263.4

C-5	Alcohol-Impaired Driving Fatalities	State and FARS Annual	325	311	380	461	243			
	Reduce alcohol impaired driving fatalities 2.0 percent annually from 344.0 (2018-2022 rolling avg) to 317.3 (2022-2026) by Dec 31st, 2026.	5-Year Rolling Avg.	325.8	327.6	341.8	366.8	344.0	330.4	323.8	317.3
C-6	Speeding-Related Fatalities	State and FARS Annual	439	376	461	487	415			
	Reduce speeding-related fatalities by 2.0 percent annually from 435.6 (2018-2022 rolling average) to 401.8 (2022-2026 rolling average) by Dec 31st, 2026.	5-Year Rolling Avg.	409.6	415.0	431.8	445.4	435.6	418.4	410.0	401.8
C-7	Motorcyclist Fatalities	State and FARS Annual	119	138	153	174	142			
	Reduce motorcyclist fatalities by 2.0 percent annually from 145.2 (2018-2022 rolling average) to 133.9 (2022-2026 rolling average) by Dec 31st, 2026.	5-Year Rolling Avg.	139.6	143.6	144.8	148.8	145.2	139.5	136.7	133.9
C-8	Unhelmeted Motorcyclist Fatalities	State and Annual FARS	87	100	101	108	90			
	Reduce unhelmeted motorcyclist fatalities 2.0 percent annually from 97.2 (2018-2022 rolling average) to 89.7 (2022-2026 rolling average) by Dec 31st, 2026.	5-Year Rolling Avg.	99.4	103.2	102.4	100.8	97.2	93.4	91.5	89.7
C-9	Drivers Age 20 or Younger involved in Fatal Crashes	State and FARS Annual	110	114	143	180	173			
	Reduce drivers age 20 or younger involved in fatal crashes by 2.0 percent annually from 144.0 (2018-2022 rolling average) to 132.8 (2022-2026 rolling average) by Dec 31st, 2026.	5-Year Rolling Avg.	131.0	130.2	131.8	140.2	144.0	138.3	135.5	132.8

C-10	Pedestrian Fatalities	State and FARS Annual	166	173	175	209	196			
	Reduce pedestrian fatalities by 2.0 percent annually from 183.8 (2018-2022 rolling average) to 169.5 (2022-2026 rolling average) by Dec 31st, 2026.	5-Year Rolling Avg.	146.6	156.6	161.6	174.0	183.8	176.5	173.0	169.5
C-11	Bicyclist Fatalities	State and FARS Annual	24	12	30	34	35			
	Reduce bicyclist fatalities 2.0 percent annually from 27.0 (2018-2022 rolling average) to 25.9 (2022-2026 rolling average) by Dec 31st, 2026.	5-Year Rolling Avg.	24.6	21.6	22.4	25.2	27.0	25.9	25.4	24.9
C-12	Serious Injury Rate	State Annual	10.60	9.03	9.13	9.67	8.58			
	Reduce serious injury rate 19.3 percent from 9.40 (2018-2022 rolling average) to 7.59 (2026 Ordinary Least Squares Linear Trend) by Dec 31st, 2026.	5-Year Rolling Avg.	11.22	10.80	10.18	9.92	9.40	8.50	8.05	7.59
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey).	State Annual	94.6	94.3	94.3	93.5	93.0	93.9	94.4	94.9
	Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 2.0 percentage points from 93.0 percent (2022 value) to 94.9 percent (2026 value) by Dec 31st, 2026.	1 year								
B-2	Racial Profiling Compliance Level	State Annual	94.5	79.8	81.8	72.6	78.9	82.1	83.7	85.4
	Racial profiling compliance level is projected to increase by 2.0 percent annually from 78.9 percent (2022 value) to 85.4 percent (2026 value) by Dec 31st, 2026.	1 year								

*Ordinary Least Squares Linear Trend – A best fit linear line is created by using the data points for years 2018-2022. The line created by these data points is then extended out to years 2024-2026 to get a target value for these years.

Performance Report

The 2023 Highway Safety Plan has established fifteen 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.

Performance Measure:	2024 HSP				
	Target Period	Target Year(s)	Target Value FY23 HSP	Data Source/ FY23 Progress Results	On Track to Meet FY23 Target YES/NO/ In Progress
C-1) Total Traffic Fatalities	5 year	2019-2023	1,088.1	2023	Yes
C-2) Serious Injuries in Traffic Crashes	5 year	2019-2023	9,316.7	2023	Yes
C-3) Fatalities/VMT	5 year	2019-2023	1.06	2023	In Progress
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2019-2023	267.4	2023	Yes
C-5) Alcohol-Impaired Driving Fatalities	5 year	2019-2023	306.6	2023	In Progress
C-6) Speeding-Related Fatalities	5 year	2019-2023	426.8	2023	Yes
C-7) Motorcyclist Fatalities	5 year	2019-2023	143.1	2023	Yes
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2019-2023	96.8	2023	Yes
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2019-2023	134.5	2022	Yes
C-10) Pedestrian Fatalities	5 year	2019-2023	167.3	2023	No
C-11) Bicyclist Fatalities	5 year	2019-2023	22.6	2023	Yes
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)*	1 year	2023	93.7%	2023	In Progress
Serious Injury Rate	5 year	2019-2023	9.00	2023	In Progress
Completeness of Crash Data	Annual	2023	9.8	2023	In Progress
Racial Profiling Compliance Level	Annual	2023	75.5	2023	In Progress

Data as of 5/30/2023.

Illinois' current progress toward performance measures set for 2023 is overall satisfactory. Preliminary state crash data from January 1st to May 31st, 2023, reveal that most targets are on course to be met. As a note of caution, state data is subject to change and for some performance measures such as Serious Injuries and Alcohol-Impaired Driving Fatalities, preliminary results are severely underrepresented. Unfortunately, Illinois is not on track to meet the 2023 reduction in pedestrian fatalities, further driving home the need for focusing on pedestrian safety during the FY24 public participation and engagement events.

Program Areas

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 93.0 percent in 2022 as gauged by the annual Observational Seat Belt Use Survey. For federal fiscal year 2023, Illinois will be conducting 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. 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 1,694 drivers involved in fatal crashes in 2022, 58.0 percent were restrained, and 22.8 percent were unknown.
- Of the total number of occupant fatalities (841), 36.1 percent (304) were unrestrained, and 21.8 percent (183) were unknown.
- Drivers killed amounted to 63.0 percent of all fatalities.
- Drivers with serious injuries amounted to 65.5 percent of all serious injuries.
- There were 298,259 total crashes involving motor vehicles in Illinois.
- Crashes involving serious injury amounted to 12.1 percent of the injury crashes statewide.
- There were 2,426 injuries to children age 8 and younger in motor vehicles in 2022 which accounts for 11.7 percent of all passenger injuries.
- In 2022, there were 24 fatalities for children age 8 and younger.
- Individuals 16-20 years old account for 115 fatalities which is 9.1 percent of all fatalities.
- The observed seat belt usage rate in 2022 was 93.0 percent.
- For belted occupant fatalities and serious injuries from 2017 to 2021, females age 0 to 8 had the lowest usage at 51.5 percent followed by males age 21 to 34 at 54.9 percent and males age 0 to 8 at 56.6 percent.

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

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

Performance Measures Affecting this Program Area:

This program area affects several performance measures. The direct performance measures affected are Traffic Fatalities, Serious Injuries in Traffic Crashes, Fatalities/100 M VMT, Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions, Observed Seat Belt Use for Passenger Vehicles, and Front Seat Outboard Occupants (State Survey). 1. Inspection stations provide an opportunity to assess the condition and functionality of vehicles, ensuring that safety restraints are properly installed and functional, thus reducing the risk of traffic fatalities and serious injuries in case of crashes. 2. High visibility seat belt enforcement campaigns create a strong deterrent effect and encourage compliance with seat belt usage, leading to a decrease in both the fatality rate and the number of unrestrained fatalities. 3. Media support plays a crucial role in raising awareness about the importance of seat belt usage and promoting the enforcement efforts, influencing public behavior and attitudes towards safety restraints, thereby contributing to a reduction in traffic fatalities and serious injuries. 4. Utilizing web surveys and crash data allows for the collection of valuable information on seat belt usage, crash patterns, and their outcomes, enabling researchers and policymakers to make data-driven decisions and implement targeted interventions to further enhance safety measures, ultimately resulting in a higher seat belt usage rate and a decrease in traffic-related fatalities and serious injuries.

Primary Countermeasures Strategies:

Strategy	Increase Safety Restraint Use
Countermeasures and Justifications	<p>Inspection Station – 3 stars in <i>Countermeasures That Work</i></p> <p>Short-Term, High-Visibility Seat Belt Law Enforcement – 5 stars in <i>Countermeasures That Work</i></p> <p>Communications and Outreach Supporting Enforcement – 5 stars in <i>Countermeasures That Work</i></p> <p>Web Surveys and Enforcement Data – <i>Highway Safety Program Guideline No. 15, Section VI</i></p>
Estimated 3-year funding and source	<p>\$5,100,000; 405(b)</p> <p>\$10,000,000; 402</p>
Project considerations for strategy	<p>BSPE seeks highway safety projects that will seek to accomplish the following:</p> <p>Establish dedicated child safety seat inspection stations at strategic locations such as police stations, hospitals, and community centers, equipped with certified technicians who can provide education, assistance, and inspections to ensure proper installation and usage of child safety seats.</p> <p>Conduct regular high visibility seat belt enforcement campaigns by law enforcement agencies, including targeted seat belt enforcement zones and patrols in areas with a high incidence of non-compliance, accompanied by public awareness campaigns emphasizing the importance of seat belt use and the potential consequences of non-compliance.</p> <p>Implement a comprehensive web survey program to collect data on driver behaviors, attitudes, and perceptions related to impaired driving and seat belt usage, utilizing online platforms to reach a wide range of drivers and gather valuable insights that can inform the development of effective education and enforcement campaigns, as well as evaluate the impact of existing initiatives.</p>
How was this strategy informed by the uniform guidelines or a recent program assessment?	<p>Highway Safety Program Guideline No. 20 Occupant Protection states: Each State should enact and enforce occupant protection use laws, regulations, and policies to provide clear guidance to the public concerning motor vehicle occupant protection systems.</p> <p>Legislation permitting primary enforcement that requires all motor vehicle occupants to use systems provided by the vehicle manufacturer;</p> <p>Legislation permitting primary enforcement that requires that children from birth to 16 years old (or the State's driving age) be properly restrained in an appropriate child restraint system (i.e., certified by the manufacturer to meet all applicable Federal safety standards) or seat belt;</p> <p>Legislation permitting primary enforcement that requires children under 13 years old to be properly restrained in the rear seat (unless all available rear seats are occupied by younger children);</p> <p>Encouragement to motor vehicle insurers to offer economic incentives for policyholders who wear seat belts and secure children in child safety seats or other appropriate restraints.</p> <p>In addition, Each State should conduct frequent, high-visibility law enforcement efforts, coupled with communication strategies, to increase seat belt and child safety seat use. Essential components of a law enforcement program include:</p>

Written, enforced seat belt use policies for law enforcement agencies with sanctions for noncompliance to protect law enforcement officers from harm and for officers to serve as role models for the motoring public;

Vigorous enforcement of seat belt and child safety seat laws, including citations and warnings;

Accurate reporting of occupant protection system information on police crash report forms, including seat belt and child safety seat use or nonuse, restraint type, and air bag presence and deployment;

Communication campaigns to inform the public about occupant protection laws and related enforcement activities;

Routine monitoring of citation rates for nonuse of seat belts and child safety seats;

Use of National Child Passenger Safety Certification (basic and in service) for law enforcement officers; and

Utilization of law enforcement liaisons, for activities such as promotion of national and local mobilizations and increasing law enforcement participation in such mobilizations and collaboration with local chapters of police groups and associations that represent diverse groups to gain support for enforcement efforts

Finally, as part of each State's communication program, the State should enlist the support of a variety of media, including mass media, to improve public awareness and knowledge and to support enforcement efforts to about seat belts, air bags, and child safety seats. Communication programs and materials should be culturally relevant and multilingual as appropriate. To sustain or increase rates of seat belt and child safety seat use, a well-organized, effectively managed communication program should:

Identify specific audiences (e.g., low-belt-use, high-risk motorists) and develop messages appropriate for these audiences;

Address the enforcement of the State's seat belt and child passenger safety laws; the safety benefits of regular, correct seat belt (both manual and automatic) and child safety seat use; and the additional protection provided by air bags;

Capitalize on special events, such as nationally recognized safety and injury prevention weeks and local enforcement campaigns;

Provide material and media campaigns in more than one language as necessary;

Use national themes and material;

Participate in national programs to increase seat belt and child safety seat use and use law enforcement as the State's contribution to obtaining national public awareness through concentrated, simultaneous activity;

Utilize paid media, as appropriate;

Publicize seat belt use surveys and other relevant statistics;

Highway Safety Program Guideline No. 15

The SHSO, in conjunction with law enforcement agencies, should develop a comprehensive evaluation program to measure progress toward established project goals and objectives; effectively plan and implement statewide, county, local, and tribal traffic enforcement services programs; optimize the allocation of limited resources; measure the impact of traffic enforcement on reducing crime and traffic crashes, injuries, and deaths; and compare costs of criminal activity to costs of traffic crashes. Data should be collected from police

crash reports, daily officer activity reports that contain workload and citation information, highway department records (e.g., traffic volume), citizen complaints, and officer observations. Law enforcement managers should:

- Include evaluation in initial program planning efforts to ensure that data will be available and that sufficient resources will be allocated;
- Report results regularly to project and program managers, law enforcement decision-makers, and members of the public and private sectors;
- Use results to guide future activities and to assist in justifying resources to governing bodies;
- Conduct a variety of surveys to assist in determining program effectiveness, such as roadside sobriety surveys, speed surveys, license checks, belt use surveys, and surveys measuring public knowledge and attitudes about traffic enforcement programs;
- Evaluate the effectiveness of services provided in support of priority traffic safety areas;
- Maintain and report traffic data to appropriate repositories, such as police crash reports, the FBI *Uniform Crime Report*, FMCSA's SAFETYNET system, and annual statewide reports; and
- Evaluate the impact of traffic enforcement services on criminal activity.

Provide information rapidly and accurately;

Provide routine compilations of data for management use in the decision making process;

Provide data for operational planning and execution;

Interface with a variety of data systems, including statewide traffic safety records systems; and

Be accessible to enforcement, planners and management.

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 or Adjudication, and Emergency Medical Services (EMS) or Injury Surveillance. The integration of these various state agency data systems is essential for creating a comprehensive database of information that can be analyzed to identify both engineering and behavioral dangers on our roadways. The quality of this data is assessed by measuring the following attributes and are indicated in the table below:

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

Illinois' Traffic Records Coordinating Committee (TRCC) provides 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 is provided to complete projects that the TRCC believes will improve statewide data. This data will in turn will be used to increase roadway safety within Illinois. This coordinating committee includes representatives from various public and private organizations and includes members with an array of backgrounds including engineering, planning, public health, data analysis, grants management, and university faculty and staff. The TRCC has continued to encourage more participation from members both in the meetings and with the involvement of the Traffic Records Strategic Plan Working Group and the reconvened Data Quality Subcommittee.

In FY 2021, NHTSA conducted a Traffic Records Assessment per the FAST Act requirements. The purpose of the assessment was to determine whether the traffic records system in Illinois is capable of supporting management's needs to identify the state's highway safety problems, to manage the countermeasures applied in attempts to reduce or eliminate those problems, and to evaluate those efforts for effectiveness. Each of the six core data systems were assessed independently and improvement recommendations were made for the system. From the assessment, there were overall recommendations and considerations for the six core data systems: Crash; Vehicle; Driver; Roadway; Citation or Adjudication; and EMS or Injury Surveillance. Though not part of the six core data systems, the TRCC, Strategic Planning, and Data Use and Integration systems also received considerations.

Problem Identification:

The Traffic Records Assessment provided higher-level recommendations in crash, vehicle, driver, roadway, citation or adjudication, EMS or injury surveillance system, and data use and integration. The recommendations are areas where improvements are needed and therefore are considered the problem identification.

Crash

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

Vehicle

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

Driver

- Improve the applicable guidelines for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- 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 or Adjudication

- Improve the data quality control program 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.

EMS or Injury Surveillance

- Improve the applicable guidelines for the EMS or Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data dictionary for the EMS or Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the EMS or Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the EMS or 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 involves several performance measures. The direct performance measures affected are listed in the problem identification piece and include the NHTSA core systems: crash; vehicle; driver; roadway; citation or adjudication; EMS or injury surveillance; and data use and integration. Each of these should include timeliness, accuracy, completeness, uniformity, integration, and accessibility.

Primary Countermeasures Strategies:

Strategy	Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of key highway safety databases.
Countermeasures and Justification	<ol style="list-style-type: none"> 1. Making data program improvements relating to quantifiable, measurable progress in the timeliness of data in a core highway safety database – Uniform Guideline No. 10 2. Making data program improvements relating to quantifiable, measurable progress in the accuracy of data in a core highway safety database – Uniform Guideline No. 10 3. Making data program improvements relating to quantifiable, measurable progress in the completeness of data in a core highway safety database – Uniform Guideline No. 10 4. Making data program improvements relating to quantifiable, measurable progress in the uniformity of data in a core highway safety database – Uniform Guideline No. 10 5. Making data program improvements relating to quantifiable, measurable progress in the integration of data in a core highway safety database – Uniform Guideline No. 10 6. Making data program improvements relating to quantifiable, measurable progress in the accessibility of data in a core highway safety database – Uniform Guideline No. 10
Estimated 3-year funding and source	\$6,500,000; 405(c) \$300,000; 402
Project considerations for strategy	<p>BSPE seeks to:</p> <p>Fund the Trauma Registry, Motor Vehicle Data Linkage, and Data Lake Projects for FY24.</p> <p>Expand 405c funded projects for FY26 under scope of BIL.</p> <p>Work with TRCC and stakeholders to identify areas of greatest concern to be addressed within each NHTSA core system.</p> <p>Create reliable data lists, dictionaries, schemas, etc. so as to have the correct information available- including correct contacts- to best implement and assist traffic records TRCC members and stakeholders.</p> <p>Request NHTSA core system-specific assessments to best ensure quality and compliance and work towards implementing necessary improvements.</p> <p>Work towards rectifying findings and recommendations in the 2021 Assessment.</p> <p>Continue growing the TRCC and creating training opportunities.</p> <p>Adhere to the implementation plan set forth in the IL_FY24_405c_TR Implementation Plan and the corresponding plans for FY25 and FY26.</p>
How was this strategy informed by the uniform guidelines or a recent program assessment?	<p>The Traffic Records Assessment was completed every five (5) years until the implementation of BIL. The most recent Assessment was completed in 2021. This Assessment showed the areas of weakness in the State’s traffic records and provided considerations and recommendations to help alleviate the issues.</p> <p>The key part of this Assessment was to analyze the NHTSA six core systems and the corresponding timeliness, accuracy, completeness, uniformity, integration, and accessibility.</p>

	Additionally, the Uniform Guideline No. 10 for Traffic Records played a role in providing complete explanations of the NHTSA six core systems through components, information quality, uses of traffic records systems and system management, strategic planning, and data integration.
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Impaired Driving

The Illinois Impaired Driving Program seeks to reduce the incidence of alcohol and drug-related motor vehicle crashes, serious injuries, and fatalities they too often cause. Each year, over 30 percent of motor vehicle crash fatalities and serious injuries are attributed to impaired driving. To this end, this program emphasizes local and statewide enforcement, prevention, and education activities as well as extensive paid and earned media efforts.

April 2016 marked the formation of the Illinois Impaired Driving Task Force (IIDTF), an initiative of prominent Illinois advocacy groups and a local police chief and chartered by the Illinois Department of Transportation. This group designed and developed Illinois' first comprehensive impaired driving strategic plan, which was first finalized in June 2017 and revised in January of 2019 following the 2018 Illinois Impaired Driving Program Assessment. The IIDTF updated the strategic plan again in June 2020 and June 2023. 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 Illinois Impaired Driving Strategic Plan guides Illinois' impaired driving priority countermeasures, including the leading impaired driving countermeasure, 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). DRE callouts also can be funded via the STEP. Grantees undertake integrated impaired driving and seat belt enforcement during eight holiday mobilization periods (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 (sTEP), Alcohol Countermeasures Enforcement (ACE), and Nighttime Enforcement (NITE). The ISP programs are concentrated within the same holiday periods but also occur throughout the year.

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

Problem Identification:

- There were 1,150 fatal crashes in 2022, 25.5 percent were alcohol related.
- Of the 1,267 people killed in motor vehicle crashes in 2022, 27.2 percent of these fatalities were alcohol related.
- There were 798 drivers killed in motor vehicle crashes, 532 of these drivers were tested with 38.0 percent testing positive for BAC of 0.01 or higher in 2022.
- From 2017 to 2021, 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 comprising 21.0 percent of the total.

Percent and Frequency Distributions of
Alcohol-related Fatalities and Serious Injuries
(2017-2021)

Gender	Age Group	Total Fatalities & Serious Injuries	Alcohol-related Fatalities & Serious injuries	% Alcohol-related Fatalities & Serious Injuries
Male	0 - 8	666	45	6.8%
Male	9 - 15	943	52	5.5%
Male	16 - 20	3,203	351	11.0%
Male	21 - 34	10,053	2,108	21.0%
Male	35 - 64	13,632	2,137	15.7%
Male	65 +	3,488	240	6.9%
Female	0 - 8	563	49	8.7%
Female	9 - 15	808	54	6.7%
Female	16 - 20	2,775	226	8.1%
Female	21 - 34	7,094	1,064	15.0%
Female	35 - 64	9,422	892	9.5%
Female	65 +	2,987	126	4.2%
Total		55,634	7,344	13.2%

Performance Measures Affecting this Program Area:

This program area affects several performance measures. The direct performance measures affected are Traffic Fatalities, Serious Injuries in Traffic Crashes, Fatalities/100 M VMT, and Alcohol-Impaired Driving Fatalities. 1. DUI courts provide specialized programs and monitoring to address the underlying causes of impaired driving, such as alcohol abuse, ensuring appropriate treatment and reducing the likelihood of repeat offenses, thereby contributing to a decrease in traffic fatalities and serious injuries. 2. Alcohol vendor checks enforce compliance with alcohol sales regulations, including age verification and responsible serving practices, preventing the sale of alcohol to intoxicated individuals and reducing the risk of impaired driving-related incidents and fatalities. 3. Breath test instruments enable law enforcement officers to accurately measure blood alcohol content (BAC) levels, facilitating the detection and apprehension of drunk drivers, leading to a decline in motor vehicle crash fatality rates and alcohol-impaired fatalities. 4. Media campaigns play a vital role in raising public awareness about the dangers and consequences of impaired driving, promoting responsible behavior, and fostering a social norm against driving under the influence, ultimately resulting in a reduction in traffic fatalities and serious injuries. 5. Drug impaired driving enforcement focuses on identifying and apprehending drivers operating vehicles while under the influence of drugs, addressing a growing concern and mitigating the risk of drug-related traffic fatalities and serious injuries. 6. High visibility impaired driving patrols increase police presence on the roads, actively targeting impaired drivers and deterring potential offenders, thereby reducing motor vehicle crash fatality rates and alcohol and drug impaired fatalities. 7. Laboratory testing instruments enable accurate and reliable analysis of blood and urine samples, providing evidence for drug-impaired driving cases, aiding in the prosecution of offenders, and contributing to a decline in traffic fatalities and serious injuries related to drug impairment. 8. Beverage service training educates alcohol servers on responsible serving practices, including recognizing signs of intoxication and preventing overconsumption, ensuring a safer environment, and reducing alcohol-related traffic fatalities and serious injuries. 9. Youth prevention programs focus on educating young individuals about the dangers of impaired driving, promoting responsible decision-making, and cultivating a culture of safe driving habits from an early age, leading to a long-term reduction in traffic fatalities and serious injuries. 10. Court monitoring ensures that impaired driving cases are properly adjudicated, sentences are appropriately applied, and offenders are held accountable, maintaining the integrity of the legal system, and serving as a deterrent to impaired driving, thus reducing traffic fatalities, serious injuries, motor vehicle crash fatality rates, and alcohol and drug impaired fatalities.

Primary Countermeasures Strategies:

Strategy	Reduce Impaired Driving Crashes, Injuries, and Fatalities
Countermeasures and Justifications	<p>DWI Courts – 4 stars in <i>Countermeasures That Work</i></p> <p>Alcohol Vendor Compliance Checks – 3 stars in <i>Countermeasures That Work</i></p> <p>Breath Test Devices – 4 stars in <i>Countermeasures That Work</i></p> <p>Mass Media Campaigns – 3 stars in <i>Countermeasures That Work</i></p> <p>Enforcement of Drug-Impaired Driving – 3 stars in <i>Countermeasures That Work</i></p> <p>High-Visibility Saturation Patrols – 4 stars in <i>Countermeasures That Work</i></p> <p>Laboratory Drug Testing Equipment - Available crash data has revealed a worrying increase in drug use among drivers in both fatal crashes and DUI arrest cases. Despite decades of emphasis on determining alcohol impairment, this has left highway safety behind in identifying and quantifying the impact of other drugs or substances. Consequently, data on drug-impaired driving is severely limited, which in turn restricts countermeasures and evaluation efforts. Unfortunately, the National Highway Traffic Safety Administration (NHTSA) relies solely on alcohol-impaired fatality rates to determine a state's impaired driving status due to these data constraints. Considering an increasing number of states legalizing marijuana, and the opioid crisis at an all-time high, solutions to this data shortage must be sought. To this end, forensic laboratories must be provided with the resources needed to effectively tackle DUI cases, such as improved equipment, increased staffing levels and laboratory policies to test for all relevant drugs. For instance, the combination of alcohol and THC is considerably more impairing than either drug on its own. Without the necessary testing capabilities, the accuracy and timeliness of crash data in relation to impaired driving will continue to be severely compromised.</p> <p>Responsible Beverage Service – 2 stars in <i>Countermeasures That Work</i>; however, research suggests that server training programs can be effective if they involve intensive, high-quality, face-to-face server training accompanied by strong and active management support (Shults et al. 2001).</p> <p>Youth Programs – 2 stars in <i>Countermeasures That Work</i>; however, it is one of the six key components in the Uniform Guidelines for a successful Impaired driving program. Furthermore, a youth program was a recommendation in the 2018 Illinois impaired driving assessment.</p> <p>Court Monitoring – 3 stars in <i>Countermeasures That Work</i></p>
Estimated 3-year funding and source	\$19,000,000; 405(d) \$5,000,000; 402
Project considerations for strategy	<p>BSPE seeks highway safety projects that will seek to accomplish the following:</p> <p>Establish certified problem-solving DUI Courts that focus on addressing the underlying causes of impaired driving offenses through comprehensive treatment programs, mandatory participation in alcohol education courses, and probation monitoring, providing an effective alternative to traditional court proceedings in the state's most populous counties.</p>

	<p>Implement alcohol seller compliance checks to ensure that establishments selling alcohol are adhering to legal requirements, including proper age verification, responsible service practices, and refusal to serve intoxicated individuals, with penalties for non-compliance to discourage overservice and curb impaired driving. Deploy evidential breath test instruments as needed to each of Illinois' law enforcement agencies (or counties in less-populous counties), allowing law enforcement to obtain necessary evidence in DUI arrest cases.</p> <p>Statewide targeted media campaigns that emphasize the dangers of alcohol and cannabis and other drug-impaired driving, highlighting real-life stories, statistics, and consequences, targeting 18–34-year-old individuals from various demographics and utilizing platforms such as television, radio, online platforms, and social media to raise awareness and encourage responsible behavior.</p> <p>Strengthen drugged-driving enforcement efforts by providing training and resources to all Illinois law enforcement agencies to enhance their ability to detect and apprehend drivers under the influence of drugs, deploying drug recognition experts, and promoting partnerships with organizations specializing in drug recognition and toxicology.</p> <p>Upgrade toxicology instruments and laboratory equipment in Illinois' forensic labs to improve the accuracy and efficiency of testing samples for alcohol and drug impairment, reducing processing times, enhancing evidence collection, and supporting law enforcement and legal proceedings with reliable scientific data.</p> <p>Implement beverage server training programs throughout the state (as required by Illinois law) that educate and train alcohol servers, including bartenders and waitstaff, on responsible service practices, recognizing signs of intoxication, intervention techniques, and legal obligations, promoting responsible alcohol service and reducing the likelihood of overserving patrons.</p> <p>Support evidence-based, comprehensive youth prevention programs that educate young people about the risks and consequences of impaired driving, utilizing school-based initiatives, community outreach, peer-to-peer education, and engaging activities to shape responsible attitudes towards alcohol and drugs, promoting a culture of safe and sober driving among the next generation.</p> <p>Implement court monitoring programs in Illinois' most populated counties that assess and evaluate the effectiveness and efficiency of the handling of DUI cases in Illinois courtrooms, ensuring compliance with Illinois law, ultimately reducing recidivism rates.</p>
<p>How was this strategy informed by the uniform guidelines or a recent program assessment?</p>	<p>This countermeasure has been a goal of the Illinois Highway Safety Program for years, and that goal has been reiterated in the in the <i>2018 Illinois Impaired Driving Program Assessment</i>. Highway Safety Program Guideline No. 8 – Impaired Driving – Section III, Subsection E. states, “States should impose effective, appropriate, and research-based sanctions, followed by close supervision and the threat of harsher consequences for non-compliance when adjudicating cases. Specifically, DWI courts should be used to reduce recidivism among repeat and high-BAC offenders.”</p> <p>Additionally, Highway Safety Program Guideline No. 8 – Impaired Driving – Section II states, “Promote Responsible Alcohol Service: Promote policies and practices that prevent underage drinking by people under age 21 and over-service to people aged 21 and older.”</p>

And Section III, Subsection F states, “Programs: Each State’s driver licensing agency should conduct programs that reinforce and complement the State’s overall program to deter and prevent impaired driving, including graduated driver licensing (GDL) for novice drivers, education programs that explain alcohol’s effects on driving, the State’s zero-tolerance laws, and a program to prevent individuals from using a fraudulently obtained or altered driver’s license.”

Furthermore, Highway Safety Program Guideline No. 8 – Impaired Driving – Section I states, “The laws should establish effective penalties that include: Administrative license suspension or revocation for failing or refusing to submit to a BAC or other drug test;” And Section II, Subsection B states, “Each State should conduct frequent, highly visible, well publicized and fully coordinated impaired driving (including zero tolerance) law enforcement efforts throughout the State, especially in locations where alcohol-related fatalities most often occur.”

Also, Highway Safety Program Guideline No. 8 – Impaired Driving – Section IV states, “States should develop and implement a comprehensive communication program that supports priority policies and program efforts. Communication programs and material should be culturally relevant and multilingual as appropriate. States should: Develop and implement a year-round communication plan that includes policy and program priorities; comprehensive research; behavioral and communications objectives; core message platforms; campaigns that are audience-relevant and linguistically appropriate; key alliances with private and public partners; specific activities for advertising, media relations, and public affairs; special emphasis periods during high-risk times; and evaluation and survey tools; Employ a communications strategy principally focused on increasing knowledge and awareness, changing attitudes, and influencing and sustaining appropriate behavior;”

Highway Safety Program Guideline No. 8 – Impaired Driving – Section III, Subsection B states “To increase the probability of detection, arrest, and prosecution, participating officers should receive training in the latest law enforcement techniques, including Standardized Field Sobriety Testing, and selected officers should receive training in media relations and Drug Evaluation and Classification (DEC).”

Highway Safety Program Guideline No. 8 – Impaired Driving – Section III, Subsection D. states, “States should implement a comprehensive program to visibly, aggressively, and effectively prosecute and publicize impaired-driving-related efforts, including use of experienced prosecutors (e.g., traffic safety resource prosecutors), to help coordinate and deliver training and technical assistance to prosecutors handling impaired driving cases throughout the State.” The 2018 Illinois Impaired Driving Program Assessment, Section III, priority recommendation states, “Enhance availability and usage of in-state testing of blood specimens for drugs and reduce reliance on out-of-state testing labs.”

Illinois law mandates server training for all retail liquor establishment employees and The Illinois Impaired Driving Strategic Plan and the 2018 Illinois Impaired Driving Program Assessment both emphasize the importance of server training and responsible alcohol service.

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 continue to pursue more innovative ways to enforce this law.

Problem Identification:

- There was a total of 298,282 motor vehicle crashes in 2022. Approximately 3.3 percent of the total crashes were involved in distracted driving.
- There were 1,267 fatalities and 83,767 motor vehicle related injuries in 2022. About 2.2 percent and 4.4 percent of these fatalities and injuries were involved in distracted driving crashes.
- 19.2 percent of all people involved in fatal distracted driving crashes included at least one driver who was using their cell phone at the time of the crash.
- In the most recent observational survey of driver electronic device use in Illinois, which was conducted in 2022, 6.2 percent of all drivers used an electronic device while driving. Females had a higher usage rate than males at 7.6 percent and 5.5 percent, respectively.

Performance Measures Affecting this Program Area:

This program area affects several performance measures. The direct performance measures affected are Traffic Fatalities, Serious Injuries in Traffic Crashes, Fatalities/100 M VMT, and Serious Injuries/100 M VMT. 1. High visibility cell phone and texting law enforcement involves actively enforcing laws related to distracted driving, creating a deterrent effect that discourages drivers from using cell phones while driving, leading to a reduction in traffic fatalities, serious injuries, and motor vehicle crash fatality rates. 2. A distracted driving media program raises public awareness about the risks and consequences of distracted driving through targeted campaigns, promoting responsible behavior and encouraging drivers to prioritize their attention on the road, ultimately resulting in a decrease in traffic fatalities, serious injuries, and motor vehicle crash fatality rates.

Primary Countermeasures Strategies:

Strategy	Reduce Distracted Driving Incidents
Countermeasures and Justifications	Communications and Outreach on Distracted Driving - 1 star in <i>Countermeasures That Work</i> . Research is done on stand-alone distracted driving campaigns, but paid media is an absolute necessity to support efforts during enforcement periods to maximize the deterrent effect of law enforcement activity. As with the major holiday impaired driving and seat belt campaigns, IDOT utilizes a distracted driving paid media campaign in support of the month-long distracted driving enforcement campaign in April. This media program maximizes the deterrent effect of Illinois law enforcement efforts. High-Visibility Cell Phone and Text Messaging Enforcement – 4 stars in <i>Countermeasures That Work</i>

Estimated 3-year funding and source	\$2,000,000; 405(e) \$4,000,000; 402
Project considerations for strategy	<p>BSPE seeks highway safety projects that will seek to accomplish the following:</p> <p>Develop a comprehensive statewide distracted driving communications campaign targeting 18–34-year-olds in the state’s 9 market areas, utilizing various media channels such as television, radio, social media, and online platforms to raise awareness about the dangers of distracted driving, promote responsible cell phone use while driving, and bring awareness to cell phone use and texting while driving enforcement.</p> <p>Implement high visibility cell phone and texting while driving law enforcement initiatives within the priority BSPE counties, conducting regular patrols and targeted enforcement operations in areas with a high incidence of distracted driving and motor vehicle crashes, emphasizing educating drivers about the risks and promoting compliance with distracted driving laws.</p>
How was this strategy informed by the uniform guidelines or a recent program assessment?	<p>Highway Safety Program Guideline No. 15 – Traffic Enforcement Services – Section V, states, “States should develop and implement communication strategies directed at supporting policy and program elements. Public awareness and knowledge about traffic enforcement services are essential for sustaining increased compliance with traffic laws and regulations. Communications should highlight and support specific program activities underway in the community and communication programs and materials should be culturally relevant, appropriate to the audience and multilingual as necessary. This requires a well-organized, effectively managed social marketing campaign that addresses specific high-risk populations.”</p> <p>In addition, Highway Safety Program Guideline No. 15 – Traffic Enforcement Services – Section IV, states, “Providing traffic enforcement services and the enforcement of traffic laws and ordinances is a responsibility shared by all law enforcement agencies. Among the primary objectives of this function is encouraging motorists and pedestrians to comply voluntarily with the laws and ordinances. Administrators should apply their enforcement resources in a manner that ensures the greatest impact on traffic safety. Traffic enforcement services should:</p> <p>Include accurate problem identification and countermeasure design; apply at appropriate times and locations, coupled with paid media and communication efforts designed to make the motoring public aware of the traffic safety problem and planned enforcement activities; and include a system to document and report results.”</p>

Motorcycle Safety

Motorcyclists are some of the most vulnerable road users in Illinois. More than 13 percent of Illinois' total fatalities are motorcyclists with the national average hovering around 14 percent. 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. Motorcycle includes: two-wheeled motorcycle, moped or motorized bicycle, three-wheel motorcycle (two rear wheels not ATV), off-road motorcycle (two-wheel), other motored cycle type (mini-bike, motor scooter, pocket motorcycle, "pocket bike"), and unknown motored cycle types. This does not include autocycles.

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 (CRSTP). 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 CRSTP 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.

Outside of the CRSTP, the IDOT focuses efforts on educating all motorists on the safety, awareness, and vulnerability of motorcyclists. The intent of these efforts is to make motorists more aware of motorcycle riders and learn how to drive around them. One of the most influential awareness programs is the paid media program. IDOT considers paid media a vital and necessary part of highway safety.

To understand the importance of motorcycle safety, it is imperative to understand the data surrounding motorcycle crashes. In 2022, there were 149 fatal crashes involving motorcycles on Illinois public roadways (down 11 percent from 2021), resulting in the deaths of 151 motorcycle operators and passengers (down 14 percent from 2021). The 149 fatal crashes involving motorcycles accounted for 13 percent of all fatal motor vehicle crashes occurring on Illinois public roadways in 2022. The 151 motorcyclists killed accounted for 12 percent of all motor vehicle crash fatalities in 2022. Of the 151 motorcyclists killed in 2022, 33 percent wore a DOT-compliant helmet, 3 percent wore a DOT-non-compliant helmet, 58 percent were not wearing a helmet, 4 percent were unknown or not reported if a helmet was worn.

Of the 145 motorcyclists fatally injured in 2022, 69 percent were not properly licensed to operate a motorcycle. The national average in 2022, 36 percent of motorcycle riders involved in fatal crashes were riding without valid motorcycle licenses at the time of the crashes with 43 percent of those deaths being alcohol impaired. In 2022, Illinois enrolled 9,107 motorcyclists in IDOT's Cycle Rider Safety Training Program. The CRSTP training year runs annually from December 1st to November 30th with the active training season running from mid-March to mid-November weather permitting.

Problem Identification:

- The 149 fatal crashes involving motorcycles accounted for 13 percent of all fatal motor vehicle crashes occurring on Illinois public roadways in 2022. The 151 motorcyclists killed accounted for 12 percent of all motor vehicle crash fatalities in 2022.
- In 2022, there were 149 fatal crashes involving motorcycles on Illinois public roadways (down 11 percent from 2021), resulting in the deaths of 151 motorcycle operators and passengers (down 14 percent from 2021).
- Of the 151 motorcyclists killed, 138 were operators (134 male and 4 female) and 13 were passengers (2 male and 11 female). 25 percent were younger than 30 years of age; 37 percent were age 30-49; and 38 percent were age 50 or older. The 30-34 age group had the most fatalities with 26 (17 percent of motorcyclist fatalities). The average age of all motorcyclist fatalities in 2022 was 43. The youngest was age 2, and the oldest was age 77.

- Of the 138 motorcycle operators killed in 2022, 33 (24 percent, all male) tested positive for alcohol. Their blood alcohol concentration (BAC) ranged from 0.010 to 0.483, with an average of 0.146. Of the 33 operators killed who tested positive for alcohol, 24 (73 percent) had a BAC greater than or equal to 0.080.
- In 2022, those aged 40-44 had a higher percentage of alcohol-related crash involvement (40 percent) than those in other age groups. 10 of the 13 age groups had at least one operator killed who tested positive for alcohol. 100 percent of the operators killed in 5 of those 10 age groups were also legally impaired.
- In addition to alcohol use, the driver-related factors reported most frequently in 2022 for fatal motorcycle crashes were: - Careless Driving, Inattentive Operation, Improper Driving, Driving without Due Care
- Of the 2,209 motorcyclists injured in 2022, 917 suffered from serious injuries totaling 42 percent.
- Of the 151 motorcyclists killed in 2022, 33 percent wore a DOT-compliant helmet, 3 percent wore a DOT-non-compliant helmet, 58 percent were not wearing a helmet, 4 percent were unknown or not reported if a helmet was worn.
- The group with the highest percent of motorcyclist fatalities and serious injuries are males aged 35 to 64 at 15.8 percent followed by 21 to 34-year-old males at 14.6 percent for 2017 to 2021.
- Of the 149 fatal crashes involving motorcycles in 2022, 111 (74 percent) occurred May to September. Generally, weekends (6:00 p.m. Friday through 11:59 p.m. Sunday) are deadlier for motorcyclists than other periods of the week. In 2022, 63 (42 percent) of the 149 fatal crashes involving motorcycles occurred during this timeframe.
- In general, more motor vehicle fatalities occur in the more densely populated northeast and southwest areas of the state than in any other region in Illinois. The following counties had at least five motorcyclists killed in 2022: Cook 42, Will 13, Madison 9, Tazewell 8, DuPage 6 and Lake 6.

Performance Measures Affecting this Program Area:

This program area affects several performance measures. The direct performance measures affected are Traffic Fatalities, Serious Injuries in Traffic Crashes, Fatalities/100 M VMT, Motorcyclist Fatalities, Un-helmeted Motorcyclist Fatalities, and Serious Injuries/100 M VMT. A motorcycle safety communications and education outreach campaign raises awareness among motorcyclists and drivers about safe riding practices, helmet usage, and sharing the road, contributing to a reduction in traffic fatalities, serious injuries, motor vehicle crash fatality rates, motorcyclist fatalities, and un-helmeted motorcycle fatalities.

Primary Countermeasures Strategies:

Strategy	Motorcycle Safety Awareness and Education
Countermeasures and Justifications	<p>Communications and Outreach: Motorist Awareness of Motorcyclists - 1 star in <i>Countermeasures That Work</i>. No evaluations have been completed on stand-alone motorcycle-awareness campaigns, but paid media is an absolute necessity to support and augment the extensive media programs also being undertaken via the state’s “Start Seeing Motorcycles” efforts. IDOT utilizes a paid media campaign in support of the month-long Motorcycle Awareness Month in May. Additionally, the <i>NHTSA Highway Safety Program Guideline No. 3 – Motorcycle Safety – Section X</i> recommends extensive motorcycle safety communications be undertaken by states.</p> <p>Communications and Outreach: Conspicuity and Protective Clothing - 1 star in <i>Countermeasures That Work</i>. While this countermeasure is widely used, it is stated that evaluative studies on effectiveness are insufficient. However, the Illinois; “Start Seeing Motorcycles” grass-roots communications efforts are extensive and evident throughout the state. IDOT augments these efforts with a paid media campaign and together, the paid and earned media communication efforts are considerable.</p>
Estimated 3-year funding and source	<p>\$700,000; 405(f) \$1,500,000; 402</p>

<p>Project considerations for strategy</p>	<p>BSPE seeks highway safety projects that will seek to accomplish the following: Undertake a statewide motorcycle safety and awareness communications campaign that includes paid media campaigns targeting 18-34-year-old vehicle drivers, social media campaigns, targeted outreach to motorcyclist communities, and collaboration with local motorcycle clubs and organizations to disseminate key safety messages, promote proper riding techniques, encourage the use of protective gear, and educate motorists about sharing the road safely with motorcycles. Developing and distributing informational materials that leverage the identifiable “Start Seeing Motorcycles” tagline such as brochures, yard signs, and online resources that provide comprehensive guidance on motorcycle safety, covering topics such as helmet usage, lane positioning, defensive riding strategies, and the importance of driver attentiveness, aiming to reach a wide audience and promote a culture of safety among both motorcyclists and other road users.</p>
<p>How was this strategy informed by the uniform guidelines or a recent program assessment?</p>	<p>Highway Safety Program Guideline No. 3 – Motorcycle Safety –Section X, states, “States should develop and implement communications strategies directed at specific high-risk populations as identified by data and focus their communication efforts to support the overall policy and program.” and “...Focus their communication efforts to support the overall policy and program;”</p>

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 risks 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 40.3 percent and 34.4 percent, respectively of all fatalities and serious injuries for the same gender and age group in Illinois from 2017 to 2021.
- During the same period, occupant fatalities and serious injuries for males and females age 16-20 in Illinois made up 9.45 percent of all occupant fatalities and serious injuries in Illinois across all age groups.
- From 2017 to 2021, belted fatalities and serious injuries for males and females age 16-20 in Illinois made up 52.2 percent and 71.7 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 2017 to 2021 made up 6.47 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 1.38 and 1.15, respectively. (8.20 percent of total fatalities and serious injuries versus 6.47 percent of population).

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

Gender	Age Group	Total Fatalities & Serious Injuries	Speed - Related Fatalities & Serious Injuries	% Speed-Related Fatalities & Serious Injuries	Occupant Fatalities & Serious Injuries	Belted Occupant Fatalities & Serious Injuries	% Belted Occupant Fatalities & Serious Injuries	Population 2020 NCHS Estimate	Population %	Population Proportion	Total Fatalities & Serious Injuries Proportion	Fatality & Serious Injury Proportion to Population Proportion
Male	16 - 20	2,533	1,020	40.3%	2,533	1,323	52.2%	415,831	3.30%	0.03	0.05	1.38
Female	16 - 20	2,030	699	34.4%	2,030	1,455	71.7%	398,449	3.17%	0.03	0.04	1.15
Both	16 - 20	4,563	1,719	37.7%	4,563	2,778	60.9%	814,280	6.47%			
Total All Ages		55,635	17,915	32.2%	48,286	28,823	59.7%	12,587,530				

Performance Measures Affecting this Program Area:

This program area affects several performance measures. The direct performance measures affected are Traffic Fatalities, Serious Injuries in Traffic Crashes, Fatalities/100 M VMT, Drivers Age 20 or Younger Involved in Fatal Crashes, and Serious Injuries/100 M VMT. Enforcing underage zero tolerance laws reduces traffic fatalities, serious injuries, motor vehicle crash fatality rates, and specifically under age 20 fatalities by deterring underage drinking and driving, promoting responsible behavior, and holding young drivers accountable for their actions.

Primary Countermeasures Strategies:

Strategy	Underage Impaired Driving Enforcement
Countermeasure and Justification	Zero Tolerance Law Enforcement – 3 stars in <i>Countermeasures That Work</i>
Estimated 3-year funding and source	\$3,000,000; 405(d) \$2,000,000; 402
Project considerations for strategy	<p>BSPE seeks highway safety projects that will seek to accomplish the following:</p> <p>Conduct targeted law enforcement efforts aimed at enforcing zero tolerance laws, with a focus on areas and times where underage drinking and impaired driving are more prevalent, utilizing checkpoints, saturation patrols, and other strategic enforcement tactics to identify and apprehend underage drivers who have consumed alcohol.</p> <p>Enhancing collaboration between law enforcement agencies, schools, and community organizations to raise awareness about zero tolerance laws and the consequences of underage drinking and impaired driving, organizing educational programs, presentations, and outreach activities that emphasize the importance of compliance, responsible decision-making, and the dangers of mixing alcohol and driving for young drivers.</p> <p>Implementing training programs for law enforcement officers to enhance their skills and knowledge related to enforcing zero tolerance laws, ensuring they are equipped with the necessary tools, techniques, and legal understanding to effectively detect and handle underage drivers who may be operating a vehicle under the influence of alcohol, strengthening enforcement efforts and promoting a safer driving environment for young motorists.</p>
How was this strategy informed by the uniform guidelines or a recent program assessment?	Highway Safety Program Guideline No. 8 – Impaired Driving – Section III, Subsection B states, “Each State should conduct frequent, highly visible, well publicized and fully coordinated impaired driving (including zero tolerance) law enforcement efforts throughout the State, especially in locations where alcohol-related fatalities most often occur.”

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 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 with the goal of decreasing nonmotorized fatalities and injuries.

This program area's problem identification has been split into pedestrian and bicycle safety to better address the specific problems in this program area. Additionally, crash data shows most pedestrian fatalities and injuries occur within urban, underserved communities throughout Illinois. This is further detailed in the Public Participation and Engagement section of this plan.

Problem Identification:

Pedestrian Safety

- Crashes involving pedestrians account for 1.4 percent of all crashes in Illinois in 2022.
- In 2022, there were 194 fatal crashes and 196 fatalities involving pedestrians.
- Of the 3,862 pedestrians injured in 2022, 884 suffered from serious injuries.
- In 2022, 56 of the 196 pedestrian fatalities occurred in Chicago as well as 56 of the 194 fatal crashes.
- Of the 2,280 pedestrians injured in Chicago in 2022, 455 resulted in serious injuries.
- The group with the highest percent of pedestrian fatalities and serious injuries for 2017 to 2021 are males age 9 to 15 at 22.5 percent followed by 0 to 8-year-old males at 22.4 percent.

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

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

Performance Measures Affecting this Program Area:

This program area affects several performance measures. The direct performance measures affected are Traffic Fatalities, Serious Injuries in Traffic Crashes, Fatalities/100 M VMT, Pedestrian Fatalities, and Serious Injuries/100 M VMT.

Problem Identification:

Pedalcyclist Safety

- Crashes involving pedalcyclists account for 0.9 percent of all crashes in Illinois in 2022.
- Pedalcyclists account for 35 fatal crashes and 35 fatalities in 2022.
- Of the 2,256 pedalcyclists injured in 2022, 341 suffered from serious injuries.
- In 2022, 9 of the 35 fatalities and 9 of the 35 fatal crashes occurred in Chicago.
- Of the 1,101 pedalcyclists injured in Chicago in 2022, 153 resulted in serious injuries.
- Males age 9 to 15 hold the highest percent of pedalcycle-related fatalities and serious injuries for 2017 to 2021 at 20.1 percent as shown in the table below.

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

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

Performance Measures Affecting this Program Area:

This program area affects several performance measures. The direct performance measures affected are Traffic Fatalities, Serious Injuries in Traffic Crashes, Fatalities/100 M VMT, Bicyclist Fatalities, and Serious Injuries/100 M VMT. 1. Pedestrian and bicyclist enforcement focuses on ensuring compliance with traffic laws and promoting safe behavior among pedestrians, cyclists, and motorists, leading to a reduction in traffic fatalities, serious injuries, motor vehicle crash fatality rates, bicyclist fatalities, and pedestrian fatalities by improving road user behavior and reducing conflicts with vehicles. 2. Share the road awareness education campaigns aim to educate both drivers and non-motorized road users about their respective rights and responsibilities, fostering mutual respect and understanding, and ultimately decreasing traffic fatalities, serious injuries, motor vehicle crash fatality rates, bicyclist fatalities, and pedestrian fatalities by promoting a safer and more cooperative road environment. 3. Adult cyclist safety education programs provide training and information on safe cycling practices, traffic laws, and visibility measures, empowering cyclists to make informed decisions and enhance their safety, resulting in a decline in traffic fatalities, serious injuries, motor vehicle crash fatality rates, bicyclist fatalities, and pedestrian fatalities by reducing crashes and improving overall road user behavior.

Primary Countermeasures Strategies:

Strategy	Pedestrian and Bicyclist Safety Education and Enforcement
Countermeasures and Justifications	<p>Enforcement Strategies – 3 stars in <i>Countermeasures That Work</i></p> <p>Share the Road Awareness Programs – 2 stars in <i>Countermeasures That Work</i>. This communication campaign brings awareness to the motoring public to be aware of bicycles and pedestrians as directed by NHTSA’s uniform program guideline number 14.</p> <p>Bicycle Safety Education for Adult Cyclists – 1 star in <i>Countermeasures That Work</i>. BSPE remains committed to adult cyclist education as well as engineering solutions for Bicycle/Pedestrian programs. To reduce fatalities and serious injuries, IDOT is implementing a countermeasure strategy that focuses on enforcement and targeted traffic safety education through face-to-face outreach. This outreach will be conducted at schools, senior homes, and other community events, and will include presentations, information tables, and workshops. Furthermore, the funding allocated to this strategy will also enable an extensive paid media campaign to spread awareness about bicycle and pedestrian safety. As Chicago is the largest metropolitan area in Illinois, with the highest concentration of bicyclists and pedestrians, most of these efforts will be concentrated there.</p>
Estimated 3-year funding and source	<p>\$3,000,000; 405(g)</p> <p>\$2,600,000; 402</p>
Project considerations for strategy	<p>BSPE seeks highway safety projects that will seek to accomplish the following:</p> <p>As indicated by the Public Participation and Engagement Program ID, implement comprehensive pedestrian safety education programs in underserved communities, seeking input by partnering with local organizations, schools, and community centers to deliver targeted safety workshops, distribute educational materials in multiple languages, and provide practical training on safe walking practices, addressing the specific needs and challenges of these communities.</p> <p>Enhance law enforcement efforts through targeted enforcement campaigns focused on pedestrian and bicycle safety, conducting high visibility patrols in areas with high pedestrian and bicycle traffic, enforcing traffic laws, and issuing citations for violations such as failure to yield, speeding, and distracted driving, sending a strong message about the importance of obeying traffic regulations and prioritizing pedestrian and bicyclist safety.</p> <p>Develop and implement interactive and engaging bicycle safety education programs in schools, community centers, and recreational facilities, utilizing age-appropriate materials, hands-on activities, and practical training sessions to educate bicyclists of all ages about traffic rules, safe riding techniques, and the importance of wearing helmets and other protective gear.</p>
How was this strategy informed by the uniform guidelines or a recent program assessment?	<p>Highway Safety Program Guideline No. 14 – Pedestrian and Bicycle Safety – Section I, states, “Support the enforcement by local enforcement agencies of State laws affecting pedestrians and bicyclists;”</p> <p>Highway Safety Program Guideline No. 14 – Pedestrian and Bicycle Safety – Section VI, states, “Each State should ensure that State and community pedestrian and bicycle programs contain a comprehensive communication component to support program and policy efforts.”</p> <p>Highway Safety Program Guideline No. 14 – Pedestrian and Bicycle</p>

	Safety – Section VI, states, “Each State should encourage extensive community involvement in pedestrian and bicycle safety education by involving individuals and organizations outside the traditional highway safety community.”
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Planning and Administration

The State Highway Safety Office (SHSO) is responsible for creating and facilitating the Triennial Illinois Highway Safety Plan (3HSP) while abiding by National Highway Traffic Safety Administration rules and regulations. This office will facilitate the 3HSP 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 3HSP. Some of the costs include the Governors Highway Safety Association annual fee and 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.

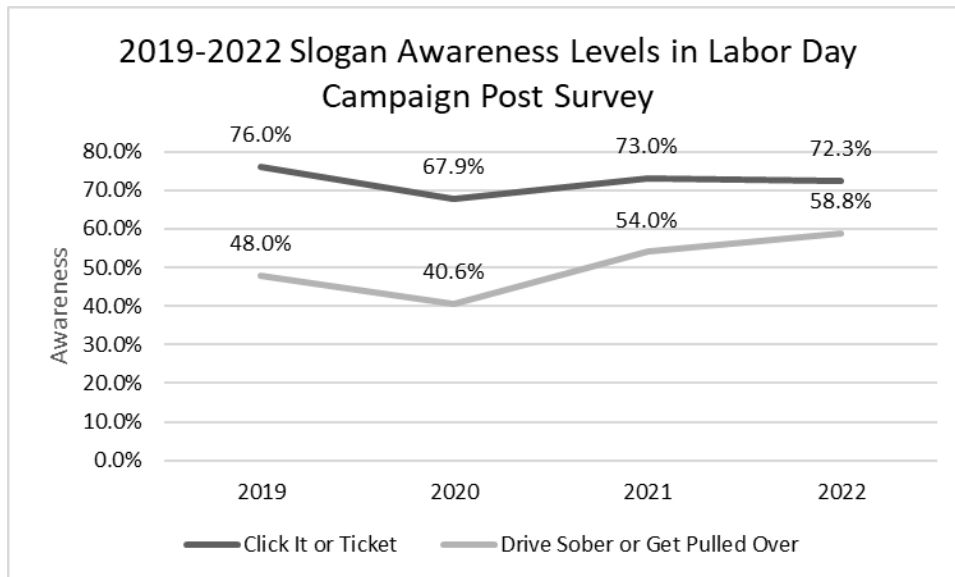
Beyond grant issuance and the administration of the 3HSP, IDOT focuses on increasing the effectiveness of enforcement. This is done by combining enforcement with paid media campaigns. This effort is facilitated by the SHSO and the IDOT Communications Division. In FY 2024, IDOT will focus paid media efforts on the “It’s Not a Game” umbrella campaign. The campaigns under this umbrella will be Impaired Driving, Occupant Protection, Distracted Driving, Motorcycle Safety, Speeding, and Bike/Pedestrian Safety. IDOT will also create a paid media campaign for work zones, but this will not be 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 2022 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, 91.2 percent as a front seat passenger, and 63.2 percent as a back-seat passenger.
- For the same survey in 2022, 20.6 percent of post-mobilization respondents answered yes when asked if they use a cell phone or other mobile device while driving with 63.5 percent using a hands-free cell phone, 27.7 percent using a hand-held cell phone, 2.7 percent using a tablet, and 4.3 percent using a laptop.
- During the 2022 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 67.0 percent did so once, and 33.0 percent did so more than once.
- For the pre-mobilization survey for the same campaign in 2022, 15.2 percent of participants answered most of the time to “How often would you say you drive faster than five miles over the speed limit when the speed limit is 70 miles per hour” while 11.4 percent reported about half of the time and 18.5 percent said once in a while.
- As shown in the chart below, as of September 2022, 72.3 percent of survey respondents reported having heard the slogan Click It or Ticket in the last 30 days compared to 73.0 percent in 2021, 67.9 percent in 2020, and 76.0 percent in 2019.
- Also shown in the chart below, during the 2022 post-mobilization Labor Day campaign survey, 58.8 percent of respondents stated they had heard Drive Sober or Get Pulled Over within the last 30 days compared to 54.0 percent in 2021, 40.6 percent in 2020, and 48.0 percent in 2019.



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 Traffic Fatalities, Serious Injuries in Traffic Crashes, Fatalities/100 M VMT, and Serious Injuries/100 M VMT.

Racial Profiling

In Illinois, Senate Bill 30 was signed into law on July 18, 2003 to require a four-year statewide study of traffic stop data to identify racial bias. Starting on January 1, 2004, Illinois is collecting and analyzing the data, which was originally scheduled to end December 31, 2007, but has been extended and expanded to include data on pedestrian stops. To ensure compliance, law enforcement agencies are mandated to participate in the study.

The Illinois Traffic and Pedestrian Stop Study System, maintained by IDOT, collects and compiles Traffic and Pedestrian Stop data from Police Agencies throughout the State of Illinois. Data is submitted by Police Agencies through an IDOT self-reporting application with stopped individuals classified into one of six (6) racial groups- Black or African American, Hispanic or Latino, Asian, American Indian or Alaska Native, Native Hawaiian or Other Pacific Islander, and White.

The IDOT system and application allows Police Agencies to submit Traffic and Pedestrian Stop data per individual stop or allows Police Agencies to compile required data using their own application which can then be uploaded to the IDOT system via a text file. The Traffic Stop Statistical Studies are available on the IDOT website at <https://idot.illinois.gov/transportation-system/local-transportation-partners/law-enforcement/reporting/illinois-traffic-and-pedestrian-stop-study/studies.html>.

As of January 1, 2020, the Illinois Criminal Justice Information Authority oversees the Traffic and Pedestrian Stop Data Use and Collection Task Force to address the future of the Illinois Traffic Stop Study, addressing how Illinois will collect, compile, and analyze the traffic stop statistical study data. This task force is mandated by the Illinois Traffic and Pedestrian Stop Statistical Study Act (625 ILCS 5/11-212(h)). This information is available on the ICJIA website with the 2020-2021 Illinois Traffic and Pedestrian Stop Data Use and Collection Task Force Findings website located at: <https://icjia.illinois.gov/researchhub/articles/2020-2021-illinois-traffic-and-pedestrian-stop-data-use-and-collection-task-force-recommendations>.

IDOT's goal is to allow for 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 as local or minor rural roads.

Problem Identification:

- In 2022, 793 agencies generated data on 2,012,182 traffic stops.
- Of the 793 agencies, 550 provided data on traffic stops only and 243 provided data on both traffic and pedestrian stops.
- In 2022, Whites made up a total of 46% of the stops, Black or African Americans made up 31%, Hispanic or Latino made up 19%, Asians made up 3.6% and American Indian or Alaska native and Native Hawaiian or Other Pacific Islander made up >1%.
- The Stop Rate Ratio vs White with a 95% confidence level (with White being 1.0) resulted in 1.7 for Black or African American, 1.11 for Hispanic or Latino, 1.51 for American Indian or Alaskan Native, 6.5 for Native Hawaiian or Other Pacific Islander, and with 0.735 for Asian
- In 2022, only 58 traffic stops (0.003% of traffic stops) were missing the race designation.
- Per the *2020-2021 Illinois Traffic and Pedestrian Stop Data Use and Collection Task Force Findings* full report, IDOT should modify the *Traffic Stop Data Sheet* to include the following recommendations (including but not limited to): traffic stop start and end times; record vehicle body types; list specific race and ethnicities as used by the US Census Bureau; contraband recovery and if so, what type was found; outcome of stop (i.e., citation); add new language to [Illinois Vehicle Code](#) as to whether the stop was recorded in any manner or any force used.

Performance Measures Affecting this Program Area:

This program area affects one performance measure, the Racial Profiling Compliance Level that is positively affected by the review and analysis of data collected to ensure proper gathering and classifying of information to identify tools to reduce implicit bias and discrimination. Therefore, the performance measure is to increase the transparency of data through BSPE seeking to include a minimum of one (1) recommendation to the Illinois *Traffic Stop Data Sheet*.

Primary Countermeasures Strategies:

Strategy	Racial Profiling Compliance Level
Counter Measure and Justification	1. Transparency of data – the collection and analysis of this data set will assist Illinois to determine which agencies are submitting the appropriate data per the law. In addition, IDOT can further understand policing in Illinois and allow the public to view this information and see what is being done to combat racial profiling in police work. The more data, the more information to review plausible variables causing issues such as high confidence levels of Black or African Americans compared to Whites in the Stop Rate Ratio such as causations and significance levels.
Estimated 3-year funding and source	\$2,100,000; 1906
Project considerations for strategy	Illinois will be collecting and analyzing traffic stop study data. To confirm compliance the data will be reviewed to determine what agencies are submitting racial profiling data in an effort to increase the Racial Profiling Compliance Level.
How was this strategy informed by the uniform guidelines or a recent program assessment?	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.

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 average for speeding-related motor vehicle crash fatalities. In 2022, there were 1,269 motor vehicle fatalities in Illinois and 415 (32.7 percent) of these deaths were attributed to speeding. According to 2021 NHTSA national crash data, 42,939 people were killed in motor vehicle crashes and 12,330 (28.7 percent) of those fatalities involved speeding. This shows that Illinois is 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” to 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 1,148 fatal crashes in Illinois in 2022, 32.5 percent were speed related.
- In 2022, 415 fatalities were attributed to speed in Illinois. This accounts for 32.7 percent of all fatalities.
- Speed accounts for 32.6 percent of total injuries in 2022.
- Serious injuries that are caused by speed are 2,527 in Illinois for 2022.
- As shown below, males aged 16 to 20 and 21 to 34 make up the highest percentages for speed-related fatalities and serious injuries for 2017 to 2021 in Illinois at 36.8 percent and 35.3 percent, respectively.
- Also shown in the table below, speed fatalities and serious injuries account for 32.2 percent of the total fatalities and serious injuries statewide.

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

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

Performance Measures Affecting this Program Area:

This program area affects several performance measures. The direct performance measures affected are Traffic Fatalities, Serious Injuries in Traffic Crashes, Fatalities/100 M VMT, Speed-Related Fatalities, and Serious Injuries/100 M VMT. 1. Speeding law enforcement targets drivers who exceed speed limits and engages in proactive measures to enforce traffic laws, resulting in a reduction in traffic fatalities, serious injuries, motor vehicle crash fatality rates, and speeding-related fatalities by deterring excessive speeding and promoting compliance with speed limits. 2. A corresponding speeding media program raises public awareness about the dangers of speeding through targeted campaigns, emphasizing the importance of adhering to speed limits and encouraging responsible driving behavior, ultimately leading to a decrease in traffic fatalities, serious injuries, and motor vehicle crash fatality rates, as well as a reduction in fatalities caused by speeding-related crashes.

Primary Countermeasures Strategies:

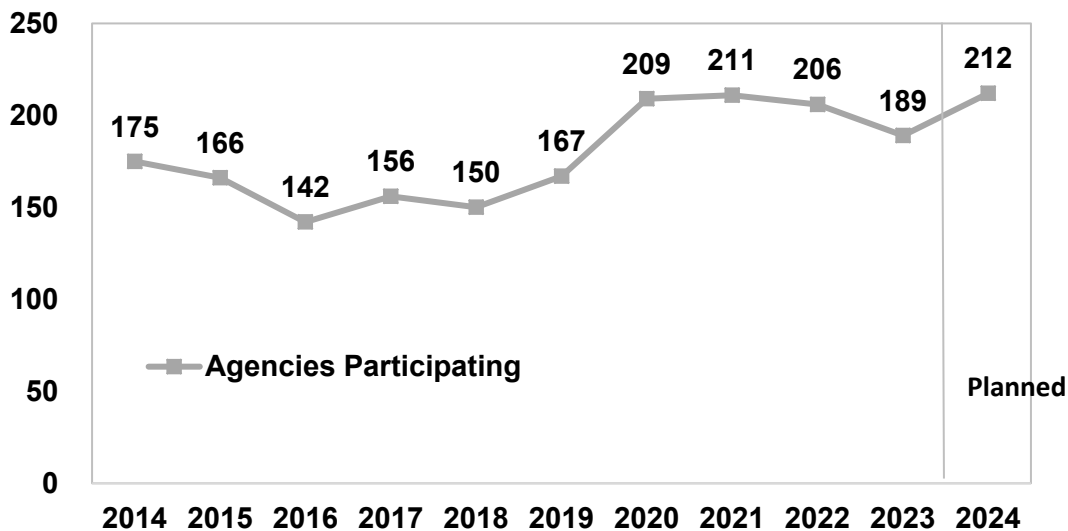
Strategy	Speeding safety awareness and enforcement
Countermeasures and Justifications	Other Enforcement Methods – 2 stars in <i>Countermeasures That Work</i> and cited in <i>Uniform Guideline number 19</i> . The consequences of speed-related fatalities, that occur at a rate of 32% of motor vehicle fatalities in Illinois, necessitates an increase in the issuance of citations and high-visibility enforcement to reduce speeding-related fatalities. To ensure the efficacy of this funded speeding enforcement, a comprehensive paid media program must be implemented to maximize deterrence, in the same manner as the major holiday seat belt and impaired driving enforcement campaigns. Communication (Speeding) - <i>The Highway Safety Program Guideline No. 19 – Speed Management</i>
Estimated 3-year funding and source	\$3,000,000; 402
Project considerations for strategy	BSPE seeks highway safety projects that will seek to accomplish the following: A comprehensive speeding safety awareness campaign that utilizes various communication channels such as radio and TV ads, online platforms, and social media to educate the public about the risks of speeding, the consequences of excessive speed, and the importance of obeying speed limits, with a focus on targeted messaging to specific demographics and high-risk areas. Implementing targeted speeding law enforcement initiatives, such as increased patrols and radar enforcement, in areas with a high incidence of speeding violations and speed-related crashes, combining visible law enforcement presence with strict penalties to deter speeding behaviors and promote compliance with speed limits.
How was this strategy informed by the uniform guidelines or a recent program assessment?	Highway Safety Program Guideline No. 19 – Speed Management – Section VI, states, “Enforcement is critical to achieve compliance with speed limits.” and “Integrate speed enforcement into related highway safety and priority enforcement activities...” and “Communication strategies, accompanied by enforcement, can modify driver behavior. Communication programs should be developed to ensure motorist acceptance and to enhance compliance with the introduction of revised speed limits and strict enforcement operations. Communication programs and materials should be culturally relevant and multilingual as appropriate.”

Police Traffic Services

The Illinois Highway Safety Program continues to prioritize high-visibility enforcement of traffic laws as one of its most effective countermeasure strategies. The Sustained Traffic Enforcement Program (STEP) grantees are required to conduct six enforcement campaigns each year, with eight mobilization periods throughout the year, on major holidays such as Super Bowl, St. Patrick's Day, Memorial Day, Independence Day, Labor Day, Halloween, Thanksgiving, and Christmas/New Year's. Each of these campaigns will have a primary focus, such as impaired driving or occupant protection. Additionally, grantees can increase enforcement at other times throughout the year, including a distracted driving campaign in April and speed law enforcement apart from the major holidays. Comprehensive paid media programs support the major holiday campaigns, while earned media efforts accompany grant-funded enforcement.

The Evaluation Section staff have produced fatalities and serious injuries data from 2017-2021 among funded and unfunded agencies, both at the city and county levels. This data was provided to the Illinois Law Enforcement Liaisons (LELs) to identify those unfunded agencies with high fatalities and injuries and recruit them to conduct enforcement activities during the major highway safety campaigns. Training on proper traffic enforcement policies, techniques, and protocols also play a crucial role here. Unfortunately, there has been a slight decline in the number of enforcement agencies in recent years, and the BSPE is working with its LELs to address this issue. The graph below shows agency participation in the last 10 years.

Number of STEP Agencies Participating in Enforcement



Additionally, enforcement data for 2013-2022 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 2013 to FY 2022. These results reflect BSPE's enforcement activities and the overall effectiveness the programs have in meeting the performance goals.

Total Enforcement Activities by Citation Type (FFY 2013-2022)						
Year	Hours	Total Citations	Citation Type			
			Total Alcohol/ Drug Related Citation	Total Occupant Restraint Citations	Total Speeding Citations	Other Citation
2013	106,988.0	117,288	5,119 4.4%	44,080 37.6%	20,550 17.5%	47,539 40.5%
2014	111,357.0	124,341	4,442 3.6%	47,604 38.3%	18,911 15.2%	53,384 42.9%
2015	122,541.7	138,732	5,092 3.7%	47,794 34.5%	24,544 17.7%	61,302 44.2%
2016	98,687.5	112,911	4,286 3.8%	36,602 32.4%	23,143 20.5%	48,880 43.3%
2017	107,161.0	124,715	2,343 1.9%	40,520 32.5%	26,457 21.2%	55,392 44.4%
2018	100,690.7	109,262	1,963 1.8%	38,812 35.5%	22,003 20.1%	46,484 42.5%
2019	144,181.0	182,203	3,970 2.2%	48,616 26.7%	45,176 24.8%	84,441 46.3%
2020	112,136.7	140,895	2,595 1.8%	39,923 28.3%	45,804 32.5%	52,573 37.3%
2021	137,995.2	181,238	3,399 1.9%	43,483 24.0%	54,978 30.3%	79,378 43.8%
2022	133,866.2	181,873	1,856 1.0%	42,815 23.5%	54,804 30.1%	82,398 45.3%

Problem Identification:

- In 2022 there were 193 law enforcement agencies that participated in grant funding opportunities which is a 14.22 percent decrease from 2021 at 225 agencies.
- Of the total citations issued by law enforcement agencies participating in grant funded activities in 2022, 32.6 percent were speed-related and of the total fatalities in Illinois in 2022, 32.7 percent were related to speed.
- Also, 0.74 percent of total citations issued in 2022 were impaired driving-related while 19.1 percent of total fatalities involved a driver with a BAC of 0.08 or greater.
- In 2022, 22.9 percent of citations issued by grant agencies were for occupant protection. During the same year, unrestrained fatalities accounted for 23.5 percent of the total.
- During the 2022 Memorial Day Click It or Ticket Campaign, participants in the post-mobilization survey were asked "How likely do you think it is that you would get a ticket for not wearing a seat belt?" The

percentage who responded very likely was 36.1 percent in 2022 compared to 35.9 percent in 2021, 45.8 percent in 2020, and 40.1 percent in 2019.

- For the same survey in 2022, 20.6 percent of post-mobilization respondents answered yes to “Do you use a cell phone or other mobile device while driving?” which decreased from 23.6 percent in the 2021 survey and 22.0 percent in the 2020 survey.
- During the 2022 Labor Day Drive Sober or Get Pulled Over Campaign (DSOGPO), respondents in the post-mobilization survey 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 26.1 percent stated it was very likely. This decreased from 33.1 percent in the 2021 survey, 30.8 percent in the 2020 survey, and 18.4 percent in the 2019 survey. Only 28.1 percent of participants in the 2022 survey stated it was almost certain which is up from 23.5 percent in the 2021 survey.
- In the post-mobilization survey for the DSOGPO campaign for 2021, 18.1 percent of participants answered most of the time and 11.1 percent responded about half of the time to “How often would you say you drive faster than five miles over the speed limit when the speed limit is 70 miles per hour.”

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 and the vital role law enforcement plays in highway safety efforts. Performance measures include, Traffic Fatalities, Serious Injuries in Traffic Crashes Fatalities/100M VMT, Unrestrained Passenger Vehicle Occupant Fatalities, Alcohol-Impaired Driving Fatalities, Speeding-Related Fatalities, Motorcyclist Fatalities, Unhelmeted Motorcyclist Fatalities, Drivers Age 20 or Younger involved in Fatal Crashes, Pedestrian Fatalities, Bicyclist Fatalities, Serious Injury Rate, Observed Seat Belt Use for Passenger Vehicles, Racial Profiling Compliance Level. These performance measures are positively affected by the countermeasures in this area in the following ways: 1. Publicized roadside safety checks create a deterrent effect, raising awareness about law enforcement presence and promoting compliance with traffic regulations, 2. High visibility patrols increase police presence on the roads, actively targeting unsafe driving behaviors, and deterring reckless driving actions, 3. Sustained enforcement involves the consistent application of traffic laws, maintaining a continuous presence and actively addressing traffic violations, and 4. a law enforcement liaison program fosters collaboration between law enforcement agencies, community organizations, and stakeholders, facilitating the sharing of information, resources, and best practices, which positively influences traffic safety measures.

Primary Countermeasures Strategies:

Strategy	Roadside Safety Checks and Properly Executed, Well-performed Sustained Traffic Enforcement
Countermeasures and Justifications	<p>Publicized Sobriety Checkpoints – 5 stars in <i>Countermeasures That Work</i></p> <p>High Visibility Saturation Patrols (Impaired Driving) – 4 stars in <i>Countermeasures That Work</i></p> <p>Sustained Enforcement (Seat Belt) – 3 stars in <i>Countermeasures That Work</i></p> <p>Law Enforcement Liaison Program – Having a traffic safety law enforcement liaison program as part of a state's highway safety program is essential because it facilitates effective communication and collaboration between law enforcement agencies and the program, leading to improved enforcement strategies, more enforcement where needed, and ultimately enhanced road safety for all motorists. <i>Highway Safety Program Guideline No. 15 - Traffic Enforcement Services</i></p> <p>Law Enforcement Training – Including traffic law enforcement training as part of a state's highway safety program is crucial because it equips officers with the necessary knowledge and skills to enforce DUI and all traffic laws effectively, promoting compliance, deterring violations, and ultimately reducing the risk of crashes, fatalities, and injuries on the</p>

	roads. <i>Highway Safety Program Guideline No. 15 - Traffic Enforcement Services</i>
Estimated 3-year funding and source	\$30,000,000; 402 \$1,000,000; 405(b) \$1,000,000; 405(d)
Project considerations for strategy	<p>BSPE seeks highway safety projects that will seek to accomplish the following:</p> <p>Establishing regular roadside safety check points in collaboration with the Illinois State Police and local law enforcement agencies, targeting areas and times with a high incidence of impaired driving.</p> <p>Focused on priority counties, implement sustained traffic enforcement efforts by the Illinois State Police and local law enforcement agencies, deploying additional patrols and conducting focused enforcement campaigns in areas prone to high crash numbers, utilizing traffic citation data and crash statistics to identify problem areas and target specific traffic offenses, such as speeding, seat belt law violations, distracted driving, and impaired driving, to promote safer driving behaviors and reduce the occurrence of crashes, injuries, and fatalities.</p> <p>Establish a law enforcement liaison program to act as a bridge between law enforcement agencies and the highway safety program. Regular meetings, information sharing protocols, and collaborative initiatives will be established.</p> <p>Develop and implement a comprehensive traffic law enforcement training programs for law enforcement officers, partnering with training academies, conducting specialized workshops, and utilizing online platforms to deliver up-to-date and relevant training materials.</p> <p>Adequate funding, resources, and ongoing evaluation will be provided to ensure the effectiveness and sustainability of the training.</p>
How was this strategy informed by the uniform guidelines or a recent program assessment?	<p>Highway Safety Program Guideline No. 8 – Impaired Driving – Section III, Subsection B. states, “To maximize visibility, States should maximize contact between officers and drivers using sobriety checkpoints and saturation patrols and should widely publicize these efforts – before, during, and after they occur. Highly visible, highly publicized efforts should be conducted periodically and on a sustained basis throughout the year.” In Illinois, sobriety checkpoints are known as Roadside Safety Checks, and their use throughout Illinois during holiday campaigns and at other times are key to providing general deterrence for impaired driving.</p> <p>Highway Safety Program Guideline No. 8 – Impaired Driving – Section III, Subsection B. states, “Each State should conduct frequent, highly visible, well publicized, and fully coordinated impaired driving (including zero tolerance) law enforcement efforts throughout the State, especially in locations where alcohol-related fatalities most often occur.” Illinois undertakes six impaired driving holiday campaigns throughout the year, and also provides funding for hire-back impaired driving enforcement throughout the year to sustain an enforcement presence to provide general and specific deterrence for impaired driving.</p> <p>Highway Safety Program Guideline No. 20 – Occupant Protection – Section III states, “III. ENFORCEMENT PROGRAM Each State should conduct frequent, high-visibility law enforcement efforts, coupled with communication strategies, to increase seat belt and child safety seat use.” Illinois undertakes two full-scale,</p>

comprehensive occupant protection holiday campaigns during the year, and also provides funding for hire-back occupant protection enforcement to be included in every holiday campaign and also throughout the year to sustain an enforcement presence to provide general and specific deterrence for seat belt and child passenger laws. Highway Safety Program Guideline No. 15 –

Traffic Enforcement Services – states, “I. PROGRAM MANAGEMENT
A. Planning and Coordination

Each State should have centralized program planning, implementation, and coordination to achieve and sustain effective traffic enforcement services. The State Highway Safety Office (SHSO) should provide the leadership, training and technical assistance necessary to:

- Develop and implement a comprehensive highway safety plan for all traffic enforcement service programs, in cooperation with law enforcement (i.e., State, county, local or tribal law enforcement agency leaders);
- Generate broad-based support for traffic enforcement programs;
- Coordinate traffic enforcement services with other traffic safety program areas including commercial motor vehicle (CMV) safety activities such as the Motor Carrier Safety Assistance Program; and
- Integrate traffic enforcement services into traffic safety and other injury prevention programs.

B. Program Elements

State, local, and tribal law enforcement agencies, in conjunction with the SHSO, should establish traffic safety services as a priority within their comprehensive enforcement programs. A law enforcement program should be built on a foundation of commitment, cooperation, planning, monitoring, and evaluation within the agency’s enforcement program. State, local, and tribal law enforcement agencies should:

- Provide the public with effective and efficient traffic enforcement services through enabling legislation and regulations;
- Coordinate activities with State Departments of Transportation to ensure both support and accurate data collection;
 - Develop and implement a comprehensive traffic enforcement services program that is focused on general deterrence and inclusive of impaired driving (i.e., alcohol or other drugs), seat belt use and child passenger safety laws, motorcycles, speeding, and other programs to reduce hazardous driving behaviors;
 - Develop cooperative working relationships with other governmental agencies, community organizations, and traffic safety stakeholders on traffic safety and enforcement issues;
 - Maintain traffic enforcement strategies and policies for all area of traffic safety including roadside sobriety checkpoints, seat belt use, pursuit driving, crash investigating and reporting, speed enforcement, and hazardous moving traffic violations; and
 - Establish performance measures for traffic enforcement services that are both qualitative and quantitative.
 - Traffic enforcement services should look beyond the issuance of traffic citations to include enforcement of criminal laws and that address drivers of all types of vehicles, including trucks and motorcycles.

II. RESOURCE MANAGEMENT

The SHSO should encourage law enforcement agencies to develop and maintain a comprehensive resource management plan that

identifies and deploys resources necessary to effectively support traffic enforcement services. The resource management plan should include a specific component on traffic enforcement services and safety, integrating traffic enforcement services and safety initiatives into a comprehensive agency enforcement program. Law enforcement agencies should:

- Periodically conduct assessments of traffic enforcement service demands and resources to meet identified needs;
- Develop a comprehensive resource management plan that includes a specific traffic enforcement services and safety component;
- Define the management plan in terms of budget requirements and services to be provided; and
- Develop and implement operational strategies and policies that identify the deployment of traffic enforcement services resources to address program demands and agency goals.

III. TRAINING

Training is essential to support traffic enforcement services and to prepare law enforcement officers to effectively perform their duties. Training accomplishes a wide variety of necessary goals and can be obtained through a variety of sources. Law enforcement agencies should periodically assess enforcement activities to determine training needs and to ensure training is endorsed by the State's Police Officers Standards and Training agency. Effective training should:

Provide officers the knowledge and skills to act decisively and correctly;

- Increase compliance with agency enforcement goals;
- Assist in meeting priorities;
- Improve compliance with established policies;
- Result in greater productivity and effectiveness;
- Foster cooperation and unity of purpose;
- Help offset liability actions and prevent inappropriate conduct by law enforcement officers;
- Motivate and enhance officer professionalism; and
- Require traffic enforcement knowledge and skills for all recruits.

Law enforcement agencies should:

- Provide traffic enforcement in-service training to experienced officers;
- Provide specialized CMV in-service training to traffic enforcement officers as appropriate;
- Conduct training to implement specialized traffic enforcement skills, techniques, or programs; and
- Train instructors using certified training in order to increase agency capabilities and to ensure continuity of specialized enforcement skills and techniques.

Appendix A- Traffic Safety Community Survey (BSPE PPE 1)



Traffic Safety Community Survey

E-mail

Reset Form

Attendee Type: Community Member Community Professional (e.g., MPO or Police Department)

Gender: Male Female Non-Binary

Home Zip Code

Age: Younger than 18 18-24 25-34 35-44 45-54 55-64 65-74 75-84 85 or older

Race: American Indian or Alaskan Native Asian Black or African American Native Hawaiian or Other Pacific Islander

White Other Two/More Declined/Unknown

Ethnicity: Hispanic or Latino Non-Hispanic Declined/Unknown

1) What do you feel are the largest safety concerns in your community (**select three**):

- Aging Drivers
- Bicycle Safety (bike lanes, ability to safely share road)
- Car Seat Usage
- Distracted Driving (cell phone use, eating, other vehicle occupants)
- E-powered vehicles (e-scooters, e-bicycles)
- Impaired Driving (alcohol, cannabis, polysubstance)
- Knowledge/access to assistance for properly using/installing car seats
- Lack of driving enforcement (need more roadside safety checks, high visibility enforcement by police)
- Lack of necessary infrastructure (4-way stop, guardrails on a curve)
- Lack of understanding of laws (increase training, visit local schools)
- Motorcycle Safety
- Pedestrian Safety (safe crosswalks, quality sidewalks, visibility during the dark)
- Running Red Lights
- Seatbelt Usage
- Speeding
- Young Drivers

2) How many days a week do you do each of the following:

Drive: 0 Days 1-2 Days 3-4 Days 5-7 Days

Use Public Transportation: 0 Days 1-2 Days 3-4 Days 5-7 Days

Walk (exercise or to destination): 0 Days 1-2 Days 3-4 Days 5-7 Days

Operate a motorcycle or moped: 0 Days 1-2 Days 3-4 Days 5-7 Days

Operate an e-scooter: 0 Days 1-2 Days 3-4 Days 5-7 Days

Ride a bike: 0 Days 1-2 Days 3-4 Days 5-7 Days

Use mobility device like a wheelchair (electric or manual): 0 Days 1-2 Days 3-4 Days 5-7 Days

3) My community is adequately informed about traffic safety trainings, initiatives, and general information.

Strongly Disagree Disagree Neutral Agree Strongly Agree

4) There is adequate infrastructure for non-vehicular traffic (bicycles, pedestrians, e-scooters).

Strongly Disagree Disagree Neutral Agree Strongly Agree

5) There are clear road markings and signs when driving.

Strongly Disagree Disagree Neutral Agree Strongly Agree

6) There is adequate roadway lighting in my community for my main mode of transportation.

Strongly Disagree Disagree Neutral Agree Strongly Agree

7) I feel safe using the available transportation to me in my community.

Strongly Disagree Disagree Neutral Agree Strongly Agree

8) I would walk, bike, or use available transportation more if I felt safe doing so. Yes No NA

Additional comments:

Appendix B- Post Public Participation Engagement Community Survey (BSPE PPE 1a)



Post Public Participation Engagement Community Survey

(To be completed by Traffic Safety Partners after each meeting)

Name Position Title

Community Meeting Time Start End

Meeting Address City State Zip Code

Approx. Number of Attendees Located within County Population Model? Yes No Unsure

Was meeting location ADA accessible? Yes No Unsure

What ADA accessibility needs were required to ensure community involvement? (select all that apply)

- Accessible Amenities (e.g., bathrooms)
- Accessible Routes
- Audio Impairment
- Childcare
- Elevator/Lift/Ramp
- Interpreter
- Parking/Transit/Loading Zones
- Service Animal-Friendly
- Signage
- Vision Impairment
- Not Applicable

List of Presenters (or attach meeting agenda)

Do you feel the community was adequately represented? Yes No Unsure

Additional comments:

Additional feedback from meeting not captured on the BSPE PPE 1 form

Ideas for improvements for future meetings



Illinois Department of Transportation