2019

• HIGHWAY SAFETY PROGRAM ANNUAL REPORT •

Table of Contents

Letter from the Governor's Highway Safety Representative 3
Illinois at a Glance 4
2019 Traffic Safety Highlights 5
Illinois Strategic Highway Safety Plan 6
State Highway Safety Office 7
Highways Safety Plan Funding 8
Performance Measures and Targets 9
General Highway Safety Performance Measures 12
  Fatalities and Fatality Rate 12
  Serious Injuries and Serious Injury Rate 18
  Young Driver 21
Occupant Protection 24
State Traffic Safety Information System Improvements 32
Impaired Driving 40
Motorcyclist Safety 47
Non-Motorized Safety 53
Speed Management 59
Distracted Driving 62
Racial Profiling Data Collection 66
Police Traffic Services 68
State Highway Safety Office Administration 83

Letter from the Governor's Highway Safety Representative

Greetings:

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

I am pleased to present the Annual Report for the 2019 Illinois Highway Safety Plan (HSP). This annual report was created to explain the results of the 2019 HSP. The HSP was designed to modify road-user behavior and prevent fatalities and serious injury through education, enforcement, engineering, and emergency medical services.

Our progress in highway safety has been impressive. Traffic fatalities in Illinois have fallen from 1,454 in 2003 to 1,031 in 2018. Still, too many people are being killed or seriously injured on Illinois roadways. With that in mind, the Illinois Strategic Highway Safety Plan is targeting a goal of "Zero Fatalities," which envisions reducing fatalities on Illinois roadways to zero in the long term.

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

Sincerely,

Cynthia L. Watters
Governor's Highway Safety Representative

Illinois at a Glance

Demographics and Characteristics

Population – 12.74 Million

Demographics

Age:
Persons under 5 years – 6%
Persons under 18 years - 22.4%
Persons 65 years and Over – 15.6%

Median Income:
$61,229

Licensed Drivers – 9.29 Million, 1 percent increase from 2018

Total Vehicle Registrations – 11.61 Million, 1 percent decrease from 2018

Lane Miles in Illinois – 147,028

Annual Vehicle Miles of Travel – 108 Billion

Annual Gallons of Fuel Consumed – 6.4 billion

Average Fuel Cost - $2.55

Rest Areas – 30

Transit Systems – 58 throughout the state, operating in 96 of the 102 counties

Quick Facts and Statistics

2018 Fatalities – 1,031

2018 Fatal Crashes – 948

Overall Front Seat Belt Usage Rate – 94.3%

2019 Traffic Safety Highlights

New Laws Affecting Highway Safety

Rear Facing Until Two Car Seat Law 1/1/19

Hand Free Citations become moving violations 7/1/19

Rules of the Road updated to adopt Dutch Reach in Driver's License Exam and Rules of the Road Manual 1/1/2019

Autonomous Illinois Initiative Executive Order 10/25/18

Illinois Highway Safety Highlights

IDOT Issued 237 Year Long Highway Safety Grants

Illinois has 1,889 Child Passenger Safety Technicians/Instructors

59.4% of Eligible Child Passenger Safety Technicians Recertified

Child Passenger Safety Conference

101 Statewide Child Passenger Safety Week Events

Illinois Distracted Driving Summit

118 Participating Agencies in Distracted Driving Enforcement

Creation of Saved by the Helmet and Car Seat Program

Established the Illinois Impaired Driving Task Force

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

12,258 Motorcyclist Successfully Completed Training from Cycle Rider Safety Training Program

Illinois State Police Work Zone Enforcement Campaign Provided Over 38,000 Hire Back Hours and Issued 15,000 Citations

Trained an additional 24 officers to become Drug Recognition Experts (DRE) bringing Illinois' total DREs to 161

New Law Enforcement Forensic Phlebotomy Program held its inaugural class and one additional adding 6 law enforcement officers trained in phlebotomy

Illinois Strategic Highway Safety Plan

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

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

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

This ILSHSP serves as an overarching guidance document to safety programs and strategies to address fatalities and serious injuries. It is an umbrella plan for Highway Safety Improvement Programs (HSIPs), Commercial Vehicle Safety Plans (CVSPs), Highway Safety Plans (HSPs), and other State and local plans. Crash statistics represent fatalities and serious injuries from 2010 to 2014, statewide, and by ILSHSP emphasis areas. Each of the emphasis areas has been prioritized based on the greatest opportunity to reduce fatalities and serious injuries. The ultimate goal is to reduce fatalities to zero.

State Highway Safety Office

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

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

The BSPE takes the lead for the State of Illinois' efforts to reduce fatalities and serious injuries on Illinois roads with internal and external coordination and cooperation. The Federal Fiscal Year (FFY) 2019 Annual Report provides an overview of the state's utilization of federal highway safety funds for the period of October 1, 2018 through September 30, 2019 and evaluations of the various highway safety programs.

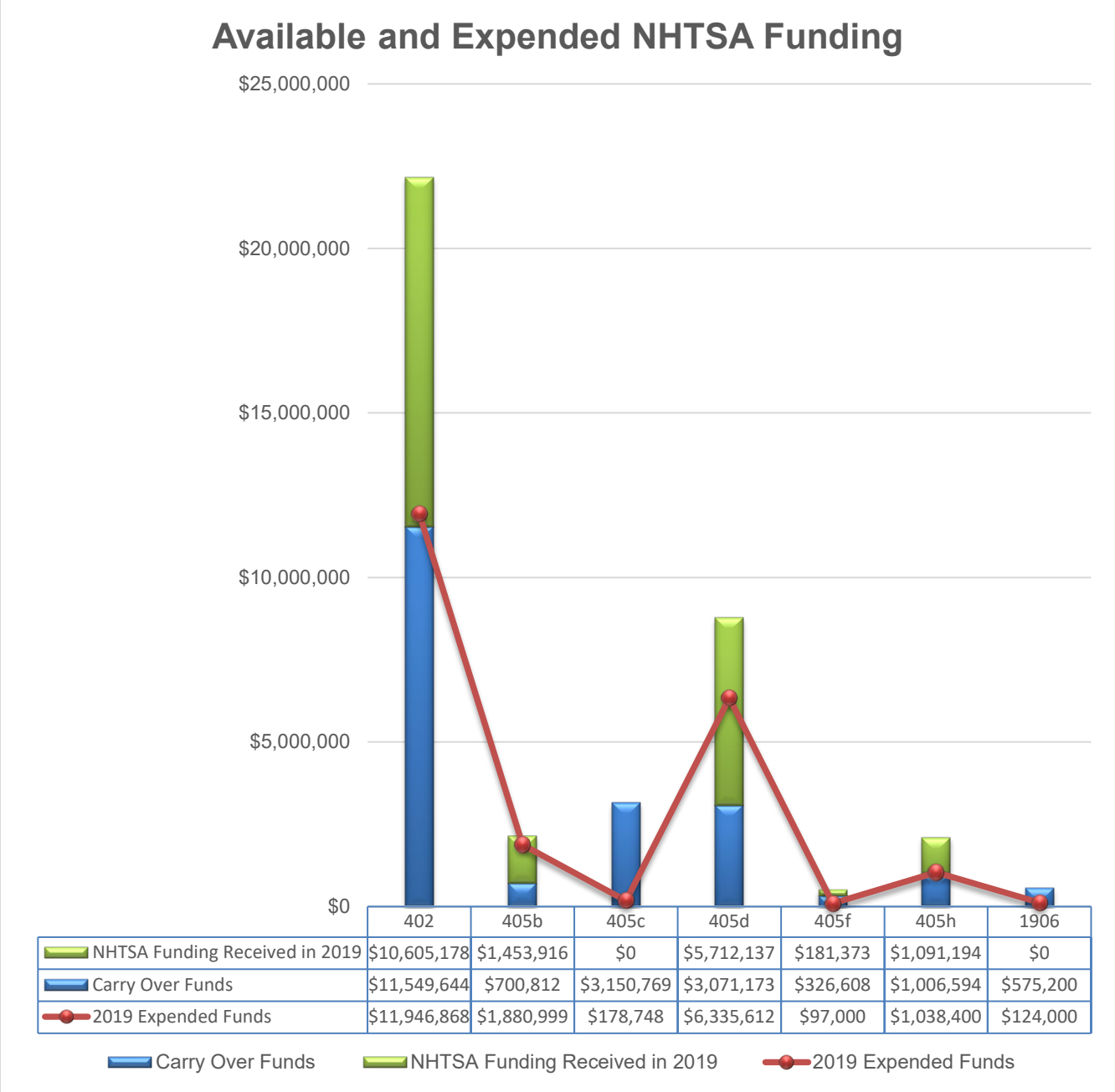
In 2018, there were 1,031 traffic related fatalities. Motor vehicle fatalities are a major issue in Illinois. The main challenge facing Illinois is reducing motor vehicle crash fatalities and serious injuries and the growing problems of drug and distracted driving. Other challenges include: implementing the recommendations from the 2016 Traffic Records Assessment; utilizing the Illinois Impaired Driving Task Force; and addressing the ongoing speeding problem. IDOT will continue working with traffic safety partners to meet and overcome these challenges to make Illinois a safer place to travel.

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

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

Highways Safety Plan Funding

In order to facilitate safety projects and programs, funding is required. Funding for programs conducted by the IDOT are provided by the State of Illinois and the NHTSA. Most projects are paid with NHTSA federal funds. There are some projects that are solely funded by the State of Illinois and those are used to meet matching requirements set forth by NTHSA. The graph below shows the amount of federal funds carried forward from FFY 2018 and prior, received in FFY 2019, and expended in FFY 2019.



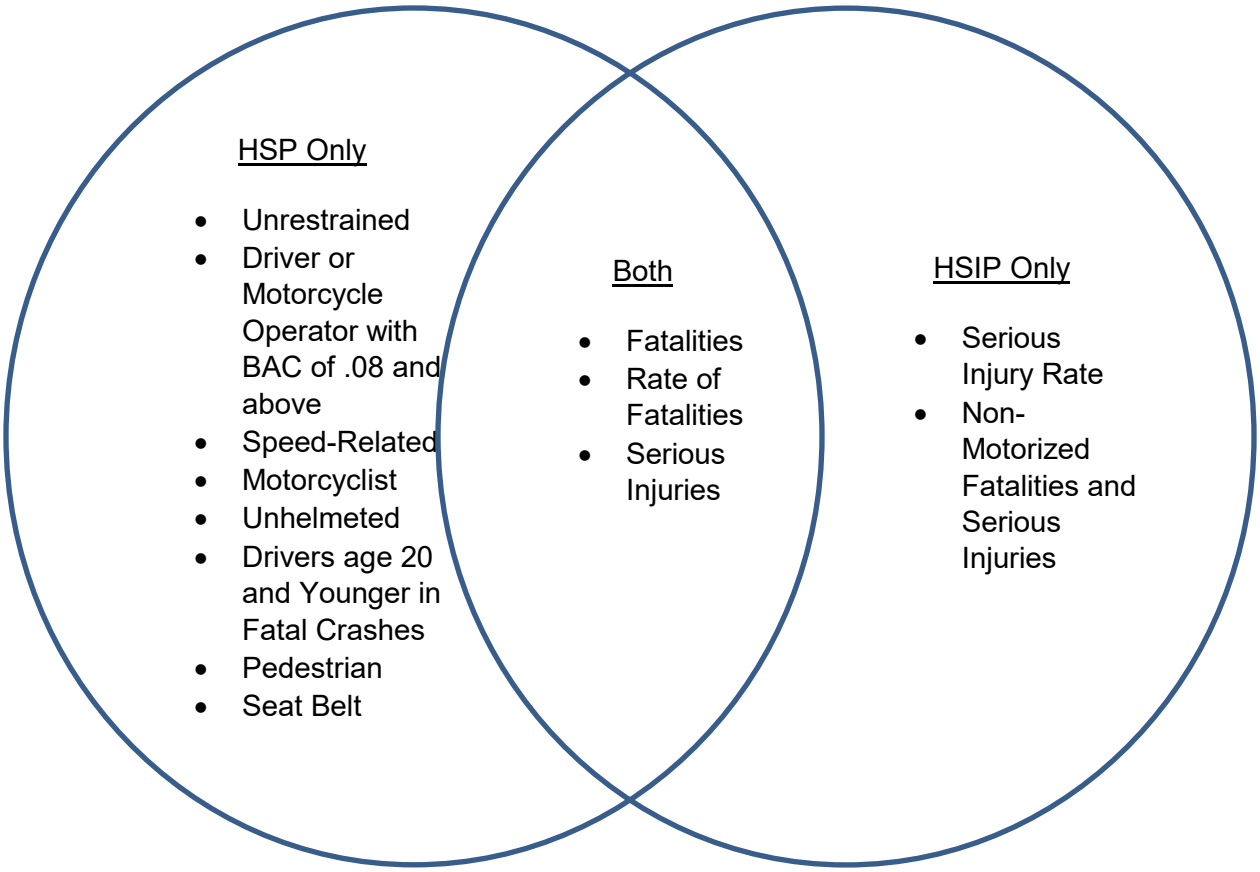
	402	405b	405c	405d	405f	405h	1906
NHTSA Funding Received in 2019	$10,605,178	$1,453,916	$0	$5,712,137	$181,373	$1,091,194	$0
Carry Over Funds	$11,549,644	$700,812	$3,150,769	$3,071,173	$326,608	$1,006,594	$575,200
2019 Expended Funds	$11,946,868	$1,880,999	$178,748	$6,335,612	$97,000	$1,038,400	$124,000

Performance Measures and Targets

NHTSA and the Governors Highway Safety Association (GHSA) agreed on a minimum set of performance measures to be used by states and federal agencies in the development and implementation of behavioral highway safety plans and programs beginning in FFY 2010. The 16 core outcomes and behavior measures will be shown in the FFY 2019 Annual Report.

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

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



Previously projected performance measures for 2018 and 2019 were calculated based on 5-year rolling averages from the previous 5 years and a two-percent reduction from the baseline of 2017.

Core Highway Safety Performance Measures Based on Rolling Average Using 2013-2017 FARS and Survey Data							
Selected Core Measures	Rolling Average				Baseline (Rolling Average)	Projected Measures for 2018 and 2019	
NHTSA/FHWA Common Core Measures	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2018	2019
Total Fatalities	941	943	957	989.4	1017.8	997.4	977.5
Fatality Rate	0.9	0.9	0.91	0.94	0.96	0.94	0.92
Total Serious Injuries*	12,455	12,203	12,246	12,169	12,210.9	11,966.70	11,727.40
NHTSA Core Measures							
Rural Fatality Rate	1.49	1.54	1.6	1.64	1.65	1.62	1.58
Urban Fatality Rate	0.7	0.69	0.69	0.72	0.74	0.73	0.71
Unrestrained Passenger Vehicle Occupant Fatalities	272	268	265	265	263.2	257.9	252.8
Fatalities in Crashes Involving a Driver and Motorcycle Operator with BAC of 0.08 or Higher*	307	305	309	317	310	303.8	297.7
Motorcyclist Fatalities	141	139	142	144	146.8	143.9	141
Unhelmeted Motorcycle Fatalities	108	105	104	106	104.6	102.5	100.5
Speed Related Fatalities	402	407	395	390	405	396.5	389
Young Drivers Involved in Fatal Crashes (Under 21)	129	128	126	128	135.2	132.5	129.8
Pedestrian Fatalities	125	127	134	137	138	135.2	132.5
Bicyclist and Other Cyclist Fatalities	26	27	28	26	25.8	25.3	24.8
Seat Belt Usage	92.9	93.4	93.9	93.9	94.0	94.4	94.7
FHWA Core Measures							
Total Serious Injury Rate*	11.87	11.65	11.7	11.54	11.5	11.27	11.04
Non-motorized Fatalities and Serious Injuries (Pedestrian, Bicyclist, and Other Cyclist)*	1496.2	1468.4	1515.8	1499.4	1490.7	1460.9	1431.7

*2017 data are estimated.

To project Performance Measures for 2019 and 2020, 5-year rolling averages from the previous 5 years were calculated and a two-percent reduction was taken from the baseline year 2017.

Core Highway Safety Performance Measures Based on Rolling Average Using 2014-2018 FARS and Survey Data							
Selected Core Measures	Rolling Average				Baseline (Rolling Average)	Projected Measures for 2019 and 2020	
NHTSA/FHWA Common Core Measures	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018	2019	2020
Total Fatalities	943.0	957.0	989.4	1,017.6	1,025.6	1,005.1	985.0
Fatality Rate	0.90	0.91	0.94	0.96	0.95	0.93	0.91
Total Serious Injuries*	12,203.2	12,245.8	12,168.6	12,111.8	12,149.8	11,906.8	11,668.7
NHTSA Only Core Measures							
Rural Fatality Rate	1.54	1.60	1.64	1.65	1.63	1.6	1.57
Urban Fatality Rate	0.69	0.69	0.72	0.74	0.75	0.74	0.73
Unrestrained Passenger Vehicle Occupant Fatalities	268.2	266.8	266.8	264.6	254.8	249.7	244.7
Fatalities in Crashes Involving a Driver and Motorcycle Operator with BAC of 0.08 or Higher*	304.8	308.2	319.6	325.0	317.2	310.9	304.7
Motorcyclist Fatalities	138.8	142.0	143.8	146.6	140.0	137.2	134.5
Unhelmeted Motorcycle Fatalities	104.6	104.4	106.0	104.8	99.6	97.6	95.6
Speed Related Fatalities	407.2	395.0	390.6	405.6	407.8	399.7	391.7
Young Drivers Involved in Fatal Crashes (Under 21)	128.0	125.8	128.2	135.2	130.6	128	125.4
Pedestrian Fatalities	126.8	133.8	136.4	137.8	146.4	143.5	140.6
Bicyclist and Other Cyclist Fatalities	27.4	27.8	26.4	25.8	24.4	23.9	23.2
Seat Belt Usage	93.4	93.9	93.9	94.0	94.1	94.3	94.4
FHWA Core Measures							
Total Serious Injury Rate*	11.65	11.70	11.54	11.41	11.24	11.02	10.80
Non-motorized Fatalities and Serious Injuries* (Pedestrian, Bicyclist, and Other Cyclist)*	1,468.6	1,515.4	1,498.8	1,526.8	1,516.2	1,485.9	1,456.2

*2018 data are estimated.
Preliminary data as of 5/15/19.

Note: FARS data as of 5/15/19 used for all crash data except for injuries unless otherwise stated in which case Illinois State data used as of 12/10/19.

General Highway Safety Performance Measures

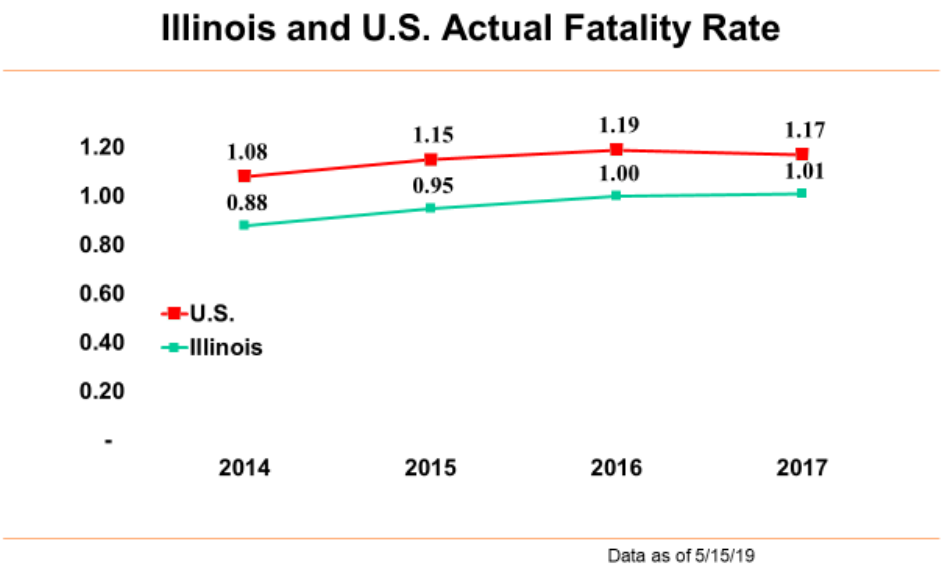
The focus of all highway safety plans is to reduce fatalities and serious injuries caused by traffic related crashes. To understand how a state is accomplishing goals, there needs to be a baseline to be measured against. States individually set performance measure targets with the intent of completing tasks to reach those targets.

There are general performance measures that contain some or all others within them. This section will discuss the general performance measures (Fatalities, Fatality Rate, Serious Injuries, Serious Injury Rate) and the performance measure for Young Driver. Due to the fact that Young Driver does not have a program area. Illinois currently does not have a program that specifically addresses young driver behavior.

Fatalities and Fatality Rate

Problem Identification

- In 2018 there were 1,031 motor vehicle traffic fatalities in Illinois and 948 fatal crashes.
- There were 8.09 fatalities per 100,000 population in Illinois compared to the 11.17 for the U.S in 2018.
- Of the 1,031 fatalities, 53.4 percent involved a single vehicle.
- Roadway departure is a leading cause with 520 of the 1,031 fatalities while 283 are intersection related.
- The fatality rate for Illinois for in 2018 was 0.95 fatalities per 100 million vehicle miles of travel (VMT).
- Illinois had a 5.9 percent decrease in the fatality rate from the previous year which was 1.01 in 2017.
- From 2014 to 2018 the fatality rate increased 8.0 percent.
- As shown in the graph below, the fatality rate for the U.S. increased from 1.08 to 1.17 from 2014 to 2017 while Illinois' rate increased from 0.88 to 1.01 during the same time period.



Planned Activities

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

Name:	Task Code:	Planned Amount:	Expended Amount:
Injury Prevention	**19-02-02**	**$2,230,994**	**$1,549,360.32**

Project Description: This task provides funds to continue the injury prevention program. The injury prevention program will implement educational programs in communities to promote behaviors that reduce motor vehicle collisions, deaths, and injury.

Accomplishments: This task provided grant funds to 13 local agencies to implement Injury Prevention programs in their communities. In FFY 2019 they conducted educational events and safety fairs to educate the public on the proper use of car seats, safe bicycling, and teen initiatives. The Injury Prevention programs installed over 200 car seats and inspected over 600. The Injury Prevention program also worked with ThinkFirst Chapters and Safe Kids Coalitions regarding highway safety initiatives.

Name:	Task Code:	Planned Amount:	Expended Amount:
Paid Media – Move Over	**19-02-08**	**$500,000**	**$149,589.96**

Project Description: This task provides funds for a paid media campaign to support various paid media campaigns. The main support was for the move over campaign. IDOT worked with a media buyer for running television, radio, and internet campaigns.

Accomplishments: Paid Media Campaign Viewing Results are listed below.

Move Over Campaign	
Broadcast TV Ads	326
Cable TV Ads	0
Broadcast Radio	0
Digital - Views, Clicks, Impressions	4,628,893

Name:	Task Code:	Planned Amount:	Expended Amount:
RTSRC (Match)	**19-02-09**	**$1,357,954**	**$1,220,264.68**

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

Accomplishments: This task provided grant funds for seven RTSRCs and they addressed a wide spectrum of behaviors. In FFY 2019 they helped in the development and launch of the Traffic Safety Network in Illinois. This was a coordinated effort to develop task forces and coalitions in local communities around the state. The RTSRCs also coordinated over 101 car seat inspections stations during National Seat Check Saturday and the Dome Shift teen program.

Name:	Task Code:	Planned Amount:	Expended Amount:
Saved by The Program	**19-02-10**	**$10,000**	**$0.00**

Project Description: This task provides funding for recognizing individuals saved by a car seat, motorcycle helmet, or seat belt. IDOT promotes the Saved by the Belt, Saved by the Car Seat, and Saved by the Helmet to increase awareness of the lifesaving value of seat belts, car seats, and helmets.

Accomplishments: This program was created in 2019. Illinois used this planned activity to purchase and create certificates and recognition coins. There were roughly 20 Saved by the Seat Belt Awards issued.

Program Area Results

Traffic Fatality Progress: Not Met

Core Measure	Baseline 2017	Projected 2018	Actual 2018
Traffic Fatalities	1,017.8	997.4	1,031

For 2018, Traffic Fatalities of 997.4 were projected using a baseline rolling average from 2013-2017 and a two-percent reduction due to the data having an upward linear trend. Actual Traffic Fatalities were 1,031, resulting in the target being not met.

Traffic Fatality Rate Progress: Not Met

Core Measure	Baseline 2017	Projected 2018	Actual 2018
Traffic Fatality Rate	0.96	0.94	0.95

*State Vehicle Miles Traveled used since Federal was not available.

Projected Traffic Fatality Rate for 2018 was 0.94 based on 2013-2017 rolling average in addition to a two-percent reduction due to the linear trend of the averages being on an upward slope. This target was not met, the rate was 0.95.

Evaluation

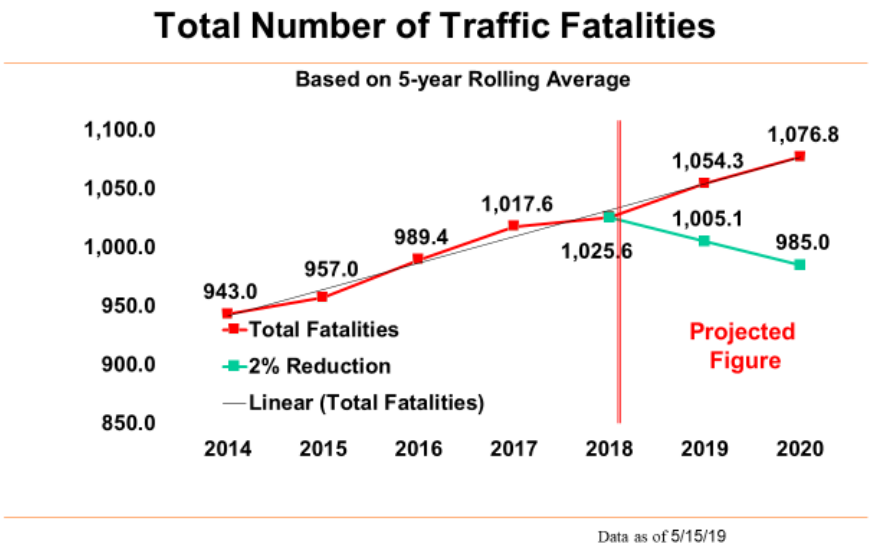
The Sustained Traffic Enforcement Program (STEP) works to increase occupant protection usage and reduce DUI and speeding by providing funding for local law enforcement agencies through hire back enforcement. Special enforcement campaigns such as “Click It or Ticket” and “Drive Sober or Get Pulled Over”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

As a result of this statewide enforcement effort, a total of 182,054 citations were issued and 144,181 hours were funded. For STEP agencies for FFY 2019, the overall cost per citation was $40.37 while the cost per hour for all enforcement was $55.90. For day-time enforcement, the cost per citation was $33.02 while night-time was $48.04. The contact rate was one citation per 43.3 minutes of enforcement across all citations.

Corrective Course of Action/Future

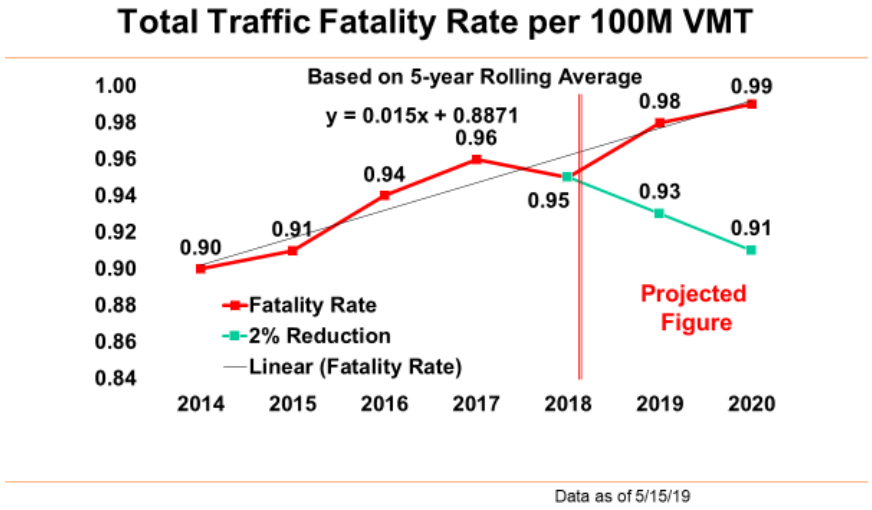
Traffic Fatalities

Traffic fatalities in Illinois are a main concern and reduction of total fatalities remains the primary goal. Data from 2010-2018 were utilized to create a five-year rolling average for each year. For example, the rolling average for 2014 was computed by averaging 2010, 2011, 2012, 2013, and 2014. A rolling average is commonly used to smooth out short-term fluctuations and highlight long-term trends or cycles. To project performance targets for Illinois, a two-percent reduction was utilized. The target for 2020 was computed by reducing 2018 by two-percent and 2019 was computed by reducing 2018 by two-percent. A two-percent reduction was used due to the fact the five-year rolling averages from 2014 to 2018 have an upward linear trend as seen through the linear regression line. The goal for Illinois is to reach zero fatalities per year and using a two-percent reduction will enable the state to reach its goal.



Goal: To reduce the statewide traffic fatalities from 1,025.6 (2014-2018 average) to 985.0 by December 31, 2020.

<u>Traffic Fatality Rate</u>
Like the previous target selection method, five-year rolling averages were used from 2014-2018 for the Total Traffic Fatality Rate. Since the 2018 Vehicle Miles of Travel (VMT) data from the Federal Highway Administration were not available, the 2018 state VMT data published by IDOT were used to calculate the fatality rate. Like the Total Traffic Fatalities, the data show an upward trend. To move toward the goal of zero fatalities, a two-percent reduction is applied annually resulting in the projected rate of 0.91 per 100 million VMT in 2020.



Goal: To reduce the statewide fatality rate from 0.95 per 100 M VMT (2014-2018 average) to 0.91 per 100 M VMT by December 31, 2020.

To correct our course, reach our future target, and address this performance measure, Illinois established a detailed strategy of these efforts in the 2020 Highway Safety Plan. The planned activities are the actions IDOT and its partners are taking to address the issues. The planned activities to meet the goal are detailed in the 2020 HSP and listed below.

Name:	Task Code:	Planned Amount:
Injury Prevention	**20-02-02**	**$1,899,000**

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

Name:	Task Code:	Planned Amount:
RTSRC (Match)	**20-02-09**	**$1,870,000**

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

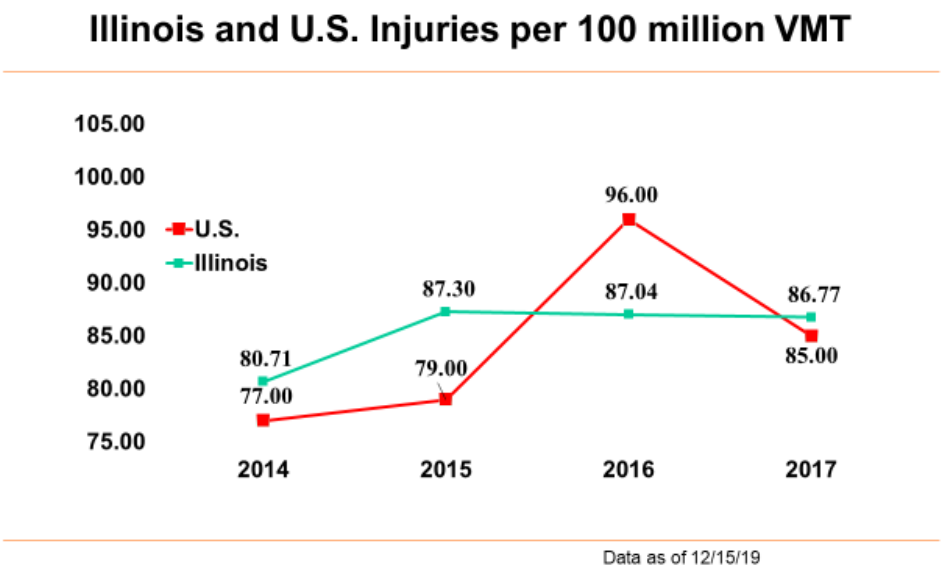
Name:	Task Code:	Planned Amount:
Safety Education Unit	**20-04-12**	**$194,300**

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

Serious Injuries and Serious Injury Rate

Problem Identification

- In 2018 there were 11,354 serious injuries involving a motor vehicle in Illinois and 9,067 serious injury crashes.
- Of these serious injuries and serious injury crashes, 42.2 percent and 41.2 percent, respectively, were intersection related.
- The serious injury rate for Illinois for in 2018 was 10.5 serious injuries per 100 million vehicle miles of travel (VMT).
- Illinois had a 5.9 percent decrease in the serious injury rate from the previous year which was 11.16 in 2017.
- The serious injury rate also decreased 5.9 percent from 2014 to 2018.
- As shown below, total injuries per 100 million vehicle miles of travel for the U.S. decreased from 96 in 2016 to 85 in 2017 while the rate for Illinois slightly decreased from 87.04 to 86.77 for the same time period.



Planned Activities

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

In FFY 2019, Illinois does not have any specific tasks that focus specifically serious injuries, but they are addressed by almost all the planned activities throughout this report.

Program Area Results

Serious Injuries Progress: Met

Core Measure	Baseline 2017	Projected 2018	Actual 2018
Serious Injuries	12,210.9	11,966.7	11,345*

*State data used

Serious Injuries for 2018 were projected to be 11,966.7 based on a baseline rolling average from 2013-2017 and downward linear trend that was mainly reflected in previous years. The value for 2017 five-year average was estimated due to data not being available at that time. Since the actual data for 2018 was 11,345, the target was met.

Serious Injury Rate Progress: Met

Core Measure	Baseline 2017	Projected 2018	Actual 2018
Serious Injury Rate	11.5	11.27	10.5*

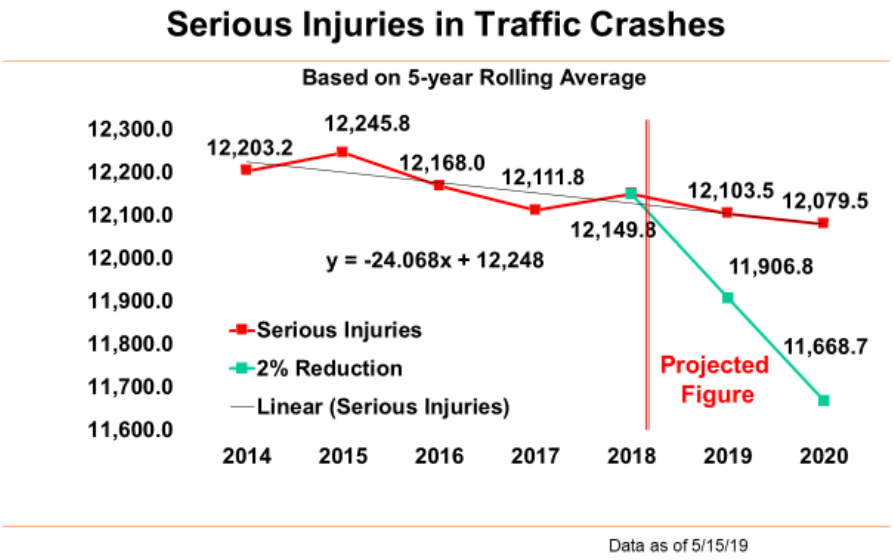
*State data used

Serious Injury Rate for 2018 was projected to be 11.27 based on a baseline rolling average from 2013-2017 and downward linear trend from previous years. The five-year average for 2017 was estimated due to data not being available at that time. Since the data for 2018 was 10.5, the target was met.

Corrective Course of Action/Future

Serious Injuries

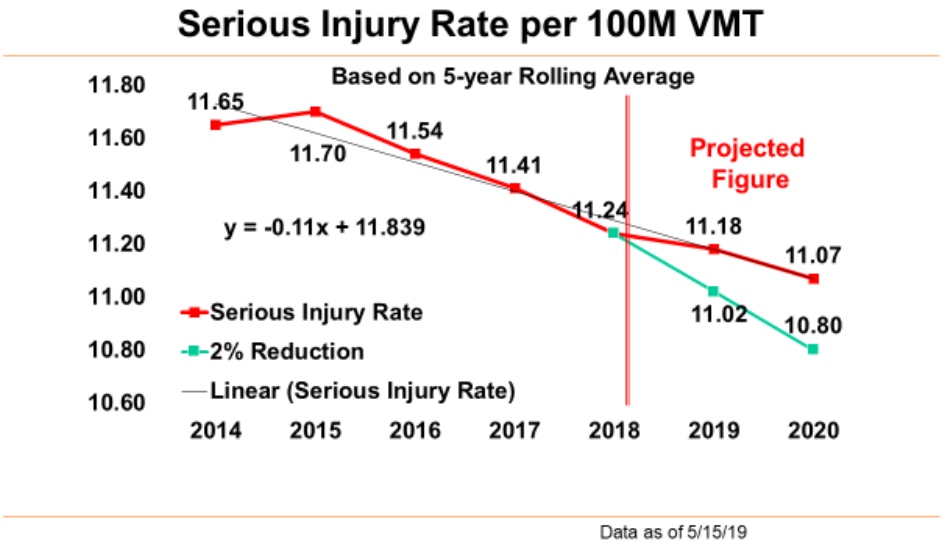
For Total Serious Injuries in Traffic Crashes, five-year rolling averages were created for each year from 2013-2017 since 2018 was not yet available. 2018 was then estimated through the use of a trendline and the total average of 2014 through 2018. Although this resulted in a downward trend, the reduction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



Goal: To reduce the statewide serious injuries from 12,149.8 (2014-2018 average) to 11,668.7 by December 31, 2020.

Serious Injury Rate

For Total Serious Injury Rate per 100M VMT, five-year rolling averages for Total Serious Injuries (as previously shown) were divided by five-year rolling averages for VMT for 2014 through 2018. Since Federal VMT was available for all years except 2018, state VMT was used for 2018. Linear regression for the projected values of 2019 and 2020 only show a slight downward trend in the reduction of Total Serious Injury Rate by 2020 of 11.07 per 100 M VMT. Instead, a two-percent reduction was used, bringing the target to 10.80 per 100 M VMT in 2020.



Goal: To reduce total injury rate from 11.24 (2014-2018 average) to 10.80 by December 31, 2020.

To correct our course, reach our future target, and address this performance measure, Illinois established a detailed strategy of these efforts in the 2020 Highway Safety Plan. The planned activities are the actions IDOT and its partners are taking to address the issues. The planned activities to meet the goal are detailed in the 2020 HSP and listed below.

In FFY 2020, Illinois does not have any specific tasks that focus specifically serious injuries, but they are addressed by almost all of the planned activities throughout this report.

Young Driver

Problem Identification

- In 2018, speed-related fatalities and serious injuries for males and females age 16-20 make up 11.2 percent of all speed-related fatalities and serious injuries in Illinois.
- Occupant fatalities and serious injuries for males and females age 16-20 make up 10.3 percent of all occupant fatalities and serious injuries in Illinois in 2018.
- Belted fatalities and serious injuries for males and females age 16-20 in 2018 make up 10.2 percent of all belted fatalities and serious injuries in Illinois.
- As shown in the chart below for the years 2013 to 2017, males and females age 16-20 make up 6.5 percent of the population in Illinois.
- For this same time period the ratio of percent fatalities and serious injuries to percent population among the 16-20 age group in Illinois is 1.83 (11.9 percent total fatalities and injuries versus 6.5 percent of population).

Percent and Frequency Distributions of Young Driver (< 21) A-Injuries and Fatalities (2013-2017)

Gender	Age Group	Speed-related Fatalities & A-Injuries	% Speed-Related Fatalities & A-Injuries	Occupant Fatalities & A-Injuries	% Occupant Fatalities & A-Injuries	Belted Occupant Fatalities & A-Injuries	% Belted Occupant Fatalities & A-Injuries	Population - 2017 NCHS Estimate	Population Percentage	Population Proportion	Fatality & A-Injury Proportion to Population Proportion
1	2	3	4	5	6	7	8	9	10	11	12
Male	16 - 20	1,543	6.97%	3,142	6.34%	2,136	5.65%	427,917	3.34%	0.03	1.82
Female	16 - 20	1,383	6.25%	3,457	6.97%	2,683	7.10%	408,852	3.19%	0.03	1.85
Both	16 - 20	2,926	13.22%	6,599	13.31%	4,819	12.75%	836,769	6.54%		
Total All Ages		22,128		49,583		37,802		12,802,023			

Planned Activities

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

In FFY 2019, Illinois only has one task that specifically focuses on young drivers. There are many other projects with multiple focuses like 19-02-02 Injury Prevention and most police traffic services.

Name:	Task Code:	Planned Amount:	Expended Amount:
Parent/Teen Handbook	**19-05-01**	**$89,200**	**$78,874.00**

Project Description: This task provides funds for the Office of the Illinois Secretary of State to print and distribute a Parent-Teen Driving Guide and related materials. The driving guide is provided to parents of teen drivers at the time of their initial instruction permit.

Accomplishments: In FFY 2019 the Illinois Office of the Secretary of State ordered 250,000 Parent/Teen Handbooks for distribution to driver's education classes, driver facilities, and the general public.

Program Area Results

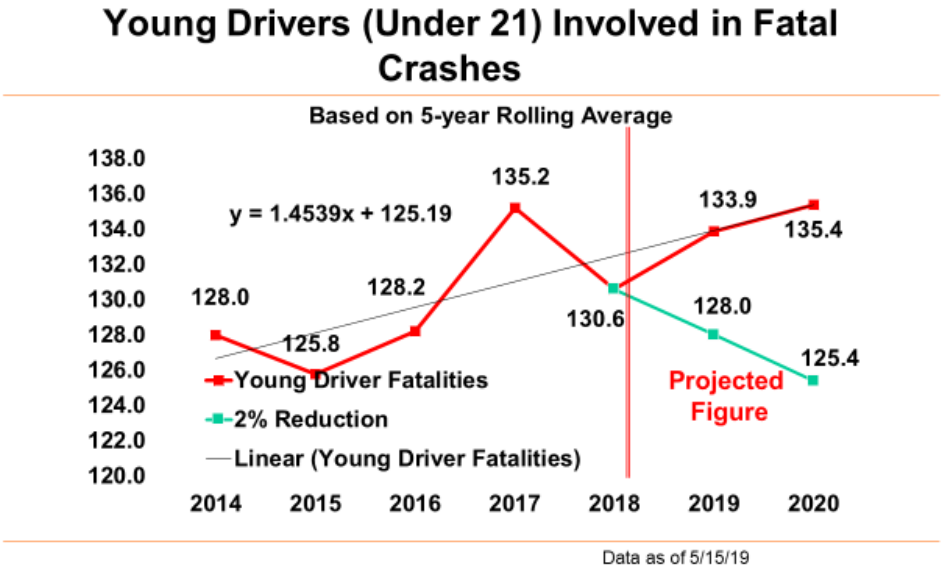
Young Driver (< 21) Fatalities Progress: Met

Core Measure	Baseline 2017	Projected 2018	Actual 2018
Young Driver (< 21) Fatalities	135.2	132.5	110

Young Driver Fatalities for 2018 were projected to be 132.5 based on a baseline rolling average from 2013-2017. Due to the data showing only a slight downward trend from recent previous years, a two-percent reduction was added to create the 2018 value. Since the actual data for 2018 was 110, the target was met.

Corrective Course of Action/Future

Rolling averages for 2014 through 2018 for Young Drivers (Under 21) Involved in Fatal Crashes were used in conjunction with a linear regression line to predict fatalities for 2019 and 2020. The projected value for 2020 was 135.4, higher than the rolling average for 2018 of 130.6. Due to this upward pointing trendline, the two-percent reduction was used. Using the two-percent reduction method, the projected value is now 125.4 which aligns with the goal of zero fatalities.



Goal: To reduce total number of fatalities in crashes involving a driver under 21 years old from 130.6 (2014-2018 average) to 125.4 by December 31, 2020.

To correct our course, reach our future target, and address this performance measure, Illinois established a detailed strategy of these efforts in the 2020 Highway Safety Plan. The planned activities are the actions IDOT and its partners are taking to address the issues. The planned activities to meet the goal are detailed in the 2020 HSP and listed below.

In FFY 2020, Illinois only has one task that specifically focuses on young drivers. There are many other projects with multiple focuses like 20-02-02 Injury Prevention that also focuses on young drivers along with most police traffic services.

Name:	Task Code:	Planned Amount:
Parent/Teen Handbook	**20-05-01**	**$65,000**

Project Description: This task provides funds for the Office of the Illinois Secretary of State to print and distribute a Parent-Teen Driving Guide and related materials. The driving guide is provided to parents of teen drivers at the time of their initial instruction permit.

Occupant Protection

The Occupant Protection program area focuses on addressing serious injuries and fatalities of unrestrained or improperly restrained occupants. This area of traffic safety is a focus area for Illinois. Although Illinois has a high seat belt usage rate of 94.3 percent in 2019, roughly 40 percent of fatalities and serious injuries were from drivers or occupants who were unrestrained.

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

To address occupant protection in Illinois, IDOT issues local and state agencies grant-funded projects to focus on enforcing laws and educating drivers and passengers. Occupant protection enforcement occurs via the Sustained Traffic Enforcement Program (STEP) with which grantees undertake integrated impaired driving and seat belt enforcement during holiday mobilizations (Halloween, Thanksgiving, Christmas/New Year's, Super Bowl, St. Patrick's Day, Memorial Day, Independence Day, and Labor Day). Thanksgiving and Memorial Day have a primary "Click It or Ticket" message and the other holiday timeframes have a strong secondary "Click It or Ticket" and "Drive Sober or Get Pulled Over" message. Local law enforcement agencies also perform occupant protection details throughout the year. Each "Click It or Ticket" campaign also has a comprehensive earned and paid media effort.

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

The success of increasing belt usage can be gauged by the annual Observational Seat Belt Use Survey. In 2018, Illinois had an Observed Seat Belt rate at 94.6 percent and in 2019 it fell to 94.3 percent. Illinois views this rate as a success.

Problem Identification

- Of the 1,473 drivers involved in fatal crashes in 2018, 61.2 percent were restrained.
- Of the total number of occupant fatalities (664), 49.2 percent (327) were unrestrained.
- Drivers killed amounted to 62.8 percent of all fatalities.
- Drivers with A-injuries amounted to 64.3 percent of all serious injuries.
- There were 319,430 total crashes involving motor vehicles in Illinois.
- Crashes involving serious injury amounted to 14 percent of the injury crashes statewide.
- There were 3,437 injuries to children age 8 and younger in motor vehicles in 2018 which accounts for 14.7 percent of all passenger injuries.
- In 2018 there were 12 fatalities for children age 8 and younger.
- Individuals 16-20 years old account for 70 fatalities which is 6.7 percent of all fatalities.
- The observed seat belt usage rate in 2019 was 94.3 percent.
- For belted occupants involved in serious injuries and fatalities for 2013-2017, Males age 9-15 had the lowest use at 41.2 percent.

Percent and Frequency Distributions of Belted Occupant A-Injuries and Fatalities (2013-2017)

Gender	Age Group	Total Fatalities & A-Injuries	Occupant Fatalities & A-Injuries	Belted Occupant Fatalities & A-Injuries	% Belted Occupant Fatalities & A-Injuries
Male	0 - 8	859	635	468	54.5%
Male	9 - 15	1,229	660	506	41.2%
Male	16 - 20	3,927	3,142	2,136	54.4%
Male	21 - 34	10,706	7,752	4,892	45.7%
Male	35 - 64	14,915	9,380	6,982	46.8%
Male	65 +	3,531	2,638	2,128	60.3%
Female	0 - 8	798	664	486	60.9%
Female	9 - 15	1,230	917	737	59.9%
Female	16 - 20	3,821	3,457	2,683	70.2%
Female	21 - 34	8,461	7,420	5,710	67.5%
Female	35 - 64	11,664	9,814	8,322	71.3%
Female	65 +	3,506	3,104	2,752	78.5%
Total		64,647	49,583	37,802	58.5%

Planned Activities

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

Name:	Task Code:	Planned Amount:	Expended Amount:
K.I.S.S. SOS	**19-19-02**	**$31,337**	**$21,376.49**

Project Description: This task provides funds for the Office of the Secretary of State, Driver Services (SOS Drivers) to maintain five existing car seat installation check locations statewide. The program will also provide continuation of a car seat component.

Accomplishments: The Illinois Office of the Secretary of State distributed and installed 160 grant funded car seats, and held 11 training classes, training 91 people. Also, educational material was provided at three safety fairs.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police Match	**19-19-03**	**$662,500**	**$470,249.66**

Project Description: The Illinois State Police complete traffic patrols to increase occupant protection usage, reduce DUIs, and speeding.

Accomplishments: The Illinois State Police conduct continual traffic enforcement and road side safety checks with non-federal funded enforcement.

Name:	Task Code:	Planned Amount:	Expended Amount:
Child Passenger Safety Program	**19-19-05**	**$254,985**	**$216,874.75**

Project Description: This task provides funds for local agencies to participate in the child passenger safety program by funding certification and training fees, inspection station supplies, and car seats for distribution to low-income families.

Accomplishments: In FFY 2019, 15 Child Passenger Safety projects were funded. The goal of the projects was to provide public information, education materials, and technical tool designed to foster community level approaches to highway safety. A total of 1,167 grant funded car seats were installed and 341 CPS trainings were conducted while reaching over 8,500 people.

Name:	Task Code:	Planned Amount:	Expended Amount:
Child Passenger Safety Seats	**19-19-07**	**$15,000**	**$0.00**

Project Description: This task provides funds for IDOT to purchase Child Passenger Safety seats to support National Child Passenger Safety Week and another state-led CPS initiative.

Accomplishments: This task was completed by grantees making car seat purchases for distribution during Child Passenger Safety week.

Name:	Task Code:	Planned Amount:	Expended Amount:
Child Passenger Safety	**19-19-09**	**$12,000**	**$0.00**

Project Description: This task provides funds to pay for IDOT staff Child Passenger Safety Technician re-certification and new course certification fees. This task also supports the launch of the electronic child restraint inspection form by providing iPads to inspection stations using the online process.

Accomplishments: This task was completed by grantees providing certification and recertification fees for technicians.

Name:	Task Code:	Planned Amount:	Expended Amount:
LATCH Manuals	**19-19-10**	**$3,800**	**$0.00**

Project Description: This task provides funds for IDOT to purchase 100 Lower Anchors and Tethers for Children (LATCH) Manuals for IDOT's Child Passenger Safety program.

Accomplishments: No activity occurred in this task. This task was completed by grantees providing latch manuals when needed.

Name:	Task Code:	Planned Amount:	Expended Amount:
Occupant Protection Paid Media	**19-19-11**	**$650,000**	**$551,086.30**

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

Accomplishments: Paid Media Campaign Viewing Results.

Occupant Protection	
Broadcast TV Ads	419
Cable TV Ads	3,513
Broadcast Radio	999
Digital - Views, Clicks, Impressions	28,372,431

Name:	Task Code:	Planned Amount:	Expended Amount:
P.I. & E. Materials	**19-19-12**	**$4,000**	**$0.00**

Project Description: This task identifies funding for IDOT to purchase occupant protection banners for Illinois' Click It or Ticket campaigns.

Accomplishments: IDOT made all of these purchases with state funds and no federal funds were needed to accomplish this task.

Name:	Task Code:	Planned Amount:	Expended Amount:
Child Pass. Safety Conference	**19-19-13**	**$35,000**	**$0.00**

Project Description: This task provides funds for IDOT to host biennial statewide CPS Conference in Bloomington, IL.

Accomplishments: The Child Passenger Safety Conference was held in Bloomington, Illinois on April 8 and 9, 2019. A total of 240 people attended the conference, with nine vendors exhibiting, including Nuna, Safe Guard/Immi, Graco, Safe Traffic Systems, ThinkFirst, Kids Embrace, Huggable images, and Goodbaby. Conference had breakout sessions, with six Continuing Educations Units (CEUs) needed for recertification for those who attended all sessions. This was facilitated with funds from 19-02-02.

Program Area Results

Unrestrained Passenger Fatality Progress: Met

Core Measure	Baseline 2017	Projected 2018	Actual 2018
Unrestrained Passenger Fatalities	263.2	257.9	245

Unrestrained Passenger Fatalities for 2018 were projected to be 257.9 based on a baseline rolling average from 2013-2017 and downward linear trend in recent previous years. The actual data for 2018 was 245 and as a result, the target was met.

Seat Belt Progress: Met

Core Measure	Baseline 2017	Projected 2018	Actual 2018
Seat Belt Usage	93.9	94.4	94.6

Seat Belt Usage for 2018 was projected to be 94.4 based on a baseline rolling average from 2013-2017 and an upward linear trend that was reflected in previous years. Since the actual data for 2018 was 94.6, the target was met.

Evaluation

Statewide Observational Seat Belt Survey

The seat belt usage rate survey was a statistical (multi-stage random) observational survey conducted statewide prior to and following the CIOT campaign. The 2018 statewide survey served as the pre-survey for the 2019 statewide survey. Both surveys included 288 statewide site locations. The survey included sites on both low volume local roads and residential streets in addition to high volume state highways. The 288 sites provided a statistically representative sample of the state. The design of the 2019 survey was fully compliant with the National Highway Traffic Safety Administration's Uniform Criteria for State Observational Surveys of Seat Belt Use. The survey had four characteristics:

1. The survey was conducted between 7:00 a.m. and 6:30 p.m. when the light was adequate for observation.
2. The survey observations were restricted to front seat occupants (drivers and passengers) of cars, sport utility vehicles, taxis, vans, and pickup trucks.
3. Only the use of a shoulder harness was observed since vehicles passed an observation point without stopping.
4. The survey sites included interstate highways, freeways, county roads, state highways, and a random sample of residential streets within selected areas.

During the pre-mobilization survey of 2018, there were 153,844 front seat occupants observed at 288 site locations statewide. During the post-mobilization survey of 2019, there were 147,159 front seat occupants observed at the 288 locations statewide. The observed seat belt rate for 2019 is 94.3 percent.

Telephone Survey

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

The percentage of people who indicated that, "*in the past thirty days*," they had *"seen or heard any messages that encourage people to wear their safety belts*" increased from 44.9 percent in the April pre-test survey to 56.1 percent at the time of the June post-test survey.

Of those June respondents who *had seen or heard messages encouraging safety belt use*, most respondents indicated exposure through billboards/road signs (44.2 percent) and television (52.5 percent). The majority of both pre and post survey respondents who saw or heard a message on television report seeing or hearing the message via a commercial or an advertisement; 75 percent in April and 76.2 percent in June.

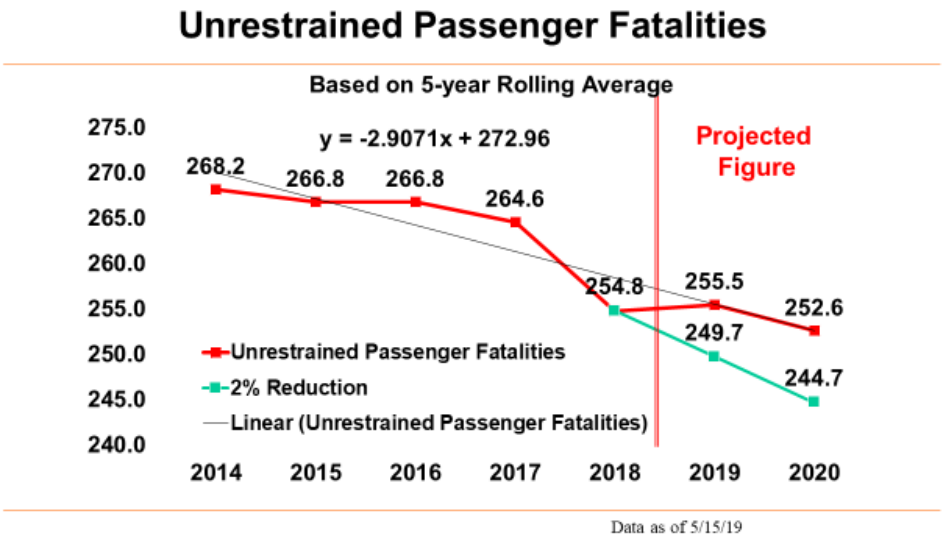
The 2019 April awareness level of the "Click It or Ticket" slogan started at 76 percent. It increased slightly to 82 percent in the June 2018 survey. Please refer to the chart below which shows the change in attitudes and awareness levels from 2013 to 2019.

Seat Belt	2013	2014	2015	2016	2017	2018	2019
When driving, how often do you wear your seat belt (composite of shoulder & lap)? **(Percent Always)**	96.3%	95.2%	95.9%	93.7%	95.1%	93.9%	93.5%
Suppose you didn't wear your seat belt at all over the next six months. How likely do you think it is that you would get a ticket for not wearing a seat belt during this time? **(Percent Very Likely)**	45.6%	37.0%	45.7%	42.3%	38.8%	44.1%	40.1%
When was the last time you did not wear seat belt when driving? **(Percent more than a year ago-Always Wear)**	77.8%	88.3%	84.5%	81.9%	83.7%	87%	82.3%
In the past 30 days, have you seen or heard of any special effort by police to ticket drivers in your community for seat belt violations? **(Percent Yes)**	51.1%	15.5%	15.5%	11.7%	9.3%	20.7%	22.8%

Corrective Course of Action/Future

Unrestrained Passenger Fatalities

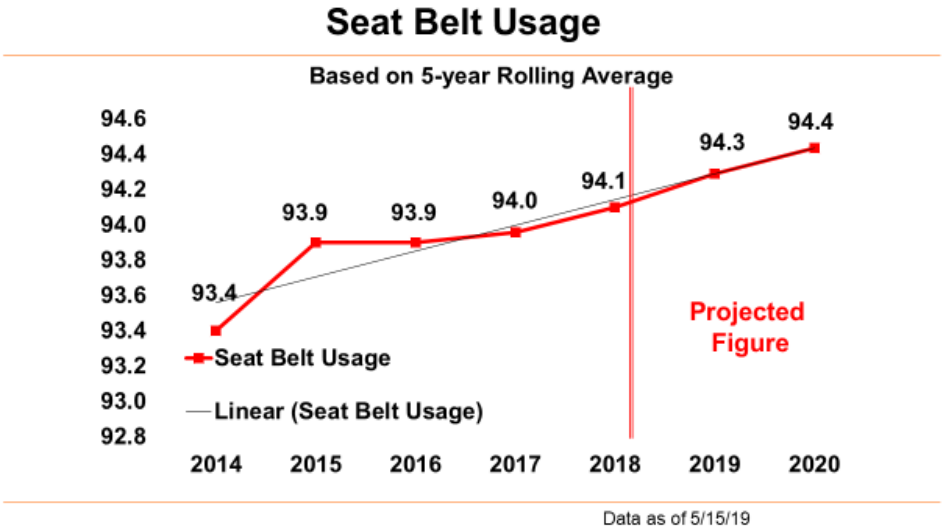
For Unrestrained Passenger Fatalities, 2014 through 2018 fatalities were calculated using five-year rolling averages. The linear regression line illustrates only a slight reduction to 252.6 in 2020 so the two-percent reduction is applied, bringing the 2020 target to 244.7.



Goal: To reduce total number of unrestrained passengers from 254.8 (2014-2018 average) to 244.7 by December 31, 2020.

<u>Seat Belt Usage</u>

Contrary to the previously mentioned performance targets, Seat belt Usage is desired to be on an upward trend. Again, rolling averages for 2014 through 2018 were calculated and a regression line shows the projected usage rate for 2020 to be at 94.4 percent.



Goal: To increase the Observed Seat Belt Usage rate from 94.1 percent (2014-2018 average) to 94.4 percent by December 31, 2020.

To correct our course, reach our future target, and address this performance measure, Illinois established a detailed strategy of these efforts in the 2020 Highway Safety Plan. The planned activities are the actions IDOT and its partners are taking to address the issues. The planned activities to meet the goal are detailed in the 2020 HSP and listed below.

Name:	Task Code:	Planned Amount:
K.I.S.S. SOS	**20-19-02**	**$32,357**

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

Name:	Task Code:	Planned Amount:
Child Passenger Safety Program	**20-19-05**	**$356,000**

Project Description: This task provides funds for local agencies to participate in the child passenger safety programs in FFY 2020 by funding certification costs/training fees, inspection station supplies, and car seats for distribution to low-income families.

Name:	Task Code:	Planned Amount:
Occupant Protection Paid Media	**20-19-12**	**$400,000**

Project Description: IDOT's occupant protection communication campaigns consist of comprehensive, statewide paid media buys including the use of radio, television, print, digital, and other online mass media. In FFY 2020, a predominantly male, age 18-34 year-old demographic will be targeted with the "Life or Death" prevention message.

State Traffic Safety Information System Improvements

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

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

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

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

Planned Activities

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

Name:	Task Code:	Planned Amount:	Expended Amount:
Traffic Records Coordinator	**19-18-01**	**$120,000**	**$0.00**

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

Accomplishments: No funds were expended out of this task. The SHSO was unable to hire a traffic records coordinator during FFY 2019. This position has been filled for FFY 2020.

Name:	Task Code:	Planned Amount:	Expended Amount:
Trauma Registry (IDPH)	**19-18-02**	**$1,271,800**	**$154,000.00**

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

Accomplishments: This project has progressed to the point of training that is to begin in 2020. A full demonstration of the product is scheduled to be presented at the Illinois TRCC quarterly meeting in April 2020.

Name:	Task Code:	Planned Amount:	Expended Amount:
CODES	**19-18-07**	**$130,000**	**$0**

Project Description: The primary purpose of this position to develop and link statewide crash data to health care data using advanced probabilistic methods and several descriptive and multivariate statistical techniques including multiple regression, logistic regression, and structural equation modeling. The linked data will be used to analyze and study financial and medical outcomes of individuals who are involved in motor vehicle crashes.

Accomplishments: No funds were expended out of this task. In August 2019, the Illinois Department of Public Health and IDOT received a grant from CDC to take an integrated approach to strengthen statewide programs and activities to link existing 2016 and 2017 IDOT statewide traffic records with IDPH medical outcome and medical charge data. IDPH medical data consist of hospital inpatient and emergency department records, trauma registry records, and Emergency Medical Services (NEMSIS) data. We are in a process of advertising and hiring two data analysts through UIS. The data analyst position will be funded through CODES.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police Match	**19-18-08**	**$2,015,000**	**$44,686.97**

Project Description: The Illinois State Police collect data from traffic enforcement and share data with the Illinois Department of Transportation. This data is analyzed and used to drive down fatalities in Illinois.

Accomplishments: The Illinois State Police continues to share data with the Illinois Department of Transportation.

Name:	Task Code:	Planned Amount:	Expended Amount:
Image Enhancement (SOS)	**19-18-12**	**$30,438**	**$24,787.88**

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

Accomplishments: This project continues to employ the staff needed to input data that improves the timeliness, completeness, and accuracy of the Illinois traffic records system. Staff answered 7,249 telephone calls, screened and soundexed 4,897 cases, loaded and suspended 289 files, and amended/rescinded 23 safety responsibility cases.

Name:	Task Code:	Planned Amount:	Expended Amount:
BSPE Data Collection	**19-04-10**	**$20,000**	**$6,000.00**

Project Description: This project will focus on developing a web-based data collection form to enhance our grant activities and reporting system. Currently data from our local agencies are being manually sent into the BSPE office and then updated into our database. Illinois would like to change this process and create a web-based system to allow local agencies to upload their traffic data. This database would also allow for timely analysis of the data because of how it is submitted.

Accomplishments: This task was used to purchase supplies to begin this program. IDOT is currently working with a vendor on an electronic grant management software that will address the need for this project.

Name:	Task Code:	Planned Amount:	Expended Amount:
CATT Lab	**19-18-16**	**$400,000**	**$0**

Project Description: This task has allocated $400,000 for the Office of Planning and Programming within IDOT to develop analytic tools through the University of Maryland. The University of Maryland – CATT Lab has a portfolio of tools within a web hosted Environment for a Real-Time Data, Situational Awareness, & Analytical Platform.

Accomplishments: This project was completed. Due to state appropriation constraints, this project was completed using other funds.

Name:	Task Code:	Planned Amount:	Expended Amount:
Data Governance	**19-18-17**	**$1,000,000**	**$0**

Project Description: IDOT has allocated $500,000 to develop a data warehouse to integrate all the existing IDOT databases, including crash, roadway, traffic, and land use in addition to many other small databases. IDOT has vast amounts of high quality and high value data originating from the agency's various data subject areas and spanning the complete transportation project/asset life cycle.

Accomplishments: Due to prioritization of special projects in our information technology bureau, IDOT was not able to begin this project. BSPE will continue to promote this project for future funding opportunities.

Program Area Results

A list of Performance Measures for Crash Data								
	Measures	**Benchmark 2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**
Timeliness	Average # days between date the crash occurred and the date the official crash report was received by IDOT	20.4	17.8	17	14	12	12	10
	Median # days to stat code the crash reports	149	126	120	110	90	40	17
	Average # days to location code the crash reports	199.4	193.6	191	180	120	95	90
	Median # days to location code the crash reports	238	226	223	201	130	100	93
	% of Crash Reports Electronically Filed	30.2	33.9	34	30	70	84	87
	# of Crash Reports Electronically Filed	129,886	142,822	152,000	161,000	256,848	305,661	310,000
Completeness	% of time "unknown" code is used in critical crash field* for a non-fatal crash at an agency level	9.4	9.4	9.4	9.4	9	6	5
Uniformity	% MMUCC-compliant data elements	76.6	76.6	76.6	76.6	76.6	76.6	80.0
Accuracy	Number of errors per electronically reported crash only	2.7	2.2	2.2	2	2	1	1
Integration	**Integration with other databases od crash data with the following:**							
	Crash to Roadway file (GID-based data)	1	1	1	1	1	1	1
	Crash to FARS and SafetyNet (MCMIS)	1	1	1	1	1	1	1
	Crash to Hospital Inpatient Data	1	1	1	1	-	-	1
	Crash to Emergency Department Data	1	1	1	No Activity	No Activity	No Activity	1
	Crash/FARS to Trauma Registry Data	1	1	No Activity	No Activity	No Activity	No Activity	1

Corrective Course of Action/Future

To correct our course, reach our future target, and address this performance measure, Illinois established a detailed strategy of these efforts in the 2020 Highway Safety Plan. The planned activities are the actions IDOT and its partners are taking to address the issues. The planned activities to meet the goal are detailed in the 2020 HSP and listed below.

Name:	Task Code:	Planned Amount:
Traffic Records Coordinator	**20-18-01**	**$120,000**

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

Name:	Task Code:	Planned Amount:
Trauma Registry (IDPH)	**20-18-02**	**$196,000**

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

Name:	Task Code:	Planned Amount:
Data Warehouse (SOS)	**20-18-03**	**$500,000**

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

Name:	Task Code:	Planned Amount:
CODES	**20-18-07**	**$130,000**

Project Description: The primary purpose of this position to develop and link statewide crash data to health care data using advanced probabilistic methods and several descriptive and multivariate statistical techniques including multiple regression, logistic regression, and structural equation modeling. The linked data will be

used to analyze and study financial and medical outcomes of individuals who are involved in motor vehicle crashes.

Name:	Task Code:	Planned Amount:
Image Enhancement (SOS)	**20-18-12**	**$30,438**

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

Name:	Task Code:	Planned Amount:
Data Governance	**20-18-17**	**$500,000**

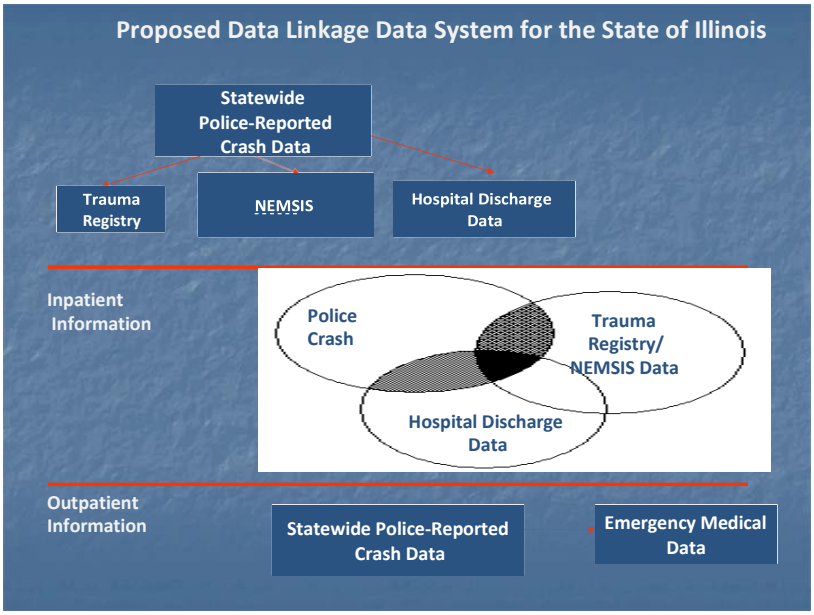
Project Description: IDOT intends to develop a data warehouse to integrate existing IDOT databases. IDOT has vast amounts of quality and high value data originating from the agency's various data subject areas and spanning the complete transportation project/asset life cycle.

Name:	Task Code:	Planned Amount:
Data Integration (CDC)	**Not App.**	**$0**

Project Description: This project was not in the 2019 Highway Safety Plan, but it is part of our current data effort. The Illinois Department of Public Health (IDPH) proposes to take an integrated approach to strengthen statewide programs and activities relative to injury prevention and control. Specifically, with grant funding provided as of August 2019 by the Centers for Disease Control and Prevention (CDC), IVPP proposes to work with the Illinois Department of Transportation (IDOT) to link existing 2016 and 2017 IDOT statewide traffic records with IDPH medical outcome and medical charge data. IDPH medical data consist of hospital inpatient and emergency department records, trauma registry records, and Emergency Medical Services (NEMSIS) data. The linked database will be used to support local, regional, and the statewide injury prevention programs as well as highway safety programs to affect decreases in deaths, non-fatal injuries, and health care costs resulting from motor vehicle crashes.

Currently, IDOT crash data is limited in conducting meaningful problem identification and evaluation of highway safety programs since it does not contain the true outcome data, such as medical (injury severity) and financial items. Linking each person identified on the police crash report who is injured to one or more medical records will provide a rich new source on outcomes. Data integration is a high priority for both IDOT and IDPH. IDOT will commit state resources to sustain the linkage and analysis of state crash, cost and outcome data beyond the scope of the project.

The figure below shows the proposed data linkage system for the State of Illinois.



A full description of the project is available in the Grant Narrative submitted to CDC. The narrative includes detailed project activities, methods, organizational capacity (staffing, existing committee, inventory of data sources, and infrastructure), examples of data user agreements, and a work plan.

Impaired Driving

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

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

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

Problem Identification

- There were 948 fatal crashes in 2018, 30.8 percent were alcohol related.
- Of the 1,031 people killed in motor vehicle crashes in 2018, 31.4 percent of these fatalities were alcohol-related.
- There were 650 drivers killed in motor vehicle crashes, 570 of these drivers were tested with 36.8 percent testing positive for BAC of 0.01 or higher in 2018.
- From 2013 to 2017, the group with the highest percentage of alcohol-related serious injuries and fatalities are Males aged 21 to 34.
- Since this group is a high-risk group for driving-related serious injuries and fatalities and because males in this group are more apt to drink and drive, it is not surprising that the percentage of Males age 21 to 34 have the highest rate of alcohol-related serious injuries and fatalities.

Percent and Frequency Distributions of Alcohol-Related A-Injuries and Fatalities (2013-2017)

Gender	Age Group	Total Fatalities & A-Injuries	Alcohol-related Fatalities & A-injuries	% Alcohol-Related Fatalities & A-Injuries
Male	0 - 8	859	69	8.0%
Male	9 - 15	1,229	56	4.6%
Male	16 - 20	3,927	460	11.7%
Male	21 - 34	10,706	2,497	23.3%
Male	35 - 64	14,915	2,285	15.3%
Male	65 +	3,531	220	6.2%
Female	0 - 8	798	62	7.8%
Female	9 - 15	1,230	88	7.2%
Female	16 - 20	3,821	298	7.8%
Female	21 - 34	8,461	1,178	13.9%
Female	35 - 64	11,664	1,019	8.7%
Female	65 +	3,506	110	3.1%
Total		64,647	8,342	12.9%

Planned Activities

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

Name:	Task Code:	Planned Amount:	Expended Amount:
Alternative Transportation	**19-03-01**	**$25,000**	**$0**

Project Description: This task provides funding to establish a pilot program to test alternative transportation for impaired drivers in a local jurisdiction.

Accomplishments: This program was completed with a partnership with GHSA and Lyft. IDOT received a grant to pilot a program in St. Louis Metro area during the holiday season of 2018. $15,000 of free rides were issued to individuals in the times when impaired driving is most prevalent. Due to private funding, NHTSA funds were not needed to accomplish this program.

Name:	Task Code:	Planned Amount:	Expended Amount:
Operation Straight ID (SOS)	**19-13-02**	**$23,000**	**$21,902.48**

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

Accomplishments: The Illinois Secretary of State Police conducted 75 "Operation Straight ID" presentations informing over 1,300 law enforcement officers, employees, and other community members how to detect fraudulent driver license and state identification cards.

Name:	Task Code:	Planned Amount:	Expended Amount:
Alcohol Police Training	**19-13-06**	**$300,000**	**$272,857.13**

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

Accomplishments: The Illinois Law Enforcement Training and Standards Board conducted 12 Advanced Roadside Impaired Driving Enforcement (ARIDE) classes training 199 officers; and 1 Drug Recognition Expert (DRE) class adding 27 DRE officers; 2 Standard Field Sobriety Testing (SFST) Instructor course training 42 new instructors; 34 Breath Alcohol Operator trainings for 673 officers; 18 SFST refresher courses training 271 officers; and 8 Medical Marijuana/Advanced DUI courses for 142 officers.

Name:	Task Code:	Planned Amount:	Expended Amount:
Probation Services (Match)	**19-13-09**	**$2,222,500**	**$1,583,902.94**

Project Description: This task provides state matching funds from the Administrative Office of the Illinois Courts. This agency has the responsibility for oversight of the probation supervision of DUI offenders.

Accomplishments: These matching funds were met by the Administrative Office of the Illinois Courts for the supervision of DUI defendants sentenced to probation. There is roughly a 12 percent statewide active caseload for DUI offenders and a specialized DUI program caseload of 1,197.

Name:	Task Code:	Planned Amount:	Expended Amount:
Local Alcohol Project	**19-13-12**	**$2,067,220**	**$1,588,704.57**

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

Accomplishments: Supported vital statewide initiatives of a Traffic Safety Resource Prosecutor Program prosecutors and law enforcement officials, implemented statewide law enforcement forensic phlebotomy program, provided additional funding for DRE callouts, and Court Monitoring Programs. In all, over 10,000 DUI court cases around the state. Also, funded one Illinois county to attend the National Center for DWI Courts' DWI Court Foundational Training in preparation for starting a DUI Court.

Name:	Task Code:	Planned Amount:	Expended Amount:
Impaired Driving Paid Media	**19-13-14**	**$2,000,000**	**$1,997,484.86**

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

Accomplishments: Paid Media Campaign Viewing Results

Impaired Driving	
Broadcast TV Ads	1,887
Cable TV Ads	11,191
Broadcast Radio	8,009
Digital - Views, Clicks, Impressions	63,483,889

Name:	Task Code:	Planned Amount:	Expended Amount:
Rural Area Initiative	**19-13-16**	**$1,000,000**	**$0**

Project Description: This task will be utilized to develop and run enforcement-based, paid media messages to directly target audiences within the 23 counties. Messages will be developed to directly reference local data and mention local jurisdictions.

Accomplishments: No funds were expended, and the project was not completed. This task was planned but was unable to reach implementation due to internal constraints within the SHSO.

Name:	Task Code:	Planned Amount:	Expended Amount:
Impaired Driving Priorities	**19-13-17**	**$50,000**	**$0**

Project Description: This task will fund priorities as set forth in the Illinois Impaired Driving Strategic Plan and the 2018 Illinois Impaired Driving Program Assessment.

Accomplishments: No funds were expended. This project has been started and continues to operate within the Impaired Driving Task Force.

Program Area Results

Driver and Motorcycle Operator with BAC 0.08 or Higher Fatality Progress: Unmet

Core Measure	Baseline 2017	Projected 2018	Actual 2018
Driver and Motorcycle Operator with BAC 0.08 or Higher Fatalities	310	303.8	309

For 2018, Driver and Motorcycle Operator with BAC of 0.08 or Higher Fatalities were projected to be 303.8. This projection derived from a baseline rolling average for 2013-2017 and downward linear trendline. The value used for the 2017 average was estimated due to the data not being available at that time. Most of the data from recent previous years had shown a slight increase year after year. Actual Driver and Motorcycle Operator with BAC of 0.08 or Higher Fatalities were 309, resulting in the target being not met.

Evaluation

Telephone Survey

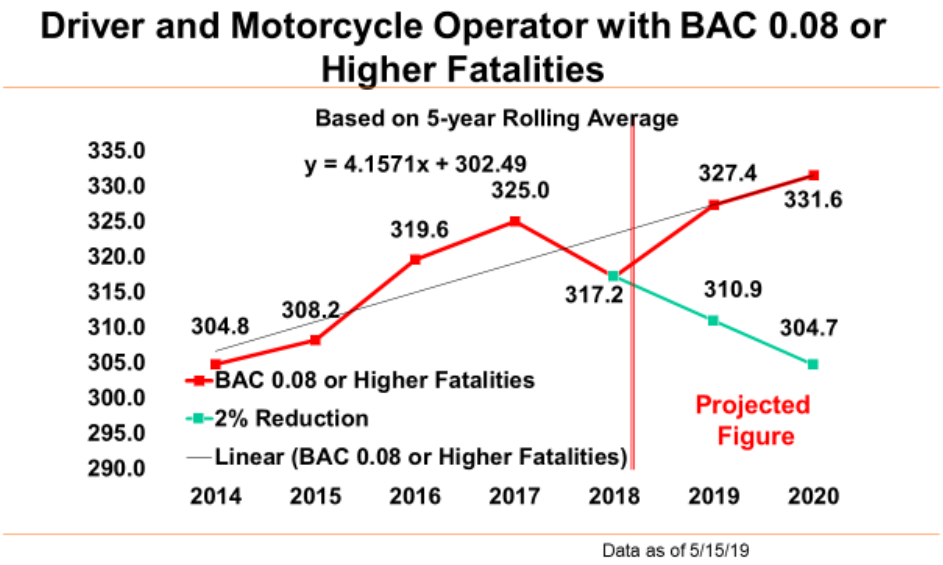
"Drive Sober or Get Pulled Over" awareness levels were measured in April and June. Respondents self-reported awareness levels of the slogan at 53 percent and 49 percent, respectively. "You Drink. You Drive. You Lose" was reported slightly higher at 63 percent in April and 61 percent in June statewide. The slogan with the highest reported awareness is "Friends Don't Let Friends Drive Drunk" With awareness levels at 68 percent in April and 70 percent in June.

Additionally, telephone survey respondents were asked about their attitudes and awareness levels for impaired driving and police enforcement activity. Please refer to the chart below which shows the change in attitudes and awareness levels from 2013 to 2019.

Alcohol	2013	2014	2015	2016	2017	2018	2019
In the past 30 days, have you read, seen or heard anything about alcohol impaired driving in Illinois? **(Percent Yes)**	62.7%	65.4%	61.2%	50.4%	51.6%	47.7%	47.0%
If you drove after having too much to drink to drive safely, how likely do you think you are to be stopped by a police officer? Would you say this is: **(Percent Almost Certain +Very Likely)**	44.6%	40.8%	35.1%	27.5%	38.4%	41.5%	36.7%
Compared to 3 months ago, do you think a driver who had been drinking is now likely to get stopped by Police? **(Percent More Likely)**	23.8%	23.4%	25.9%	23.1%	18.7%	22.0%	22.9%
Percent of responders who had alcoholic beverages in the last 30 days.	45.9%	NA	45.9%	49.4%	48.1%	38.7%	35.7%
Of those who ever drink, during the past 30 days, have you ever driven a motor vehicle within two hours after drinking alcoholic beverages? **(Percent Yes)**	24.7%	NA	21.6%	17.7%	18.9%	19.6%	19.0%

Corrective Course of Action/Future

Since fatalities for Driver and Motorcycle Operator with a BAC of 0.08 or higher were not yet available for 2018, an estimate was calculated by using five-year rolling averages for 2013 through 2017 to create a linear regression line to project 2018. The total average for 2014, 2015, 2016, 2017, and 2018 was then used as the value for 2018. Again, the data display an upward trend in fatalities with 2020 at 331.6. Instead, the two-percent reduction was applied to set the 2020 target at a much lower 304.7 which is better aligned with the goal of working toward zero fatalities.



Goal: To reduce total number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 or higher from 317.2 (2014-2018 average) to 304.7 by December 31, 2020.

To correct our course, reach our future target, and address this performance measure, Illinois established a detailed strategy of these efforts in the 2020 Highway Safety Plan. The planned activities are the actions IDOT and its partners are taking to address the issues. The planned activities to meet the goal are detailed in the 2020 HSP and listed below.

Name:	Task Code:	Planned Amount:
Operation Straight ID (SOS)	**20-13-02**	**$29,574**

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

Name:	Task Code:	Planned Amount:
Alcohol Police Training	**20-13-06**	**$225,000**

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

Name:	Task Code:	Planned Amount:
Judicial Training	**20-13-07**	**$58,003**

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

Name:	Task Code:	Planned Amount:
TSRP	**20-13-10**	**$345,100**

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

Name:	Task Code:	Planned Amount:
Local Alcohol Project	**20-13-12**	**$2,841,706**

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

Name:	Task Code:	Planned Amount:
Impaired Driving Paid Media	**20-13-14**	**$2,000,000**

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

Motorcyclist Safety

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

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

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

In 2019, Illinois enrolled 14,589 motorcyclists in IDOT's Cycle Rider Safety Training Program. Of those enrolled, 12,258 successfully completed the training and 2,201 were walk-in students who were not pre-registered. There were 488 students turned away for training due to the courses being filled.

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

Problem Identification

<u>Motorcyclist Safety</u>

- Crashes involving motorcyclists account for 0.8 percent of all crashes in Illinois in 2018.
- In 2018, there were 115 fatal crashes and 119 fatalities involving motorcyclists.
- Of the 2,005 motorcyclists injured in 2018, 36.8 suffered from serious injuries.
- In 2018, 11 of the 119 motorcyclist fatalities occurred in Chicago as well as 10 of the 115 fatal crashes.
- Of the 308 motorcyclists injured in Chicago in 2018, 106 resulted in serious injuries.
- As illustrated in the chart below, the group with the highest percent of motorcyclist fatalities and serious injuries are Males age 35 to 64 at 16.97 percent for 2013 to 2017.

Percent and Frequency Distributions of Motorcycle-Related A-Injuries and Fatalities and Helmet Use (2013-2017)						
Gender	Age Group	Total Fatalities & A-Injuries	Motorcycle Fatalities & A-Injuries	Helmeted Motorcycle Fatalities & A-Injuries	% Helmeted Motorcycle Fatalities & A-Injuries	% Motorcycle Fatalities & A-Injuries
Male	0 - 8	859	3	1	33.3%	0.35%
Male	9 - 15	1,229	22	5	22.7%	1.79%
Male	16 - 20	3,927	206	105	51.0%	5.25%
Male	21 - 34	10,706	1,428	546	38.2%	13.34%
Male	35 - 64	14,915	2,531	659	26.0%	16.97%
Male	65 +	3,531	298	117	39.3%	8.44%
Female	0 - 8	798	2	1	50.0%	0.25%
Female	9 - 15	1,230	6	2	33.3%	0.49%
Female	16 - 20	3,821	37	14	37.8%	0.97%
Female	21 - 34	8,461	246	75	30.5%	2.91%
Female	35 - 64	11,664	555	158	28.5%	4.76%
Female	65 +	3,506	37	23	62.2%	1.06%
Total		64,647	5,371	1,706	31.8%	8.31%

Unhelmeted Motorcyclist Safety

- Crashes involving unhelmeted motorcyclists account for 0.4 percent of all crashes in Illinois in 2018.
- Unhelmeted motorcyclists account for 85 fatal crashes and 87 fatalities in 2018.
- Of the 1,056 unhelmeted motorcyclists injured in 2018, 430 suffered from serious injuries in 2018.
- In 2018, 4 of the 87 fatalities and 4 of the 85 fatal crashes occurred in Chicago.
- Of the 105 unhelmeted motorcyclists injured in Chicago in 2018, 45 resulted in serious injuries.

Planned Activities:

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

Name:	Task Code:	Planned Amount:	Expended Amount:
Motorcycle Paid Media	**19-02-03**	**$403,000**	**$402,790.59**

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

Accomplishments: Paid Media Campaign Viewing Results.

Motorcycle Safety	
Broadcast TV Ads	316
Cable TV Ads	884
Broadcast Radio	3,818
Digital - Views, Clicks, Impressions	15,231,202

Name:	Task Code:	Planned Amount:	Expended Amount:
Motorcycle Paid Media	**19-22-01**	**$100,000**	**$97,000**

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

Accomplishments: Please see the results in the planned activity above (19-02-03).

Name:	Task Code:	Planned Amount:	Expended Amount:
Motorcycle P.I. and E. Materials	**19-22-02**	**$35,000**	**$0.00**

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

Accomplishments: The task was completed with state funds. Motorcycle Safety Unit within the Illinois Department of Transportation issued 366 Start Seeing Motorcycle banners and 5,000 yard signs.

Name:	Task Code:	Planned Amount:	Expended Amount:
Motorcycle Winter Conference	**19-22-03**	**$10,000**	**$0.00**

Project Description: This task identifies funding for IDOT to conduct an annual motorcycle safety conference in December 2018. This conference will be focused on education and information around motorcycle safety.

Accomplishments: This task was completed but without federal funds. There were over 100 attendees at this event with a focus on safety, training and law enforcement.

Name:	Task Code:	Planned Amount:	Expended Amount:
Motorcycle State Match	**19-22-04**	**$36,250**	**$24,250.00**

Project Description: This planned activity is to meet the match component required by federal statute. Funds used for training of motorcycle riders through the Illinois Cycle Rider Safety Training Program.

Accomplishments: IDOT provided training to 12,258 motorcycle riders. IDOT staff and other motorcycle safety stakeholders participated in numerous outreach events statewide emphasizing motorcycle safety throughout the riding season.

Program Area Results

Motorcyclist Safety

Motorcyclist Fatality Progress: Met

Core Measure	Baseline 2017	Projected 2018	Actual 2018
Motorcyclist Fatalities	146.8	143.9	119

Projected Motorcyclist Fatalities for 2018 was 143.9 based on 2013-2017 rolling average in addition to a two-percent reduction due to the linear trend of the averages being on an upward slope. This target was met since the actual fatalities were 119.

Evaluation

When telephone survey respondents were asked of their awareness levels and attitudes toward motorcyclists, 50 percent of respondents in April reported that they had heard the slogan “Start Seeing Motorcycles” while 51 of respondents reported they had in June.

Unhelmeted Motorcyclist Safety

Unhelmetd Motorcyclist Fatality Progress: Met

Core Measure	Baseline 2017	Projected 2018	Actual 2018
Unhelmeted Motorcycle Fatalities	104.6	102.5	87

Unhelmeted Motorcyclist Fatalities for 2018 were projected to be 102.5 based on a baseline rolling average from 2013-2017. A two-percent reduction was also added due to the linear trend of the data only being slightly downward for the recent previous years. The actual data for 2018 was 87 and as a result, the target was met.

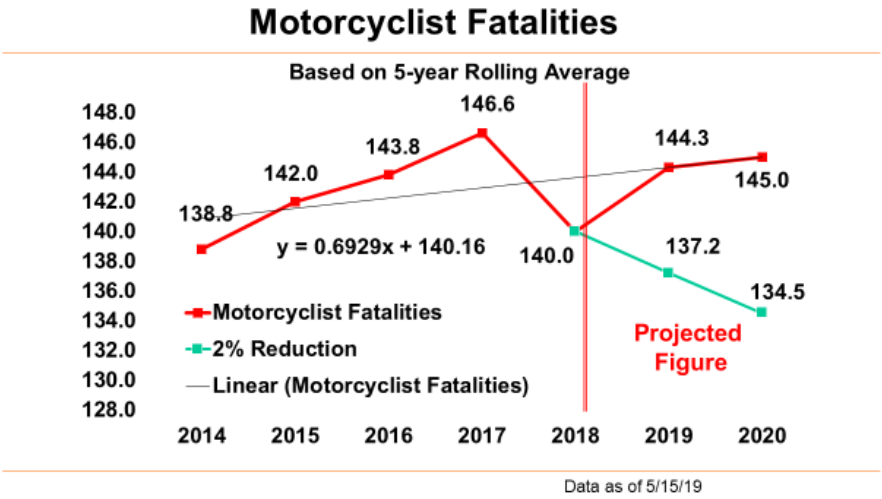
Evaluation

Illinois motorcycle fatalities went down by 25.6% from 160 in 2017 to 119 in 2018. Although Illinois had a significant reduction in motorcycle fatalities in 2018, the percent helmeted motorcyclists was very low at 26% as compared to the percent the US helmeted motorcycle fatalities at about 60%. Based on the preliminary estimate, the number of lives saved in Illinois at the current usage rate of 26% is about 20. If Illinois had 100 percent helmet use, additional 33 lives would have been saved.

Corrective Course of Action/Future

Motorcyclist Safety

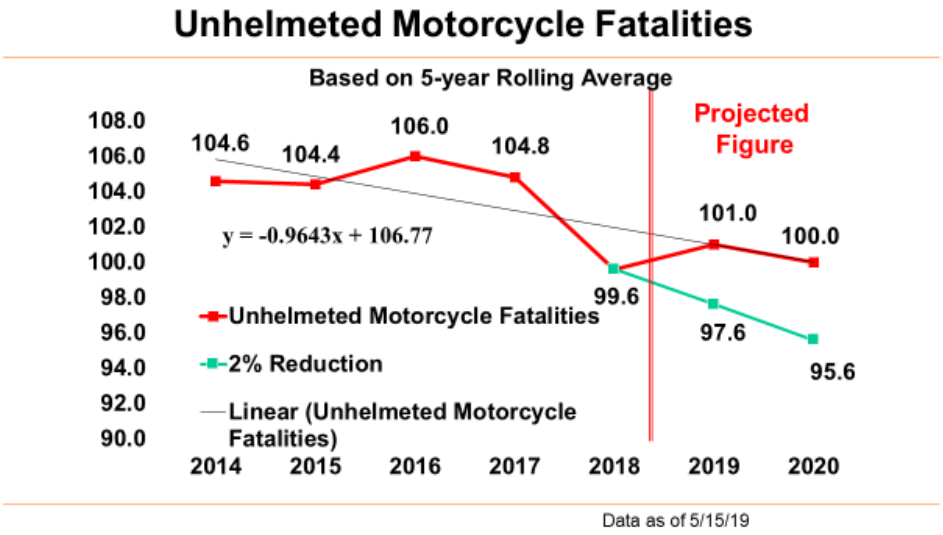
The trendline for five-year rolling averages for Motorcyclist Fatalities project fatalities to increase from 140.0 in 2018 to 134.5 in 2020. Since the data are on an upward slope, it is not consistent with Illinois’ goal of zero fatalities. For this reason, a two-percent reduction is used to decrease fatalities to 134.5 for 2020.



Goal: To reduce total number of fatalities in crashes involving a motorcyclist from 140.0 (2014-2018 average) to 134.5 by December 31, 2020.

Unhelmeted Motorcyclist Safety

Using the five-year rolling averages for 2014, 2015, 2016, 2017, and 2018 for Unhelmeted Motorcycle Fatalities shows a downward trend over time. Projections for 2019 and 2020 were again created using linear regression as in previous target selections. This decrease to 100.0 in 2020 is higher than a two-percent reduction so the two-percent reduction is used instead bringing the target to 95.6 for 2020.



Goal: To reduce total number of fatalities in crashes involving an unhelmeted motorcyclist from 99.6 (2014-2018 average) to 95.6 by December 31, 2020.

To correct our course, reach our future target, and address this performance measure, Illinois established a detailed strategy of these efforts in the 2020 Highway Safety Plan. The planned activities are the actions IDOT and its partners are taking to address the issues. The planned activities to meet the goal are detailed in the 2020 HSP and listed below.

Name:	Task Code:	Planned Amount:
Motorcycle Paid Media	**20-02-03**	**$300,000**

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

Name:	Task Code:	Planned Amount:
Motorcycle Assessment	**20-02-10**	**$35,000**

Project Description: This planned activity is to fund the NHTSA Motorcycle Safety Assessment of Illinois' Motorcycle Program. Illinois has an extensive training program but there are a significant amount of motorcycle fatalities in Illinois. The intent of this activity is to understand where weaknesses exist.

Name:	Task Code:	Planned Amount:
Motorcycle Paid Media	**20-22-01**	**$200,000**

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

Name:	Task Code:	Planned Amount:
Motorcycle P.I. and E. Materials	**20-22-02**	**$30,000**

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

Name:	Task Code:	Planned Amount:
Motorcycle Winter Conference	**20-22-03**	**$10,000**

Project Description: This task identifies funding for IDOT to conduct an annual motorcycle safety conference in December 2019. This conference will discuss training and educational components that are pertinent to rider coaches and motorcycle training facilities.

Name:	Task Code:	Planned Amount:
Motorcycle State Match	**20-22-04**	**$3,953,250**

Project Description: This planned activity is used to meet the required state match. The matching funds are from motorcycle training facilitated through the Illinois Cycle Rider Safety Training Program.

Non-Motorized Safety

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

Problem Identification

Pedestrian Safety

- Crashes involving pedestrians account for 1.6 percent of all crashes in Illinois in 2018.
- In 2018, there were 167 fatal crashes and 165 fatalities involving pedestrians.
- Of the 4,873 pedestrians injured in 2018, 1,057 suffered from serious injuries.
- In 2018, 47 of the 165 pedestrian fatalities occurred in Chicago as well as 49 of the 167 fatal crashes.
- Of the 2,958 pedestrians injured in Chicago in 2018, 555 resulted in serious injuries.
- The group with the highest percent of pedestrian fatalities and serious injuries for 2013 to 2017 are males age 9 to 15 at 21 percent.

Percent and Frequency Distributions of Pedestrian-Related A-Injuries and Fatalities (2013-2017)

Gender	Age Group	Total Fatalities & A-Injuries	Pedestrian Fatalities & A-Injuries	Pedestrian Fatalities & A-Injuries
Male	0 - 8	859	163	19.0%
Male	9 - 15	1,229	258	21.0%
Male	16 - 20	3,927	279	7.1%
Male	21 - 34	10,706	706	6.6%
Male	35 - 64	14,915	1,302	8.7%
Male	65 +	3,531	359	10.2%
Female	0 - 8	798	100	12.5%
Female	9 - 15	1,230	185	15.0%
Female	16 - 20	3,821	219	5.7%
Female	21 - 34	8,461	550	6.5%
Female	35 - 64	11,664	921	7.9%
Female	65 +	3,506	309	8.8%
Total		64,647	5,351	8.3%

Pedalcyclist Safety

- Crashes involving pedalcyclists account for 0.8 percent of all crashes in Illinois in 2018.
- Pedalcyclists account for 24 fatal crashes and 24 fatalities in 2018.
- Of the 2,349 pedalcyclists injured in 2018, 346 suffered from serious injuries.
- In 2018, 6 of the 24 fatalities and 6 of the 24 fatal crashes occurred in Chicago.
- Of the 1,104 pedalcyclists injured in Chicago in 2018, 139 resulted in serious injuries.
- Males age 9 to 15 hold the highest percent of pedalcycle-related serious injuries and fatalities for 2013 to 2017 at 18.1 percent.

Percent and Frequency Distributions of Pedalcycle-Related A-Injuries and Fatalities (2013-2017)

Gender	Age Group	Total Fatalities & A-Injuries	Pedalcyclist Fatalities & A-Injuries	% Pedalcyclist Fatalities & A-Injuries
Male	0 - 8	859	46	5.4%
Male	9 - 15	1,229	223	18.1%
Male	16 - 20	3,927	210	5.3%
Male	21 - 34	10,706	396	3.7%
Male	35 - 64	14,915	686	4.6%
Male	65 +	3,531	97	2.7%
Female	0 - 8	798	16	2.0%
Female	9 - 15	1,230	66	5.4%
Female	16 - 20	3,821	58	1.5%
Female	21 - 34	8,461	144	1.7%
Female	35 - 64	11,664	160	1.4%
Female	65 +	3,506	15	0.4%
Total		64,647	2,117	3.3%

Planned Activities

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

Name:	Task Code:	Planned Amount:	Expended Amount:
Bike and Pedestrian Paid Media	**19-12-01**	**$800,000**	**$790,622.02**

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

Accomplishments: Paid Media Campaign Viewing Results.

Bicycle and Pedestrian	
Broadcast TV Ads	424
Cable TV Ads	2,829
Broadcast Radio	4,657
Digital - Views, Clicks, Impressions	19,864,062

Name:	Task Code:	Planned Amount:	Expended Amount:
Bike and Pedestrian Safety	**19-12-02**	**$622,507**	**$507,397.37**

Project Description: The Chicago Pedestrian and Bicycle Safety Initiative is the bike/pedestrian safety, education, and outreach program of the Chicago Department of Transportation. This project will serve all Chicago neighborhoods, with a significant outreach focus on eight High Crash Areas where 36 percent of the city's fatal crashes occur. This planned activity also is an effort to heighten the public's awareness of pedestrian crashes. The Chicago Police Department (CPD) will conduct a combination of pedestrian safety initiatives that will include high visibility crosswalk enforcement and speed related missions in areas throughout the City of Chicago where pedestrian crashes have been most prevalent.

Accomplishments: In FFY 2019, Chicago Department of Transportation (CDOT) continued with the Safe Routes Ambassador program to educate and encourage all residents of Chicago to safely walk, bike, and drive. The program conducted 681 events, training over 75,000 people, conducted 76 enforcement details, and visited 90 schools. Of the 681 events attended by the Safe Routes and Bicycling Ambassadors, 46 percent of them were in high priority Vision Zero Crash areas. The Safe Routes for Seniors program provided 750 seniors tools to navigate safe walking and transit options. The Junior Ambassador program peer-to-peer pedestrian and bicycle safety program visited over 125 parks and educated over 14,000.

Program Area Results

Pedestrian Safety

Pedestrian Fatality Progress: Not Met

Core Measure	Baseline 2017	Projected 2018	Actual 2018
Pedestrian Fatalities	138	135.2	165

For 2018, Pedestrian Fatalities of 135.2 were projected using a baseline rolling average from 2013-2017 and a two-percent reduction due to the data having an upward linear trend. Actual Pedestrian Fatalities were 165, resulting in the target being not met.

Evaluation

Analysis of the Chicago Pedestrian and Bicycle Safety Initiative reveals 1,973 citations were issued over the course of 1,560 hours. Throughout the year, one citation was written for every 79.07 minutes of enforcement activity.

Pedalcyclist Safety

Pedalcyclist Fatality Progress: Met

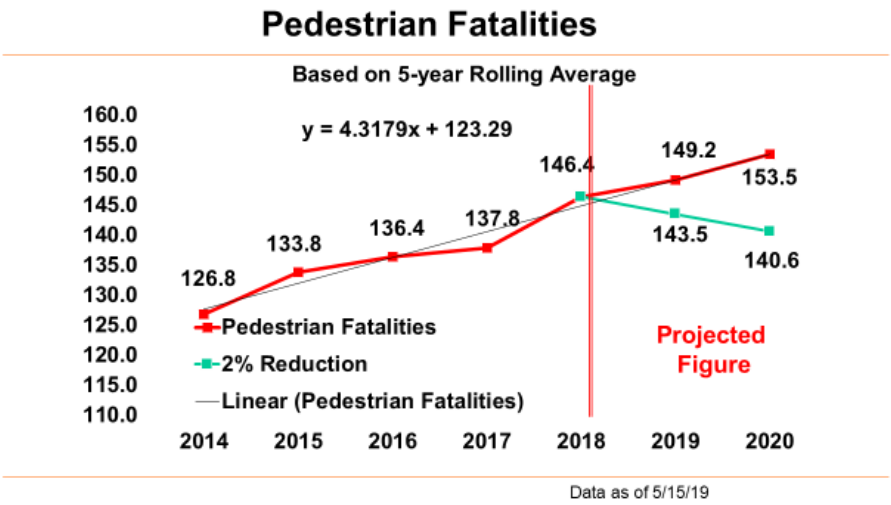
Core Measure	Baseline 2017	Projected 2018	Actual 2018
Bicyclist and Other Cyclist Fatalities	25.8	25.3	24

Projected Bicyclist and Other Cyclist Fatalities for 2018 were 25.3 based on 2013-2017 rolling average in addition to a two-percent reduction due to the linear trend of the averages being on an upward slope. This target was met since the actual fatalities were 24.

Corrective Course of Action/Future

Pedestrian Safety

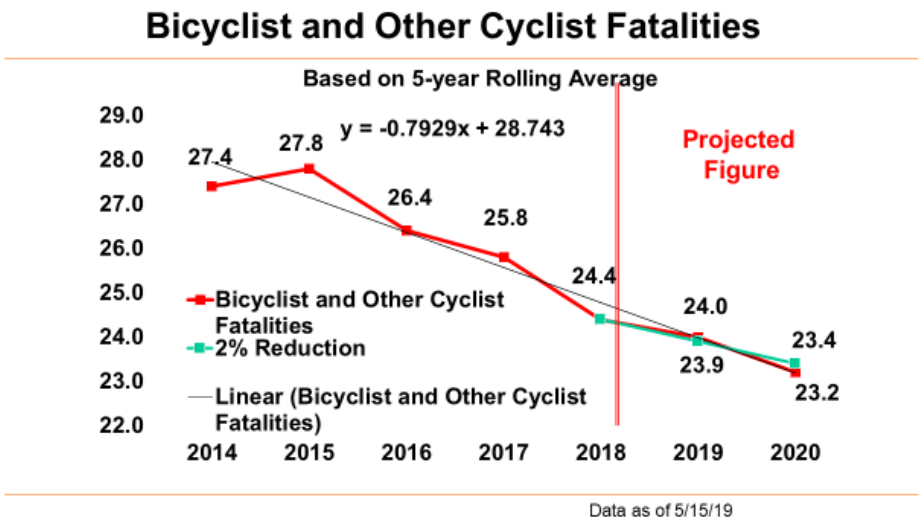
Pedestrian Fatalities for 2020 were projected using five-year rolling averages for 2014 through 2018 and a trendline. The five-year rolling averages have consistently increased year after year during this period. Using only linear regression for 2020, projections will result in Illinois moving away from the goal of zero fatalities and for this reason a two-percent reduction is used instead bringing the 2020 projection to 140.6.



Goal: To reduce total number of fatalities in crashes involving a pedestrian from 146.4 (2014-2018 average) to 140.6 by December 31, 2020.

Pedalcyclist Safety

Bicyclist and Other Cyclist Fatalities rolling averages for 2014 through 2018 were calculated and 2019 and 2020 were projected with linear regression from those data points. When the projected value of 23.4 for 2020 was compared to a two-percent reduction of value of 23.2 for the same year, the two-percent reduction was decided on as the target value to bring Illinois closer to the goal of zero fatalities.



Goal: To reduce total number of fatalities in crashes involving a bicyclist or other cyclist from 24.4 (2014-2018 average) to 23.2 by December 31, 2020.

To correct our course, reach our future target, and address this performance measure, Illinois established a detailed strategy of these efforts in the 2020 Highway Safety Plan. The planned activities are the actions IDOT and its partners are taking to address the issues. The planned activities to meet the goal are detailed in the 2020 HSP and listed below.

Name:	Task Code:	Planned Amount:
Bike and Pedestrian Paid Media	**20-12-01**	**$675,000**

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

Name:	Task Code:	Planned Amount:
Bike and Pedestrian Safety	**20-12-02**	**$800,000**

Project Description: The Chicago Pedestrian and Bicycle Safety Initiative is education and outreach program. This project will serve all Chicago neighborhoods, with a significant outreach focus on eight High Crash Areas where 36 percent of the city's fatal crashes occur. This planned activity also is an effort to heighten the public's awareness of pedestrian crashes. The Chicago Police Department (CPD) will conduct a combination of pedestrian safety initiatives that will include high visibility crosswalk enforcement and speed related missions in areas throughout the City of Chicago where pedestrian crashes have been most prevalent.

Speed Management

The Speed Management program area focuses on addressing the issue of speed. Speed-related fatal crashes in Illinois are over 40 percent. This area of traffic safety has become a focus area for Illinois. Over the past few years IDOT has focused enforcement efforts to specifically target speeding related offenses. The Sustained Traffic Enforcement Program now allows for local law enforcement agencies to complete speed-related campaigns within their communities. Illinois is working with local and state partners to strengthen laws, create awareness campaigns, and issue grants in the hopes that this will decrease speed related fatalities and serious injuries.

Problem Identification

- Of the 948 fatal crashes in 2018, 41.9 percent were speed-related.
- In 2018, 434 fatalities were attributed to speed in Illinois. This accounts for 42.1 percent of all fatalities.
- Speed accounts for 42.1 percent of total injuries in 2018.
- Serious injuries that are caused by speed are 3,909 in Illinois for 2018.
- Both males and females age 16 top 34 make up the highest percentages for speed-related serious injuries and fatalities for 2013 to 2017.

Percent and Frequency Distributions of Speed-Related A-Injuries and Fatalities (2013-2017)

Gender	Age Group	Total Fatalities & A-Injuries	Speed-related Fatalities & A-Injuries	% Speed-Related Fatalities & A-Injuries
Male	0 - 8	859	263	30.6%
Male	9 - 15	1,229	337	27.4%
Male	16 - 20	3,927	1,543	39.3%
Male	21 - 34	10,706	4,100	38.3%
Male	35 - 64	14,915	4,946	33.2%
Male	65 +	3,531	955	27.0%
Female	0 - 8	798	249	31.2%
Female	9 - 15	1,230	404	32.8%
Female	16 - 20	3,821	1,383	36.2%
Female	21 - 34	8,461	3,002	35.5%
Female	35 - 64	11,664	3,978	34.1%
Female	65 +	3,506	968	27.6%
Total		64,647	22,128	34.2%

Planned Activities

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

In FFY 2019, Illinois did not have any specific tasks that focus specifically on speed, but speed enforcement is part of the 20-04-02 Sustained Traffic Enforcement Program. This planned activity has been included in the police traffic services section.

Program Area Results

Speed Fatality Progress: Not Met

Core Measure	Baseline 2017	Projected 2018	Actual 2018
Speed Fatalities	405	396.5	434

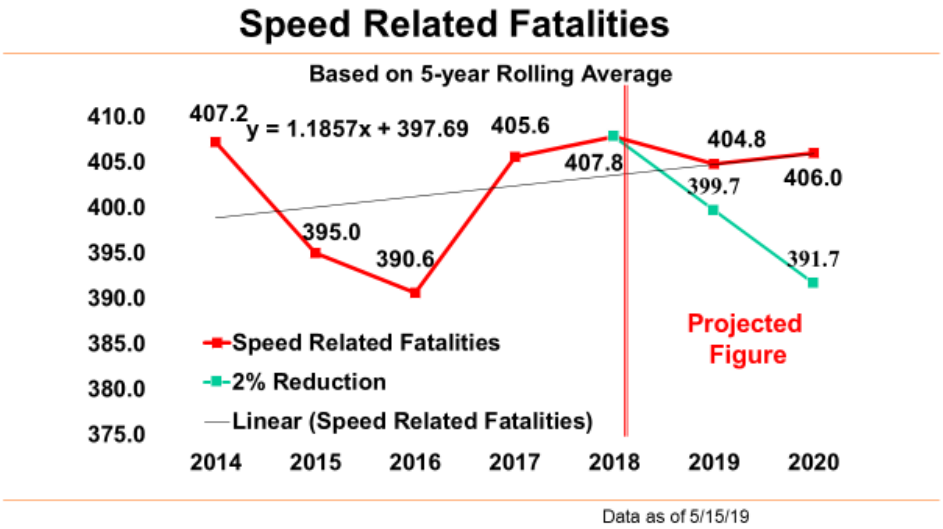
Speed Fatalities for 2018 were projected to be 396.5 based on a baseline rolling average from 2013-2017 and downward linear trend that was mainly reflected in previous years and a two-percent reduction. Since the actual data for 2018 was 434, the target was not met.

Evaluation

Of the 182,203 total citations issued for FFY 2019, 24.8 percent (45,176) were speeding citations. When respondents were asked about their attitudes and awareness pertaining to speed and enforcement by police, 85.8 percent stated they were either very likely or somewhat likely to receive a citation if they speed. When asked if they have heard or seen anything about police enforcing speed limit laws, 29.5 percent said they had seen or heard something within the last 30 days.

Corrective Course of Action/Future

For Speed Fatalities, the regression line for the rolling averages of 2014 through 2018 shows an upward trend resulting in a projection of 406.0 fatalities in 2020. This projection does not align with moving toward zero fatalities, so a two-percent reduction was used instead bringing the projected goal to 391.7.



Goal: To reduce total number of fatalities in crashes involving speed from 407.8 (2014-2018 average) to 391.7 by December 31, 2020.

To correct our course, reach our future target, and address this performance measure, Illinois established a detailed strategy of these efforts in the 2020 Highway Safety Plan. The planned activities are the actions IDOT and its partners are taking to address the issues. The planned activities to meet the goal are detailed in the 2020 HSP and listed below.

In FFY 2020, Illinois does not have any specific tasks that focus specifically on speed, but speed enforcement is part of the 20-04-02 Sustained Traffic Enforcement Program. This planned activity has been included in the police traffic services section.

Distracted Driving

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

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

April is National Distracted Driving Month. Enforcement grantees conducted a one month, high-visibility, distracted driving statewide mobilization. This campaign consisted of the Illinois State Police (ISP) and 118 local law enforcement agencies. The enforcement campaign was aided with a strong paid and earned media effort. IDOT utilized $500,000 for a paid campaign. The enforcement effort was successful with a total of 27,187 citations issued. This represents a 144 percent increase from the previous year. Of the citations issued, 56.2 percent were distracted driving citations. Additionally, 2,494 seat belt and 3,523 speeding citations were issued during to this enforcement campaign.

Problem Identification

- There was a total of 319,442 motor vehicle crashes in 2018. Approximately 4.1 percent of the total crashes were involved in distracted driving.
- There were 1,031 fatalities and 94,253 motor vehicle related injuries in 2018. About 3.2 percent and 5.5 percent of these fatalities and injuries were involved in distracted driving crashes.
- 31.5 percent of all people involved in fatal distracted driving crashes included at least one driver who was using their cell phone at the time of the crash.

Planned Activities

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

In FFY 2019, Illinois had several tasks that specifically focuses on distracted driving. There are enforcement projects 19-06-02 and 19-06-03 that focus on distracted driving but are listed with all enforcement projects in police traffic services.

Name:	Task Code:	Planned Amount:	Expended Amount:
Distracted Driving (SOS)	**19-06-01**	**$10,000**	**$1,780.45**

Project Description: The Illinois Secretary of State created displays and other forms of communication about the dangers of distracted driving for their mobile units, media events, and high school presentations.

Accomplishments: The Illinois Office of the Secretary of State (SOS) developed 40,000 Distracted Driving informational cards and 2,500 Distracted Driving posters that were distributed to Driver Education classrooms and SOS Driver facilities statewide.

Name:	Task Code:	Planned Amount:	Expended Amount:
Distracted Driving Paid Media	**19-06-04**	**$500,000**	**$499,167.53**

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

Accomplishments: Paid Media Campaign Viewing Results.

Distracted Driving	
Broadcast TV Ads	639
Cable TV Ads	225
Broadcast Radio	252
Digital - Views, Clicks, Impressions	10,787,590

Evaluation

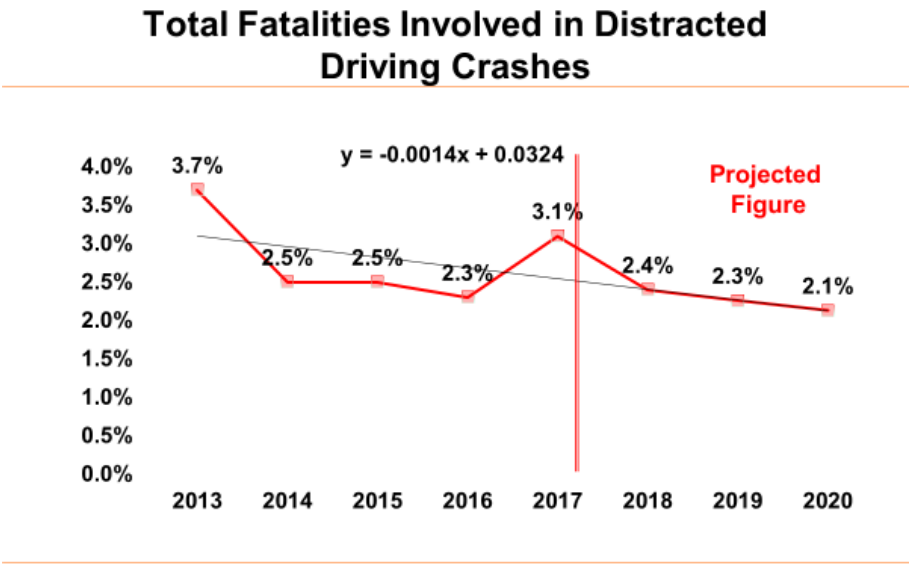
Of the 143,876 total citations written for FFY 2019 by STEP agencies, 17.1 percent (24,620) were for distracted driving. When telephone survey respondents were asked if they used a cell phone or other mobile device while driving, 80.5 percent said they do not, and 73.8 percent use a hands-free device. Of these respondents, 36.4 percent self-reported that they sometimes use their device to text while driving.

For the 2019 Cell Phone Survey, 19,662 male and 13,124 female drivers were observed at 51 sites throughout the state. Of 32,786, the statewide usage rate was 6.0 percent. Females had a higher usage rate at 7.0 percent while the usage rate for Males was 5.3 percent.

Electronic Device Use by Region and Gender in 2019						
	Male		Female		Total	
Selected Regions	Total Drivers Observed	Percent Electronic Use	Total Drivers Observed	Percent Electronic Use	Total Drivers Observed	Percent Electronic Use
Total	**19,662**	**5.3%**	**13,124**	**7.0%**	**32,786**	**6.0%**
Chicago	570	9.1%	463	9.5%	1,033	9.3%
Cook	4,586	3.3%	2,613	4.8%	7,199	3.9%
Upstate[1]	6,484	6.4%	4,572	7.1%	11,056	6.7%
Downstate[2]	8,022	5.2%	5,476	7.8%	13,498	6.3%

1. Upstate region includes the following counties: DuPage, Kane, Lake, Will and Winnebago
2. Downstate Region includes the following counties: Champaign, Sangamon, Vermilion, Mclean, Rock Island, Madison, and St. Clair

Corrective Course of Action/Future



Goal: To reduce the percent of fatalities involved in distracted driving related crashes from 3.1 percent in 2017 to 2.1 percent in 2020.

To correct our course, reach our future target, and address this performance measure, Illinois established a detailed strategy of these efforts in the 2020 Highway Safety Plan. The planned activities are the actions IDOT and its partners are taking to address the issues. The planned activities to meet the goal are detailed in the 2020 HSP and listed below.

In FFY 2020, Illinois had several tasks that specifically focuses on distracted driving. There are enforcement projects 20-06-02 and 20-06-03 that focus on distracted driving but are listed with all enforcement projects in police traffic services.

Name:	Task Code:	Planned Amount:
Distracted Driving Enf. (SOS)	**20-06-02**	**$36,686**

Project Description: Secretary of State Police is applying for the Distracted Driving program. Uniformed investigators will perform high visibility patrols in targeted areas during times of high vehicular traffic. The patrols will take place during morning and evening rush hours. Investigators will make every effort to concentrate the patrols in school zones, construction zones, and state highways. The goal of these patrols is to lower the amount of statewide crashes involving vehicles and pedestrians.

Name:	Task Code:	Planned Amount:
Distracted Driving Enf. (Local)	**20-06-03**	**$300,000**

Project Description: This task provides funds for local law enforcement agencies to conduct enforcement details focusing on Illinois' hand-free law during the April 2020 Distracted Driving Awareness Month mobilization.

Name:	Task Code:	Planned Amount:
Distracted Driving Paid Media	**20-06-04**	**$500,000**

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

Racial Profiling Data Collection

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

Planned Activities

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

Name:	Task Code:	Planned Amount:	Expended Amount:
Racial Profiling Study	**19-23-01**	**$170,000**	**$155,000.00**

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

Accomplishments:
IDOT was about to complete the 2018 study and has begun the 2019 study. The completed studies can be found at http://idot.illinois.gov/transportation-system/local-transportation-partners/law-enforcement/illinois-traffic-stop-study.

Corrective Course of Action/Future

To correct our course, reach our future target, and address this performance measure, Illinois established a detailed strategy of these efforts in the 2020 Highway Safety Plan. The planned activities are the actions IDOT and its partners are taking to address the issues. The planned activities to meet the goal are detailed in the 2020 HSP and listed below.

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

Name:	Task Code:	Planned Amount:
Racial Profiling Study	**20-23-01**	**$175,000**

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

Name:	Task Code:	Planned Amount:
Racial Profiling Study	**20-23-02**	**$43,750**

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

Police Traffic Services

High visibility enforcement is a crucial component to changing driver behavior. Illinois has a strong law enforcement community willing to take on traffic safety. In FFY 2019, IDOT funded 166 local law enforcement agencies for the Sustained Traffic Enforcement Program (STEP). To aid in this effort, IDOT also funded the Illinois State Police and Illinois Secretary of State. IDOT focuses enforcement efforts on Illinois' 23 county breakdown, where 85 percent of the population resided and accounted for 88.7 percent of the total crashes. Preliminary figures for FFY 2019 indicate that local law enforcement agencies and the Illinois State Police conducted 144,181 hours of patrol with grant funding. Further, a total of 182,203 citations were issued. (figures are preliminary as of 12/11/19.) Most enforcement activities were supported with comprehensive paid and earned media efforts.

In addition, IDOT conducts in-depth analysis of crashes for the last five years to identify problem areas where there are high fatalities and/or serious injuries. The analytical report includes the following data items:

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

In FFY 2019, IDOT's campaign focus continued to be on the main national enforcement campaigns (Memorial Day and Labor Day) and the state enforcement campaigns (Thanksgiving, Holiday Season, St. Patrick's Day, and Independence Day). The key high-visibility enforcement projects that funds local law enforcement agencies is STEP. This program focuses on specific times of the year and on specific times of day when data showed alcohol-involved and unrestrained fatalities are the highest. STEP grants bring impaired driving and seat belt enforcement closer together because of the connection between late-night alcohol-involved fatalities, late-night unrestrained fatalities, and lower late-night seat belt usage. These grants required participation in the Thanksgiving, Holiday Season, St. Patrick's Day, Memorial Day, Independence Day, and Labor Day Campaigns. This created a sustained, year-long emphasis on high visibility enforcement.

Police Traffic Services Strategies

Illinois has an effective high visibility enforcement program. To create more efficacy, the SHSO monitors the effectiveness of the enforcement activities. This allows Illinois to adjust as the data change over time.

Safety grant administrators, law enforcement liaisons, and evaluation staff conduct site visits and in-depth evaluation of enforcement activities that include enforcement and education activities. The goal is to discuss the agencies' activities and adjust their plan. Main issues include the following items:

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

Click It or Ticket Campaigns

IDOT conducted the "Click It or Ticket" (CIOT) campaign November 16 – 26, 2018. This campaign coincided with the Thanksgiving holiday. A total of 15,930 patrol hours were logged by 159 local police departments and the ISP resulting in 17,829 citations being issued during the campaign. (Data is preliminary and does not include ISP citations or hours.)

IDOT conducted the CIOT campaign from May 10 – 28, 2019 over the Memorial Day holiday with special emphasis on State border crossings. The *Border to Border* effort linked law enforcements agencies and highway safety professionals from Illinois' four bordering states. Local law enforcement agencies logged a total of 19,487 enforcement hours and issued 24,067 citations. Four media events were conducted to support this effort. The events were held in coordination with Indiana, Wisconsin, Missouri, and Iowa.

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

Impaired Driving Campaign

IDOT continued to focus enforcement on impaired driving campaigns, specifically the Holiday Season (December 17, 2018 – January 2, 2019), Independence Day (June 17 – July 8, 2019), and Labor Day (August 15 – 28, 2019). IDOT also funded enforcement agencies to conduct campaigns around impaired driving times during IDOT's other enforcement periods, Thanksgiving, Super Bowl, St. Patrick's Day, and Memorial Day. Also, law enforcement agencies conducted additional enforcement outside of the holiday timeframes.

During IDOT's "Drive Sober or Get Pulled Over" FFY 2019 Labor Day campaign a total of 158 local law enforcement agencies and all ISP districts participated. For local law enforcement agencies, a total of 41 roadside safety checks and 1,483 saturation patrols were conducted during August 15 – 28, 2019. Local law enforcement logged a total of 8,156.5 patrol hours and issued 15,436 citations during the campaign. (Please note this information is preliminary.)

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

Citation Results

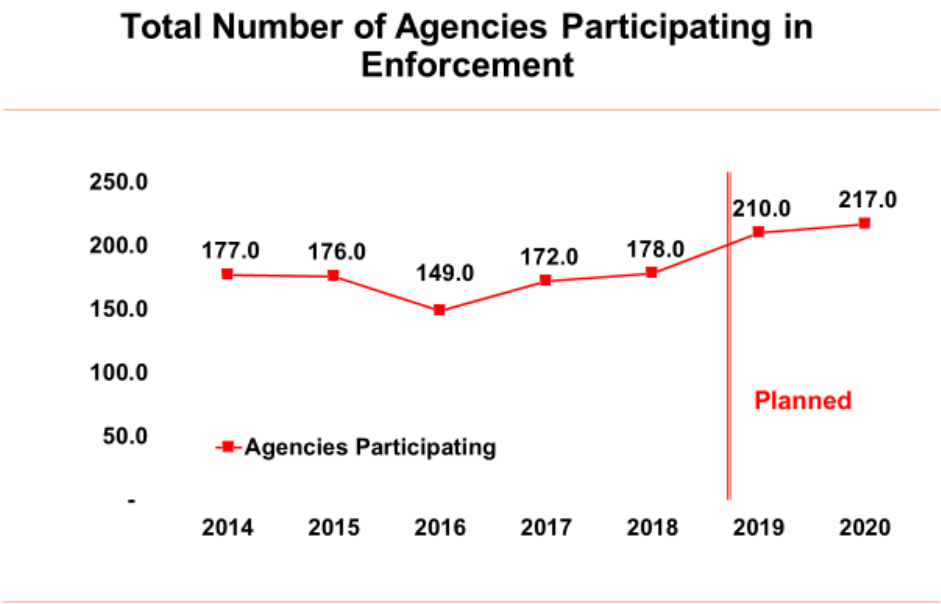
The table below represents enforcement activities conducted by BSPE projects from FFY 2006 to FFY 2019. These results reflect BSPE's enforcement activities and the overall effectiveness the programs have in meeting the performance goals.

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

*Preliminary data as of 12/11/19

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

Addison PD
Algonquin PD
Antioch PD
Arlington Heights PD
Barrington PD
Bartlett PD
Bellwood PD
Belvidere PD
Berwyn PD
Boone County SO
Bourbonnais PD
Buffalo Grove PD
Cahokia PD
Calumet City PD
Carol Stream PD
Carterville PD
Caseyville PD
Champaign PD
Chatham PD
Cherry Valley PD
Chicago Heights PD
Chicago PD
Chicago Ridge PD
Cicero PD
Clarendon Hills PD
Collinsville PD
Colona PD
Columbia PD
Cook County SO
Countryside PD
Crawford County SO
Crete PD
Crystal Lake PD
Decatur PD
Deerfield PD
DeKalb County SO
DeKalb PD
East Hazel Crest PD
East Peoria PD
Edwardsville PD
Elgin PD
Elizabeth PD
Elk Grove Village PD
Elmhurst PD
Elwood PD
Evanston PD
Forest Park PD
Fox Lake PD
Franklin Park PD
Freeport PD
Galesburg PD
Glen Carbon PD
Glendale Heights PD
Glenview PD
Grandview PD
Grant Park PD
Grundy County SO
Gurnee PD
Hanover Park PD
Highland Park PD
Hillside PD
Hinsdale PD
Holiday Hills PD
Homewood PD
Island Lake PD
Jerome PD
Joliet PD
Kane County SO
Kankankee PD
Kildeer PD
Lake County SO
Lake in the Hills PD
Lake Zurich PD
Lakemoor PD
Lansing PD
Leland Grove PD
Libertyville PD
Lincolnshire PD
Lincolnwood PD
Lisle PD
Lockport PD
Lombard PD
Loves Park PD
Macomb PD
Manhattan PD
Maryville PD
Matteson PD
Mattoon PD
Maywood PD
McCullom Lake PD
McHenry County SO
Midlothian PD
Moline PD
Momence PD
Monroe County PD
Montgomery PD
Morton Grove PD
Morton PD
Napervile PD
Niles PD
Norridge PD
North Pekin PD
North Riverside PD
Northbrook PD
Oak Brook PD
Oak Lawn PD
Oak Park PD
Ogle County SO
Olympia Fields PD
Orland Park PD
Palatine PD
Palos Heights PD
Park City PD
Peoria County SO
Peoria PD
Perry County SO
Peru Police PD
Piatt County SO
Plainfield PD
Prairie Grove PD
Prospect Heights PD
Quincy PD
River Forest PD
River Grove PD
Riverdale PD
Riverside PD
Robinson PD
Rochester PD
Rock Island County SO
Rock Island PD
Rockford PD
Rolling Meadows PD
Romeoville PD
Roscoe PD
Roselle PD
Rosemont PD
Round Lake Park PD
Schaumburg PD
Sherman PD
Shorewood PD
Silvis PD
South Chicago Hts. PD
Southern View PD
Spring Grove PD
Springfield PD
St. Charles PD
St. Clair County SO
Streamwood PD
Sullivan PD
Summit PD
Sycamore PD
Tazewell County SO
Troy PD
Villa Park PD
Wauconda PD
Waukegan PD
Western IL Task Force
Wheeling PD
Will County SO
Williamson County SO
Willmette PD
Winnebago PD
Winthrop Harbor PD
Wonder Lake PD
Woodale PD
Woodridge PD
Woodstock PD



Planned Activities

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

Name:	Task Code:	Planned Amount:	Expended Amount:
STEP Campaign P.I.&E.	**19-02-11**	**$35,000**	**$0.00**

Project Description: IDOT plans to issue permanent signage with sustained traffic enforcement program grantees. This signage will be paired with mobilization.

Accomplishments: This task was not completed due to a change in desire for permanent signs. Instead of providing permanent signage the SHSO and local law enforcement decided to create and distribute banners for a variety of enforcement campaigns.

Name:	Task Code:	Planned Amount:	Expended Amount:
Law Enforcement Liaisons	**19-03-04**	**$698,440**	**$574,628.17**

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

Accomplishments: The Law Enforcement Liaisons (LEL) worked with 169 law enforcement agencies to ensure they had knowledge on meeting the highway safety grant performance requirements. LELs conducted 691 on-site monitor visits where they reviewed enforcement data to identify problems and to assist the agency with their grant. The LELs developed a data driven approach to identify and recruit new law enforcement agencies for the STEP grant program. A total of 33 new law enforcement agencies were recruited for the Distracted Driving mini-grants. Of those agencies, 22 applied for a full year FFY 2020 STEP grant. The LELs coordinated six Traffic Safety Network Meetings (TSN) throughout the state. The TSN meetings were used to develop local traffic safety networks and to garner more interest in IDOT grants.

Name:	Task Code:	Planned Amount:	Expended Amount:
Police Training	**19-04-01**	**$86,000**	**$85,042.64**

Project Description: The Illinois Law Enforcement Training and Standards Board (ILETSB) coordinates specialized police training activities. The training is most often delivered through ILETSB's 14 mobile training units. Training will be targeted in IDOT's 23 county breakdown.

Accomplishments: The Illinois Law Enforcement Training and Standards Board conducted six Crash Investigation classes training 90 officers; three Radar/Lidar classes training 47 officers; three EMD classes training 51 officers; one Radar Instructor class training 19 new instructors; and one Tactical Medical Response class training 21 officers.

Name:	Task Code:	Planned Amount:	Expended Amount:
Sustained Traffic Enf. Program	**19-04-02**	**$6,578,412**	**$4,983,679.98**

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

Accomplishments: See "Total Enforcement Activities by Citation Type (2006-2019)" for citation results for the STEP campaigns.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police (Match)	**19-04-03**	**$3,542,610**	**$1,746,462.24**

Project Description: This task provides matching funds from the Illinois State Police. These funds are from Illinois State Police enforcement efforts across the state.

Accomplishments: The Illinois State Police conduct continual traffic enforcement and road side safety checks with non-federal funded enforcement.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police NITE Patrol	**19-04-04**	**$1,230,576**	**$1,229,063.19**

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

Accomplishments: The Illinois State Police (ISP) made one enforcement contact (citation) every 1 hour and 7 minutes during the grant year. Officers worked a total of 10,184.5 hours of NITE enforcement and issued a total of 8,680 citations. ISP made one occupant restraint citation every 12 hours and 32 minutes during NITE hire back patrol details issuing 813 occupant restraint citations. ISP also issued 3,624 citations for speeding and 183 citations for distracted driving.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police STEP Patrol	**19-04-05**	**$1,009,760**	**$971,036.59**

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

Accomplishments: The Illinois State Police (ISP) issued a citation every 50 minutes of patrol and issued one speeding citation every 1 hour and 14 minutes during the Special Traffic Enforcement Program (STEP) program. Officers worked a total of 8,155.5 hours of STEP enforcement and issued a total of 14,551 citations and warnings. ISP made one occupant restraint citation every 10 hours and 34 minutes during STEP hire back patrols. Officers issued 772 occupant restraints citations. ISP also issued 209 DUI, zero tolerance, or alcohol-related citations for every 18 hours and 58 minutes during the STEP hire back nighttime patrols.

Name:	Task Code:	Planned Amount:	Expended Amount:
Traffic Safety Challenge	**19-04-07**	**$27,046**	**$17,596.90**

Project Description: The Illinois Traffic Safety Challenge (ITSC) recognition program is a friendly competition between law enforcement agencies of similar size and type targeting occupant protection, speeding, and impaired driving. The ITSC recognizes agencies for the approach and effectiveness of their overall highway safety programs. The Challenge helps agencies demonstrate successes to their government officials, community leaders, and citizens.

Accomplishments: The Illinois Traffic Safety Challenge (ITSC) continued to support the Highway Safety Plan by moving law enforcement agencies to implement comprehensive traffic safety programs in their communities. The ITSC gave presentations at the Illinois Sheriffs Association and the Southern Illinois Criminal Justice Summit. They also conducted ITSC application training to include in-person, webinar, and PowerPoint training. The ITSC held its annual awards breakfast on August 14, 2019 in conjunction with the Midwest Police and Security Expo in Tinley Park. A total of 32 law enforcement agencies from across the State were recognized for their traffic safety excellence.

Name:	Task Code:	Planned Amount:	Expended Amount:
Traffic Information Officer	**19-04-08**	**$266,295**	**$221,883.77**

Project Description: This project will provide funding for the Illinois State Police (ISP) to conduct safety analyses using the crash and citation data within the ISP districts. A Traffic Intelligence Officer (TIO), who is assigned to the Statewide Terrorism & Intelligence Center (STIC), will analyze crash data to identify high accident location areas. They will disseminate said data to state and local law enforcement officials for targeted patrol efforts. The TIO will be trained to a high standard in a variety of areas including mapping software, traffic safety, traffic management, and technology. The TIO will also assist with developing strategies for more accurate data analyzation to provide guidance for traffic enforcement.

Accomplishments: The Fatal Crash Dashboard underwent an upgrade in FFY 2019. With the help of IDOT, a connection to their provisional fatality dataset was established and the new Fatal Crash Dashboard was created. The TIO created a new series of crash maps for each Illinois State Police District.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police Motorcycle	**19-04-09**	**$81,100**	**$75,139.48**

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

Accomplishments: The Illinois State Police (ISP) trained three officers in the Chicago Police Motorcycle Operator class. These three officers will be stationed in the northern part of the state. ISP purchased 20 stalker radars and six lidar motorcycle mounts for their units to conduct high visibility enforcement details.

Name:	Task Code:	Planned Amount:	Expended Amount:
Cops in Shops	**19-04-11**	**$35,000**	**$16,007.05**

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

Accomplishments: This program began at the end of 2019 and will be fully running in 2020.

Name:	Task Code:	Planned Amount:	Expended Amount:
Distracted Driving Enf. (SOS)	**19-06-02**	**$44,000**	**$43,563.26**

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

Accomplishments: The Illinois Office of the Secretary of State conducted 362 hours of Distracted Driving enforcement. They issued 474 cell phone, 31 speed, 13 seat belt, and 40 other citations for a total of 558 citations.

Name:	Task Code:	Planned Amount:	Expended Amount:
Distracted Driving Enf. (Local)	**19-06-03**	**$1,022,000**	**$1,021,674.43**

Project Description: This task provides funds for local law enforcement agencies to conduct enforcement details focusing on Illinois' hand-free law during the April 2019 Distracted Driving Awareness Month mobilization.

Accomplishments: IDOT issued 118 local law enforcement agencies a distracted driving grant. Citation details are still preliminary.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police DUIE	**19-13-01**	**$1,126,679**	**$1,126,054.51**

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

Accomplishments: The ISP issued one DUI, Alcohol-Related, or zero tolerance citation every nine hours and 23 minutes during Roadside Safety Checks (RSCs) in FFY 2019. Officers worked 9,334 hours of enforcement and issued 5,676 citations and 3,849 warnings. There were 994 DUI, drug/alcohol-related, or zero tolerance citations issued. ISP also conducted 268 RSCs.

Name:	Task Code:	Planned Amount:	Expended Amount:
Breath Analysis (ISP)	**19-13-03**	**$253,884**	**$251,132.64**

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

Accomplishments: The Illinois State Police (ISP) purchased 52 ASV XL Breath Instruments, 107 Portable Breath Testing devices, and 96 Dry Gas cannisters. ISP also sent one Trooper to the Intoximeter Maintenance School Training and one Trooper to the Instructor Development School to help implement the program.

Name:	Task Code:	Planned Amount:	Expended Amount:
Mini Mobilizations	**19-13-04**	**$0**	**$0**

Project Description: This task was designed to provide for additional funding to support mini-enforcement mobilizations for impaired driving and occupant protection.

Accomplishments: This task was not completed, and no funds were expended. The funds for this task were transferred to 19-06-03 distracted driving enforcement.

Name:	Task Code:	Planned Amount:	Expended Amount:
ACE – Illinois State Police	**19-13-11**	**$1,106,410**	**$1,077,475.54**

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

Accomplishments: The Illinois State Police (ISP) conducted 7,209.5 hours of saturation patrols. There were 5,212 citations issued which resulted in one enforcement contact every one hour and 19 minutes of patrol. Officers issued 1,864 speeding citations, 500 occupant restraint citations, and 132 distracted driving citations.

Name:	Task Code:	Planned Amount:	Expended Amount:
Illinois State Police OREP	**19-19-01**	**$1,107,973**	**$1,091,661.08**

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

Accomplishments: The Illinois State Police (ISP) made one enforcement contact every 43 minutes during the OREP patrols. Officers worked 9,056.5 hours of OREP enforcement patrol and issued 12,628 citations. ISP made one occupant restraint citation every 60 minutes during the OREP hire back patrols. Officers issued 9,121 occupant restraint citations, 131 DUI/drug/alcohol-related, 420 speeding citations, and 704 distracted driving citations. ISP issued 71 media releases announcing OREP details and the results of the enforcement efforts.

Program Area Results

See citation results in the "Total Enforcement Activities by Citation Type (2006-2019)" table.

Evaluation

Enforcement

Local law enforcement agencies who participated in the STEP program received approximately $5,808,832.96. With this funding, 143,876 citations were issued during 103,915 patrol hours. (This data is preliminary as of 12/11/19 and does not include ISP funding, hours, or citations.) During the day-time, $2,424,340.23 was issued while $3,384,492.73 was issued during the night-time. The cost per patrol hour overall was $55.90 and cost per citation was $40.37. Day-time cost per citation was lower than night-time at $33.02 and $48.04, respectively.

Telephone Survey

Telephone survey respondents were asked about their awareness of traffic safety related slogans and messages in April and June for the pre- and post-mobilization "Click It or Ticket" campaign. When asked "Do you recall hearing, or seeing, the following slogans in the past thirty days? (% yes)" respondents reported their awareness. Please refer to the table below which shows slogans ranked by awareness level in June statewide.

Order	Slogan	Awareness Levels
1	Click It or Ticket	82%
2	Friends Don't Let Friends Drive Drunk	70%
3	You Drink and Drive. You Lose	61%
4	Drive smart, drive sober.	54%
5	Start Seeing Motorcycles	51%
6	Driver sober or get pulled over	49%
7	Police in Illinois Arrest Drunk Drivers.	48%
8	Buckle Up America	37%
9	Wanna drink and drive? Police in Illinois will show you the bars.	29%
10	Cell phones save lives. Pull over and report a drunk driver.	25%
11	Drunk Driving. Over the Limit. Under Arrest.	24%
12	Drink and Drive? Police in Illinois have your number.	22%
13	Children in Back	19%

Corrective Course of Action/Future

To correct our course, reach our future target, and address this performance measure, Illinois established a detailed strategy of these efforts in the 2020 Highway Safety Plan. The planned activities are the actions IDOT and its partners are taking to address the issues. The planned activities to meet the goal are detailed in the 2020 HSP and listed below.

Name:	Task Code:	Planned Amount:
Law Enforcement Liaisons	**20-03-04**	**$712,500**

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

Name:	Task Code:	Planned Amount:
Police Training	**20-04-01**	**$75,000**

Project Description: This task provides funds to continue traffic enforcement-related training to Illinois local law enforcement officers on a statewide basis. The Illinois Law Enforcement Training and Standards Board (ILETSB) coordinates the specialized police training activities. The training is most often delivered through ILETSB's 14 mobile training units although individuals may attend standard courses at recognized training institutions in certain situations. Training will be targeted in IDOT's 23 county breakdown.

Name:	Task Code:	Planned Amount:
Sustained Traffic Enf. Program	**20-04-02**	**$9,085,000**

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

Name:	Task Code:	Planned Amount:
Illinois State Police WZ (Match)	**20-04-03**	**$4,200,000**

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

Name:	Task Code:	Planned Amount:
Illinois State Police NITE Patrol	**20-04-04**	**$1,227,697**

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

Name:	Task Code:	Planned Amount:
Illinois State Police STEP Patrol	**20-04-05**	**$1,019,441**

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

Name:	Task Code:	Planned Amount:
Traffic Safety Challenge	**20-04-07**	**$17,340**

Project Description: The Illinois Traffic Safety Challenge (ITSC) recognition program is a friendly competition between law enforcement agencies of similar size and type targeting three major traffic safety priorities: occupant protection, speeding and impaired driving. The ITSC recognizes agencies for the approach and effectiveness of their overall highway safety programs. The Challenge helps agencies demonstrate successes to their government officials, community leaders, and citizens.

Name:	Task Code:	Planned Amount:
Traffic Information Officer	**20-04-08**	**$182,700**

Project Description: This project will provide funding for the Illinois State Police (ISP) to conduct safety analyses using the crash and citation data within the ISP districts. A Traffic Intelligence Officer (TIO), who is assigned to the Statewide Terrorism & Intelligence Center (STIC), will analyze crash data to identify high accident location areas. They will then disseminate said data to state and local law enforcement officials for target patrol efforts. The TIO will be trained to a high standard in a variety of areas including mapping software, traffic safety, traffic management, and technology. The TIO will also assist with developing strategies for more accurate data analyzation to provide guidance for traffic enforcement.

Name:	Task Code:	Planned Amount:
Illinois State Police Motorcycle	**20-04-09**	**$69,091**

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

Name:	Task Code:	Planned Amount:
Cops in Shops	**20-04-11**	**$96,512**

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

Name:	Task Code:	Planned Amount:
Illinois State Police DUIE	**20-13-01**	**$1,072,696**

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

Name:	Task Code:	Planned Amount:
Breath Analysis (ISP)	**20-13-03**	**$250,129**

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

Name:	Task Code:	Planned Amount:
ACE – Illinois State Police	**20-13-11**	**$1,135,091**

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

Name:	Task Code:	Planned Amount:
Illinois State Police OREP	**20-19-01**	**$1,102,182**

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

State Highway Safety Office Administration

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

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

Communication Campaigns

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

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

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

Earned Media for All Campaigns	
Announcements, Signs, Marquees, etc.	633
Banners	91
Posters/Flyers	16,838
Presentations	114
Press Conferences	25
Press Releases	1,795
Print News	333
Public Access Messages	278
Radio News	105
TV News	91
Web Announcements	1,536
Other	268

*Preliminary data as of 12/11/19

Paid Media
The IDOT focuses on increasing the effectiveness of enforcement and that is done by combining it with paid media campaigns. For FFY 2019, IDOT focused paid media efforts on Impaired Driving, Occupant Protection, Distracted Driving, Motorcycle Safety, Bike/Pedestrian Safety, and the Move-Over Law. IDOT also created a paid media campaign for work zones but this was not funded with NHTSA funds.

IDOT planned to utilize $4.5 million in Section 402, 405b, 405d, 405f, and 405h funds on paid media. Through extensive evaluation, IDOT has shown its paid media efforts to be quite successful at delivering a specific message to a participating demographic of the Illinois driving population (i.e., the 18-34-year-old, predominately male audience).

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

IDOT considers paid media a vital and necessary part of the Illinois Highway Safety Plan and completed seven, paid media periods in FFY 2019; Holiday Season, Memorial Day (national mobilization)/Fourth of July (state mobilization), Labor Day (national mobilization), Distracted Driving (state mobilization), Move Over, Bike and Pedestrian Safety, and Motorcycle riding season campaigns. Below is a chart of the viewership of the paid media campaigns.

Campaigns, Dates, and Programmed Funding

Campaign	Program Area	Run Dates	Funding
Thanksgiving/Christmas/New Year's	Occupant Protection	Nov 16 - Jan 1	$400,000
Thanksgiving/Christmas/New Year's	Impaired Driving	Nov 16 - Jan 1	$666,667
Memorial Day/Independence Day	Occupant Protection	May 14 - July 7th	$250,000
Memorial Day/Independence Day	Impaired Driving	May 14 - July 7th	$666,666
Labor Day	Impaired Driving	Aug 16- Sept 3	$666,667
Motorcycle Awareness	Motorcycles	May 1 – Sept 30	$500,000
Bike and Pedestrian Safety	Bike and Pedestrian	April 1- Sept 30	$700,000
Distracted Driving	Distracted Driving	April 1- Sept 30	$500,000
Move Over Law	Move Over	Aug 1- Sept 30	$150,000
		Total Amount	$4,500,000

Paid Media Campaign Viewing Results

	Program Area					
	Impaired Driving	Occupant Protection	Bicycle and Pedestrian	Motorcycle Safety	Distracted Driving	Move Over
Broadcast TV Ads	1,887	419	424	316	639	326
Cable TV Ads	11,191	3,513	2,829	884	225	0
Broadcast Radio	8,009	999	4,657	3,818	252	0
Digital - Views, Clicks, Impressions	63,483,889	28,372,431	19,864,062	15,231,202	10,787,590	4,628,893

Public Information and Education

Beyond paid and earned media, IDOT also creates and distributes a wide variety of Public Information and Education (PIE) materials. These range from banners and signs to leaflets and palm cards. These materials are offered free of charge from the IDOT website. Local and state partners can submit an order for materials and IDOT will fill the order based on availability. The tables below list the material type, emphasis area, and amount of materials distributed.

Paper Materials	Amount Distributed
Bicycle	27,950
Pedestrian	3,980
Child Passenger Safety	162,340
Impaired Driving	22,750
Occupant Protection	35,990
Spanish Materials	42,930
Teen Materials	30,520

Banners and Yard Signs	Amount Distributed
CPS Yard Signs	700
Motorcycle Yard Sign	5,000
Safety Occupant Protection Banner	127
Impaired Driving Banner	122
Move Over Banner	133
Distracted Driving Banner	130
Motorcycle Banner	366

Planned Activities:

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

Name:	Task Code:	Planned Amount:	Expended Amount:
Planning and Administration	**19-01-01**	**$200,000**	**$20,948.00**

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

Accomplishments: BSPE paid the annual fee associated with GHSA and was able to have staff attend trainings and conferences across the county to share in best practice sharing and employee growth. Staff was able to attend the GHSA Annual Conference, Life Savers, Traffic Safety Institute Training and the GHSA Executive Conference.

Name:	Task Code:	Planned Amount:	Expended Amount:
Travel	**19-02-05**	**$27,000**	**$19,032.36**

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

Accomplishments: BSPE staff was able to attend conferences, events, and able to perform onsite monitoring of the grant program. Events and conferences that BSPE staff was able to attend were the Impaired Driving Task Force Meetings, GHSA Annual Conference, GHSA Executive Seminar, numerous TSI training courses, and NHTSA Regional Meeting in Minnesota.

Corrective Course of Action/Future

To correct our course, reach our future target, and address this performance measure, Illinois established a detailed strategy of these efforts in the 2020 Highway Safety Plan. The planned activities are the actions IDOT and its partners are taking to address the issues. The planned activities to meet the goal are detailed in the 2020 HSP and listed below.

Name:	Task Code:	Planned Amount:
Planning and Administration	**20-01-01**	**$100,000**

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

Name:	Task Code:	Planned Amount:
Planning and Admin. (Match)	**20-01-02**	**$100,000**

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

Name:	Task Code:	Planned Amount:
Travel	**20-02-05**	**$13,700**

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

Name:	Task Code:	Planned Amount:
Travel (Match)	**20-02-06**	**$13,700**

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

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