

STATE OF ILLINOIS



Motorcycle Safety Program Technical Assessment

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National Highway Traffic Safety Administration Assessment Team

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The Assessment Team believes this report will contribute to the State's efforts to enhance the effectiveness of its motorcycle safety program to save lives, prevent injuries, and reduce the economic costs of motorcycle-related crashes on Illinois roadways.

Introduction

In the United States, motor vehicle traffic crashes are among the leading causes of unintentional injury and death¹ for people of all ages. Motorcyclists continue to be over-represented in traffic crashes, injuries, and fatalities. The effects of a crash involving a motorcycle can often be devastating due to the motorcyclist's lack of protection.

Recent National Highway Traffic Safety Administration (NHTSA) data shows that motorcyclists made up 14 percent of all traffic fatalities which equated to 5,932 motorcyclists killed in 2021². Per vehicle miles traveled (VMT), motorcycle rider fatalities occurred nearly 24 times more than passenger car fatalities. Motorcycles made up three percent of all registered vehicles in the United States in 2021 and accounted for only 0.6 percent of all VMT. Motorcyclist fatalities have increased by eight percent since 2020³, the highest number of motorcyclists killed since 1975.

NHTSA's early estimates project a four percent decrease in motorcyclist fatalities for 2023⁴. This is promising and reflective of multiple efforts for change but still emphasizes the need for continued exploration of motorcycle safety data, efforts, and programming to ensure maximum impact in saving lives and preventing injuries.

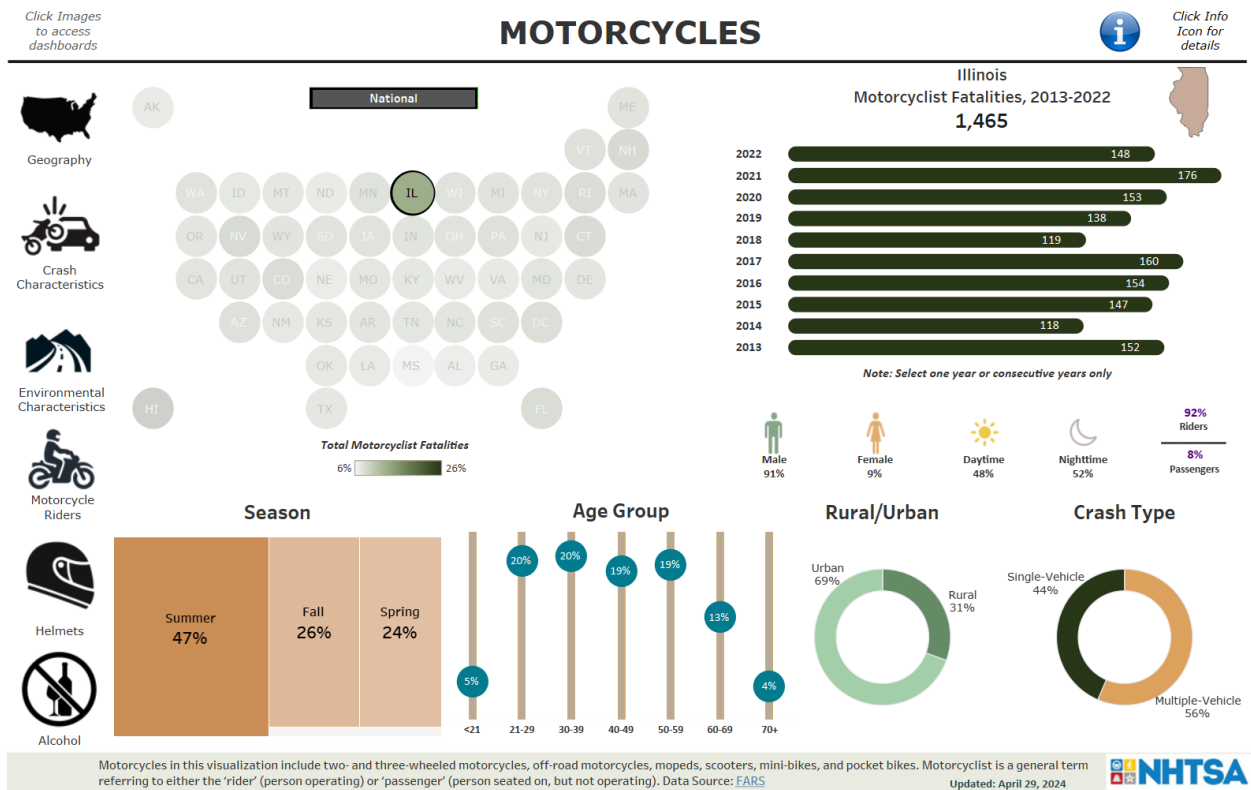
NHTSA's National Center for Statistics Analysis (NCSA) website contains general, State-specific, and visual data that can be accessed by any member of the public as a part of data analysis. One of the newest and most impactful tools is the *Motorcycles Data Visualization-Fatality Analysis Reporting System*. This portal presents interactive visualizations of information on fatal motor vehicle traffic crashes and fatalities based on data from NHTSA's Fatality Analysis Reporting System (FARS). FARS contains data on every fatal traffic crash in the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a public trafficway and must result in the death of a vehicle occupant or a nonoccupant within 30 days of the crash. The latest data visualization, specific to Illinois, is pictured below:

¹ CDC, NCIPC (2020). Ten leading causes of death and injury by age group, United States 2018. Retrieved from https://www.cdc.gov/injury/wisqars/LeadingCauses_images.html

² NHTSA (2023). NHTSA's Data Visualization – Fatality Analysis Reporting System (FARS). Retrieved from https://explore.dot.gov/views/DV_FARS_MC/Home?percent3Aiid=1&percent3AisGuestRedirectFromVizportal=y&percent3Aembed=y

³ NHTSA (2023). Traffic Safety Facts: Motorcycles. Retrieved from <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813466>

⁴ NHTSA (2023). Traffic Safety Facts: Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories in 2022. Retrieved from <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813522>



In 2022, with the release of the U.S. Department of Transportation (DOT) National Roadway Safety Strategy (NRSS)⁵, the DOT adopted the Safe System Approach for highway safety, which aims to eliminate fatalities and injuries for all road users. Motorcyclists are an integral part of the Safe System Approach. As such, each State should have a comprehensive program to promote motorcyclist safety and prevent motorcycle-related crashes and injuries. To assist States in determining whether their programs are truly comprehensive, NHTSA developed a motorcycle safety program technical assessment process⁶ based on Highway Safety Program Guideline Number 3, Motorcycle Safety⁷.

According to Highway Safety Program Guideline Number 3, Motorcycle Safety, a comprehensive motorcycle safety program is comprised of 11 program areas:

- I. Program Management
- II. Motorcycle Personal Protective Equipment
- III. Motorcycle Operator Licensing
- IV. Motorcycle Rider Education and Training
- V. Motorcycle Operation Under the Influence of Alcohol or Other Drugs
- VI. Legislation and Regulations
- VII. Law Enforcement

⁵ [U.S. DOT \(2022\). The Safe System Approach.](#)

⁶ [NHTSA \(2022\). Safety Program Assessment: Process Overview.](#)

⁷ [NHTSA \(2006\). Uniform Guidelines for State Highway Safety Programs Highway Safety Program Guideline No. 3: Motorcycle Safety.](#)

- VIII. Highway Engineering
- IX. Motorcycle Rider Conspicuity and Motorist Awareness Programs
- X. Communication Program
- XI. Program Evaluation and Data

At a State's request, a multi-disciplinary Technical Assessment Team of national experts conducts a thorough review of the State's motorcyclist safety efforts, identifies strengths, opportunities, and recommendations to enhance the program. This approach allows States to use highway safety funds to support the Assessment Team's evaluation of existing and proposed motorcycle safety efforts.

NHTSA acts as a facilitator by assembling a team composed of non-Federal, subject matter experts with demonstrated competence in motorcycle safety program development and evaluation. Examples of program expertise among team members include traffic safety program management, rider education and training, motorcycle rider licensing, research and evaluation, law enforcement, highway engineering, and communications.

NHTSA's assistance in assessing Illinois' motorcycle safety efforts was requested by Illinois Department of Transportation (IDOT) - Bureau Chief of the Bureau of Safety Programs and Engineering (BSPE). NHTSA agreed to facilitate this assessment and met with representatives from BSPE to define key issues of concern to the State.

The Illinois' Motorcycle Safety Program Assessment was conducted in person from December 9-13, 2024. Arrangements were made for program experts and key individuals to deliver briefings and provide support materials to the Assessment Team on a wide range of topics over a three-day period. The Assessment Team interviewed more than 27 panelists, with a few being contacted following their presentations to provide additional information and clarification.

Analysis of Illinois' motorcycle safety effort is based solely upon the oral and printed information provided to the team members during the assessment process. The Assessment Team emphasizes that this report is only as accurate as the information received. Every effort was made to develop recommendations after considering what could and should reasonably be accomplished within the State of Illinois.

Illinois Overview

Land

Illinois is the 24th largest state by area. Illinois has a land area of 55,499.0 square miles and a water area of 2,399.3 square miles.

Population

The U.S. Census Bureau estimates that the population of the State of Illinois was 12,812,508 in 2020. Caucasians made up 7,868,227 of the population with 2,337,410 identifying as Hispanic or Latino. Black or African Americans accounted for 1,808,271 of the population while those of Asian origin accounted for 754,878 of the total population.

Transportation

Illinois has a total of 292,789 miles of public roadway. In 2022, there were 103,752 Million Vehicle Miles Traveled (MVMT)⁸. In 2022, the State had 8,509,418 licensed drivers⁹ with 579,991 (*See Table 1: Illinois Motorcycle License*) having a motorcycle license. Motorcycles made up 2.82 percent (291,539) of the total 10,334,435 registered vehicles¹⁰ (*See Table 2: Illinois Registered Motorcycles*).

Table 1: Illinois Motorcycle Licenses 2022⁹

Drivers with Motorcycle License	579,991
Total Licensed Drivers	8,509,418

Table 2: Registered Motorcycles 2022¹⁰

Registered Motorcycles	291,539
Total Registered Vehicles	10,334,435

⁸ IIHS (2022). Fatality Facts 2022 State by State.

Retrieved from <https://www.iihs.org/topics/fatality-statistics/detail/state-by-state>.

⁹ FHWA (2022). Highway Statistic Series 2022 Licensed Drivers, by State, 1949 - 2022 /1.

Retrieved from <https://www.fhwa.dot.gov/policyinformation/statistics/2022/dl201.cfm>.

¹⁰ FHWA (2022). Highway Statistic Series 2022 State Motor-Vehicle Registrations - 2022.

Retrieved from <https://www.fhwa.dot.gov/policyinformation/statistics/2022/mv1.cfm>.

Overview of Motorcycle-Related Crashes in Illinois

In 2022, Illinois realized a total of 1,853 fatal motor-vehicle crashes with 155 of those crashes involving motorcycles. The total number of motorcycle-related fatal crashes decreased from 182 in 2021 to 155 in 2022¹¹ (See Table 3: *Illinois Fatal Crashes by Vehicle Type 2021-2022*).

Table 3: Illinois Fatal Crashes by Vehicle Type 2021-2022¹¹

2021		2022	
Vehicle Type	Total	Vehicle Type	Total
Passenger Cars	716	Passenger Cars	648
Light Trucks	735	Light Trucks	740
Large Trucks	176	Large Trucks	217
Motorcycles	182	Motorcycles	155
Buses	5	Buses	10
Other/Unknown	86	Other/Unknown	83
TOTAL	1,900	TOTAL	1,853

NHTSA's 2022 Traffic Safety Facts reported that Illinois had a total of 148 motorcyclist fatalities on its roadways¹². Motorcyclist fatalities prove to be over-represented in the State considering that out of the total 1,268 fatalities, 12 percent of those were motorcyclists (See Table 4: *Illinois Vehicle Fatalities by Person Type*).

Table 4: Illinois Vehicle Fatalities by Person Type 2018-2022¹²

Illinois Fatalities by Person Type

Person Type		2018		2019		2020		2021		2022	
		Number	Percent*	Number	Percent*	Number	Percent*	Number	Percent*	Number	Percent*
Occupants	Passenger Car	405	39	380	38	445	37	471	35	446	35
	Light Truck - Pickup	89	9	78	8	76	6	91	7	103	8
	Light Truck - Utility	127	12	145	14	221	19	240	18	232	18
	Light Truck - Van	43	4	40	4	34	3	42	3	41	3
	Light Truck - Other	4	0	0	0	1	0	0	0	2	0
	Large Truck	31	3	23	2	27	2	26	2	31	2
	Bus	5	0	1	0	0	0	0	0	1	0
	Other/Unknown Occupants	18	2	14	1	27	2	30	2	29	2
	Total Occupants	722	70	681	67	831	70	900	67	885	70
Motorcyclists	Total Motorcyclists	119	11	138	14	153	13	176	13	148	12
Nonoccupants	Pedestrian	166	16	173	17	175	15	209	16	191	15
	Bicyclist and Other Cyclist	24	2	12	1	30	3	34	3	35	3
	Other/Unknown Nonoccupants	4	0	5	0	4	0	15	1	9	1
	Total Nonoccupants	194	19	190	19	209	18	258	19	235	19
Total	Total	1,035	100	1,009	100	1,193	100	1,334	100	1,268	100

The number of motorcyclist fatalities increased one percent since 2018. Motorcyclists account for an estimated 12 percent of all traffic fatalities while representing less than three percent of total registered vehicles¹⁰. Motorcyclist fatalities in Illinois have continued to fluctuate since 2018 with the highest number of fatalities occurring in 2021¹².

¹¹ NHTSA (2023). Fatality Analysis Reporting System (FARS). Retrieved from <https://www-fars.nhtsa.dot.gov/Vehicles/VehiclesAllVehicles.aspx>

¹² NHTSA (2023). NHTSA Traffic Safety Facts: Illinois 2017-2021. Retrieved from <https://cdan.dot.gov/STSI/stsi.htm#>

Unhelmeted motorcyclists account for approximately 62 percent of all motorcyclists killed in traffic crashes in 2022¹². Although the number of unhelmeted motorcyclist fatalities in Illinois fluctuates from year to year, there are only 38 percent recorded to be wearing a helmet. (See Table 5: *Motorcyclist Fatalities and Helmet Use*).

Table 5: Motorcyclists Fatalities and Helmet Use 2018-2022¹²

Year	Fatalities				
	Total	Helmeted	Unhelmeted	Unknown Helmet Use	Percent Known Helmeted*
2018	119	31	87	1	26
2019	138	37	100	1	27
2020	153	49	102	2	32
2021	176	63	109	4	37
2022	148	55	91	2	38

The Assessment Team strongly encourages the State to consider implementation of the recommendations made in this report. There is a clear need for the State to enhance its motorcycle safety program by adopting and incorporating all the program areas associated with a comprehensive motorcycle safety program. This will complement existing efforts to achieve zero deaths and reduce injuries amongst motorcyclists.

Summary of Priority Recommendations

Section I: Program Management

- **Develop a long-range Motorcycle Safety Program plan.**
- **Cultivate motorcycle safety partnerships with the private sector.**
- **Allow public and private motorcycle safety training programs to be approved and overseen by the Bureau of Safety Programs and Engineering.**
- **Establish motorcycle safety training curricula content standards for public and private training providers.**

Section II: Motorcycle Personal Protective Equipment

- **Enact a mandatory all-rider motorcycle DOT-compliant helmet use law.**
- **Collaborate with other motorcyclist safety advocates on educational public outreach for motorcyclist safety personal protective equipment to develop and promote consistent messaging.**
- **Enhance the language in the *Illinois Motorcycle Operator's Manual* to plainly state that eye protection is a legal requirement.**

Section III: Motorcycle Operator Licensing

- **Share the content of the *Motorcycle Operator's Manual*, when it is updated, with other governmental agencies or motorcycle safety stakeholders to validate the information for accuracy, relevancy, and for cultural appropriateness.**
- **Allow the Cycle Rider Safety Training Program to use the Illinois Secretary of State third-party portal to directly post student completion of the motorcycle safety course to the driver file once the modernization project is completed.**

Section IV: Motorcycle Rider Education and Training

- **Extend terms of annual grants for operating the Cycle Rider Safety Training Program to multi-year grants, with a recommended minimum of three years, to foster longevity and continuity in rider training for the benefit of the residents of Illinois.**
- **Define “community agency” with regard to Illinois Title 92, Chapter 1, Subchapter e, §455.50(a)(1) to determine eligibility of grant applicants outside of the university or college system, e.g., law enforcement agencies.**
- **Re-establish an internal curriculum review committee to ensure that the latest safety information and skills are being taught and that the most effective training methods and principles are being utilized in the Cycle Rider Safety Training Program.**
- **Create, at a minimum, collective goals and milestones for short-term and long-term (if not fully developed strategic plans) for the Cycle Rider Safety Training Program.**
- **Utilize previous Cycle Rider Safety Training Program Annual Reports to create a template for future annual reports and resume annual publication.**

Section V: Motorcycle Operation Under the Influence of Alcohol or Other Drugs

- Increase outreach efforts regarding impaired operation to motorcycle clubs and the public.
- Change statutory language to remove the five nanograms or more per milliliter of whole blood, or 10 nanograms or more per milliliter of other bodily substance per se level of tetrahydrocannabinol to determine impairment.

Section VI: Legislation and Regulations

- Enact a mandatory all-rider motorcycle DOT-compliant helmet use law.
- Change statutory language to remove the five nanograms or more per milliliter of whole blood, or 10 nanograms or more per milliliter of other bodily substance per se level of tetrahydrocannabinols to determine impairment.

Section VII: Law Enforcement

- Enact a mandatory all-rider motorcycle DOT-compliant helmet use law.

Section VIII: Highway Engineering

- Expand public participation of the motorcycle community during the design of roadway features that impact motorcycle riders.
- Adopt a Road Safety Audit (RSA) program that includes representation of different modes and road users (i.e. motorcyclist, bicyclist, low-vision pedestrian, and micro-mobility user) to gather their input into the proposed roadway engineering project. The RSA team members, at a minimum, should include a member from law enforcement, roadway operations (maintenance), and emergency medical services.

Section IX: Motorcycle Rider Conspicuity and Motorist Awareness Programs

- Resume regular delivery of safety presentations for driver education classes by the Motorcycle Safety Unit.

Section X: Communication Program

- Develop a formal communication plan coordinating all motorcycle safety related efforts from the Illinois Secretary of State, Illinois Department of Transportation/DCC Marketing, Bureau of Safety Programs and Engineering, Cycle Rider Safety Training Program, and Southern Illinois University.
- Review and modify public facing websites and materials to eliminate inconsistencies between the information provided to the public regarding rider training and motorcycle licensing, in particular, the terminology, agency names, and legal jargon.

Section XI: Program Evaluation and Data

- Conduct a motorcyclist-specific survey to better understand motorcyclist attitudes and beliefs towards motorcycle safety issues.

Section I: Program Management

Guidance

Each State should have centralized program planning, implementation, and coordination to identify the nature and extent of its motorcycle safety problems, to establish goals and objectives for the State's motorcycle safety program and to implement projects to reach the goals and objectives. State motorcycle safety plans should:

- Designate a lead agency for motorcycle safety;
- Develop funding sources;
- Collect and analyze data on motorcycle crashes, injuries, and fatalities;
- Identify and prioritize the State's motorcycle safety problem areas;
- Encourage collaboration among agencies and organizations responsible for, or impacted by, motorcycle safety issues;
- Develop programs (with specific projects) to address problems;
- Coordinate motorcycle safety projects with those for the general motoring public;
- Integrate motorcycle safety into State strategic highway safety plans and other related highway safety activities including impaired driving, occupant protection, speed management, and driver licensing programs;
- Routinely evaluate motorcycle safety programs and services.

Status

The Illinois Department of Transportation (IDOT) - Bureau of Safety Programs and Engineering (BSPE) creates and implements a motorcycle safety program for Illinois. Currently, the BSPE motorcycle safety program is undergoing transformation that is driven by changes in staffing and the reestablishment of the Cycle Rider Safety Training Program (CRSTP) in two of the three regions. The basic elements of program management are:

- **Planning** - Program managers create a long-term planning document, or roadmap, that defines the direction of the motorcycle safety programs.
- **Coordination** - Program managers coordinate projects to streamline processes, staffing, and management of motorcycle safety grants.
- **Alignment** - Program managers ensure project objectives align with motorcycle safety program goals.
- **Risk management** - Program managers identify, track, and mitigate risks in the management of highway safety grant projects.
- **Change management** - Program managers have processes in place to manage changes that can come from stakeholders, internally, or externally.
- **Resource management** - Program managers develop a resource management plan for the program, including funding.
- **Communication** - Program managers provide routine status updates throughout the project's lifecycle, both internally to IDOT and externally with grant recipients.

The BSPE is aware of and considers each one of these program management elements during this period of change and revitalization. All of the program management elements are in place and functioning with planned improvements.

The BSPE has several vacancies within their office, some of which are vital to the timely operations of the BSPE. This has delayed the efforts to reestablish the CRSTP. Motorcycle safety partnerships with the private sector, such as motorcycle clubs and motorcycle dealerships, tend to be lacking.

No conduit or connectivity exists between any private motorcycle training programs and the BSPE. Along the same lines, a plan to seek additional potential funding for motorcycle safety training does not exist.

There is no connectivity between operator licensing and registration for the motorcycle. Motorcycles can be registered by individuals who do not hold a motorcycle license.

- **Designate a lead agency for motorcycle safety**

The lead agency for motorcycle safety is the BSPE which is located within the IDOT. IDOT established a motorcycle safety program and rider safety training through selected State universities in 1976. It was supported solely with Federal Highway Safety Funds. Effective January 1, 1982, the Cycle Rider Safety Training Act was created and affirmed that the IDOT has the power, duty, and authority to administer this Act. In addition, this Act provides continuous funding for the CRSTP. The following amendments to the act have been made:

1. Effective December 28, 1989, increased the CRSTP's portion of the annual motorcycle registration fees.
2. Effective January 24, 1992, allows transfer of excess funds to the general revenue fund.
3. Effective January 1, 1993, changed the CRSTP fund to a trust fund outside the State Treasury and allowed the IDOT to accept any Federal, State, or private monies for the program.
4. Effective January 1, 1999, changed the dollar amount of motorcycle registration fees to a percentage and created a fee for original and renewal of driver's licenses with a class M or L endorsement, which is deposited into the CRSTP.
5. Effective January 1, 2024, any person that possesses a valid Illinois driver's license is exempt from taking a complete motorcycle road test if proof is given that an IDOT-approved motorcycle rider safety training course has been successfully completed.

- **Develop funding sources**

The CRSTP is funded through the collection of \$5.00 from each M or L class license and 27 percent of each motorcycle registration. These funds are collected by the Illinois Secretary of State for both new registrations and each subsequent renewal. The funds are then deposited into the Cycle Rider Safety Training Fund to be used in the implementation and management of the CRSTP. Another source of revenue is program income, if any, through various highway safety grants. All CRSTP Regional Centers charge each student a \$20.00 registration fee that is fully refundable to the student upon completion of any CRSTP class. If the student would like to donate their registration fee to the motorcycle safety program, the \$20.00 deposit will be placed in the income account. These funds are kept at the regional center and may only be used to further the CRSTP.

Funding sources for projects also comes from the National Highway Traffic Safety Administration (NHTSA) from Section 402 and 405 funds. The 2024 Annual Grant Application reveals the amount of funding is:

FUNDING SOURCE	PROJECT NAME	FUNDING AMOUNT
Section 402	Paid Media – Motorcycle	\$242,000
Section 405 (f)	Paid Media – Motorcycle	\$200,000
Section 405 (f)	Public Information and Education Materials	\$30,000
Section 405 (f)	Motorcycle Winter Conference	\$10,000
Section 405 (f)	Cycle Rider Safety Training Program Match	\$1,500,000
Section 405 (f)	Motorcycle Awareness Program Grant	\$14,866

- **Collect and analyze data on motorcycle crashes, injuries, and fatalities**

Motorcycle crash data is collected and reported in the annual crash report published by the IDOT. To understand the importance of motorcycle safety, it is imperative to understand the data surrounding motorcycle crashes. The *2020-2021 CRSTP Annual Report* reports:

- There were 154 fatal crashes involving motorcycles on Illinois public roadways (up 12 percent from 2019), resulting in the deaths of 153 motorcycle riders and passengers (up 11 percent from 2019).
- That 66 percent of riders or passengers were not wearing helmets when they were involved in their fatal crash.
- The 154 fatal crashes involving motorcycles accounted for 14 percent of all fatal motor vehicle crashes occurring on Illinois public roadways in 2020.
- The 153 motorcyclists killed accounted for 13 percent of all motor vehicle fatalities in 2020. Of the 153 motorcyclists killed:
 - 29 percent were younger than 30 years of age; 35 percent were age 30-49; and 36 percent were age 50 or older.
 - The age group with the highest number of motorcyclist fatalities was 25-29. They had 19 (12 percent) fatalities.
 - The average age of all motorcyclist fatalities in 2020 was 43; the youngest was age 16, and the oldest was age 82.
 - 143 were operators (140 male and 3 female) and 10 were passengers (all female).
 - 25 percent wore a DOT-compliant helmet.
 - Six percent wore a DOT-non-compliant helmet.
 - 66 percent were not wearing a helmet.
 - Two percent wore a helmet unknown if DOT-compliant, and one percent were unknown or not reported if a helmet was worn.
 - Of the 143 motorcycle operators killed in 2020, 64 percent were licensed to operate a motorcycle.

- **Identify and prioritize the State's motorcycle safety problem areas**

Motorcyclists are considered some of the most vulnerable road users in Illinois. According to the *2024-2026 Illinois Triennial Highway Safety Plan*, more than 13 percent of Illinois' total fatalities are motorcyclists with the national average hovering around 15 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. For clarification, the definition of 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 types including mini-bike, motor scooter and pocket motorcycle.
- The definition does not include autocycles.

Motorcycle problem identification and prioritization is data-driven by these facts found in the *2024-2026 Illinois Triennial Highway Safety Plan*. The most current data available is from 2022.

- The 149 fatal crashes involving motorcycles accounted for 13 percent of all fatal motor vehicle crashes occurring on Illinois public roadways.
- The 151 motorcyclists killed accounted for 12 percent of all motor vehicle crash fatalities.
- 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 was 43.
- The youngest was age 2 and the oldest was age 77.

- **Encourage collaboration among agencies and organizations responsible for, or impacted by, motorcycle safety issues**

In the past, the IDOT hosted an annual winter conference for motorcycle safety professionals each December after the rider training season concluded. The conference had been an annual training event for motorcycle training professionals in Illinois. Attendees were given insight into the latest issues facing motorcycle enthusiasts in Illinois. The information was delivered through a series of innovative presentations, lectures, and practitioner-led panels from knowledgeable presenters from around the state and nation. Throughout the conference, attendees could interact and network with peers and stakeholders. During the time of COVID-19 and staff turnover the winter motorcycle safety conference was suspended. A project to finance this conference was identified in the Annual Grant Application for 2024.

- **Develop programs (with specific projects) to address problems**

The most recent Annual Report of highway safety projects made to NHTSA establishes that motorcyclists are considered some of the most vulnerable road users in Illinois. It has become evident that a multi-dimensional approach to motorcycle safety is needed to prevent fatalities and serious injuries. The Motorcycle Safety Program in Illinois consists of motorcyclist training, outreach, and education.

One of the most effective approaches to prevention of fatalities and serious injuries in the State of Illinois has been the development the 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 no cost motorcycle training to everyone 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.

In 2023, 6,925 students were trained even though the Regional Center A was temporarily closed. Basic and Intermediate Rider Courses represented approximately 95 percent of the total number trained. These courses are popular because all students under 18 are required to successfully complete the Basic Rider Course to qualify for a class M driver's license. There is incentive to attend training because successful completion of the course allows the issuance of a license waiver that relieves the student from testing requirements to obtain their motorcycle license. The remaining four percent of those trained represent persons who already possessed a motorcycle license and enrolled in training to improve their riding skills.

- **Coordinate motorcycle safety projects with those for the general motoring public**

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 their highway safety program. Funding for paid media programs to educate the public on motorcycle safety and awareness and to provide public information and educational materials is in place.

- **Integrate motorcycle safety into State strategic highway safety plans and other related highway safety activities including impaired driving, occupant protection, speed management, and driver licensing programs**

In the Strategic Highway Safety Plan (SHSP) a motorcycle-related crash is defined as a crash where at least one of the vehicles involved in the crash was a motorcycle, motor-driven cycle, moped, motorized bicycle, or a three-wheeled motorcycle. Motorcycles are not protective vehicles, leaving motorcyclists exposed to potential impacts. Motorcyclists are considered to be vulnerable road users. Motorcycle safety is part of the current SHSP.

- **Routinely evaluate motorcycle safety programs and services.**

When survey respondents were asked of their awareness levels and attitudes toward motorcyclists, 52 percent of respondents in a pre-Memorial Day survey reported that they had heard the slogan “Start Seeing Motorcycles” while 57 percent of respondents reported they had in the post-Memorial Day survey. Awareness levels rose to 61 percent in a post-Labor Day survey.

Illinois motorcycle fatalities went down by 16 percent from 169 in 2021 to 142 in 2022. The percent of helmeted motorcyclist fatalities remain low at 44.4 percent in 2022 as compared to the U.S. helmeted motorcycle fatalities at 62 percent in 2022. Based on the preliminary estimate, the number of lives saved in Illinois at the current usage rate of 44.4 percent is about 37.

Strengths

Illinois strengths for Section I: Program Administration include:

- Funding – Dedicated source by statute for Cycle Rider Safety Training Program
- Staff dedication, knowledge, and positive attitude
- Project organization
- Cycle Rider Safety Training Program – No cost to participants
- Data gathering and analysis
- Project communications planning and implementation of safety projects that is data driven

Opportunities/Recommendations

Illinois opportunities/recommendations for Section I: Program Administration include:

- **Develop a long-range Motorcycle Safety Program plan.**
- Continue to fill vacancies within the Bureau of Safety Programs and Engineering.
- Complete the reestablishment of the Cycle Rider Safety Training Program with Southern Illinois University.
- **Cultivate motorcycle safety partnerships with the private sector.**
- Reestablish the Winter Motorcycle Safety Conference with updated presentations and interactive workshops. Consider including sponsored vendors to display the latest technology and safety gear.
- **Allow public and private motorcycle safety training programs to be approved and overseen by the Bureau of Safety Programs and Engineering.**
- **Establish motorcycle safety training curricula content standards for public and private training providers.**
- Consider establishment of a return on investment process for motorcycle safety projects.
- Establish a process to receive private funding donations for motorcycle safety, if the opportunity presents itself.

Section II: Motorcycle Personal Protective Equipment

Guidance

Each State is encouraged to have and enforce a mandatory all-rider motorcycle helmet use law. In addition, each State should encourage motorcycle operators and passengers to use the following protective equipment through an aggressive communication campaign:

- Motorcycle helmets that meet the Federal helmet standard;
- Proper clothing, including gloves, boots, long pants, and a durable long-sleeved jacket; and
- Eye and face protection.

Additionally, each passenger should have a seat and footrest.

Status

Illinois' universal helmet law was ruled unconstitutional by the Illinois Supreme Court in 1969, but that decision was overturned in 1986. Illinois is one of only three States without some form of helmet requirement law¹³. There have been numerous attempts to enact a helmet law that have been unsuccessful. In Illinois, unhelmeted motorcyclists were involved in 79 of the 149 fatal crashes and accounted for 79 of the 151 motorcyclist fatalities (2022).

There is no requirement for other personal protective clothing under Illinois law. The Illinois Department of Transportation (IDOT) encourages the use of proper personal protective equipment (PPE) at all times, including a DOT-compliant helmet. The use of personal protective equipment is further encouraged by the Cycle Rider Safety Training Program (CRSTP) and in the *Illinois Motorcycle Operator Manual* (MOM).

Illinois Compiled Statutes Chapter 625 §5/11-1404 requires all riders on a motor driven cycle or moped to be protected by glasses, goggles, or a transparent windshield. These forms of eye protection are defined as:

“‘Glasses’ means ordinary eye pieces such as spectacles or sunglasses worn before the eye, made of shatter-resistant material. Shatter-resistant material, as used in this Section, means material so manufactured, fabricated, or created that it substantially prevents shattering or flying when struck or broken.

‘Goggles’ means a device worn before the eyes, the predominant function of which is protecting the eyes without obstructing peripheral vision. Goggles shall provide protection from the front and sides, and may or may not form a complete seal with the face.

‘Transparent shield’ means a windshield attached to the front of a motorcycle that extends above the eyes when an operator is seated in the normal, upright riding position, made of shatter-resistant material, or a shatter-resistant protective face shield that covers the wearer's eyes and face at least to a point approximately to the tip of the nose.”

It is also noted that contact lenses are not an acceptable form of eye protection.

- **Motorcycle helmets that meet the Federal helmet standard;**

The enactment of a helmet law of any form is a contentious subject within the State. There is support for a helmet requirement at the State level, while some motorcycle groups and organizations advocate for the freedom of choice regarding helmet use and other safety gear. Despite these strong differing opinions, State agencies, motorcyclist safety advocates, motorcycle organizations, and motorcycle dealerships agree on the benefits of DOT-compliant helmets and personal protective equipment. Efforts to collaborate in exploring the feasibility of a motorcycle helmet law in the interest of saving motorcyclist lives are scarce and subjective.

¹³ Insurance Institute for Highway Safety (IIHS) (2024). Lax Helmet Laws Come with Deadly Cost. Retrieved from <https://www.iihs.org/news/detail/lax-helmet-laws-have-killed-more-than-20-000-motorcyclists-study-shows>

Although collaboration between the interested parties is minimal, all encourage the use of helmets through targeted education and outreach campaigns. All parties also participate in events to promote and provide education on helmets and other PPE. IDOT has specifications for depicting proper use of PPE in documents and media to model and promote PPE usage.

The Illinois MOM provides educational information on the benefits of helmet use and selection. The selection criteria listed includes a helmet that is DOT-compliant.

CRSTP incorporates education on helmet usage, selection, and benefits within the motorcycle training courses. All participants (instructors, range aides, and students) of CRSTP courses are required to wear a DOT-compliant helmet. Currently, the requirement for helmets provided by CRSTP allow for a 3/4 or full-face helmet, but discussions and efforts, led by Southern Illinois University (SIU), in changing the requirement to solely full-face are moving forward.

Data on helmet usage is collected through law enforcement crash reporting; however, specification of DOT compliance is not included. Historically, IDOT conducted an observational survey on helmet usage. The last survey conducted was in 2017.

There is no formal mechanism in place to collect feedback or survey the public's attitudes toward the use of helmets and other personal protective equipment. Individual feelings toward personal protective equipment have been received through the general contact link on the website, discussion in CRSTP courses, or interaction at events. The feedback is not compiled or analyzed.

- **Proper clothing, including gloves, boots, long pants, and a durable long-sleeved jacket;**

Proper personal protective equipment is encouraged within the MOM, CRSTP training courses, media, and events by State agencies and other motorcycle organizations. All of these components also include educational information on the benefits of PPE, including motorcyclist-specific PPE.

All participants (instructors, range aides, and students) of CRSTP courses are required to wear proper personal protective equipment.

- **Eye and face protection**

Violation of Illinois Compiled Statutes Chapter 625 §5/11-1404 is considered a primary offense; however, it is believed that most citations for lack of eye protection are given in conjunction with other offenses such as speeding. It is unclear how many citations have been issued specific to eye protection violations.

The State does not engage targeted outreach campaigns or distribute educational materials on selection of eye and face protection. Educational information on the benefits and encouragement of the use of eye and face protection are included in CRSTP courses, other motorcycle safety campaigns, and the MOM.

As the primary source for information on motorcycle operating and often the introduction to motorcycle licensing, the MOM is an important educational tool for motorcyclist safety and motorcycle-specific laws. Language describing the Illinois legal requirement of eye protection is not detailed within the MOM.

The CRSTP requires the use of PPE, including eye protection, within training courses for all participants. Conversely, the *CRSTP Annual Report 2020-2021* depicts training participants lacking eye protection with the helmet shield in the open position and no glasses or goggles as well as participants without gloves. While recognizing that this annual report is slightly dated, these images show clear safety violations.

Strengths

Illinois strengths for Section II: Motorcycle Personal Protective Equipment include:

- State agencies, motorcycle organizations, and other interested parties agree on the safety benefits of all motorcyclist personal protective equipment, including helmets that are DOT-compliant.
- State agencies, motorcycle organizations, and other interested parties conduct outreach campaigns and participate in events to encourage the use of and provide education on motorcyclist personal protective equipment, including helmets that are DOT-compliant.
- State developed media and printed materials depict motorcyclists with proper personal protective equipment.
- The Cycle Rider Safety Training Program training curriculum and the *Illinois Motorcycle Operators Manual* incorporate educational information on the usage, safety benefits, and selection of helmets, clothing, and eye/face protection.
- The Cycle Rider Safety Training Program requires instructors, range aides, and students to wear proper personal protective equipment during training courses.
- The Cycle Rider Safety Training Program provided helmets are required to be 3/4 or full-face with concerted efforts in converting to only full-face.
- Helmet use is tracked through crash reports and analyzed by the State.
- Illinois legislation requires eye protection for all motorcyclists (Illinois Compiled Statutes Chapter 625 §5/11-1404).

Opportunities/Recommendations

Illinois opportunities/recommendations for Section II: Motorcycle Personal Protective Equipment include:

- **Enact a mandatory all-rider motorcycle DOT-compliant helmet use law.**
- **Collaborate with other motorcyclist safety advocates on educational public outreach for motorcyclist safety personal protective equipment to develop and promote consistent messaging.**
- Conduct periodic observational surveys on the use of personal protective equipment, including helmets.
- Conduct periodic surveys on motorcyclist attitudes and beliefs toward wearing personal protective equipment.
- **Enhance the language in the *Illinois Motorcycle Operator's Manual* to plainly state that eye protection is a legal requirement.**
- Continue to ensure all media utilized in reports, documents, and public outreach regarding motorcyclist safety depict proper personal protective equipment.

Section III: Motorcycle Operator Licensing

Guidance

States should require every person who operates a motorcycle on public roadways to pass an examination designed especially for motorcycle operation and to hold a license endorsement specifically authorizing motorcycle operation. Each State should have a motorcycle licensing system that requires:

- Motorcycle operator's manual that contains essential safe riding information;
- Motorcycle license examination, including knowledge and skill tests, and State licensing medical criteria;
- License examiner training specific to testing of motorcyclists;
- Motorcycle license endorsement;
- Cross-referencing of motorcycle registrations with motorcycle licenses to identify motorcycle owners who may not have the proper endorsement;
- Motorcycle license renewal requirements;
- Learner's permits issued for a period of 90 days and the establishment of limits on the number and frequency of learner's permits issued per applicant to encourage each motorcyclist to get full endorsement; and
- Penalties for violation of motorcycle licensing requirements.

Status

The Illinois Secretary of State (ILSOS) is the State agency responsible for driver/operator licensing, vehicle titles and registration, and maintaining the driver license records.

In Illinois, the term motorcycle means a motor vehicle with a seat or saddle requiring the rider to sit astride, not more than three wheels in contact with the ground, excluding an autocycle or tractor. (625 Illinois Compiled Statutes (ILCS) §5/1-153.1) A Class L motorcycle license or motorcycle instruction permit is required to operate a motorcycle with less than 150cc displacement. A Class M motorcycle license or motorcycle instruction permit is required to operate a motorcycle with 150cc displacement or more. A restriction code of J-11 is used for any motorcycle license or instruction permit for operating a three-wheeled motorcycle.

The Illinois term autocycle means a three-wheeled motor vehicle that allows the driver to sit in the vehicle rather than straddle it. (625 ILCS §5/1-104.2) To operate an autocycle, the operator must possess a valid Class D driver's license. A Class M or Class L motorcycle license or instruction permit is not required.

The Illinois term moped means any motor-driven cycle capable of speeds of at least 20 miles per hour and not more than 30 miles per hour in one mile, having a power source that produces two brake horsepower or less, the power source shall not exceed 50cc displacement, and shall not require the operator to shift gears. (625 ILCS §5/1-148.2) A moped cannot be operated on sidewalks. Only mopeds with a large-seat size or "buddy seat" can carry a passenger. Anyone with a valid Class L or Class M driver's license or instruction permit can drive a moped. A Class D driver's license is not required for mopeds with a 50cc or smaller engine.

The *Illinois Motorcycle Operator Manual* (MOM) is accessible on the ILSOS websiteⁱ. The MOM is intended to inform the user of the rules of the road (State laws and administrative rules) and provide important safety tips. The content of the MOM, when it is updated, is not shared with other governmental agencies or motorcycle safety stakeholders to validate the information for accuracy, relevancy, and for cultural appropriateness.

ⁱ https://www.ilsos.gov/publications/pdf_publications/dsd_x140.pdf

Over the past five years, the number of motorcycle registrations has fluctuated, likely impacted by the ILSOS adjustments that were in place during the COVID-19 pandemic as shown in Table 3-1. The ILSOS provides an online weekly update on the number of vehicle registrations which includes the motorcycle classificationⁱⁱ.

Table 3-1. Illinois Motorcycle Registrations, 2018-2022

	2018	2019	2020	2021	2022
Motorcycle Registrations	319,764	314,802	280,322	312,956	231,539

The ILSOS issues two motorcycle licenses based on the engine size of the motorcycle that the applicant will be operating. Class L is for motor-driven cycles with an engine displacement of less than 150cc. Class M is for motorcycles with an engine displacement of 150cc or more.

To obtain an Illinois Class L or Class M license is different for applicants based on their age.

If the applicant is 18 years and older:

Step 1: Complete an approved motorcycle safety course (optional).

Step 2: Successfully earn the course completion card.

Step 3: Present the course completion card at an ILSOS Driver's Services Facility; no testing required.

If the applicant is 16 to 17 years old:

Step 1: Complete an approved motorcycle safety course.

Step 2: Successfully earn the course completion card.

Step 3: Present the course completion card at an ILSOS Driver's Services Facility and take the written and driving exam.

A motorcycle instruction permit is valid for one year. The permit can be renewed annually. There is no limit on the number of times an individual can hold a motorcycle instruction permit. The permit restrictions include:

- Riding only during daylight hours.
- Must be under the direct supervision of a licensed motorcycle operator who is at least 21 years old and has at least one year of driving experience.
- Cannot carry passengers.
- Cannot ride on expressways.

To qualify for a permit, you must meet one of the following criteria:

- Age 18 or older: Complete the written exam.
- Age 16 or 17: Complete a driver education course and enroll in a motorcycle training program.

To obtain a motorcycle instruction permit, the applicant must:

Step 1: Make an appointment at an ILSOS facility.

Step 2: Pass a written test with at least 80 percent correct answers (12 out of 15 questions).

Step 3: Pay a \$10 fee.

The ILSOS two-wheeled motorcycle rider skill test includes four exercises.

Exercise 1: Cone weave, normal stop.

Exercise 2: Turn from a stop, U-turn.

Exercise 3: Quick stop.

ⁱⁱ <https://www.ilsos.gov/departments/vehicles/statistics/activerereg/home.html>

Exercise 4: Obstacle swerve.

The ILSOS three-wheeled motorcycle rider skill test includes four exercises.

Exercise 1: Left turn, normal stop.

Exercise 2: Cone weave, turn from a stop.

Exercise 3: Quick stop.

Exercise 4: Obstacle swerve.

The Illinois Department of Transportation (IDOT) approves the motorcycle rider skills training courses that are accepted at the ILSOS. The IDOT offers the Cycle Rider Safety Training Program (CRSTP). The CRSTP is the only program authorized by the ILSOS for the testing waiver.

The CRSTP offers free courses for Illinois residents aged 16 or older who have a valid driver's license or permit. The program offers four types of classes, including:

Basic RiderCourse (BRC): A 20-hour, three-day course for novice riders.

Basic RiderCourse 2 (BRC2): A 10-hour, two-day course that builds on skills from the first course.

Advanced RiderCourse (ARC): A one-day course that focuses on self-assessment, risk management, and rider behavior.

Three Wheel Basic RiderCourse (3WBRC): Students 16-17 years old can apply for an M classification but must present the BRC completion card and take the tests at the ILSOS Driver's Services Facility.

There are other motorcycle courses available throughout the State that help improve riding skills, but completion cards are not part of the ILSOS driver license or permit requirements.

The public facing websites and printed material provided by IDOT and ILSOS for motorcycle programs, training, and outreach use inconsistent terminology and titles.

- **Motorcycle operator's manual that contains essential safe riding information;**

The MOM is accessible on the ILSOS website. The MOM provides information for the applicant to learn how to operate a motorcycle safely and skillfully. Information needed for the ILSOS motorcycle license exams is also included. Applicants are encouraged to use this resource not only as a study aid but as a tool to develop skills on the road.

- **Motorcycle license examination, including knowledge and skill tests, and State licensing medical criteria;**

There are 35 total test questions asked of the first-time driver license applicants who do not hold a valid Illinois driver's license. The applicant must answer 28 correctly. Two of the 35 questions in the exam are related to motorcycling.

There are 15 motorcycle questions asked for the motorcycle license written exam. The applicant must answer 12 correctly. There are 56 total questions in the resource bank for the motorcycle test.

Motorcycle-related exam questions (basic or motorcycle) were reviewed for accuracy when the questions were initially created. There is no set schedule for a complete question bank review. Updates to the questions are done when there are legislative changes.

The ILSOS uses a two-wheeled motorcycle rider skill test that includes four exercises and a three-wheeled motorcycle rider skill test that includes four exercises.

- **License examiner training specific to testing of motorcyclists;**

ILSOS license examiners receive training for their testing responsibilities. Specific training exercises related to motorcycling are included. There are some discrepancies between the skills that are taught in the CRSTP and what is evaluated in the ILSOS exams.

- **Motorcycle license endorsement;**

The ILSOS issues two motorcycle licenses based on the engine size of the motorcycle that the applicant will be operating. Class L is for motor-driven cycles with an engine displacement of less than 150cc. Class M is for motorcycles with an engine displacement of 150cc or more.

- **Cross-referencing of motorcycle registrations with motorcycle licenses to identify motorcycle owners who may not have the proper endorsement;**

The State has not conducted cross-referencing motorcycle license data with the location of motorcycle registration data to encourage rider training or proper endorsement.

- **Motorcycle license renewal requirements;**

Illinois motorcycle licenses can be renewed up to one year before it expires. If a licensee does not renew the license prior to the expiration date, there will be additional tests to renew the license.

- **Learner's permits issued for a period of 90 days and the establishment of limits on the number and frequency of learner's permits issued per applicant to encourage each motorcyclist to get full endorsement; and**

A motorcycle instruction permit is valid for one year. The permit can be renewed annually. There is no limit on the number of times an individual can hold a motorcycle instruction permit. It is unknown how many individuals are perpetually renewing the permit. There is a significant cost difference which is an incentive to move from the permit to a full license.

- **Penalties for violation of motorcycle licensing requirements.**

The penalties/sanctions for riding without a valid motorcycle license in Illinois include:

- Fines up to \$1,500.
- Jail time up to 180 days.
- Insurance premiums could increase.
- Compensation related to injuries as a result of a crash could be reduced.
- Suspension of a driver or motorcycle license up to four months.

Depending on other offenses that might occur when operating without a license, there could be additional sanctions such as court supervision, community service hours, and a conviction that can result in the revocation of the driver's license.

Strengths

Illinois strengths for Section III: Motorcycle Operator Licensing include:

- There are 35 total test questions asked of the first-time driver license applicants who do not hold a valid Illinois driver's license. The applicant must answer 28 correctly. Two of the 35 questions in the exam are related to motorcycling.
- There are 15 motorcycle questions asked for the motorcycle license written exam. The applicant must answer 12 correctly. There are 56 total questions in the resource bank for the motorcycle test.

- The ILSOS provides an online weekly update on the number of vehicle registrations which includes the motorcycle classification.
- Illinois motorcycle licenses can be renewed up to one year before it expires. If a licensee does not renew the license prior to the expiration date, there will be additional tests to renew the license.
- The completion card from the IDOT Cycle Rider Safety Training Program is accepted by the Illinois Secretary of State as a motorcycle testing waiver for course graduates ages 18 and over.

Opportunities/Recommendations

Illinois opportunities/recommendations for Section III: Motorcycle Operator Licensing include:

- **Share the content of the *Motorcycle Operator's Manual*, when it is updated, with other governmental agencies or motorcycle safety stakeholders to validate the information for accuracy, relevancy, and for cultural appropriateness.**
- Change the learner's permits to be issued for a period of 90 days and the establishment of limits on the number and frequency of learner's permits issued per applicant to encourage each motorcyclist to get fully licensed.
- Cross-referenced motorcycle license data with the location of motorcycle registration data to encourage rider training or proper licensing.
- **Allow the Cycle Rider Safety Training Program to use the Illinois Secretary of State third-party portal to directly post student completion of the motorcycle safety course to the driver file once the modernization project is completed.**

Section IV: Motorcycle Rider Education and Training

Guidance

Safe motorcycle operation requires specialized training by qualified instructors. Each State should establish a State Motorcycle Rider Education Program that has:

- A source of program funding;
- A State organization to administer the program;
- A mandate to use the State-approved curriculum;
- Reasonable availability of rider education courses for all interested residents of legal riding age and varying levels of riding experience;
- A documented policy for instructor training and certification;
- Incentives for successful course completion such as licensing test exemption;
- A plan to address the backlog of training, if applicable;
- State guidelines for conduct and quality control of the program; and
- A program evaluation plan.

Status

Illinois has a well-established, long-standing motorcycle rider training program, the Illinois Cycle Rider Safety Training Program (CRSTP). Illinois Department of Transportation (IDOT) began training riders in 1976, many years before most other States had organized programs. The CRSTP is state-sponsored and offers free courses to new and experienced Illinois resident riders. The program offers both basic and advanced motorcycle training courses as well as three-wheel classes designed to improve riders' skills, safety awareness, and overall road safety.

The CRSTP is housed within the Illinois Department of Transportation Bureau of Safety Programs and Engineering (BSPE) and is funded through a dedicated Cycle Rider Safety Training Fund established by the Cycle Rider Safety Training Program Act. The CRSTP is geographically divided into two sectors, I and II. Those two sectors are further divided into three regions (North, Central, and South) with multiple training locations throughout each region, including both urban and rural areas. The CRSTP has historically been delivered by State universities and municipal community colleges via a Regional Training Center in each region.

For the past several years, the CRSTP has faced many challenges with respect to program operations. The Illinois community colleges have elected to not participate as program grantees for various reasons, leaving the State universities the only identified eligible providers. In the past ten years, many of the State universities have also ceased motorcycle safety training, resulting in the South being the only region unaffected by shutdowns unrelated to COVID-19 and the only region running courses since December 2023. The landscape of motorcycle safety training in Illinois for the past five years has been characterized as “rough.”

However, Southern Illinois University (SIU) recently secured the grants to administer the CRSTP in all three regions for at least the next year, and there is a sense of optimism shared among CRSTP Regional Centers. SIU has been an active and successful training provider in Illinois since 1969 with demonstrated stability and resilience during difficult times and numerous changes.

The Illinois Cycle Rider Safety Training Program continues to play a critical role in improving motorcycle safety across the state. The CRSTP has made substantial progress in educating riders, enhancing road safety, and reducing accidents by offering a variety of training courses. Re-opening Regions A and B and increasing accessibility in 2025 is critical to the continued success of the program. Although rider training is optional in

Illinois (except for motorcycle or motor-driven cycle license applicants 16 and 17 years of age), there remains a need for continued growth to ensure the program can meet future demand.

The public facing websites and printed material provided by IDOT and ILSOS for motorcycle programs, training, and outreach use inconsistent terminology and titles.

- **A source of program funding**

The Illinois Cycle Rider Safety Training Fund was created by the Illinois General Assembly through legislation (§2-119 of the Illinois Vehicle Code's Compiled Statutes). The goal was to make the CRSTP self-funded and facilitate the long-term stability of the training program. The fund is supported through fees collected from each motorcycle and motor-driven cycle license and each motorcycle registration. Additionally, students who pre-register for the course and do not complete it forfeit a \$20 course registration fee. Students who do complete the course are eligible for a refund of the \$20 fee, but they may also elect to donate all or part of it back to the CRSTP. Prior to COVID-19, it is estimated that approximately 80 percent of students trained made the contribution of their registration fee to the CRSTP.

In 1999, the \$5 fee from licenses was created, and the fee for registration changed from a dollar amount to 27 percent. The percentage rate versus flat dollar amount allows revenue to increase as fees increase over time. IDOT may also accept State, Federal, or private monies for deposit into the CRSTP's fund.

The Cycle Rider Safety Training Fund is allocated to funding grants for approved Regional CRSTP Centers for the delivery of motorcycle rider safety courses. The Secretary of State deposits funds collected from Class M (motorcycle) and Class L (motor-driven cycle) licenses and permits and motorcycle registration fees on a quarterly basis into a State Treasury account. The State Controller then transfers the money into a trust fund established outside the State Treasury. IDOT reimburses claims from the CRSTP Regional Centers per the provisions of the Cycle Rider Safety Training Act.

The Cycle Rider Safety Training Fund covers the cost of training that would typically be paid, at least in part, by the student. The prospective student pays a nominal registration fee of \$20 to the Regional Center, which is fully refundable upon course completion thereby making motorcycle rider training free to Illinois residents. Additionally, students have the option to donate the course registration fee back to the program upon completion of the course and the fee is placed in an income account held by the respective Regional Center. The funds in the income account are used exclusively for costs associated with conducting motorcycle safety courses with the approval of IDOT.

Monthly and quarterly reporting is required of the grantees, and unused funds held in the program income accounts may be carried over from one grant year to the next. All balances are transferred back to IDOT and the Cycle Rider Safety Training Fund upon termination of a grant until such time that a program income account is established for a new grantee.

Free rider training for all Illinois residents can significantly enhance the motivation to take a training course as well as provide opportunities for individuals in a lower socio-economic bracket who may choose not to seek professional training with an associated cost. When courses are readily available, residents may be motivated to take a course simply because it is free education, regardless of their desire to ride a motorcycle beyond the course, which then increases public awareness of motorcycles. Conversely, free training can also create a significant bottleneck that could potentially discourage training in areas where classes are high in demand thus contribute to a higher untrained (and potentially unlicensed) rider population.

Current Motorcycle Safety Unit staff and SIU Program Coordinators indicated that the CRSTP is adequately funded at this time; however, long-range financial stability is of some concern.

- **A State organization to administer the program**

The Illinois Department of Transportation has the sole authority to administer the State’s public motorcycle rider training program, the CRSTP, which is housed in the IDOT-BSPE.

IDOT has been conducting rider training since 1976, well before most other states had a formalized training program. The Illinois Vehicle Code’s Compiled Statutes (625 ILCS 35/) solidified the training program under the Cycle Rider Safety Training Act. IDOT has the “power, duty, and authority” to administer the Cycle Rider Safety Training Act and establish the rules and regulations governing the CRSTP.

The organizational structure of the motorcycle safety program is unique to the State of Illinois in that the program is divided into two sectors spanning three distinct geographical regions managed by Regional Centers. Additionally, per the Cycle Rider Safety Training Act, only State colleges, community colleges, State universities, or “community agencies” designated by IDOT may organize a Regional Center and offer rider training that provides a license test waiver. “Community agency” has not been clearly defined by IDOT; therefore, additional agencies may be eligible to apply, and opportunities may be missed for avoiding some of the administrative issues of the past.

Under the current paradigm, one college or university in each region is awarded a grant by IDOT to establish a Regional Center and provide training under the direction of a Program Coordinator and Assistant Coordinator(s) employed by the college or university grantee. Until recently, Sector II, Region C (South) was the only Region with a current grant for administering CRSTP. As such there were no training courses offered in Sector I, Region A (North) as of mid-2022 and Sector II, Region B (Central) in 2024. This hamstrung the entire training program severely limiting the availability of training for Illinois residents, which most likely exacerbated the already growing problem of unlicensed riding.

Southern Illinois University, the only consistent provider of training since 1969, recently applied for and received grants to administer the CRSTP in all three regions. Over the next several months, the emphasis of the Motorcycle Safety Unit and SIU will be to staff the Regional Centers in Regions A and B and rebuild the programs with a strong foundation to provide consistency and continuity in rider training throughout the State.

There are private entities who offer rider training in Illinois; however, there is no State oversight of these training programs, nor are they allowed to offer license test waivers for successful completion of their courses. It is unclear how many students are trained through these private programs because reporting of any kind is neither requested by IDOT nor required by the private party provider. Furthermore, the absence of State-sponsored motorcycle training has likely contributed to some questionable practices among some of the private providers.

- **A mandate to use the State-approved curriculum**

The Illinois Department of Transportation rules and regulations establish the curriculum to be used by the CRSTP. Current course offerings are the Motorcycle Safety Foundation’s (MSF) suite of courses including the Basic *RiderCourse* (BRC), Basic *RiderCourse* 2 (BRC2), Advanced *RiderCourse* (ARC), and Three-Wheel Basic *RiderCourse* (3WBRC). Instructor certification courses are also an MSF product, the RiderCoach Prep (RCP).

Per the *Cycle Rider Safety Training Program Manual* Section 19, IDOT has “the option to make modifications to the curricula to improve the safety, effectiveness, or efficiency of the training,” and

Program Coordinators may propose modifications to the curriculum to the BSPE Motorcycle Safety Unit staff.

Prior to intermittent shutdowns of Regional Centers A and B, there was an internal curriculum committee that met periodically to review curricula, identify areas for improvement, conduct field testing, and make recommendations to IDOT. This committee, by default, would be the body for evaluating new curricula, reviewing national content standards, and making recommendations for implementation of national standards. Such committees can be instrumental in ensuring a trajectory of continuous improvement within rider training programs.

State approval for use of curricula outside the MSF courses would require a change in legislation and edit to internal IDOT policy. The MSF courses appear in Administrative Code §455.50 a) Incorporations by Reference as “the curriculum for the beginner courses,” “advanced courses,” and “Chief Instructor courses.” A change to this Administrative Code from “MSF” to “curriculum provider” so as to be vendor agnostic has been requested, but that request has not been addressed as of the time of this assessment.

- **Reasonable availability of rider education courses for all interested residents of legal riding age and varying levels of riding experience**

The availability of rider education courses for all interested residents of legal riding age and varying levels of riding experience in Illinois is generally reasonable when both sectors and all three Regional Centers are operating, but some challenges may yet exist in certain areas.

On one hand, Illinois offers a variety of training programs, including basic and advanced courses, which are designed to accommodate riders of different skill levels. These courses ensure that both new and experienced riders have access to education. The State provides these courses at no cost for Illinois residents through the Illinois Cycle Rider Safety Training Fund, which helps make training more accessible to individuals from diverse socio-economic backgrounds.

However, there may be occasional limitations in availability, especially in rural or less populated regions where the number of training providers or course offerings may be fewer. Demand for classes can sometimes outpace supply, particularly during peak riding season, leading to limited access for those who are eager to enroll. Additionally, Regional Center closures over the past two and a half years have severely limited supply.

Overall, while the system is designed to be inclusive and accessible, expanding course availability in underserved areas and re-establishing training sites in Regions A and B is absolutely critical for reasonable availability of rider education for all Illinois residents.

- **A documented policy for instructor training and certification**

Illinois' policy for motorcycle safety instructor training and certification is designed to ensure that instructors are well-qualified to teach CRSTP courses. This policy is established in Title 92, Chapter 1, Subchapter e, §455.50 of the Administrative Code. The rules and regulations for instructor training and certification are further established and managed by IDOT and well-articulated in the *Cycle Rider Safety Training Program Manual*.

The Regional Centers oversee the training and certification of instructors for the CRSTP. A thorough documentation of the process and requirements for certification and recertification is in each Regional Center's *Instructor Policies and Operating Procedures Manual*.

CRSTP utilizes an MSF curriculum suite, and instructors must maintain their MSF RiderCoach certification to remain eligible to teach MSF courses. The MSF clearly documents these requirements on their RETSORG website (retsorg.org) for certified RiderCoaches.

- **Incentives for successful course completion such as licensing test exemption**

Successful completion of a CRSTP course waives all further testing requirements for obtaining a motorcycle or motor-driven cycle license for students ages 16 and older, as of January 2024. Prior to January 2024, students aged 16 and 17 were required to complete additional drive and knowledge tests at their local Illinois Secretary of State office (ILSOS).

Private parties may offer rider training courses, e.g., Harley-Davidson dealerships; however, there are no incentives related to licensing for completion of these courses. The individual dealerships may offer sales incentives, and students of both private provider courses and CRSTP courses may receive discounts on auto and motorcycle insurance, depending on the carrier.

- **A plan to address the backlog of training, if applicable**

Throughout 2020-2024, intermittent Region A and Region B center closures has generated a significant backlog for training. Notably, Region A is comprised of 14 counties, five of which have over 10,000 registered motorcycles and is the population center of Illinois. Region B is comprised of 36 counties, and nine of those counties have over 3,000 registered motorcycles each.

During Regional Center closures, residents either commuted significant distances to attend a course in another region or forewent training altogether. When Regional Centers were open, they limited how far in advance students could register for a course; therefore, actual backlog is difficult to measure. The average waiting time to enroll in a course is not an accurate measure of demand or backlog in this case.

Reopening Regional Centers A and B has been a top priority for the BSPE Motorcycle Safety Unit staff for several months, and only recently has Southern Illinois University secured grants to operate in Regions A and B.

Although the grants have been awarded, there is still a lot of groundwork to be laid before Regional Centers A and B can begin offering courses again. Regional Center A needs to establish a facility for its headquarters, instructors must be trained or retrained due to decertification for lack of teaching activity, equipment needs to be serviced after sitting dormant in non-climate-controlled storage facilities for over two years, and training sites need to be reinstated. Regional Center B is still in need of additional staffing, including an Assistant Coordinator, office staff, and motorcycle mechanics.

The Motorcycle Safety Unit staff and the three current Regional Program Coordinators, along with Assistant Coordinators, are aligned with a focus on building a solid, cohesive team that can facilitate the long-term stability of the Regional Centers and the CRSTP under the Southern Illinois University umbrella. Their priority is in building and delivering an effective, quality safety course. They do not have any misconceptions about being able to address the backlog in the near term. However, as the CRSTP becomes more stable with staffing, facilities, and equipment, they will be able to offer more training courses and reach more riders.

- **State guidelines for conduct and quality control of the program**

There is abundant and often redundant documentation of State guidelines for conduct of the CRSTP. Administrative Code §455.10-.80 defines responsibilities and establishes procedures for the administration and operation of the CRSTP consistent with the Illinois Cycle Rider Safety Training Act.

The *Cycle Rider Safety Training Program Manual* created and maintained by BSPE elaborates on the topics in the Administrative Code. It includes more specific guidance for the operating standards of the CRSTP such as “program evaluation,” and it provides sample forms used in the conduct of rider training courses in addition to grant reporting forms.

Per Administrative Code §455.70 (e)(2), Regional Centers compile, publish, and distribute an *Instructor Policies and Operating Procedures Manual* to each instructor teaching within a region. It is required that the instructor’s manual includes a brief history of the CRSTP, Administrative Code §455.50(a)(5-7) and §455.70(f-g), and additional information covering aspects of the CRSTP operations.

Another BSPE publication, *State of Illinois Cycle Rider Safety Training Program Bureau of Safety Programs and Engineering Policy and Procedure Manual* is made available to all IDOT-BSPE employees assigned to the Motorcycle Safety Unit, Regional Center Coordinators, and Regional Center staff. This publication also includes information from the Administrative Code, roles and responsibilities of both IDOT and Regional Center staff, specific policies relating to the operation of the CRSTP, and policies for the management of the grants awarded to operate the CRSTP.

Guidance for quality control of the CRSTP is also found in the various manuals. The *Cycle Rider Safety Training Program Manual* specifically states in Section II(A)(5)(b), *Training Site Monitoring* that the Regional Center Program Coordinator and/or Assistant Coordinator shall conduct a minimum of two on-site monitoring reviews of active training sessions. Coordinators and Assistant Coordinators in each region may perform many more than just these two required on-site reviews. Sample forms used for these reviews are included in the *Cycle Rider Safety Training Program Manual* as well as in the *Instructor Policies and Operating Procedures Manuals* for each Regional Center.

IDOT may also conduct audits of the CRSTP at any time. These audits may include a review of all on-site documents pertaining to student records and grant management.

- **A program evaluation plan**

Section II(B)(12) of the *Cycle Rider Safety Training Program Manual, Program Evaluation*, states “Program evaluation will be used to understand training needs and show the impacts of training. This evaluation will be presented through the CRSTP Annual Report and Pre and Post training survey analysis.” Pre and post surveys are conducted and reviewed on an annual basis. The most recent CRSTP Annual Report found was for 2020-2021.

The *Program Evaluation* section of the *Cycle Rider Safety Training Program Manual* also indicates that IDOT may conduct an “administrative evaluation” as well as an “impact evaluation” to assess the relative merit of Regional Center programs. These specific types of evaluations do not have clearly defined metrics and have not been conducted recently due to the Motorcycle Safety Unit’s lack of adequate staffing. A vast majority of the efforts of the Motorcycle Safety Unit team have been focused on re-establishing the CRSTP in Regions A and B over the past several months. However, there are periodic performance-based evaluations of metrics to determine if grantees are meeting their grant contract obligations.

Strengths

Illinois’ strengths for Section IV. Motorcycle Rider Education and Training include:

- Free motorcycle rider safety training for Illinois residents increases the likelihood of riders participating in training and provides opportunities for individuals from lower socio-economic backgrounds who might otherwise forgo a course with a cost involved.

- The Illinois Department of Transportation Bureau of Safety Programs and Engineering Motorcycle Safety Unit and Southern Illinois University employees are aligned and committed to maintaining the integrity of the Cycle Rider Safety Training Program by prioritizing quality and consistency over quantity.
- All Cycle Rider Safety Training Program Regional Centers utilize the Rider Education Management System (REMS), which allows for continuity in data collection, management, and reporting.
- There is ample documented guidance for operating procedures for the Cycle Rider Safety Training Program for both Program Coordinators and instructors.
- The BSPE Motorcycle Safety Unit and Cycle Rider Safety Training Program coordinators have a template available for creating a robust Annual Report for CRSTP.
- There is one long-standing Illinois Department of Transportation grantee with institutional knowledge and solid reputation for administering the Cycle Rider Safety Training Program to serve as a model for rebuilding Regional Training Centers in the North and Central Regions.
- The Cycle Rider Safety Training Program has a comprehensive quality assurance program for the delivery of training courses.
- The completion card from the IDOT Cycle Rider Safety Training Program is accepted by the Illinois Secretary of State as a motorcycle testing waiver for course graduates for ages 18 and over.

Opportunities/Recommendations

Illinois' opportunities/recommendations for Section IV. Motorcycle Rider Education and Training include:

- Make the nominal course registration fee non-refundable thereby increasing revenue for the Cycle Rider Safety Training Program and discouraging no-shows.
- Raise the course registration fee to increase revenue for the Cycle Rider Safety Training Program and improve long-term financial stability.
- Implement a registration system that prioritizes enrollment of students 16-17 years of age to ensure that those required by statute to take a course for licensure have the best opportunity to enroll.
- **Extend terms of annual grants for operating the Cycle Rider Safety Training Program to multi-year grants, with a recommended minimum of three years, to foster longevity and continuity in rider training for the benefit of the residents of Illinois.**
- **Define “community agency” with regard to Illinois Title 92, Chapter 1, Subchapter e, §455.50(a)(1) to determine eligibility of grant applicants outside of the university or college system, e.g., law enforcement agencies.**
- Allow public and private motorcycle safety training programs to be approved and overseen by the Bureau of Safety Programs and Engineering.
- Establish motorcycle safety training curricula content standards for public and private training providers.
- **Re-establish an internal curriculum review committee to ensure that the latest safety information and skills are being taught and that the most effective training methods and principles are being utilized in the Cycle Rider Safety Training Program.**
- Consolidate Cycle Rider Safety Training Program guiding documents and simplify the language therein: *Cycle Rider Training Program Manual*; *Instructor Policies and Operating Procedures Manual*; and the *State of Illinois Cycle Rider Safety Training Program Bureau of Safety Programs and Engineering Policy and Procedure Manual*.
- **Create, at a minimum, collective goals and milestones for short-term and long-term (if not fully developed strategic plans) for the Cycle Rider Safety Training Program.**
- **Utilize previous Cycle Rider Safety Training Program Annual Reports to create a template for future annual reports and resume annual publication.**

Section V: Motorcycle Operation Under the Influence of Alcohol or Other Drugs

Guidance

Each State should ensure that programs addressing impaired driving include an impaired motorcyclist component. The following programs should be used to reach impaired motorcyclists:

- Community traffic safety and other injury control programs, including outreach to motorcyclist clubs and organizations;
- Youth anti-impaired driving programs and campaigns;
- High visibility law enforcement programs and communications campaigns;
- Judge and prosecutor training programs;
- Anti-impaired-driving organizations' programs;
- College and school programs;
- Workplace safety programs;
- Event-based programs such as motorcycle rallies, shows, etc.; and
- Server training programs.

Status

Illinois's driving under the influence (DUI) laws adequately address the aspects of impaired driving. Illinois statutes delineate impairment from alcohol, intoxicating compound, drug or combination of drugs, or combined influence.

While the definition of impairing substances encompasses many compounds, the statutory language is extremely limiting when it comes to the prosecution of drivers impaired by cannabis, tetrahydrocannabinols (THC), and other cannabinoids. Currently, Illinois law states that a driver is under the influence when there is a minimum of five nanograms of THC in their blood. This per se level is based on extremely limited research and is not a consensus level to determine impairment by most of the scientific community. Additionally, lab capabilities should expand to allow for the determination of the presence of THC and/or cannabinoids beyond Delta 9.

Illinois law allows for summary suspension if a law enforcement officer has reasonable suspicion to believe a driver is impaired by the use of cannabis and the driver refuses to submit or submits to Standardized Field Sobriety Tests and is determined to be impaired.

Impaired driving offenders who refuse evidentiary testing at the request of a law enforcement officer are subjected to a longer license suspension period. Illinois' impaired driving laws provide for increased penalties and sanctions for offenders who test 0.16 percent alcohol concentration or higher.

The Illinois' Breath Alcohol Ignition Interlock Device (BAIID) program is mandatory for first-time impaired driving offenders, regardless of impairing substance. BAIID is also required to have an integrated camera to capture an image of the driver providing the breath sample. BAIID uses a threshold of 0.025 percent alcohol concentration to be considered a failure. The use of ignition interlocks is not applicable to motorcycles. There is no alternate provision for summary suspension relief for drivers who only own a motorcycle. Motorcyclists who wish to drive legally with an ignition interlock license restriction must have the device installed on a non-motorcycle motor vehicle.

Making impaired operation of motorcycles a priority within a law enforcement agency has always been a top-down issue. Law enforcement leadership needs to recognize how the issue of impaired operation affects their communities and the state as a whole. Like many states, law enforcement agency staffing is far below desired levels. This situation has become crucial for Illinois (as it has in many other states) and directly affects the time and staffing that can be dedicated to the issue of motorcycle safety. This is a concern for law enforcement executives, legislators, government leaders, community partners, current and future certified officers, and the public. This issue, while it does not deter the desire to address the problem of impaired motorcycle operation

effectively and assertively, does affect law enforcement agencies' abilities. Focusing on addressing rising crime rates leaves the task of traffic law enforcement as a low priority.

All Illinois law enforcement officers (LEO) are trained in impaired driving detection, deterrence, and enforcement during Standardized Field Sobriety Testing (SFST) instruction at the academy level. LEOs are also encouraged to attend Advanced Roadside Impaired Driving Enforcement (ARIDE) training. ARIDE training occurs outside of the academy setting. Agencies are responsible for sending their LEOs to ARIDE training. The Illinois State Police requires troopers to attend ARIDE training within two years of graduating their academy. Drug Evaluation and Classification training is also offered to LEOs wishing to expand on their impaired driving knowledge and skills.

There is no specific training dedicated to the impaired operation of motorcycles. The SFST curriculum does have a component specifically addressing the impaired motorcycle rider. During this block of instruction, trainers discuss the National Highway Traffic Safety Administration's *Detection of DWI Motorcyclists* research. This research has placed a rating of Good or Excellent on specific indicators of impaired motorcycle operators. This research is produced in a useful guide for law enforcement.

Illinois' law enforcement phlebotomy training program has been in place since 2017. It is a college level course, and attendees receive college credits upon successful completion. Law enforcement phlebotomy is an extremely beneficial tool for law enforcement particularly in rural areas where access to a hospital is unduly onerous.

Illinois has a strong Traffic Safety Resource Prosecutor (TSRP) program. TSRPs actively train and collaborate with prosecutors and law enforcement across the state. They provide training on best practices for handling DUI cases, using advanced forensic tools, and managing repeat offenders. This aids law enforcement and prosecution in effective enforcement and sentencing of impaired drivers.

Illinois has a Judicial Outreach Liaison (JOL) whose primary focus is expanding DUI courts throughout Illinois. The JOL incorporates law enforcement in judicial training endeavors to ensure cooperative understanding of the impaired driving and adjudication processes.

With the ever-increasing legalization of adult use marijuana and incidents of drug impaired driving on the rise nationwide, law enforcement needs to have the tools and training to adequately address these issues. Increased outreach to educate the public on cannabis effects, impairment, and the law would benefit all users of Illinois's roadways.

- **Community traffic safety and other injury control programs, including outreach to motorcyclist clubs and organizations**

Law enforcement agencies receive numerous requests to attend motorcycle events, rallies, and charity organization events to enforce safe motorcycle riding, protective equipment, and sharing the road with motorcycles. These requests are made at the local level and law enforcement agencies strive to meet all requests.

- **Youth anti-impaired driving programs and campaigns**

Illinois places a strong focus on youth prevention. Direct outreach efforts to these young adults (beyond high-school-aged initiatives) are currently limited. Efforts to emphasize responsible decision-making and the dangers of impaired driving reach thousands of high school students annually.

- **High visibility law enforcement programs and communications campaigns**

Illinois Department of Transportation (IDOT) - Bureau of Safety Programs and Engineering (BSPE) supports high-visibility enforcement programs targeting impaired driving, with over 200 local law enforcement agency grantees. These grantees participate in mobilizations each year that focus on impaired driving, sober riding, occupant protection, and anti-speeding enforcement. These campaigns are supported by both earned and paid media, amplifying these critical safety messages and reinforcing the perception of active enforcement to increase public awareness of DUI consequences.

- **Judge and prosecutor training programs**

Illinois has a strong TSRP program. TSRPs actively train and collaborate with prosecutors and law enforcement across the state. They provide training on best practices for handling DUI cases, using advanced forensic tools, and managing repeat offenders. This aids law enforcement and prosecution in effective enforcement and sentencing of impaired drivers.

Illinois has a JOL whose primary focus is expanding DUI courts throughout Illinois. The JOL incorporates law enforcement in judicial training endeavors to ensure cooperative understanding of the impaired driving and adjudication processes.

- **Anti-impaired-driving organizations' programs**

Efforts by community-based groups like MADD and the Alliance Against Intoxicated Motorists (AAIM) play a critical role in advancing Illinois Highway Safety Program goals. These organizations, supported by IDOT-BSPE grants, complete court monitoring enhancing accountability and transparency within the legal system and conduct comprehensive youth prevention programs. These efforts help reduce incidents of impaired driving throughout Illinois.

- **College and school programs**

Illinois focuses their efforts on the highest risk group for incidents of impaired driving. Direct outreach efforts to these young adults (beyond high-school-aged initiatives) are currently limited. Efforts to emphasize responsible decision-making and the dangers of impaired driving reach thousands of students annually.

- **Workplace safety programs**

Currently, there are limited programs focusing on workplace safety. There is desire on behalf of IDOT-BSPE to increase opportunities in this area.

- **Event-based programs such as motorcycle rallies, shows, etc**

The IDOT-BSPE has strong relationships with the community through support to event-based programs at motorcycle gatherings, clubs, and events. Local collaboration offers safety demonstrations, impaired driving prevention materials, helmet fittings, and educational resources. These are beneficial opportunities for outreach to reinforce motorcycle safety and impaired driving prevention.

- **Server training programs**

Illinois has programs that include responsible alcohol service. Server training is mandated in Illinois, requiring staff to recognize signs of intoxication and refuse service to visibly impaired patrons. These initiatives help reduce impaired driving by intervening before patrons have the opportunity to drive under the influence.

Strengths

Illinois strengths for Section V. Motorcycle Operation Under the Influence of Alcohol or Other Drugs include:

- Illinois law allows for summary suspension of driving privileges of a driver who is determined to be under the influence or refuses Standardized Field Sobriety Tests when cannabis is the suspected causal factor of the observed impairment.
- All Illinois law enforcement officers are provided training in impaired driving detection, deterrence, enforcement, and Standardized Field Sobriety Testing in the academy setting.
- Illinois law enforcement officers are encouraged to attend Advanced Roadside Impaired Driving Enforcement training. This training is supported financially through the Illinois Department of Transportation - Bureau of Safety Programs and Engineering.
- Illinois has a strong law enforcement phlebotomy program.

Opportunities/Recommendations

Illinois opportunities/recommendations for Section V. Motorcycle Operation Under the Influence of Alcohol or Other Drugs include:

- **Increase outreach efforts regarding impaired operation to motorcycle clubs and the public.**
- Obtain and distribute the National Highway Traffic Safety Administration's *Detection of DWI Motorcyclists* research to aid law enforcement in detecting and removing impaired motorcycle operators.
- **Change statutory language to remove the five nanograms or more per milliliter of whole blood, or 10 nanograms or more per milliliter of other bodily substance per se level of tetrahydrocannabinol to determine impairment.**
- Illinois has a strong law enforcement phlebotomy program whose support should be continued.

Section VI: Legislation and Regulations

Guidance

Each State should enact and enforce motorcycle-related traffic laws and regulations. As part of a comprehensive motorcycle safety program each State is encouraged to have and enforce a law that requires all riders to use motorcycle helmets compliant with the Federal helmet standard. Specific policies should be developed to encourage coordination with appropriate public and private agencies in the development of regulations and laws to promote motorcycle safety.

Status

The State of Illinois does a thorough job in creating statutes to address all aspects of motorcycle operation that support motorcycle safety. Statutes addressing motorcycle equipment (headlights, taillights, handlebars, license plates, brakes, brake lights, mufflers, horns, and mirrors), driving rules (lane splitting/sharing, signaling, entering intersections on red signal, and insurance), operator licensing (testing, permits, and licenses), and personal protective gear (eye protection), all provide for safer riders and riders better protected from injury should they be involved in a crash.

While personal protective gear (other than eye protection) is not universally required, the motorcycle safety program stresses the use of a helmet, eye and face protection, and protective clothing (jacket, long pants, over-the-ankle boots, and gloves made of leather or other durable material). These items are mentioned in the *Illinois Motorcycle Operator Manual* and the State's highway safety plan.

Illinois is one of three States that has no protective headgear requirement for any rider. The use of helmets is one of the most evident causal factors in reducing deaths and injuries during motorcycle crashes. According to the *2024-2026 Triennial Illinois Highway Safety Plan (3HSP)* crashes involving unhelmeted motorcyclists account for 0.5 percent of all crashes in Illinois in 2022.

- “Unhelmeted motorcyclists account for 79 fatal crashes and 79 fatalities in 2022.
- Of the 1,174 unhelmeted motorcyclists injured in 2022, 497 suffered serious injuries.
- Of the 148 unhelmeted motorcyclists injured in Chicago in 2022, 55 resulted in serious injuries.
- Of the 151 motorcyclists killed in 2022:
 - 33 percent wore a DOT-compliant helmet
 - Three percent wore a non-DOT-compliant helmet
 - 58 percent were not wearing a helmet
 - Four percent were unknown or not reported if a helmet was worn”

A universal protective headgear law would have saved 29 lives in 2023.

Illinois Driving Under the Influence (DUI) laws are in the vehicle code, criminal code, and administrative rules. Portions are criminal penalties and portions are civil sanctions. The law and its processes can be confusing, contradictory, and not comprehensive. Illinois DUI laws are robust, but as society changes and introduces new vehicle types and new impairing substances, the law needs continuous review to address these fluxes.

The Breath Alcohol Ignition Interlock Device (BAIID) program in Illinois is a valuable tool to help reduce recidivism and provide for safer driving by providing drivers a path to move them from a revoked driver's license status back to a valid license. BAIID are not feasible for motorcycles, therefore, like many States, they are not generally installed on motorcycles. As a result, a rider is not eligible for a Monitoring Device Driving Permit (MDDP) and their Class M or L license will not have a BAIID restriction. The Class M or L license would have a “suspended” status. There are no alternatives to BAIID for those individuals who only own a motorcycle and wish to achieve a valid driving status sooner.

There are eight distinct definitions for two- and three-wheeled vehicles in statute:

Moped means a motor-driven cycle, with or without optional power derived from manually operated pedals, whose speed attainable in one mile is at least 20 mph but not greater than 30 mph and is equipped with a motor that produces 2 brake horsepower or less. If an internal combustion engine is used, the displacement shall not exceed 50 cubic centimeter displacement, and the power drive system shall not require the operator to shift gears. (IVC Section 1-148.2)

Motor Driven Cycle means every motorcycle and every motor scooter with less than 150 cubic centimeter piston displacement, including motorized pedalcycles. (IVC Section 1-145.001)

Motorcycle means every motor vehicle having a seat or saddle for the use of the rider and designed to travel on not more than 3 wheels in contact with the ground but excluding an autocycle or tractor. (IVC Section 1-147)

Low-speed electric bicycles are not a moped or a motor driven cycle. They are a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts that meets the requirements of one of the following classes:

(a) "Class 1 low-speed electric bicycle" means a low-speed electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of 20 miles per hour.

(b) "Class 2 low-speed electric bicycle" means a low-speed electric bicycle equipped with a motor that may be used exclusively to propel the bicycle and that is not capable of providing assistance when the bicycle reaches a speed of 20 miles per hour.

(c) "Class 3 low-speed electric bicycle" means a low-speed electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of 28 miles per hour. (IVC Section 1-140)

Motorized Pedalcycle is a motor-driven cycle whose speed attainable in one mile is 30 mph or less, which is equipped with a motor that produces 2 brake horsepower or less. If an internal combustion engine is used, the displacement shall not exceed 50 cubic centimeter displacement, and the power drive system shall not require the operator to shift gears. (IVC Section 1-148)

Off-highway motorcycle a motorized device designed to travel primarily off-highway on 2 wheels, having a seat or saddle for the use of the operator, upon or by which any person, persons or property may be transported or drawn. (IVC Section 1-153)

Autocycle is a 3-wheeled motor vehicle that has a steering wheel and seating that does not require the operator to straddle or sit astride it. (IVC Section 1-104)

Low-speed gas bicycle is a 2 or 3-wheeled device with fully operable pedals and a gasoline motor of less than one horsepower, whose maximum speed on a paved level surface, when powered solely by such a motor while ridden by an operator who weighs 170 pounds, is less than 20 miles per hour. (IVC Section 1-140)

There are two types of licenses for two- and three-wheeled vehicles:

Class L: Any motor-driven cycle with less than 150 cc displacement

Class M: Any motorcycle or motor-driven cycle with 150 cc or greater

Types of vehicles, their definitions, and the requisite license needed vary and can change quickly. Keeping abreast of new and differing vehicles is paramount to maintaining accurate crash and enforcement data, complete statutory regulations, and balanced enforcement countermeasures.

Rider training in the State is financially supported through a statutorily dedicated portion of the L and M license fee (\$5.00 of license fee) and motorcycle registration fee (27 percent of registration fee) and tuition donations (course attendees donating the course fee back to training). These programs currently sufficiently fund the rider training program throughout the State.

There is some effort to revisit the statutory directives that delineate the standards of rider training to allow additional curricula and expand which entities can be recognized as authorized trainers.

The Illinois *Motorcycle Operator Manual* is a comprehensive guide to motorcycle laws, safe operation, protective equipment, and licensing steps and requirements. Areas of the manual dealing with specific Illinois laws need added clarity to emphasize their legality.

Strengths

Illinois strengths for Section VI. Legislation and Regulations include:

- Illinois has robust equipment, driving rules, and operator licensing laws directly affecting motorcycle safety.
- The State maintains current and appropriate statutory definitions of new and unique vehicle types.
- The Illinois Department of Transportation-Bureau of Safety Programs and Engineering is active in the use of positive messaging, encouraging riders to use all available personal protective gear.

Opportunities/Recommendations

Illinois opportunities/recommendations for Section VI. Legislation and Regulations include:

- **Enact a mandatory all-rider motorcycle DOT-compliant helmet use law.**
- Explore alternative programs and technologies to the Breath Alcohol Ignition Interlock Device requirement for drivers who use a motorcycle as a means of transportation.
- Continue strong messaging toward proper use of all personal protective gear.
- Maintain vigilance over the statutory definitions of new and unique vehicle types.
- **Change statutory language to remove the five nanograms or more per milliliter of whole blood, or 10 nanograms or more per milliliter of other bodily substance per se level of tetrahydrocannabinols to determine impairment.**

Section VII: Law Enforcement

Guidance

Each State should ensure that State and community motorcycle safety programs include a law enforcement component. Each State should emphasize strongly the role played by law enforcement personnel in motorcycle safety. Essential components of that role include:

- Developing knowledge of motorcycle crash situations, investigating crashes, and maintaining a reporting system that documents crash activity and supports problem identification and evaluation activities;
- Providing communication and education support;
- Providing training to law enforcement personnel in motorcycle safety, including how to identify impaired motorcycle operators and helmets that do not meet FMVSS 218; and
- Establishing agency goals to support motorcycle safety.

Status

Motorcycles in the State of Illinois comprise approximately 2.3 percent of registered vehicles and approximately one percent of vehicles involved in crashes.

Motorcycle crash fatalities comprise approximately 11 percent of the total fatalities annually (Source: *2023 Illinois Highway Safety Plan Annual Report*). In 2022,

- There were 142 fatal crashes and 142 fatalities involving motorcyclists.
- Of the 2,221 motorcyclists injured, 38.4 percent suffered from serious injuries.
- The group with the highest percent of motorcyclist fatalities and serious injuries are males aged 35 to 64 at 15.8 percent followed by males aged 21-34 at 14.6 percent for 2017 to 2021.
- The most prevalent type of motorcycle crash is one including additional motor vehicle(s) where the non-motorcycle vehicle was determined to be at fault in 39 percent of crashes (Source: Illinois Department of Transportation).

Law Enforcement is on the front line when addressing driving rules and actions of not only motorcycle riders but also of vehicles that interact with motorcycles on Illinois' roadways. In many cases, law enforcement are the first responders to arrive at the scenes of motorcycle crashes. Law enforcement needs the tools and training necessary to adequately investigate motorcycle crashes, provide education, and enforce driving rules.

Illinois is one of three states that has no protective headgear law for any rider. The use of helmets is one of the most evident causal factors in reducing deaths and injuries during motorcycle crashes.

- **Developing knowledge of motorcycle crash situations, investigating crashes, and maintaining a reporting system that documents crash activity and supports problem identification and evaluation activities**

Illinois law enforcement officers (LEO) are trained in basic crash investigation techniques at the academy level. This training is not specific to motorcycles. The State offers additional crash investigation training for LEOs wishing to attend. Some of this training is funded by the Illinois Department of Transportation - Bureau of Safety Programs and Engineering (IDOT-BSPE).

Collection of crash data is robust. Approximately 95 percent of crash data is submitted electronically. Law enforcement has either direct access to the crash data or can request information through IDOT-BSPE. The ease of access to crash data allows law enforcement agencies to create and/or adjust enforcement plans in real-time. Enforcement data is not centrally housed limiting law enforcement agencies to in-house data.

- **Providing communication and education support**

Basic motorcycle rider training is required for individuals under 18 years of age seeking a motorcycle license in Illinois. Basic rider training is coordinated by the IDOT-BSPE and instructed through Southern Illinois University. Law enforcement is generally not included in rider training programs. The addition of a law enforcement component to the basic rider training would add value for the attendees.

Motorcycle safety messaging is prevalent in the State. Through the use of dynamic message signs, paid media, and printed materials, safety messaging is abundant. Law enforcement agencies' outreach to the public has varied levels of involvement including attendance at rallies, providing safety materials, and participation in motorcycle events. This level of participation in outreach to motorcycle clubs, rider conferences and gatherings, motorcycle dealerships, and motorcycle equipment vendors differs by agency and is generally based on the agency's leadership.

The State currently has a Saved by the Helmet program administered by the IDOT-BSPE. This program recognizes individuals who have survived a motor vehicle crash due to their use of protective headgear. Individuals are submitted for recognition by law enforcement. This program helps highlight those individuals who survived a motorcycle crash due to their helmet use, punctuating the benefits of helmets and potentially increasing their use.

- **Providing training to law enforcement personnel in motorcycle safety, including how to identify impaired motorcycle operators and helmets that do not meet FMVSS 218**

Standardized Field Sobriety Testing (SFST) training is the cornerstone of a law enforcement officer's and agency's enforcement goals toward reducing crashes, deaths, and injuries resulting from impaired drivers. Use of the National Highway Traffic Safety Administration (NHTSA) SFST training curriculum is key in the successful advancement of officers and their abilities to detect and remove impaired drivers from Illinois' roadways.

SFST training is included in all academy curricula required for all prospective LEOs during law enforcement basic recruit training. SFST training is required for any law enforcement officer working grant-funded enforcement projects. While SFST is the foundation for impaired driving enforcement training, Advanced Roadside Impaired Driving Enforcement (ARIDE) takes LEOs one step further in recognizing the signs and symptoms of impairing substances beyond alcohol. It also helps promote the use of Drug Recognition Experts (DRE) in drug-impaired driving cases and encourages officers to expand their training and become certified DREs. While both curricula focus on all impaired drivers, there is a component focusing on impaired motorcycle operators.

While the definition of impairing substances encompasses many compounds, the statutory language is extremely limiting when it comes to the prosecution of drivers impaired by cannabis, tetrahydrocannabinols (THC), and other cannabinoids. Currently, Illinois law states that a driver is under the influence when there is a minimum of five nanograms of THC in their blood. This per se level is based on extremely limited research and is not a consensus level to determine impairment by most of the scientific community. Additionally, lab capabilities should expand to allow for the determination of the presence of THC and/or cannabinoids beyond Delta 9.

- **Establishing agency goals to support motorcycle safety**

There are approximately fifteen agencies in Illinois that employ motorcycles for traffic enforcement. The units are integral in general traffic law enforcement. Additionally, they are an extremely valuable way for law enforcement agencies to connect with the public, motorcycle enthusiasts, and motorcycle organizations. Their value beyond enforcement data is immeasurable. Anecdotally they assist law

enforcement agencies in their outreach and increase their abilities to connect with riders and non-motorcycle drivers over motorcycle safety.

Law enforcement agencies receive numerous requests to attend motorcycle events, rallies, and charity organization events to enforce safe motorcycle riding, protective equipment, and sharing the road with motorcycles. These requests are made at the local level and law enforcement agencies strive to meet all requests.

Like many states, law enforcement agency staffing is far below desired levels. This situation has become crucial for Illinois and directly affects the time and staffing that can be dedicated to the issue of motorcycle safety. This is a concern for law enforcement executives, legislators, government leaders, community partners, current and future certified officers, and the public. This issue, while it does not deter the desire to address the problem of motorcycle safety effectively and assertively, does affect law enforcement agencies' abilities. Law enforcement leaders are constrained by the number of officers employed and the duties that they are charged with fulfilling. Focusing on addressing rising crime rates leaves the task of traffic law enforcement as a low priority. An increase in traffic enforcement by the entire agency and addition of motor units would reduce crashes, death, and injuries, increase citizens' quality of life, and would likely have deterring impact on other crime.

The IDOT-BSPE provides grants to law enforcement agencies to address specific areas of traffic safety concerns. Motorcycle enforcement grantees use crash data to assess areas where there is a high likelihood of motorcycle crashes, deaths, and injuries. This data assists law enforcement agencies in focusing their efforts to address specific concerns.

One limitation in data is the accessibility of citation and violation statistics. Currently, tracking of motorcycle violation and citation data is done within each agencies' record management system. Each agency is required to report certain data points resulting from grant-funded enforcement events. Real-time reporting of data can aid the State and agencies in addressing current motorcycle safety matters as they occur.

Strengths

Illinois's strengths for Section VII. Law Enforcement include:

- Law enforcement motorcycle enforcement units are well distributed throughout the State. Continuing to increase the number of law enforcement agencies with motorcycle enforcement units will bolster enforcement and outreach to all Illinois road users.
- All law enforcement officers are trained in Standardized Field Sobriety Testing at the academy level. This ensures every law enforcement officer is prepared to vigorously enforce the State's driving under the influence laws.
- Electronic collection of crash data is at a high level. This allows for robust review of crash factors allowing entities to better plan their efforts to reduce crashes, injuries, and deaths.

Opportunities/Recommendations

Illinois's opportunities/recommendations for Section VII. Law Enforcement include:

- **Enact a mandatory all-rider motorcycle DOT-compliant helmet use law.**
- Change statutory language to remove the five nanograms or more per milliliter of whole blood or 10 nanograms or more per milliliter of other bodily substance per se level of tetrahydrocannabinols to determine impairment.

Section VIII: Highway Engineering

Guidance

Traffic engineering is a critical element of any crash reduction program. This is true not only for the development of programs to reduce an existing crash problem, but also to design transportation facilities that provide for the safe movement of motorcyclists and all other motor vehicles.

The needs of motorcyclists must always be considered. Therefore, each State should ensure that State and community motorcycle safety programs include a traffic engineering component that is coordinated with enforcement and educational efforts. This engineering component should improve the safety of motorcyclists through the design, construction, operation and maintenance of engineering measures. These measures may include, but should not be limited to:

- Considering motorcycle needs when selecting pavement skid factors; and
- Providing advance warning signs to alert motorcyclists to unusual or irregular roadway surfaces.

Status

In Illinois, a motorcycle-related crash is defined as a crash where at least one of the vehicles involved in the crash was a motorcycle or a motor-driven cycle, moped or motorized bicycle or a three-wheeled motorcycle. Motorcycles are not protective vehicles, leaving motorcyclists exposed to potential impacts. Illinois motorcycle riders are considered vulnerable road users, even though these riders are not considered vulnerable road users by Federal Highway Administration definition.

The Illinois' Strategic Highway Safety Plan (SHSP) is a statewide data-driven plan developed in partnership by the Illinois Department of Transportation (IDOT) and key safety stakeholders and includes comprehensive and coordinated safety strategies involving engineering, education, enforcement, and emergency medical services with the goal to eliminate all fatal and serious injury crashes on all Illinois roadways. The SHSP focuses resources and efforts based on data to improve the safety performance of roadways through design and traffic operations, change roadway user behavior through traffic law enforcement and education programs, and enhance emergency response as it relates to all public roads.

The SHSP builds upon and improves data, data systems, safety analysis, and evaluation and is the overarching plan used to implement programs and initiatives through the behavioral highway safety plan. The Highway Safety Improvement Program (HSIP) and the Motor Carrier Safety Assistance Program strive to reduce fatalities and serious injuries on Illinois roadways. The Illinois SHSP augments the department's Long-Range Transportation Plan and contains performance-driven strategies that focus limited highway safety resources toward this common goal.

The five emphasis areas identified in the SHSP are:

- Safe Behavior
- Safe Road Users and Vehicles
- Safe Roads
- Post-Crash Care
- Safe System Administration

Motorcyclists are identified in the Safe Road Users and Vehicles emphasis area. Motorcycle fatalities have remained generally flat since 2005, but severe injuries have decreased steadily by 31 percent from 1,215 in 2012 to 835 in 2020. Motorcycle crashes typically occur during summer weekends and motorcycle fatalities and serious injuries are more frequently males between the ages of 25 and 65. Fifty-nine percent of motorcycle

fatalities involve impaired driving and 34 percent are intersection-related. Forty percent of motorcycle serious injuries involve speeding, and 35 percent as a result of roadway departure crashes.

The SHSP goes on to state that motorcycle fatalities and severe injuries may be reduced by implementing:

- Data analysis, prioritization, and enforcement strategies to reduce motorcycle related fatalities and serious injuries.
- Strategies to strengthen awareness and education.
- Strategies to improve visibility through the use of highly visibility protective gear.

Motorcycle detection devices to activate traffic signals are either wired detector loops embedded in the pavement or cameras. The wired detector loops are being phased out and replaced by video cameras.

Public participation by members of the motorcycle community is sparse. Motorcycle associations do not appear to be represented to give feedback on roadway designs that would impact the safe riding environment. The Roadway Safety Audit process is known to IDOT but appears to be underutilized when it comes to making roadway improvements that affect the motorcycling community.

IDOT does not appear to have a maintenance guide that addresses roadway maintenance work as it pertains to or impacts the safe operation of motorcycles on the roadway.

- **Considering motorcycle needs when selecting pavement skid factors**

In Illinois, design factors such as pavement friction and curve design are based on the worst-case design vehicle. The worst-case design vehicle is normally a commercial vehicle. A motorcycle is considered to have superior handling characteristics and therefore will be able to safely use roads designed for the worst-case design vehicle. Illinois requires minimum skid resistance values for preformed plastic and temporary tape pavement marking materials when they are used on the roadway.

- **Providing advance warning signs to alert motorcyclists to unusual or irregular roadway surfaces**

Motorcycle needs are considered when highway standards and policies are developed. Considerations include the protection of drop offs, curves, visibility, and product evaluation. Highway standards and policies are developed to meet, at minimum, the Manual on Uniform Traffic Control Devices (MUTCD) requirements as adopted by the Illinois Department of Transportation. Also, designers are required by policy to develop a work zone traffic control plan based on site conditions which may be encountered. In addition, uneven lanes, rough surface, shoulder drop-off, and low shoulder warning signs are used along with other advanced warning signs.

Strengths

Illinois strengths for Section VIII. Highway Engineering include:

- The state law allowing motorcyclists to proceed through an intersection on a red signal if they are not detected within 120 seconds.
- The accumulation, management and usage of roadway data to make data-driven decisions on roadway improvements that improve motorcycle safety.
- The usage of a network crash data screening tool, which are data reports given to the districts, local road agencies, and other stakeholders.
- Criteria for eligible projects to include multiple countermeasures that provide safety benefits to motorcyclists.
- Usage of variable message signs to display motorcycle safety messages.

Opportunities/Recommendations

Illinois opportunities/recommendations for Section VIII. Highway Engineering include:

- Continue to increase the use of video detections at signalized intersections.
- **Expand public participation of the motorcycle community during the design of roadway features that impact motorcycle riders.**
- **Adopt a Road Safety Audit (RSA) program that includes representation of different modes and road users (i.e. motorcyclist, bicyclist, low-vision pedestrian, and micro-mobility user) to gather their input into the proposed roadway engineering project. The RSA team members, at a minimum, should include a member from law enforcement, roadway operations (maintenance), and emergency medical services.**
- Include a motorcyclist in any Road Safety Audit team created to add the motorcyclist point of view.
- Establish a concise roadway maintenance guide for items that impact safe motorcycling such as vegetation control, sand, pothole patching, and crack sealing.

Section IX: Motorcycle Rider Conspicuity and Motorist Awareness Programs

Guidance

State motorcycle safety programs, communication campaigns, and State motor vehicle operator manuals should emphasize the issues of rider conspicuity and motorist awareness of motorcycles. These programs should address:

- Daytime use of motorcycle headlights;
- Brightly colored clothing and reflective materials for motorcycle riders and motorcycle helmets with high daytime and nighttime conspicuity;
- Lane positioning of motorcycles to increase vehicle visibility;
- Reasons why motorists do not see motorcycles; and
- Ways that other motorists can increase their awareness of motorcyclists.

Status

The Illinois Department of Transportation (IDOT) has developed several organized, cohesive communication campaigns. Messaging targeted to motorcyclists and to motorists for the awareness of motorcycles is distributed across multiple mediums, including print materials, social media, paid media, billboards, and public outreach through community events.

Motorcycle safety is included in *Illinois's 2024-2026 Triennial Highway Safety Plan* as an identified problem area, and \$2.2 million (combination of 402 and 405f funds) was budgeted for motorcycle safety campaigns through 2026. A portion of this budget is allocated for print materials and paid and media messages for IDOT Bureau of Safety Programs and Engineering's (BSPE) "Start Seeing Motorcycles" campaign. State funds are used for associated collateral that cannot be purchased with Federal grants.

Motorist awareness of motorcyclists is the primary component of the statewide "Start Seeing Motorcycles" motorcycle outreach and community education campaign. However, the campaign includes many more messages under the tag line than just motorist awareness. The "Start Seeing Motorcycles" was previously a unique URL (startseeingmotorcycles.org) for the BSPE Motorcycle Safety Unit. The now decommissioned URL will still navigate to an IDOT landing page with the "Start Seeing Motorcycles" heading that features the "Motorcycle Safety – Life or Death Illinois" video and links to training courses, FAQs, and other roadway safety programs.

Under the "Programs" menu on the IDOT website, a visitor can find the "Look Twice" campaign page that shares tips for motorists from the National Highway Traffic Safety Administration. There is also a menu option for the "Ride S.M.A.R.T." campaign that contains safety tips for motorcyclists, including "ATGATT" (wearing all the gear all the time).

IDOT has contracted with DCC Marketing to create and distribute all traffic safety mass messaging from the Department, including motorcycle safety messaging. In some campaigns, while typically broader in scope to encompass multiple traffic safety program areas, motorcycles are included such as in the "It's Not a Game" campaign.

The *Illinois Motorcycle Operator Manual* is a publication periodically reviewed and made available in digital format on the Illinois Secretary of State (ILSOS) website and in print available at Driver Services facilities. The manual contains adequate information about rider conspicuity.

The *Illinois Rules of the Road 2024*, also available on the ILSOS website, dedicates a section to sharing the road with motorcyclists that is more robust than many State driver manuals.

Rider conspicuity and the responsibility and importance of making choices to enhance visibility is a significant component of the Cycle Rider Safety Training Program (CRSTP) Motorcycle Safety Foundation (MSF) courses: Basic *RiderCourse* (BRC); Basic *RiderCourse* 2 (BRC2); Advanced *RiderCourse* (ARC); and Basic Three-Wheel *RiderCourse* (3WBRC).

- **Daytime use of motorcycle headlights**

There are no communication campaigns specifically related to daytime use of motorcycle headlights as all motorcycles manufactured in 1977 or later were required by Federal law to have “always on” headlights. However, the *Share the Road* brochure published by IDOT does include a reminder to motorists that motorcycle headlights are always on. The “Ride S.M.A.R.T.” landing page on the IDOT website includes a link to the MSF’s “T-CLOCS” pre-ride inspection checklist that recommends testing the headlight before each ride.

There are references to daytime use of headlights in the *Illinois Motorcycle Operator Manual*. It states in two sections that the motorcycle operator should use their headlight for increased visibility, and it references that it is a law in Illinois that the headlight must be on when operating the motorcycle on the roadway. Additionally, headlights are listed in the *Required Equipment* section. There are no references to the use of motorcycle headlights in the *Illinois Rules of the Road 2024*.

The CRSTP also promotes the use of daytime headlights for visibility through the course curriculum and references the Illinois law requiring at least one headlight in all basic courses. The use of headlight modulators to increase visibility is also promoted by some CRSTP instructors.

- **Brightly colored clothing and reflective materials for motorcycle riders and motorcycle helmets with high daytime and nighttime conspicuity**

Conspicuous clothing and use of reflective gear is frequently referenced in IDOT-BSPE motorcycle safety campaigns. The “Share the Road” brochure is a four-page spread with safety tips for both motorists and motorcyclists. One full page spread is dedicated to visibility, and there is a tip for riders about wearing high-visibility gear and reflective materials and using reflective stickers. A digital copy of the brochure can be found on the IDOT website. Also on the website, the “Ride S.M.A.R.T.” landing page includes a rider tip for wearing a bright, reflective helmet. A “Rider Tips” sheet also encourages riders to select bright colors and use reflective materials.

IDOT-BSPE also has made it a requirement to model the use of bright colors and reflective materials when selecting images to use in print and digital media images.

The *Illinois Motorcycle Operator Manual* has a section topic “Being Seen” that includes a full subsection on clothing choices. This section describes how bright colors and reflective materials (including the helmet) can help a rider be more visible. However, the section “Preparing to Ride” discusses the benefits of choosing proper riding gear, but it does not mention visibility as a consideration when selecting personal protective equipment.

There is no reference to selecting brightly colored clothing and/or reflective materials for motorcyclists in the *Illinois Rules of the Road 2024*.

All CRSTP courses include classroom-based discussions related to selection of gear that enhances visibility both during the daytime and at night. The printed student guides include content explaining the benefits of selecting brightly colored and reflective clothing. All graduates of the CRSTP receive a retro-reflective logo sticker with their course completion card.

Additionally, many Illinois motor officers elect to wear high-visibility clothing or reflective vests, which is an outstanding opportunity for influencers to lead by example. IDOT used to provide motorcycle riding jackets to motor officers through a grant; however, that grant option is no longer available.

- **Lane positioning of motorcycles to increase vehicle visibility**

IDOT's *Share the Road* brochure includes the tip for riders to use lane positioning to be more visible to other motorists, especially cars waiting to turn.

The *Illinois Motorcycle Operator Manual* describes how a motorcycle operator may use lane positioning, including the use of the entire width of their lane, to their advantage to see and be seen.

While the *Illinois Rules of the Road 2024* states that motorcyclists are entitled to their entire lane, it does not reference the use of lane positioning specifically for increased visibility.

Additional references to the lane positioning of motorcycles to increase vehicle visibility are found in the CRSTP course materials, including the student guides. IDOT-BSPE also highlights lane positioning strategies for increasing visibility periodically in social media posts and public service announcements.

- **Reasons why motorists do not see motorcycles**

IDOT-BSPE's "Start Seeing Motorcycles" motorist awareness campaign, the "Share the Road" brochure, and the "Look Twice" landing page on the IDOT website all include reasons why motorists fail to detect motorcyclists. Additionally, the *Illinois Rules of the Road 2024* also mentions some of the reasons why motorists fail to detect motorcycles.

Content about why motorists fail to detect motorcycles is included in both the *Illinois Motorcycle Operator Manual* and CRSTP curriculum materials that is robust and detailed.

- **Ways that other motorists can increase their awareness of motorcyclists**

Illinois uses the motorist awareness campaigns "Start Seeing Motorcycles" and "Look Twice" to remind all road users to look for motorcyclists. The "Start Seeing Motorcycles" messages typically are launched prior to the month of May and used throughout the entire riding season. In Illinois, as in many other states, the Month of May is declared Motorcycle Awareness Month. IDOT historically held press conferences at the capitol building to promote Motorcycle Awareness Month and motorist awareness of motorcycles. This has not taken place in recent years.

"Start Seeing Motorcycles" materials such as yard signs and banners may be requested and placed in areas where high visibility is likely. When displayed in strategic locations, they can be very effective reminders for motorists to look for motorcyclists. Often, these signs and banners are distributed by Law Enforcement Liaisons. "Start Seeing Motorcycles" collateral is also distributed at public events.

In addition to the "Start Seeing Motorcycles" campaign, IDOT media vendor, DCC Marketing created a campaign "It's Not a Game" that features safety messages for several target areas, including motorcycle safety. This campaign includes television and radio advertising, print materials, and a website featuring an interactive game with a motorcycle awareness level and many safety tips for both motorists and motorcyclists. IDOT-BSPE staff also attend public awareness events where this campaign is utilized, such as sporting events.

IDOT-BSPE's participation in community outreach to promote motorcycle safety and motorist awareness of motorcyclists was historically significant. Due to being short-staffed and limited bandwidth for full attention on any one focus area, IDOT-BSPE staff has not been as active in community events.

Nonetheless, IDOT-BSPE supports motorcycle safety through a presence at rallies, fairs, and sporting events as much as possible.

Other IDOT-BSPE programs that promote motorist awareness of motorcycles include the use of dynamic messaging signs for motorcycle safety messages; however, the IDOT-BSPE staff has very little influence over when and where these messages are displayed. A windshield washing program where volunteers at rest areas wash vehicle windshields, distribute motorcycle safety information, and remind motorists to look for motorcycles was initiated in 1987 and continued until just a few years ago. There has been discussion about resurrecting that program.

IDOT-BSPE Motorcycle Safety Unit also developed a presentation used in schools to educate youth-to-be drivers about motorcycle safety and sharing the road with motorcycles. This program is an excellent way to raise awareness and encourage drivers to look for motorcyclists at a young and impressionable age. ABATE of Illinois has a similar program and continues to share the message. However, IDOT-BSPE Motorcycle Safety Unit staff have not been as active in this program as they would like to be, due to lack of bandwidth.

IDOT's Fatal Accident Memorial Sign Program is another way to promote motorist awareness of motorcycles. A family member of a fatal crash victim may apply for a road sign to be placed at the scene of the crash to commemorate their loved one. In the case of a conviction of a reckless homicide, the sign reads "Reckless Driving Costs Lives" and in other cases, the sign reads "Drive with Care." They can also add a plaque with the name of the victim and date of the crash. While these memorials are not specific to motorcycle fatalities, they may still capture the attention of motorists and remind them to share the road respectfully.

The *Illinois Rules of the Road 2024* provides information to driver applicants on sharing the road with motorcyclists, including navigating left turns at intersections which is a crash scenario overrepresented in multi-vehicle collisions involving motorcyclists. The information is provided solely through text and lacks visual graphics that could aid an applicant in understanding the vulnerabilities of motorcyclists when turning left at intersections.

Strengths

Illinois's strengths for Section IX: Motorcycle Rider Conspicuity and Motorist Awareness Programs include:

- The Illinois Department of Transportation Bureau of Safety Programs and Engineering includes a communication campaign strategy for motorist awareness of motorcycles in its Highway Safety Plan and has developed an organized, cohesive "Start Seeing Motorcycles" campaign.
- The Illinois Department of Transportation has a multi-year contract with a marketing firm that develops and executes comprehensive highway safety mass media messages and includes motorcyclists in their efforts.
- Most visual images are typically representative of what safety professionals would like to see riders wearing (i.e., brightly colored and/or retroreflective gear and light-colored helmet), and this is conveyed throughout the motorcycle safety program and used throughout the entire riding season.
- The Illinois Department of Transportation driver and motorcycle operator manuals include information about rider conspicuity that is reasonably comprehensive.
- The Illinois Department of Transportation Bureau of Safety Programs and Engineering Motorcycle Safety Unit has a polished presentation for driver education courses.

Opportunities/Recommendations

Illinois's opportunities/recommendations for Section IX: Motorcycle Rider Conspicuity and Motorist Awareness Programs include:

- Enhance the *Illinois Rules of the Road* with visual graphics that can aid applicants in understanding vulnerabilities of motorcyclists in intersections.
- **Resume regular delivery of safety presentations for driver education classes by the Motorcycle Safety Unit.**
- Include visibility as criteria for selecting personal protective equipment in the *Illinois Motorcycle Operator Manual*.
- Resume Motorcycle Awareness Month press conference.
- Resume Windshield Washing Program.

Section X: Communication Program

Guidance

States should develop and implement communications strategies directed at specific high-risk populations as identified by data. Communications should highlight and support specific policy and progress underway in the States and communities and communication programs and materials should be culturally relevant, multilingual as necessary, and appropriate to the audience. States should enlist the support of a variety of media, including mass media, to improve public awareness of motorcycle crash problems and programs directed at preventing them. States should:

- Focus their communication efforts to support the overall policy and program;
- Review data to identify populations at risk; and
- Use a mix of media strategies to draw attention to the problem.

Status

Illinois does not have a formal motorcycle safety communications program. The Illinois Secretary of State (ILSOS) provides information on motorcycle licensing, motorcycle safety, and motorcycle awareness. The Illinois Department of Transportation (IDOT) Office of Communications, IDOT Bureau of Safety Programs and Engineering (BSPE), and DCC Marketing work together to provide a variety of paid media and outreach for motorcycle safety awareness.

BSPE also provides public information and education independent of its collaboration with IDOT Office of Communications and DCC Marketing. The Cycle Rider Safety Training Program (CRSTP) has focused efforts on rider training and instructor recruitment. Southern Illinois University (SIU) currently conducts all CRSTP training courses and also provides information on rider training and instructor recruitment. An overall formal communications or marketing plan has not been developed that contains all public information and education efforts by State motorcycle safety, training, and licensing agencies.

The ILSOS updates and distributes the *Illinois Motorcycle Operator's Manual* (MOM) and the *Illinois Rules of the Road*.

DCC Marketing holds a contract with IDOT and is the primary mass media manager covering seven topic areas within traffic safety, motorcyclist safety being one. DCC Marketing creates a strategic plan for the development and distribution of media utilizing data collected through a media metrics system to evaluate the best opportunities. This strategic plan encapsulates the priority areas and target audiences as well as what media to distribute, where to distribute, and when to distribute.

Beyond the strategic plan, DCC Marketing utilizes and analyzes crash data and media metrics continuously to ensure the media is effective and/or to adjust tactics as needed. These metrics are also used to evaluate the overall effectiveness of the paid media. DCC Marketing can compile and evaluate data specific to motorcyclist safety and awareness media.

DCC Marketing also provides a *Partner Toolkit* that allows stakeholders to provide input on paid media and outreach efforts. This toolkit allows stakeholders to communicate directly with DCC Marketing.

As the oversight agency for the Illinois motorcycle safety program, BSPE creates and distributes media and state-funded giveaways to promote motorcyclist safety and motorcyclist awareness. BSPE also works closely with the IDOT Office of Communications to deliver press releases.

BSPE has no formal mechanism to collect public feedback specific to motorcyclist safety or motorcyclist awareness media; however, feedback has been received through the general contact link on the website and direct email.

BSPE and DCC Marketing coordinate to conduct and participate in public outreach events while also engaging in events independently. All information on motorcyclist safety distributed through DCC Marketing and BSPE filters through motorcycle safety experts to ensure it is accurate.

Funding for IDOT/DCC Marketing's and BSPE's efforts is provided through a combination of National Highway Traffic Safety Administration (NHTSA) 405f funds, 402 funds, and State funds.

Current staff within IDOT Office of Communications, BSPE, and DCC Marketing have a close working relationship which allows them to collaborate and plan through frequent impromptu communication as well as bi-weekly and other regular meetings. Tasks and efforts associated with media development and distribution are shared among key staff within the State agencies involved.

The CRSTP and SIU are not involved in the planning mentioned above; however, both are utilized as subject matter experts to review information, as needed. An advisory committee comprised of representatives from the above-mentioned agencies and organizations, law enforcement, motorcycle groups, and/or other interested stakeholders to provide input and advise on motorcycle-specific public information and education does not exist.

IDOT/DCC Marketing and BSPE development and distribution of public information and education materials and campaigns has lost momentum compared to other years due to a revamp of the CRSTP. There are plans to dedicate more time to public information and education for motorcyclist safety moving forward.

The ILSOS updates the MOM and *Illinois Rules of the Road*, as needed. These documents are not reviewed for accuracy by motorcycle safety and awareness subject matter experts within IDOT.

The use of national resources to enhance the existing public information and education efforts has been minimal.

Additional public information and education efforts have taken place through law enforcement agencies, motorcyclist safety advocates, and motorcycle organizations. Coordination with State motorcycle safety and licensing agencies is minimal.

- **Focus their communication efforts to support the overall policy and program**

The ILSOS focuses on communication efforts regarding motorcycle licensing. DCC Marketing and BSPE focus their communication efforts on motorcyclist safety and motorcyclist safety awareness. CRSTP and SIU focus their efforts on rider training and instructor recruitment.

Two of the major IDOT-BSPE campaigns currently running are "The Start Seeing Motorcycles" campaign and "Ride S.M.A.R.T." which promotes motorcyclist personal protective equipment. "Saved by the Helmet" is another notable campaign recognizing a motorcycle rider involved in a crash who was saved by personal protective equipment (PPE). This recognition showcases IDOT's coordination with other agencies in that nominations must be submitted by law enforcement, EMS, or other agencies involved in crash reporting.

DCC Marketing and BSPE work together to provide numerous messages promoting motorcyclist awareness and motorcyclist safety shared on social media, television, radio, dynamic message signs (DMS), and the IDOT website. Printed materials promoting motorcycle safety are distributed throughout the State and also by request. Messaging is tailored for each target audience (motorcyclists and motorists). DCC Marketing and BSPE also conduct and participate in events to promote motorcyclist awareness and motorcyclist safety. These efforts are aligned with the *2024-2026 Illinois Triennial Highway Safety Plan* to increase motorist awareness of motorcyclists and promote PPE.

CRSTP and SIU share course information and course availability through websites and social media. CRSTP instructors mail instructor recruitment cards to rider training students who performed well during the course encouraging them to become instructors.

There is minimal to no effort to collaborate or combine communication efforts by all State agencies developing and releasing public information and education on motorcyclist safety and awareness. The

lack of collaboration can make it difficult to ensure messaging is accurate and focused well enough to support the overall policies and program.

Inconsistencies between the information provided to the public from the rider training aspect and the motorcycle licensing aspect are apparent, most notably in the terminology, agency names, and legal jargon used on respective websites and documents. The information provided to the public by State agencies is often complex and critical so mixed or conflicting messaging results in public confusion and frustration, reduced impact, and wasted resources.

- **Review data to identify populations at risk**

Illinois has a comprehensive data program. The program is dated and can be hard to navigate, but there is a wealth of traffic safety data collected within the State and can be filtered for motorcycle only. IDOT utilizes State and limited national data to direct public information and education efforts. Identifying priority areas within motorcyclist safety, target audiences, and when and where to share media are all determined by accessible data. Crash causation data and crash “hot spot” data are the two primarily reviewed.

In addition, DCC Marketing metrics assess the performance and effectiveness of the IDOT media campaigns, providing insights into how well content is reaching and engaging with the target audience. This allows IDOT and DCC Marketing to analyze and adjust strategies based on impressions, reach, engagement rate, clicks, and conversions. There does not appear to be any reporting on the number of unique visits or clicks.

Recent State data has shown an increase in the number of unlicensed motorcycle operator fatalities. An increase in target campaigning towards the Illinois unlicensed rider population is under heavy consideration which would make the partnership between rider training and motorcycle licensing imperative to ensure effective and accurate information.

- **Use a mix of media strategies to draw attention to the problem**

State agencies releasing motorcycle safety information and education utilize multiple forms of communication on motorcyclist safety including, but not limited to television, radio, press releases, social media, websites, DMS, and printed materials. DCC Marketing and BSPE also employ in-person outreach through events. Contracts with student athletes to promote traffic safety have been successful, although it is not targeted to motorcyclist safety and awareness.

Giveaways promoting motorcyclist safety are popular among the public. The “Start Seeing Motorcycles” banners and yard signs are requested frequently and in bulk as there is no set limit.

Strengths

Illinois strengths for Section X. Communication Program include:

- The Illinois Department of Transportation has a contractual agreement with a professional marketing company (DCC Marketing) that has a robust media metrics system.
- The Illinois Department of Transportation and DCC Marketing utilize crash and demographic data to target specific audiences, develop effective messaging, and effectively distribute public information and education messaging.
- Adequate funding is available to support the State’s public information and education efforts.
- Coordination between DCC Marketing and the Illinois Department of Transportation’s Office of Communications and Bureau of Safety Programs and Engineering, along with close working relationships of supportive staff, is significant.
- The Illinois Department of Transportation Bureau of Safety Programs and Engineering utilizes subject matter experts to review motorcyclist safety and awareness messaging to ensure accuracy.

- There is utilization of multiple forms and a variety of media strategies.
- Targeted motorcyclist public information and education efforts align with the current *Illinois Highway Safety Plan (2024-2026)*.

Opportunities/Recommendations

Illinois opportunities/recommendations for Section X. Communication Program include:

- **Develop a formal communication plan coordinating all motorcycle safety related efforts from the Illinois Secretary of State, Illinois Department of Transportation/DCC Marketing, Bureau of Safety Programs and Engineering, Cycle Rider Safety Training Program, and Southern Illinois University.**
- Coordinate communication efforts between all State agencies that develop and distribute any motorcycle safety related public information and education to ensure accuracy and consistency.
- **Review and modify public facing websites and materials to eliminate inconsistencies between the information provided to the public regarding rider training and motorcycle licensing, in particular, the terminology, agency names, and legal jargon.**
- Coordinate and collaborate with law enforcement and local motorcycle safety advocates, groups, dealerships, etc. in motorcycle safety and awareness communication efforts for public outreach and support.
- Utilize national motorcycle safety and awareness resources to supplement public information and education efforts.

Section XI: Program Evaluation and Data

Guidance

Both problem identification and continual evaluation require effective record keeping by State and local government. The State should identify the frequency and types of motorcycle crashes. After problem identification is complete, the State should identify appropriate countermeasures. The State should promote effective evaluation by:

- Supporting the analysis of police accident reports involving motorcyclists;
- Encouraging, supporting and training localities in process, impact and outcome evaluation of local programs;
- Conducting and publicizing statewide surveys of public knowledge and attitudes about motorcycle safety;
- Maintaining awareness of trends in motorcycle crashes at the national level and how trends might influence activities statewide;
- Evaluating the use of program resources and the effectiveness of existing countermeasures for the general public and high-risk population;
- Collecting and reporting accurate motorcycle vehicle miles traveled data; and
- Ensuring that evaluation results are used to identify problems, plan new programs and improve existing programs.

Status

The Illinois Department of Transportation - Bureau of Data Collection (IDOT BDC) is the State's repository for crash data. The crash data is put through a cleansing process in order to have usable information for analysis. Fatal crash data is posted on a dashboard to allow public access to a high-level summary. IDOT manages the Fatality Analysis Reporting System (FARS) program. IDOT personnel perform data analysis for engineering projects and identify hot spots.

Law enforcement submits crash data to IDOT using the recently revised SR 1050 form. Approximately 95 percent of the law enforcement crash reports are filed electronically with the remaining five percent coming in on paper which must be hand entered. Some of the crash data filed by law enforcement is delayed as the crash investigation may involve potential criminal charges or additional investigation by officers. Once entered, the crash data is available for analysis. Illinois Compiled Statutes (ILCS), 625 ILCS §5/11-408, sets a 10-day window for filing a crash report. The crash reporting threshold is \$1,500 in property damage or an injury.

The Illinois Cycle Rider Safety Training Program (CRSTP) is a crash data user and collects/tracks data for their courses and students. CRSTP regional coordinators review course and student data that helps to evaluate pass/fail rates. Course and student data is included in the annual report per the Motorcycle Safety Foundation expectations of the course providers.

The BSPE oversees and maintains data on the CRSTP as well. Data from multiple sources was gathered for a broader annual CRSTP report, but that report has not been created in a few years.

The IDOT - Bureau of Safety Programs and Engineering (BSPE) is a user of crash data. The raw data and analysis results are often used in press releases, at events, in grant proposal evaluations, posted on web pages, and guide mass media campaigns. For these initiatives to be successful, the data must be current and accurate. The BSPE has multiple business needs to have high level access to key data systems beyond the crash data. In order to provide the most accurate and timely information, the BSPE coordinates with other IDOT offices, state agencies, and program partners. The recent increase in unlicensed motorcyclist fatalities is of concern to the BSPE.

Table 11-1. Illinois Motorcycle Fatalities and Serious Injuries, 2017-2021
Percent and Frequency Distributions of Motorcycle-Related Fatalities
and Serious Injuries and Helmet Use (2017-2021)

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

A comprehensive media report summary is completed after each media campaign and on an annual basis. The report covers the media channels used, the products that were created, the timeline of the various campaigns including motorcyclist safety, message recall and website visits, and social media metrics. The performance over time for the mass media campaigns are positive and there is a sustained year-round presence. Motorcyclist safety media campaigns have experienced a seven percent increase in total outreach, 42 percent decrease in total impressions, and a 40 percent increase in total clicks. There does not appear to be any reporting on the number of unique viewers.

The Illinois Secretary of State (ILSOS) manages the vehicle files and the driver files. A systemwide software modernization project is underway. This system update will open up opportunities for more in-depth and linking of driver and vehicle data than is currently possible. Cross-referencing of motorcycle registrations with motorcycle licenses to identify motorcycle owners who may not have the proper endorsement has not been done and would be fairly difficult given the current structure of the data files.

The Illinois Traffic Records Advisory Committee (TRCC) is in place to provide a strong coordinated leadership aimed at improving the efficiency and effectiveness of traffic safety related information systems in Illinois. The ultimate goal is to provide a platform for discussion and support implementation of data projects in order to enable the discovery of life saving strategies by ensuring that complete, integrated, and timely traffic safety data is available. The linking of the driver, crash, roadway, vehicle, adjudication, and medical files is accomplished via specific research projects. The driver license number appears to be the most often used unique identifier that allows for linking traffic safety data files along with a date of birth data field as a secondary manner for confirmation.

IDOT logs all the fatal crashes and notes vehicle types. This fatal crash information is used to track and report daily fatality counts and supports a fatal crash dashboard.

A motorcycle helmet use survey was conducted annually until 2017.

The Fatality Analysis Reporting System (FARS) Analyst has a “public access” link to the ILSOS driver license files to add driver record information into the national FARS database. A “court access” link would provide the FARS Analyst with a more detailed view to the driver license files.

IDOT captures vehicle miles traveled in the Highway Performance Monitoring System (HPMS). The HPMS file includes a data line specifically for motorcycles, but that information has not been available or used for motorcycle safety analysis.

- **Supporting the analysis of police accident reports involving motorcyclists**

Crash data is housed in the Illinois Department of Transportation (IDOT) Bureau of Data Collection and data cleansing and confirmation is part of the custodial duties

Crash data is available in summary reports on the IDOT web pages. Fatal crash data is updated daily whereas the injury and property-damage-only crash data is updated through annual reports. Analysis or raw data extracts are available by request to the Bureau of Data Collection.

The IDOT Bureau of Safety Programs and Engineering (BSPE) completes analysis using the crash report data for the *Triennial Highway Safety Plan* and the *Annual Report*.

- **Encouraging, supporting and training localities in process, impact and outcome evaluation of local programs**

Metropolitan Planning Organizations complete crash data analysis and establish key traffic safety performance measures.

- **Conducting and publicizing statewide surveys of public knowledge and attitudes about motorcycle safety**

A motorcyclist specific survey to better understand motorcyclist attitudes and beliefs towards motorcycle safety issues has not been conducted.

- **Maintaining awareness of trends in motorcycle crashes at the national level and how trends might influence activities statewide**

The use of national motorcycle safety data and reports is infrequent.

- **Evaluating the use of program resources and the effectiveness of existing countermeasures for the general public and high-risk population**

BSPE evaluates every grant project during the grant year as well as at the conclusion of the project.

- **Collecting and reporting accurate motorcycle vehicle miles traveled data**

The Illinois Department of Transportation does capture vehicle miles traveled in the Highway Performance Monitoring System (HPMS). The HPMS file does contain data specifically for the category of motorcycles, but that information has not been made available or used for IDOT-sponsored programs or studies.

- **Ensuring that evaluation results are used to identify problems, plan new programs and improve existing programs**

Evaluation and discussion of how the data is used for planning, new programs, and improvements to existing efforts are discussed at the TRCC. All of the primary groups involved in motorcycle safety are part of the TRCC. There is an upcoming State Electronic Data Collection grant program to upgrade and standardize the Illinois crash data system.

Strengths

Illinois strengths for Section XI. Program Evaluation and Data include:

- Approximately 95 percent of the law enforcement crash reports are filed electronically.
- Law enforcement submits crash data to Illinois Department of Transportation using the recently revised SR 1050 form.
- A comprehensive media report is completed after each campaign wave and for an annual report that provides detailed information about how the mass media campaign was implemented and received.
- Vehicle registration data is posted on the web on a weekly basis.

Opportunities/Recommendations

Illinois opportunities/recommendations for Section XI. Program Evaluation and Data include:

- Update the Fatal Analysis Reporting System's driver record access to the "court access" level for a more detailed view to the driver license files.
- Conduct a motorcycle helmet use survey with an emphasis on communities where unhelmeted fatal crashes have occurred over the prior five years.
- **Conduct a motorcyclist-specific survey to better understand motorcyclist attitudes and beliefs towards motorcycle safety issues.**
- Use Illinois motorcycle vehicle miles traveled, from the Highway Performance Monitoring System, in the public facing motorcyclist safety web pages and for crash rate analysis.
- Restart the publication of the comprehensive *Illinois Cycle Rider Safety Training Program Annual Report*.

Assessment Team

Don Marose

Don Marose is President and CEO of CD Training · Consultants, Inc. CD Training · Consultants goal is to deliver skilled training in alcohol and drug use and abuse and safe driving initiatives, provide expert witness assistance in criminal and civil court cases, and complete home and facility security reviews.

Marose served as a Minnesota State Trooper from 1988 to 2020. From 2002-2012 and 2013-2020, he was assigned as the Minnesota State Patrol *Impaired Driving Specialist* and where he directed and supervised training programs throughout Minnesota and the United States. From 2011 to 2013

Marose was assigned as the *Deputy Director* of the Minnesota State Patrol's Executive Protection and Capitol Complex Security division.

Marose is an internationally recognized instructor and presenter on alcohol, drugs, and signs of impairment. He is often requested for trainings and presentations for business and civic groups across numerous professions and disciplines throughout the United States.

Marose has an Associate of Arts degree in Law Enforcement. He has been recognized as an expert in Horizontal Gaze Nystagmus and Drug Evaluation and Classification procedures in Hennepin and Scott County District Courts as well as U.S. Federal Court.

Marose currently serves at the State Advisory Board Chair for MADD Minnesota. He is a volunteer for Northern Star Council of Scouts BSA and is an active community volunteer.

Troy E. Costales

Mr. Costales was the state of Oregon's Transportation Safety Division Administrator and Governor's Highway Safety Representative from September of 1997 until May 2021. During his time as the Governor's Representative, he worked for three different Governors. Troy has over 34 years of experience in Transportation Safety, including 24 years as the Administrator of the Division. He was a member of the executive management team for the Oregon Department of Transportation for 23 years.

Stepping into interim assignments has allowed Mr. Costales to lead during times of transition and change as the interim Field Services Manager for DMV during re-opening under COVID-19 restrictions, interim Motor Carrier Transportation Division Administrator during the recruitment time for a new Administrator, interim Public Transit Division Administrator during the recruitment time for a new Administrator, and interim CEO of the Travel Information Council during a leadership change. He has also served as a citizen governor-appointee to the Oregon Real Estate Board with two years as Vice-Chair and the Oregon Physical Therapy Licensing Board with two years as the inaugural Chair of the national PT Compact Commission. As the Inaugural Chair, he oversaw the establishment of the Bylaws, Policies and Procedures, and the financial system for the PT Compact member states.

Mr. Costales was the 2011-2012 Chairman of the Governor's Highway Safety Association. He also served on the: American Association of State Highway and Transportation Officials (AASHTO) – Standing Committee on Highway Safety, AASHTO's Strategic Highway Safety Plan initiative, NHTSA's Impaired Driving program management course writing team, Transportation Research Board's Transportation Safety Management Committee and the Naturalistic Driving Data project, International Association of Chiefs of Police - Drug

Evaluation and Classification Program Technical Advisory Panel, plus many others. He was part of the faculty for the GHSA Executive Training Seminar for eighteen years.

Under Mr. Costales' leadership, Oregon experienced a dramatic decline in traffic fatalities and injuries, to the lowest levels since 1944. The number of individuals injured in traffic crashes at one point declined more than 30 percent since its peak of 39,000 in 1996. In addition, Oregon started a strong graduated driver license program that includes an incentive for driver education. Over a ten-year span the number of 16-year-old drivers involved in fatal and injury crashes declined over 60 percent. Oregon continues to post one of the highest safety belt use rates in the nation peaking at 98 percent. With the decline in the overall fatality toll, the number of alcohol-involved fatalities had also decreased by double-digit percentages during that decade. Mr. Costales was a member and team lead for several driver education, occupant protection and impaired driving program assessments over the past twenty years.

George Fox University- Bachelor of Science in Human Resource Management
Portland State University-Master of Arts in Public Administration

Sunshine Beer

Sunshine Beer, the Director of the Idaho **STAR** Motorcycle Safety Program, has been involved in motorcycle safety and rider education since 2003. Sunshine develops curricula for and teaches all levels of motorcycle rider education, instructor development, and leadership strategies. Sunshine helped Idaho **STAR** become one of the first training programs recognized for meeting National Highway Traffic Safety Administration's (NHTSA) Model National Standards for Entry-level Motorcycle Rider Training.

Sunshine serves on the Idaho Traffic Safety Commission and is active in the Idaho Transportation Department's Office of Highway Safety Strategic Highway Safety Plan Motorcycle Task Force.

Sunshine is also engaged in the motorcycle safety effort on the national level as current (and past) Chairman of the State Motorcycle Safety Association (SMSA). She is an active member of the NHTSA Program Assessment team and has contributed to multiple working groups on various projects, including Enhancing Awareness of Motorcycle Safety in Driver Education, updating the Model National Standards for Entry-Level Rider Training, Model National Administrative Standards, and National Agenda for Motorcycle Safety (NAMS).

For the past twenty-two years, Sunshine has consistently demonstrated progressively increasing responsibility and expertise in:

- Program administration and operations management
- Short- and long-term strategic planning for statewide educational program
- Employee training and professional development
- Curriculum design and implementation for both internal and external customers
- Adult learning theory
- Performance measurement and evaluation
- Mentor and leadership development
- Forecasting and budget management
- Contract negotiations and management
- Management of 60-70 geographically dispersed part-time employees
- Management of full-time on-site staff
- Public speaking and training for local, State, and national audiences
- Public outreach and social media marketing of cultural change to promote public safety
- Attending legislative sessions and providing expert opinion on bills and policies

- Grant writing and grant management

Sunshine is also a past recipient of the Community Safety Award from the Idaho Transportation Department Office of Highway Safety for her efforts in promoting motorcycle safety in all areas of traffic safety.

Tracy Lee

Tracy Lee is a Project Manager with Highway Safety Services (HSS). She has worked in the highway safety arena (driver education, motorcyclist safety, and commercial) for 14 years.

She joined HSS in 2013 after graduating from the Indiana University of Pennsylvania (IUP). While attending IUP, she worked at the Highway Safety Center with the American Driver and Traffic Safety Education Association (ADTSEA) from 2007-2011.

As an HSS program manager, Tracy heads project tasks for the State Motorcycle Safety Association (SMSA), the American Driver and Traffic Safety Education Association (ADTSEA), the National Association of Stakeholders in Traffic Safety Education (ANSTSE), and the American Association of Motor Vehicle Administrators (AAMVA). Additionally, Mrs. Lee has participated in multiple driver education and motorcycle safety assessments during her time at HSS.

Lindsay Northness

Lindsay Northness, Training Coordinator of the Idaho **STAR** Motorcycle Safety Program. Lindsay has worked for Idaho **STAR** originally since February 2016, returning in March 2022 after taking a two-year hiatus to work in the hospital setting. Lindsay has worked as an Administrative Assistant in previous positions for 10+ years. Lindsay comes with a vast knowledge base, including Microsoft Suite, Laserfiche, and a multitude of administrative capabilities. Lindsay currently serves on the Board of Directors for the South Boise Little League.

Brent Jennings

Brent Jennings, P.E. is a native of Boise Idaho and earned his Bachelor of Science Degree in Civil Engineering from California Polytechnic University in June 1982. He worked from June 1982 to August 1984 for Morrison/Knudsen and then the Idaho Transportation Department (ITD) until he retired in May 2015. During his tenure at ITD Brent worked 20 years in highway construction administration and the remainder in traffic and highway traffic safety in both infrastructure and behavior disciplines. He retired as Director of the Office of Highway Safety in June 2015 and then started Jennings Consulting, LLC. Brent is a licensed engineer in Idaho (#5507). Brent's work history is:

- | | |
|---|--|
| • Jennings Consulting, LLC – (06/2015 to Present) | • Assistant State Construction Engineer – (04/1998 to 01/2001) |
| • Director of the Idaho Office of Highway Safety - (04/2011 to 05/2015) | • Construction Claims Engineer – (12/1993 to 03/1998) |
| • Idaho State (Chief) Traffic Engineer - (01/2006 to 04/2011) | • Associate Construction Engineer – (12/1990 to 12/1993) |
| • Assistant District Engineer – District 6 (Idaho Falls) – (02/2001 to 01/2006) | • Project Construction Engineer – (02/1987 to 11/1990) |
| | • Engineer-in Training – (08/1984 to 03/1987) |

While at ITD Brent served on several American Association of State Highway and Transportation Officials (AASHTO) committees including Traffic Engineering, Maintenance, Highway Traffic Safety and Highway Traffic Safety Management. He has also served on the Executive Board of the Governor's Highway Safety Association. Brent worked as AASHTO Chair for a Domestic Scan for Regional Traffic Operations Centers and on various Nation Cooperative Highway Research Program (NCHRP) panels and he has served as a member of the National Committee on Uniform Traffic Control Devices (NCUTCD). He currently serves as Chairman of the Board of Idaho Operation Lifesaver, a rail/highway safety organization and is also a board member of the National Rail Safety Alliance.

Brent is principal of Jennings Consulting, LLC performing consultant services in Idaho and nationwide for highway traffic safety and construction engineering management organizations. He utilizes the philosophy of "step in – step out" to help organizations bring their projects to completion. His client list is:

- Local Highway Technical Assistance Council of Idaho
- Maine Office of Highway Safety
- Washington Highway Traffic Safety Commission
- Wisconsin Department of Transportation
- Utah Office of Highway Safety
- Nevada Office of Highway Safety
- Idaho Transportation Department
- Western Transportation Institute – Montana State University
- Law Offices of Moore, Elia, & Kraft, LLP (Boise, Idaho)
- DKS and Associates
- Virgin Islands Office of Highway Safety
- Governor's Highway Safety Association
- Law Offices of Bailey, Hahn & Jarman, PLLC (Pocatello, Idaho)
- Law Offices of Brit Groom (Twin Falls, Idaho)
- Mississippi Office of Highway Safety
- Delaware Office of Highway Safety
- Ohio Traffic Safety Office
- Kansas Office of Highway Safety
- Associated General Contractors of Idaho
- North Dakota Office of Highway Safety
- National Highway Traffic Safety Administration
- Michigan Office of Highway Safety
- Florida Department of Transportation
- Connecticut Office of Highway Safety
- Iowa Office of Highway Safety
- Kentucky Office of Highway Safety
- Law Offices of Hawley-Troxel (Boise, Idaho)
- California Office of Highway Safety
- Oregon Office of Highway Safety
- North Carolina Office of Highway Safety
- Illinois Office of Highway Safety
- New Jersey Office of Highway Safety

Assessment Agenda

Illinois State Virtual Motorcycle Assessment Agenda

December 9th – 13th, 2024

***Central Time Zone**

Day 1 – Monday	
Introductions: 8:00am – 8:30am	
Section I Program Management (Part 1) 8:30 – 9:45 am	Panelists • Allison Conn, Administrative Support Section Manager, Bureau of Safety Programs and Engineering, Illinois Department of Transportation • Sarah C. Moore, Safety Programs Implementation Manager, Bureau of Safety Programs and Engineering, Illinois Department of Transportation • Clayton Yantis, Sector I Cycle Rider Safety Coordinator, Bureau of Safety Programs and Engineering, Illinois Department of Transportation • Clint Kassube, Safety Services Unit Manager, Bureau of Safety Programs and Engineering, Illinois Department of Transportation • Jared Borrenpohl, Director, Southern Illinois University Motorcycle Rider Program
15 Minute Break	
Section VI Legislation and Regulation 10:00 – 11:00 am	Panelists • Aaron Gold-Stein, Director of Legislative Affairs, Office of Legislative Affairs, Illinois Department of Transportation • Allison Conn, Administrative Support Section Manager, Bureau of Safety Programs and Engineering, Illinois Department of Transportation • Jennifer Cifaldi, Illinois Senior Traffic Safety Resource Prosecutor, University of Illinois – Springfield • Desiree Sierens, Illinois Deputy Traffic Safety Resource Prosecutor, University of Illinois – Springfield • Josh Witkowski, Lobbyist & Legislative Coordinator, ABATE of Illinois • Tim McMahon, Bureau Chief of Federal Affairs, Bureau of Federal Affairs, Illinois Department of Transportation • Shannon Alderman, Impaired Driving Coordinator, Bureau of Safety Programs and Engineering, Illinois Department of Transportation
15 Minute Break	
Section XI Program Evaluation and Data 11:15 am – 12:15 pm	Panelists • Brian Arnold, Evaluation Manager, Bureau of Safety Programs and Engineering, Illinois Department of Transportation • Mark Blankenship, Crash Information Section Manager, Bureau of Data Collection, Illinois Department of Transportation • Sarah C. Moore, Safety Programs Implementation Manager, Bureau of Safety Programs and Engineering, Illinois Department of Transportation
60 Minute Lunch 12:15 – 1:15 pm	

Section IV Rider Education and Training 1:15 – 2:25 pm	Panelists • Jared Borrenpohl, Director, Southern Illinois University Motorcycle Rider Program • Brian J. Tamblin, Director Staff of Driver Services, Driver Education Liaison/IT Security Liaison, Illinois Secretary of State's Office • Scott R. Haas, Coordinator – Northern Region, Southern Illinois University Motorcycle Rider Program • Erik Hanks, Coordinator – Central Region, Southern Illinois University Motorcycle Rider Program
5 Minute Break	
Section III Operator Licensing 2:30 – 3:20 pm	Panelists • Jared Borrenpohl, Director, Southern Illinois University Motorcycle Rider Program • Ashton Brewer, Assistant Coordinator – Southern Region, Southern Illinois University Motorcycle Rider Program • Scott R. Haas, Coordinator – Northern Region, Southern Illinois University Motorcycle Rider Program • Erik Hanks, Coordinator – Central Region, Southern Illinois University Motorcycle Rider Program
10 Minute Break	
SHSO Debrief – Sarah Moore and Allison Conn 3:30 – 3:45 pm	
Assessment Team Debrief 3:45 – 4:15 pm	
Independent Writing 4:15 pm	

Day 2 – Tuesday	
Section I Program Management (Part 2) 7:30 – 8:20 am	Panelists • Kyle Baker, Safety Grant Administrator, Bureau of Safety Programs and Engineering, Illinois Department of Transportation • Steve Esslinger, Safety Projects Manager, Bureau of Safety Programs and Engineering, Illinois Department of Transportation • Allison Conn, Administrative Support Section Manager, Bureau of Safety Programs and Engineering, Illinois Department of Transportation • Sarah C. Moore, Safety Programs Implementation Manager, Bureau of Safety Programs and Engineering, Illinois Department of Transportation • Lindsay Faulkner, Sector II Cycle Rider Safety Coordinator, Bureau of Safety Programs and Engineering, Illinois Department of Transportation • Clint Kassube, Safety Services Unit Manager, Bureau of Safety Programs and Engineering, Illinois Department of Transportation
10 Minute Break	

Section VII Law Enforcement 8:30 – 9:45 am	Panelists - Jonathan Hand, Master Sergeant, Illinois State Police - Sergeant Timothy Harley, Statewide Motorcycle Coordinator, Illinois State Police - Sgt. Jeffrey Nichols #5982, Impaired Driving Coordinator, Drug Recognition Expert, ARIDE, & SFST Instructor, Illinois State Police Academy - Commander Bob Jackson, Division of Patrol - Special Operations Group, Illinois State Police - Sergeant Craig Beiermann, Deputy Director's Office Staff Sergeant, Division of Patrol, Illinois State Police - Nathan Leitner, Chief of Staff, Division of Patrol, Illinois State Police
15 Minute Break	
Section V Under the Influence of Alcohol or Other Drugs 10:00 – 11:00 am	Panelists - Desiree Sierens, Illinois Deputy Traffic Safety Resource Prosecutor, University of Illinois – Springfield - Shannon Alderman, Impaired Driving Coordinator, Bureau of Safety Programs and Engineering, Illinois Department of Transportation - Sgt. Jeffrey Nichols #5982, Impaired Driving Coordinator, Drug Recognition Expert, ARIDE, & SFST Instructor, Illinois State Police Academy - Jennifer Cifaldi, Illinois Senior Traffic Safety Resource Prosecutor, University of Illinois – Springfield - Sgt. Mike Pappas, Illinois State Police (Ret.), Illinois DEPC State Coordinator - Sergeant Craig Beiermann, Deputy Director's Office Staff Sergeant, Division of Patrol, Illinois State Police
15 Minute Break	
Section II Personal Protective Equipment 11:15am – 12:15 pm	Panelists - Scott R. Haas, Coordinator – Northern Region, Southern Illinois University Motorcycle Rider Program - Erik Hanks, Coordinator – Central Region, Southern Illinois University Motorcycle Rider Program - Jared Borrenpohl, Director, Southern Illinois University Motorcycle Rider Program - Antaeus Simmons, President Founder, UTH Riders Foundation - Josh Witkowski, Lobbyist & Legislative Coordinator, ABATE of Illinois
60 Minute Lunch 12:15 – 1:15 pm	

Section IX Rider Conspicuity and Motorist Awareness 1:15 – 2:05 pm	Panelists • Scott R. Haas, Coordinator – Northern Region, Southern Illinois University Motorcycle Rider Program • Jared Borrenpohl, Director, Southern Illinois University Motorcycle Rider Program • Antaeus Simmons, President Founder, UTH Riders Foundation • Erik Hanks, Coordinator – Central Region, Southern Illinois University Motorcycle Rider Program • Ashton Brewer, Assistant Coordinator – Southern Region, Southern Illinois University Motorcycle Rider Program • Lindsay Faulkner, Sector II Cycle Rider Safety Coordinator, Bureau of Safety Programs and Engineering, Illinois Department of Transportation
10 Minute Break	
Section X Communication Program 2:15 – 3:05 pm	Panelists • Guy Tridgell, Director of Communications, Office of Communications, Illinois Department of Transportation • Sean Martschinke, Bureau Chief of Program, Project, and Safety Outreach, Illinois Department of Transportation • Shannon Alderman, Impaired Driving Coordinator, Bureau of Safety Programs and Engineering, Illinois Department of Transportation • Sarah C. Moore, Safety Programs Implementation Manager, Bureau of Safety Programs and Engineering, Illinois Department of Transportation • Clint Kassube, Safety Services Unit Manager, Bureau of Safety Programs and Engineering, Illinois Department of Transportation • Ariana Bennick, Account Executive, DCC Marketing • Annika Giunta, Senior Digital Specialist, DCC Marketing
10 Minute Break	
SHSO Debrief – Sarah Moore and Allison Conn 3:15 – 3:30 pm	
Assessment Team Debrief 3:30 – 4:00 pm	
Independent Writing 4:00 pm	

Day 3 – Wednesday	
Section VIII Highway Engineering 8:30 – 9:40 am	Panelists • Juan David Pava, P.E., Safety Programs Unit Chief, Bureau of Safety Programs and Engineering, Illinois Department of Transportation • Martha A. Brown, P.E., Safety Policy and Initiatives Engineer, Bureau of Safety Programs and Engineering, Illinois Department of Transportation • Katherine Beckett-Suter, P.E., Safety Design Unit Chief, Bureau of Safety Programs and Engineering, Illinois Department of Transportation • Kyle Armstrong, P.E., PTOE, Engineer or Operations, Bureau of Operations, Illinois Department of Transportation

20 Minute Break	
Additional State Information and SHSO Debrief 10:00 – 11:00 am	Panelists • Sarah C. Moore, Safety Programs Implementation Manager, Bureau of Safety Programs and Engineering, Illinois Department of Transportation • Lindsay Faulkner, Sector II Cycle Rider Safety Coordinator, Bureau of Safety Programs and Engineering, Illinois Department of Transportation • Allison Conn, Administrative Support Section Manager, Bureau of Safety Programs and Engineering, Illinois Department of Transportation
60 Minute Lunch 11:00am – 12:00pm	
Assessment Team Debrief 12:00 – 1:00pm	
Independent Writing 1:00 - 4:00 pm	

Day 4 – Thursday
Report Review 8:00 am – 12:00 pm
Lunch/Report Review 12:00 - 1:00 pm
Report Review 1:00 pm

Day 5 – Friday
Report Out 8:30 – 10:00 am