

2017

• HIGHWAY SAFETY PROGRAM ANNUAL REPORT •



Table of Contents

Fiscal Year 2017 Highlights	2
Introduction	2
Illinois Quick Facts	3
Fiscal Year 2017 Allocated Funds	4
Program Goals and Accomplishments	4
Planning, Administration and Management Overview	8
Impaired Driving Overview	8
Occupant Protection Overview	11
Motorcycle Overview	19
Pedalcycle Overview	21
Pedestrian Overview	22
Traffic Records Overview	24
Police Traffic Services Overview	26
Map of Local Projects by County	33
Evaluation of Fiscal Year 2017 Mobilizations	35
Paid Media Summary	45
Earned Media Summary	45
2017 Legislation	47
Appendix 1 - Program Cost Summary	49
Appendix 2 - Earned Media Activities	54

Mission

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.

FY 2017 Highlights

- Achieved a seat belt usage rate of 93.8 percent.
- Trained over 12,333 motorcyclists in calendar year 2017 through IDOT's Cycle Rider Safety Training Program.
- Funded over 170 state and local law enforcement agencies in FY 2017.
- Resumed Traffic Safety Resource Prosecutor Program
- Conducted 3rd consecutive annual Drug Recognition Expert (DRE) Training that added 24 new DRE officers
- Expanded message of seat belt awareness and impaired driving awareness.
- Held 93 events with child passenger safety technicians inspecting 1,485 car seats during National Seat Check Saturday.

Introduction

The Bureau of Safety Programs and Engineering (BSPE) is the state's highway safety office responsible for producing the annual Highway Safety Plan (HSP), Annual Report (AR) and will oversee the highway safety funding from the National Highway Traffic Safety Administration (NHTSA).

The Bureau of Safety Programs and Engineering will take the lead for the state of Illinois' efforts to reduce fatalities and serious injuries on Illinois roads, with internal coordination and cooperation from the other bureaus. The FY 2017 Annual Report provides an overview of the state's utilization of federal highway safety funds for the period of October 1, 2016 through September 30, 2017 and evaluations of the various highway safety programs supported by these resources.

In 2016, motor vehicle fatalities were over 1,000, with 1078 traffic fatalities. Motor vehicle fatalities continue to rise in Illinois. Illinois will continue to fund programs with increased enforcement during night time hours, aggressive public information and education campaigns, trainings, and extensive paid media campaigns around all national and state campaigns to help drive down motor vehicle fatalities.

IDOT faces challenges in the upcoming years, such as reducing the increase of motor vehicle crash fatalities and serious injuries, increasing our DUI Courts statewide, and recruiting more law enforcement agencies for our highway safety programs. Other challenges include: implementing the recommendations from the Traffic Records Assessment conducted in 2016, providing our highway safety projects with heat maps and data trees to help pinpoint motor vehicle crashes, addressing the ongoing speeding problem and increasing problems like drugged and distracted driving, increasing funding for more enforcement and paid media. IDOT will continue to work with our traffic safety partners in an effort to make Illinois a safer place to travel.

The Grant Accountability and Transparency Act (GATA) that was introduced in March 2016 and was fully implemented for FY 2017 and will be in future years going forward. The purpose of GATA is to provide accountability and transparency to an agency in the use of grant funds, limit fraud, waste and abuse and it specifically defines the purpose, scope, applicability and responsibilities in the life cycle of a grant.

Anyone seeking additional information or interested in learning more about highway safety programs in Illinois may contact us at:

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

Illinois Quick Facts

Illinois Seat Belt Usage Rates for 2017

- Overall seat belt usage rate is 93.8 percent.
- Usage rate on weekends is 94.1 percent.
- Usage rate on weekdays is 92.7 percent.

General information on usage rates By Region:

City of Chicago	90.9 percent
Cook County	93.1 percent
Collar Counties.....	94.9 percent
Downstate.....	94.5 percent

By road type:

Residential.....	91.5 percent
US/IL Highways	94.0 percent
Interstates	94.7 percent

Illinois Car Seat Usage Rates for 2016

- Overall Car Seat Usage Rate is 89.1 percent.

Illinois Motorcycle Helmet Usage Rates for 2017

- Overall Motorcycle Helmet Usage Rate is 44.6 percent.

Vehicle Miles of Travel (VMT) and Licensed Drivers (LD)

- Travel increased by 1.71 percent, from 105.37 billion in 2015 to 107.7 billion VMT in 2016
- The mileage death rate increased from 0.95 in 2015 to 1.01 per 100 million VMT in 2016.
- Licensed drivers increased 0.78 percent from 9.08 million in 2015 to 9.15 in 2016.

Illinois Fatality Rates

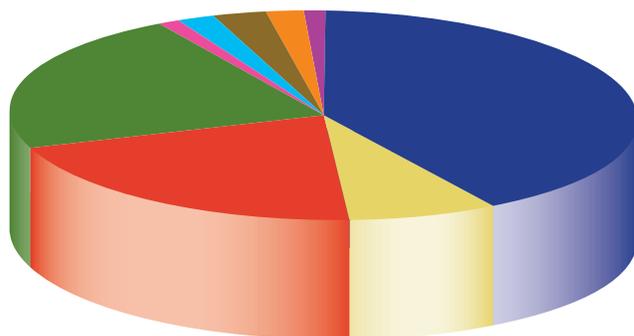
- 1,078 persons were killed in 1,000 fatal crashes in 2016.
- There was an average of 1.08 deaths per fatal crash.
- The 2016 fatality rate for Illinois was 1.01 (per one hundred million vehicle miles).
- 35 percent of all fatally injured drivers had a positive Blood Alcohol Concentration (BAC).
- The 2016 alcohol-impaired fatality rate for Illinois was 0.29 (alcohol-impaired fatalities per one hundred million vehicle miles traveled).

For further crash fact information, go to

www.idot.illinois.gov/transportation-system/safety/Illinois-Roadway-Crash-Data

FY 2017 Allocated Funds

FY 2017 ALLOCATED FUNDS PER FUNDING SOURCE
TOTAL - \$42,436,083.83



- 402 Funds – Highway Safety - \$17,383,074.84
- 405b Occupant Protection Funds - \$3,315,245.17
- 405c Traffic Records Funds - \$8,682,557.79
- 405d Impaired Driving Funds - Alcohol Incentive - \$9,316,378.15
- 405e – Special Distracted Driving Funds - \$521,472.38
- 405f Motorcyclist Safety - \$825,001.19
- 405h Non-motorized Safety - \$1,128,995.73
- 408 Data Funds - \$888,358.58
- 1906 – Prohibit Racial Profiling - \$375,000.00

Program Goals and Accomplishments

Bureau of Safety Programs and Engineering Goals

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 FY 2010. The 16 core outcomes and behavior measures will be shown in the FY 2017 Annual Report (AR).

The goals developed were determined using several quantitative data (e.g., crash data, VMT, 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 VMT. The highway safety performance measures are intended to be an overall measure of the effectiveness of the HSP.

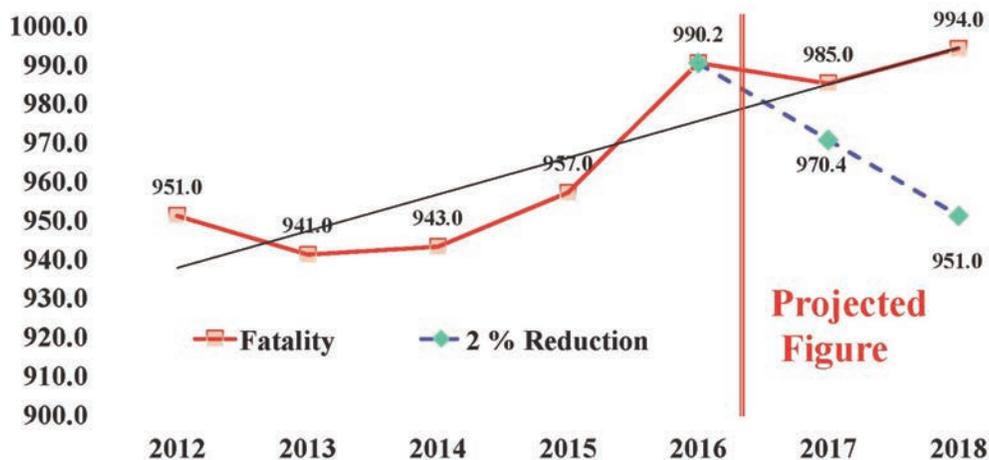
Selected Core Measures	Rolling Average					Projected Measures for 2017 and 2018 Based on Different Options				Final Projection Option
	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	Ordinary Least Square Projections	2% Reduction Annually as Compared to 2012-2016 Baseline Data			
						Option1	Option 2			
NHTSA/FHWA Common Core Measures	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	2017	2018	2017	2018	
Total Fatalities	951.0	941.0	943.0	957.0	990.2	985.0	994.0	970.4	951.0	2
Fatality Rate	0.90	0.90	0.90	0.91	0.94	0.935	0.94	0.92	0.90	2
Total Serious Injuries	12675.0	12454.8	12203.2	12245.8	11774.4	11502.8	11231.1	11539	11308.2	1
Total Serious Injury Rate	12.06	11.87	11.65	11.70	11.29	11.06	10.83	11.07	10.85	1
Non-motorized Fatalities and Serious Injuries (Pedestrian and Bicyclist and Other Cyclist)	1526	1596.4	1470.6	1516.4	1570.8	1549	1559.9	1539.4	1508.6	2
NHTSA Only Core Measures										
Rural Fatality Rate	1.48	1.49	1.54	1.60	1.58	1.60	1.62	1.55	1.52	2
Urban Fatality Rate	0.71	0.70	0.69	0.69	0.67	0.66	0.65	0.657	0.643	2
Unrestrained Passenger Vehicle Occupant Fatalities	282.0	272.0	268.0	264.0	249.4	239.8	230.0	244.4	239.5	1
Fatalities in Crashes Involving a Driver and Motorcycle Operator with BAC of 0.08 or higher	312.0	307.0	305.0	308.0	295.0	288	282	289.1	283.3	1
Motorcyclist Fatalities	138.0	141.0	139.0	142.0	144.0	144.5	145.6	141.1	138.3	2
Unhelmeted Motorcyclist Fatalities	105.0	108.0	105.0	104.0	106.0	105.0	104.8	103.9	101.8	2
Speed Related Fatalities	395.0	402.0	407.0	393.0	390.0	385	380	382.2	374.6	2
Young Drivers Involved in Fatal Crashes (Under 21)	132.0	128.6	128.0	125.8	128.0	125.3	124.2	125.4	122.9	2
Pedestrian Fatalities	127.0	125.0	127.0	134.0	136.6	138.4	141.2	133.9	131.2	2
Bicyclist and Other Cyclist Fatalities	25.0	26.0	27.0	28.0	26.5	28.0	28.5	26.0	25.5	2
Safety Belt Usage Rate	92.3	92.9	93.4	93.9	93.9	94.6	95.0	N/A	N/A	1

Overall Goals

Goal

- To reduce the statewide traffic fatalities from 990.2 (2012-2016 rolling average) to 951.0 by December 31, 2018 (The projected figures were based on a 2 percent annual reduction method).

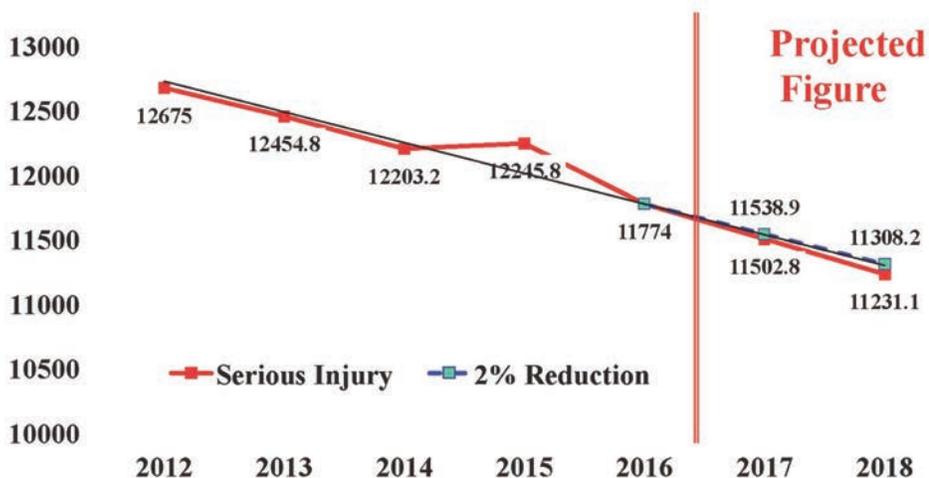
Figure 1: Total Number of Traffic Fatalities



Goal

- To reduce the statewide serious injuries from 11,774 (2012-2016 average) to 11,231.1 by December 31, 2018 (The projected figures were based on the Ordinary Least Squares (OLS) method).

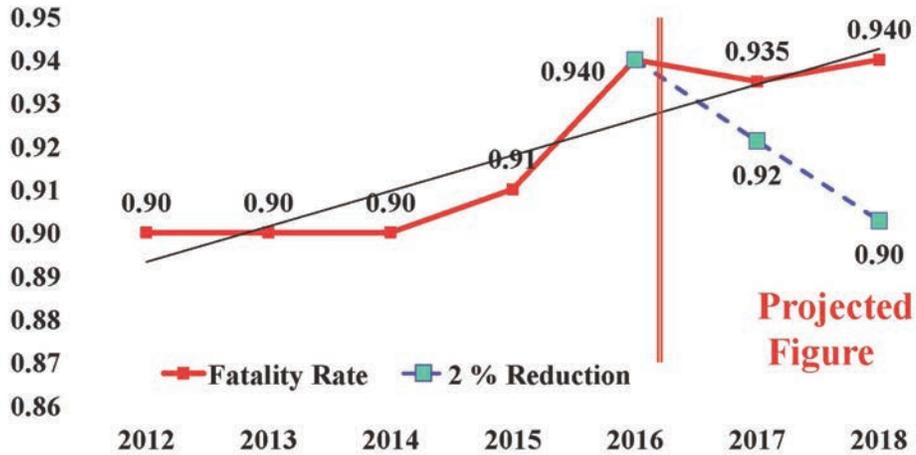
Figure 2: Total Serious Injuries in Traffic Crashes



Goal

- To reduce the statewide fatality rate per 100 million vehicle miles of travel (VMT) from 0.94 (2012-2016 average) to 0.90 by December 31, 2018 (The projected figures were based on a 2 percent annual reduction method).

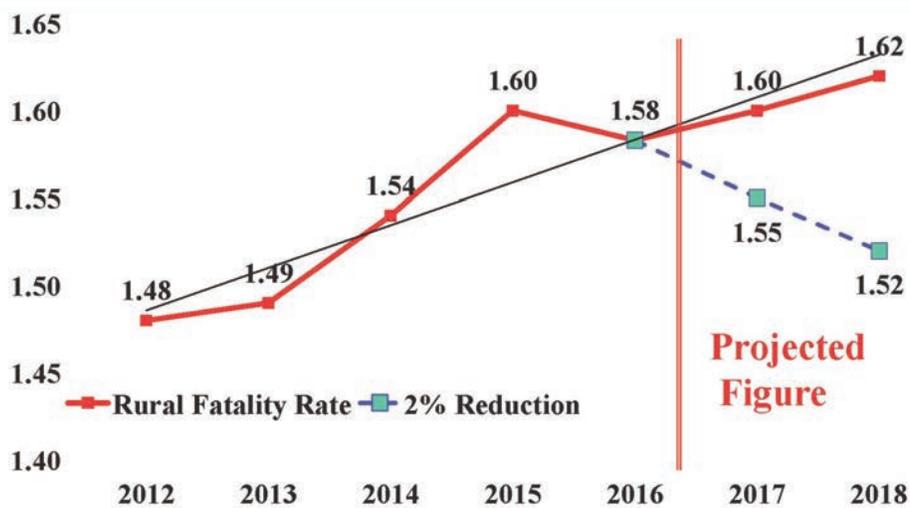
Figure 3: Total Traffic Fatality Rate per 100 M VMT



Goal

- To reduce the rural traffic fatality rate per 100 million vehicle miles of travel (VMT) from 1.58 (2012-2016 average) to 1.52 by December 31, 2018 (The projected figures were based on a 2 percent annual reduction method).

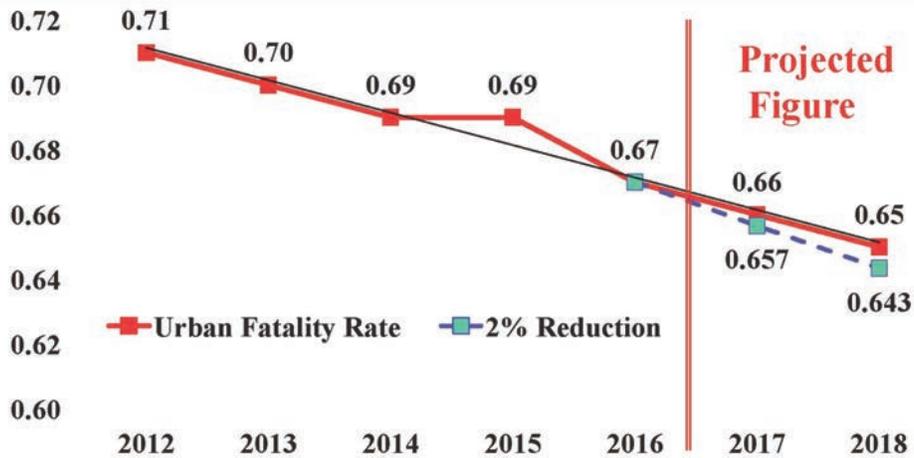
Figure 4: Total Number of Rural Fatality Rate



Goal

- To reduce the urban traffic fatality rate per 100 million vehicle miles of travel (VMT) from 0.67 (2012-2016 average) to 0.643 by December 31, 2018 (The projected figures were based on a 2 percent annual reduction method).

Figure 5: Total Number of Urban Fatality Rate



Goal

- To reduce the statewide serious injury rate per 100 million vehicle miles of travel (VMT) from 11.29 (2012-2016 average) to 10.83 by December 31, 2018 (The projected figures were based on the OLS method).

Figure 6: Total Serious Injury Rate per 100M VMT



Goal

- To reduce the total number of young drivers involved in fatal crashes (under 21) from 128.0 (2012-2016 average) to 122.9 by December 31, 2018 (The projected figures were based on a 2 percent annual reduction method).

Figure 7: Young Drivers Involved in Fatal Crashes (Under 21)



Planning, Administration, and Management Overview

Planning and Administration (P&A) costs are those direct and indirect expenses that are attributable to the overall management of Illinois' Highway Safety Plan. P&A costs include: the Governors Highway Safety Association annual fee, travel, equipment, equipment supplies, rent and utility expenses necessary to carry out the functions of Illinois' Highway Safety Office.

Project Summaries

Planning and Administration (IDOT) #17-01-01

\$23,872.98

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.

Impaired Driving Overview

2017 Overview

The last 3 years have been particularly challenging for the Illinois Highway Safety Program because of ever-present state budget issues. This combined with an increasing strain on local law enforcement resources has significantly impacted the ability of the Impaired Driving Program to maintain an effective level of grant-funded enforcement. However, the Illinois State Police, county and municipal law enforcement agencies that are grantees remain determined to do as much as possible even with the difficult circumstances. Fortunately, Illinois government received budgets allowing the FY17 program to receive funding that allowed not only the restoration of grant-funded enforcement efforts but also allowed the Impaired Driving Program to provide resources to support vital initiatives such as a Traffic Safety Resource Prosecutor Program and a Drug Recognition Expert Coordinator.

“Drive Sober or Get Pulled Over” is the flagship message of the Impaired Driving Program that has at its center a strong emphasis on high-visibility enforcement with local, county and state law enforcement agencies, including all 21 districts of the Illinois State Police. In total, the FY17 Highway Safety Plan funded 8 enforcement campaigns including the 5 major holidays of Thanksgiving, Christmas/New Year’s, Memorial Day, Independence Day and Labor Day along with Halloween, Super Bowl Weekend and St. Patrick’s Day.

Approximately 65 percent of the Illinois Highway Safety Program grant-funded enforcement (i.e., alcohol and seat belt) occurred during nighttime hours (e.g., 9:00 pm to 6:00 am), and all impaired driving periods (Halloween, Holiday, Super Bowl Weekend, St. Patrick’s Day, Independence Day, Labor Day) included significant seat belt enforcement zones and seat belt saturation patrols that focused on the hours of 9:00 pm to 6:00 am. Enforcement efforts during the 3 major impaired driving periods of the Holidays, Independence Day, and Labor Day) are supported by paid and earned media efforts.

In December of 2016 and early January 2017, paid media for the holiday crackdown included a radio, TV and digital on-line media buy featuring IDOT’s “Invincible” radio and TV spots that feature a stylized parody campaign in the vein of late ‘70s and ‘80s police and action drama television shows. For the subsequent Independence Day and Labor Day “Drive Sober or Get Pulled Over” Crackdowns, the NHTSA-produced “Man In the Mirror/Woman in the Mirror” spots were re-tagged for the Illinois paid media effort.

Providing hire back law enforcement supported with strong messaging is the cornerstone of Illinois’ impaired driving program, and IDOT is committed to increasing grant-funded enforcement. Of course, a portion of federal alcohol traffic safety dollars are utilized in numerous ways to provide a comprehensive impaired driving program.

In FY17, The Illinois Impaired Driving Program also utilized resources on public information and education, an Impaired Driving Program Coordinator, a Standard Field Sobriety Testing (SFST)/Drug Recognition Expert (DRE) Coordinator, DUI Courts, court monitoring by advocacy groups, DUI prosecutors, underage drinking prevention programs, law enforcement, prosecutorial and judicial training, and a Traffic Safety Resource Prosecutor Program.

Highlights from the above efforts include the re-establishment of a Traffic Safety Resource Prosecutor Program; a third consecutive annual Illinois DRE class adding 24 additional DRE officers to Illinois law enforcement ranks; a statewide Drug Evaluation and Classification program via a SFST/DRE Coordinator position; and the Mothers Against Drunk Driving (MADD) and Alliance Against Intoxicated Motorists Court Monitoring Programs together watched over 10,000 DUI court cases around the state.

Via the SFST/DRE Coordinator and Traffic Safety Resource Prosecutor Programs, IDOT is assisting with the vital effort to better train and equip law enforcement officers, prosecutors, judges, and others in the escalating battle against drug-impaired driving. Other highlights for these two vital programs include numerous DUI Search Warrant trainings conducted, significantly more ARIDE classes being conducted around the state as well as much improved accounting of Illinois’ SFST/ARIDE/DRE-trained law enforcement officers.

Another achievement for the Impaired Driving Program in FY 2017 was the completion of Illinois’ first Impaired Driving Strategic Plan. The plan was designed, drafted, and completed over a 12-month period by the Illinois Impaired Driving Task Force and was submitted with the FY18 Illinois Highway Safety Plan.

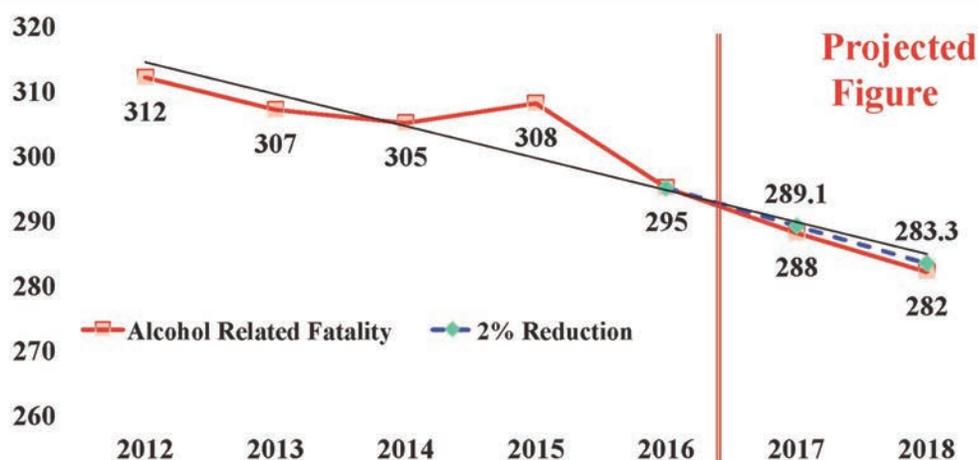
IDOT, directly and through grant partnerships, distributes thousands of impaired driving educational materials via mail and at numerous events throughout the year including fairs, school events, and radio remotes. In addition, each “Drive Sober or Get Pulled Over” law enforcement crackdown includes an education message (along with an enforcement message) in its paid and earned media efforts. IDOT also funds many grants with goals to reach certain groups with an impaired driving, underage drinking, and designated driver message. Examples include: funding of Students Against Destructive Decisions (SADD), Mothers Against Drunk Driving (MADD), Alliance Against Intoxicated Motorists (AAIM), Think First, and, the American Red Cross. Also, IDOT’s over 150 law enforcement agency grantees are quite active within their respective communities in conveying a strong anti-drunk and drugged driving message.

IDOT administered grants allow for a presence in Illinois schools by providing funding to Students Against Destructive Decisions (SADD). SADD conducts prevention training for teens and operates a program featuring a distracted/impaired driving simulator. Other youth-oriented, education programs include ThinkFirst, a program provided through the Southern Illinois University School of Medicine, which delivers a strong underage drinking/good decision-making message to youth at assemblies throughout the state.

Goal

- To reduce the total number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 or higher from 295 (2012-2016 average) to 282 by December 31, 2018 (The projected figures were based on the OLS method).

Figure 8: Fatalities in Crashes Involving a Driver and Motorcycle Operator with BAC of 0.08 or higher



Strategies

- Provide stepped-up alcohol and belt enforcement via local STEP and eLAP programs & ISP DUIE, ACE, OREP and NITE programs
- Explore ways to increase enforcement on local and rural roads (sheriff involvement, local multi-jurisdictional patrols, local task forces, speed grants)
- Provide earned and paid media efforts supporting alcohol enforcement
- Restore paid media efforts for seat belt enforcement
- Foster and build relationship with Illinois Impaired Driving Task Force
- Via Illinois Impaired Driving Task Force develop 5-year impaired driving strategic plan
- Restored SFST/DRE Coordinator and Traffic Safety Resource Prosecutor Programs
- Expand “DUI Search Warrant” efforts throughout Illinois
- Expand SFST/ARIDE/DRE training efforts for law enforcement officers

Profile of an Illinois Drunk Driver

The average DUI offender is:

- Male (76 percent of those arrested are men)
- Age 34 (56 percent are under age 35)
- Arrested between 11 p.m. and 4 a.m. on a weekend
- Caught driving with a BAC level of 0.16 percent-twice the legal limit

Source: Office of the Illinois Secretary of State 2017 DUI Fact Book

Project Summaries

Section 405d Impaired Driving

Operation Straight ID (SOS Police) #17-13-02

\$29,912.64

This task provided funds for Office of the Illinois Secretary of State, Department of Police (SOS Police) to conduct educational presentations to inform law enforcement officers, employees, communities, and businesses of the penalties for using and how to detect fraudulent driver license and state identification cards. A third consecutive DRE training class was held in April 2017.

Breath Analysis (ISP) #17-13-03

\$231,751.62

This task provided 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.

Judicial Training (AOIC) #17-13-13

\$9,151.55

This task provided funds for the Administrative Office of the Illinois Courts (AOIC) to conduct an annual seminar for judges on issues related to cases charging driving under the influence of alcohol (DUI). The annual seminar focused on a broad range of issues related to DUI offenders and DUI case studies

Paid Media (IDOT) #17-13-14

\$1,986,090.00

This task provided funds for paid media in support of the Holiday Season Mobilization, Fourth of July Mobilization and the National Enforcement Crackdown for the Labor Day Mobilization during August/September 2017.

Occupant Protection Overview

The Occupant Protection Coordinator (OPC) is responsible for the coordination of IDOT's occupant protection (OP) programs including, but not limited to adult occupant protection, Click It or Ticket (CIOT) campaigns, and Child Passenger Safety (CPS). IDOT believes the best way to achieve the goal of reducing injuries and fatalities on Illinois roadways is by increasing seat belt use of front and back seat occupants.

The first major OP project of FY 2017 included the Thanksgiving 2017 CIOT campaign and mobilization, which began mid-November and concluded the Monday following Thanksgiving. IDOT developed media templates and social media messaging for partnering agencies to use in help promoting the message and raising awareness of increased seat belt enforcement activity. A statewide press release was also issued in conjunction with three (3) regional press events held in the major media markets of Chicago, Springfield and Peoria.

The statewide seat belt usage rate is determined by pre- and post-observational surveys which are conducted in conjunction with paid and earned media blitzes. In June 2017, IDOT conducted a seat belt survey by observing a total of 150,270 front seat occupants. Of those, 93.8 percent were observed wearing seat belts. Collar counties (i.e., DuPage, Kane, Lake, McHenry and Will) had the highest usage rate at 94.9 percent, followed by the Downstate counties (i.e., Champaign, Macon, Montgomery, Peoria, Rock Island and St. Clair) at 94.5 percent, and Cook County at 93.1 percent. The city of Chicago had the lowest rate at 90.9 percent. Interstate highways had the highest usage rate at 94.7 percent followed by U.S./Illinois Highways at 94.0 percent. Residential streets had the lowest rate at 91.5 percent. The seat belt rate on weekends was 94.7 percent, while the weekday rate was only 92.7 percent. Law enforcement agencies throughout Illinois, as well as extensive public education and media efforts, emphasized the importance of vehicle occupants wearing seat belts and restraining children in appropriate car seats.

Website and material updates were made throughout FY17. Flyers and templates to promote CPS courses were standardized for grantees to use.

The Saved by the Belt Award was also redesigned and implemented to help law enforcement agencies promote the lifesaving value of wearing your seat belt when in a crash.

The base line (April 1985) occupant restraint usage rate for all front seat occupants (drivers and passengers) observed in Illinois was 15.9 percent. During the 12 months after the seat belt law became effective, the observed usage rate increased to 36.2 percent. Since the first survey was conducted in April 1985, the seat belt usage rate has increased by 590%, based on the June 2017 survey results.

IDOT conducted a rear seat restraint use survey in October 2016. Overall, the rear seat occupant restraint use rate decreased by 2.5 percentage points from 84.9 percent in 2015 to 82.4 percent in 2016. Among children and adult rear seat occupants, the percentage point decreases in 2016 were 2.3 percent and 1.8 percent, respectively. Although the Illinois seat belt law includes front and rear seat occupants of passenger cars and light trucks, the overall rear seat restraint use was significantly lower than the front seat occupants (i.e., 82.4% versus 91.9% for drivers and 90.7% for front seat passengers). As expected, the rear seat safety belt usage rates in the city of Chicago and Cook County (i.e., excluding the city of Chicago) tend to be significantly lower than the usage rates in the other two regions, namely upstate and downstate counties. According to the October 2017 Illinois rear seat restraint survey data, child restraint usage is the highest among passenger types at 89.1 percent.

Illinois ranks fifth in the nation for the largest number of certified CPS technicians. Statewide, there are 1,622 certified Child Passenger Safety Technicians (CPST) and 64 Child Passenger Safety Technician Instructors (CPSTI). The recertification rate increased by five percent this fiscal year to 59.4 percent compared to 58.2 percent nationally.

In FY 2017, Illinois held 28 of 37 scheduled CPS Certification Courses, training 248 new CPS Technicians. 8 out of 10 scheduled Renewal Courses were held, recertifying 58 technicians that had previously let their certifications lapse.

To encourage recertification and training statewide, email blasts and regional reminder postcards were sent to all technicians listing the available local options as well as instructions for completing online CEU opportunities. Technicians and Instructors unable to attend the statewide conference for their CEUs were given additional opportunities to receive in-person education by attending one of the 22 six-hour trainings offered statewide.

The most concentrated effort to engage and retain the large number of CPSTs and CPSTIs in Illinois was the delivery of the April 2017 CPS Technical Update and Instructor Meeting on April 10, 2017. Child Passenger Safety Technicians (CPST) and Instructors (CPSTI) were invited to Bloomington to attend the single-day Technical Update featuring nationally recognized speaker, Joe Colella. Advocates representing eight (8) different car seat manufacturers attended to offer education and showcase new seats on the market. The conference attracted 282 CPSTs and offered all six (6) CEUs toward recertification as well as provided networking opportunities and hands-on engagement with a variety of car seats. This was the first statewide CPS conference offered in Illinois in five years. By heavily promoting the Technical Update and offering travel scholarship opportunities, IDOT was able to achieve and exceed its goal to train 250 CPSTs at a statewide event.

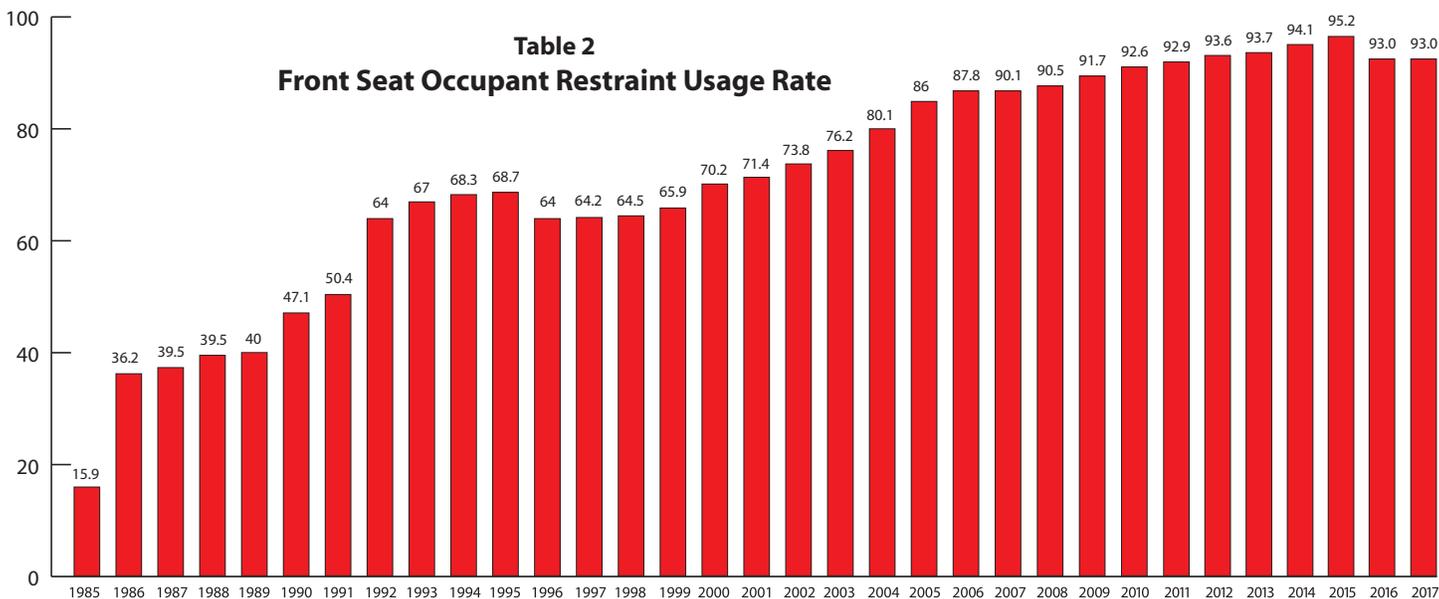
Following the Technical Update, an Instructor Development Workshop was led by Safe Kids Worldwide (SKW). The OPC surveyed CPSTI attendees prior to the course to help SKW customize the training opportunity. 42 instructors participated in this course aimed at streamlining the curriculum delivery process and finding new ways to engage potential instructor candidates and technician proxies. Illinois only has 64 CPSTI and they struggle to meet the educational and technical skill evaluation goals of the more than 1600 CPST statewide.

Illinois held 93 car seat checks staffed by 391 CPS technicians during the 2017 National CPS Week, with an emphasis on Seat Check Saturday. At those 93 events, there were 1,485 car seats checked. Of these seats, only 12% were correctly installed by the parent or caregiver prior to entering the checkpoint. A total of 227 car seats were provided to parents or caregivers who needed their seat replaced for safety reasons or did not have the appropriate seat for their child to depart safely. IDOT partnered with AAA of Chicago for the CPS Week campaign development and execution.

The efforts of Illinois' Certified Child Passenger Safety Technicians were supported by six Regional Traffic Safety Liaisons along with the new state Occupant Protection Coordinator in FY 2017. The Regional Traffic Safety Liaisons are instrumental in disseminating the occupant protection message as well as the impaired driving message at trainings and events statewide.

The Problem

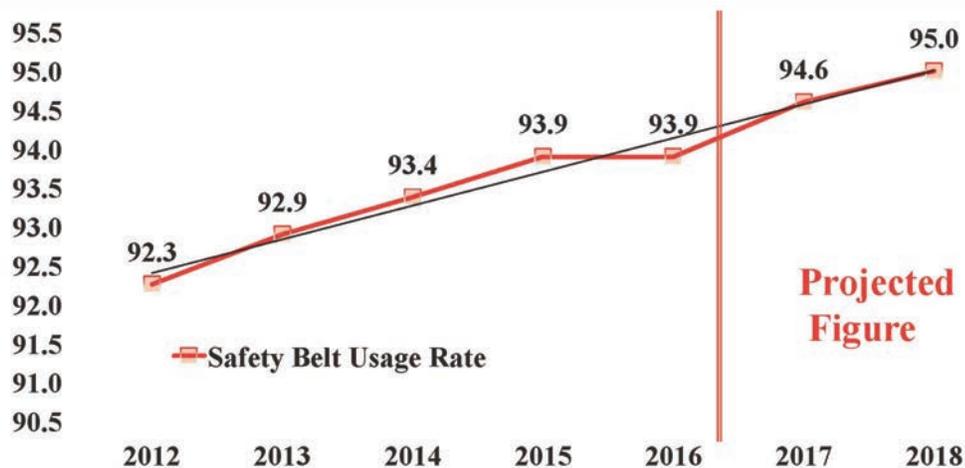
- The 2016 fatality rate increased from 0.95 in 2015 to 1.01 in 2016.
- Illinois' 2015 traffic fatalities totaled 1,078.
- There was an average of 1.1 deaths per fatal crash in 2015.
- The 2017 statewide seat belt usage rate increased from 93.0 percent to 93.8 percent.



Goal

- To increase the statewide seat belt usage rate from 93.9 percent (2012-2016 average) to 95.0 percent by December 31, 2018 (The projected figures were based on the OLS method).

Figure 9: Observed Safety Belt Use for Passenger Vehicle, Front Seat Outboard Occupants



Goal

- To reduce the number of unrestrained passenger vehicle occupant fatalities from 249.4 (2012-2016 average) to 230.0 by December 31, 2018 (The projected figures were based on the OLS method).

Figure 10: Total Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions



Strategies

- Funded a statewide Occupant Protection Coordinator for Illinois.
- Developed paid and earned media plans for the CIOT mobilizations.
- Supported occupant restraint and child passenger safety educational efforts (traffic safety partners, statewide and Regional Traffic Safety Resource Coordinators).
- Utilized network of car seat advocates.
- Continued to support the National Child Passenger Safety Week observance.

Project Summaries

Section 402

Regional Traffic Safety Resource Centers (RTSRC) #17-02-02

\$875,653.81

This task provided funds for Regional Traffic Safety Resource Centers statewide. The Traffic Safety Liaisons (TSLs) provided education to their communities within established regional borders. Their outreach focused on promoting teen safe driving, child passenger safety and seat belt use for all occupants. Each TSL is a nationally certified Child Passenger Safety (CPS) instructor and is heavily involved in the Click It or Ticket mobilization effort; TSLs spread the Click It or Ticket message in their communities in a variety of ways unique to local needs.

FY 2017 RTSRC projects were:

- **Child Care Resource and Referral Network** housed the Traffic Safety Resource Center for East Central, West Central and South West regions:
 - 26 Number of in-person educational programs provided this reporting period.
 - 6 Number of children (up to age 14) reached through educational programs this reporting period.
 - 894 Number of adults (age 20 and older) reached through educational programs this reporting period.
 - 17 Number of educational booths/displays held this reporting period.
 - 2559 Number of people reached through educational booths/displays this reporting period.
 - 85 Number of car seats distributed this reporting period.
 - 376 Number of car seats inspected (do not include distribution numbers) this reporting period.
 - 1280 Number of educational materials (brochures, flyers, etc.) distributed this reporting period.
- **Children's Hospital of Illinois** at Saint Francis Medical Center is a Special Needs Child Passenger Safety (CPS) Resource Center serves the entire state of Illinois and provides focused service, delivery, training and outreach to the seven DTS Traffic Safety Liaison regions.
 - 16 Number of in-person educational programs provided this reporting period.
 - 890 Number of children (up to age 14) reached through educational programs this reporting period.
 - 4646 Number of teens (age 15-19) reached through educational programs this reporting period.
 - 4200 Number of adults (age 20 and older) reached through educational programs this reporting period.
 - 24 Number of educational booths/displays held this reporting period.
 - 16150 Number of people reached through educational booths/displays this reporting period.
 - 112 Number of car seats inspected (do not include distribution numbers) this reporting period.
 - 4315 Number of educational materials (brochures, flyers, etc.) distributed this reporting period.
- **Illinois Association Chiefs of Police** housed the Traffic Safety Resource Center for Northwestern Illinois:
 - 12 Number of in-person educational programs provided this reporting period.
 - 190 Number of teens (age 15-19) reached through educational programs this reporting period.
 - 120 Number of adults (age 20 and older) reached through educational programs this reporting period.
 - 5 Number of educational booths/displays held this reporting period.
 - 300 Number of people reached through educational booths/displays this reporting period.
 - 45 Number of car seats distributed this reporting period.
 - 275 Number of car seats inspected (do not include distribution numbers) this reporting period.
 - 588 Number of educational materials (brochures, flyers, etc.) distributed this reporting period.
- **Rincon Family Services** housed the Chicago Regional Traffic Safety Resource Center:
 - 26 Number of in-person educational programs provided this reporting period.
 - 82 Number of children (up to age 14) reached through educational programs this reporting period.
 - 120 Number of teens (age 15-19) reached through educational programs this reporting period.
 - 140 Number of adults (age 20 and older) reached through educational programs this reporting period.
 - 14 Number of educational booths/displays held this reporting period.
 - 10120 Number of people reached through educational booths/displays this reporting period.
 - 211 Number of car seats distributed this reporting period.
 - 410 Number of car seats inspected (do not include distribution numbers) this reporting period.
 - 8350 Number of educational materials (brochures, flyers, etc.) distributed this reporting period.

- **Rush-Copley Medical Center** housed the Cook and Collar County Traffic Safety Resource Center:
 - 53 Number of in-person educational programs provided this reporting period.
 - 7896 Number of children (up to age 14) reached through educational programs this reporting period.
 - 12950 Number of teens (age 15-19) reached through educational programs this reporting period.
 - 15270 Number of adults (age 20 and older) reached through educational programs this reporting period.
 - 23 Number of educational booths/displays held this reporting period.
 - 19222 Number of people reached through educational booths/displays this reporting period.
 - 138 Number of car seats distributed this reporting period.
 - 1161 Number of car seats inspected (do not include distribution numbers) this reporting period.
 - 20425 Number of educational materials (brochures, flyers, etc.) distributed this reporting period.
- **Southern Illinois University-Carbondale** housed the Southwest Traffic Safety Resource Center:
 - 16 Number of in-person educational programs provided this reporting period.
 - 450 Number of children (up to age 14) reached through educational programs this reporting period.
 - 815 Number of teens (age 15-19) reached through educational programs this reporting period.
 - 12150 Number of adults (age 20 and older) reached through educational programs this reporting period.
 - 8 Number of educational booths/displays held this reporting period.
 - 14500 Number of people reached through educational booths/displays this reporting period.
 - 45 Number of car seats distributed this reporting period.
 - 177 Number of car seats inspected (do not include distribution numbers) this reporting period.
 - 8400 Number of educational materials (brochures, flyers, etc.) distributed this reporting period.

Paid Media #17-02-03 (IDOT)

\$106,875.00

This task provided funds for a creative media agency to develop our paid media messages in support of Illinois' enforcement campaigns.

Phone Surveys (Local) #17-02-04

\$83,394.16

This task provided funds for the University of Illinois at Springfield to conduct a telephone survey project focusing on the topics of seat belt usage, driving under the influence, media campaign and enforcement activities. UIS conducted three annual surveys: Pre Memorial Day campaign in May 2017; Post Memorial Day and Pre Labor Day campaigns in June/July 2017, and Post Labor Day campaigns in September 2017.

Injury Prevention (State Match) #17-02-09

\$698,242.95

This task provided funds for five agencies to conduct injury prevention activities such as increasing awareness of bike helmet and seat belt usage, child passenger safety, pedestrian safety and impaired driving laws in their communities. State funds were used to fund these projects. *The FY 2017 Injury Prevention Projects were:*

- **Lurie Children's Hospital**
 - 69 Number of in-person educational programs provided this reporting period.
 - 470 Number of children (up to age 14) reached through educational programs this reporting period.
 - 589 Number of adults (age 20 and older) reached through educational programs this reporting period.
 - 19 Number of educational booths/displays held this reporting period.
 - 28966 Number of people reached through educational booths/displays this reporting period.
 - 1087 Number of car seats distributed this reporting period.
 - 81 Number of car seats inspected (do not include distribution numbers) this reporting period.
 - 1192 Number of educational materials (brochures, flyers, etc.) distributed this reporting period
- **Prevention First**
 - 38 Number of in-person educational programs provided this reporting period.
 - 2804 Number of teens (age 15-19) reached through educational programs this reporting period.
 - 355 Number of adults (age 20 and older) reached through educational programs this reporting period.
 - 100 Number of educational materials (brochures, flyers, etc.) distributed this reporting period.
- **St. Francis Medical Center**
 - 33 Number of in-person educational programs provided this reporting period.
 - 332 Number of children (up to age 14) reached through educational programs this reporting period.
 - 365 Number of adults (age 20 and older) reached through educational programs this reporting period.
 - 332 Number of car seats distributed this reporting period.
 - 12184 Number of educational materials (brochures, flyers, etc.) distributed this reporting period.

• **SIU Board of Trustees-Think First**

- 290 Number of in-person educational programs provided this reporting period.
- 808 Number of children (up to age 14) reached through educational programs this reporting period.
- 5452 Number of teens (age 15-19) reached through educational programs this reporting period.
- 660 Number of adults (age 20 and older) reached through educational programs this reporting period.
- 9 Number of educational booths/displays held this reporting period.
- 2035 Number of people reached through educational booths/displays this reporting period.
- 9 Number of car seats distributed this reporting period.
- 256 Number of car seats inspected (do not include distribution numbers) this reporting period.
- 2575 Number of educational materials (brochures, flyers, etc.) distributed this reporting period.

• **Central DuPage Hospital**

- 560 Number of in-person educational programs provided this reporting period.
- 15125 Number of children (up to age 14) reached through educational programs this reporting period.
- 8672 Number of teens (age 15-19) reached through educational programs this reporting period.
- 741 Number of adults (age 20 and older) reached through educational programs this reporting period.
- 39 Number of educational booths/displays held this reporting period.
- 29065 Number of people reached through educational booths/displays this reporting period.
- 519 Number of car seats distributed this reporting period.
- 496 Number of car seats inspected (do not include distribution numbers) this reporting period.
- 7716 Number of educational materials (brochures, flyers, etc.) distributed this reporting period.

• **Clay County Hospital**

- 3 Number of in-person educational programs provided this reporting period.
- 3 Number of educational booths/displays held this reporting period.
- 54 Number of people reached through educational booths/displays this reporting period.
- 11 Number of car seats distributed this reporting period.
- 4 Number of car seats inspected (do not include distribution numbers) this reporting period.
- 50 Number of educational materials (brochures, flyers, etc.) distributed this reporting period.

• **Countryside Fire Protection District**

- 8 Number of in-person educational programs provided this reporting period.
- 580 Number of children (up to age 14) reached through educational programs this reporting period.
- 370 Number of teens (age 15-19) reached through educational programs this reporting period.
- 15507 Number of adults (age 20 and older) reached through educational programs this reporting period.
- 29 Number of educational booths/displays held this reporting period.
- 593 Number of people reached through educational booths/displays this reporting period.
- 32 Number of car seats inspected (do not include distribution numbers) this reporting period.
- 1225 Number of educational materials (brochures, flyers, etc.) distributed this reporting period.

• **Cumberland County Health Department**

- 20 Number of in-person educational programs provided this reporting period.
- 20 Number of children (up to age 14) reached through educational programs this reporting period.
- 20 Number of adults (age 20 and older) reached through educational programs this reporting period.
- 2 Number of educational booths/displays held this reporting period.
- 40 Number of people reached through educational booths/displays this reporting period.
- 18 Number of car seats distributed this reporting period.
- 20 Number of car seats inspected (do not include distribution numbers) this reporting period.
- 42 Number of educational materials (brochures, flyers, etc.) distributed this reporting period.

• **Macoupin County Public Health**

- 9 Number of in-person educational programs provided this reporting period.
- 113 Number of children (up to age 14) reached through educational programs this reporting period.
- 15 Number of adults (age 20 and older) reached through educational programs this reporting period.
- 2 Number of educational booths/displays held this reporting period.
- 25 Number of people reached through educational booths/displays this reporting period.
- 13 Number of car seats distributed this reporting period.
- 13 Number of car seats inspected (do not include distribution numbers) this reporting period.
- 225 Number of educational materials (brochures, flyers, etc.) distributed this reporting period.

• **Safe Kids Winnebago County**

- 48 Number of in-person educational programs provided this reporting period.
- 243 Number of children (up to age 14) reached through educational programs this reporting period.
- 125 Number of teens (age 15-19) reached through educational programs this reporting period.
- 410 Number of adults (age 20 and older) reached through educational programs this reporting period.
- 16 Number of educational booths/displays held this reporting period.
- 1865 Number of people reached through educational booths/displays this reporting period.
- 235 Number of car seats distributed this reporting period.
- 612 Number of car seats inspected (do not include distribution numbers) this reporting period.
- 1675 Number of educational materials (brochures, flyers, etc.) distributed this reporting period.

• **Tazewell County Health Department**

- 2 Number of in-person educational programs provided this reporting period.
- 200 Number of adults (age 20 and older) reached through educational programs this reporting period.
- 200 Number of people reached through educational booths/displays this reporting period.
- 77 Number of car seats distributed this reporting period.
- 299 Number of car seats inspected (do not include distribution numbers) this reporting period.
- 100 Number of educational materials (brochures, flyers, etc.) distributed this reporting period.

Section 405b Occupant Protection

Parent Teen Handbook (SOS) #17-05-01

\$56,980.00

This task provides funds for the Office of the Illinois Secretary of State to print and distribute a Parent-Teen Driving Guide. The driving guide is provided to parents of teen drivers at the time of their initial Instruction Permit.

Keep Kids in Safe Seats (SOS) #17-19-02

\$9,923.32

This task provided funds for the Illinois Office of the Secretary of State's (SOS) Driver Services Department to maintain five existing car seat installation locations statewide.

- 573 Number of in-person educational programs provided this reporting period.
- 1,135 Number of children (up to age 14) reached through educational programs this reporting period.
- 2,320 Number of teens (age 15-19) reached through educational programs this reporting period.
- 753 Number of adults (age 20 and older) reached through educational programs this reporting period.
- 118 Number of educational booths/displays held this reporting period.
- 75 Number of car seats distributed this reporting period.
- 539 Number of car seats inspected (do not include distribution numbers) this reporting period.
- 4,500 Number of educational materials (brochures, flyers, etc.) distributed this reporting period.

CPS Seats (BSPE) #17-19-07

\$26,442.81

This task provided funds for IDOT to purchase child safety seats for BSPE's CPS programs statewide, including national CPS Week and Seat Check Saturday.

CPS Seats & Training (Local) #17-19-08

\$37,986.55

This task provides funds for six local agencies to conduct car seat checks, technician and instructor trainings and car seat outreach in their community.

CPS Re-Certification Fees (BSPE) #17-19-09

\$0.00

This task provided funds for the BSPE to pay for CPS re-certification fees of three IDOT staff.

CPS Conference (IDOT) #17-19-10

\$9,030.00

This task provides funds for IDOT to sponsor a Child Passenger Safety, Illinois Technical update and Instructor Development Conference.

Paid Media #17-19-11 (BSPE)

\$626,035.34

This task provided funds for paid media in support of Illinois' Click It or Ticket campaign.

LATCH Manuals (IDOT) #17-19-12

\$3,650.00

This task provides funds for IDOT to purchase 100 Lower Anchors and Tethers for Children (LATCH) manuals, which is a guide on proper installation of car seats using LATCH systems in all vehicle makes and models.

Motorcycle/Pedestrian/Pedalcycle Safety Overview

Motorcycle Overview

In 2017, IDOT funded 14,148 free motorcycle training slots for those interested in motorcycling. Provisional numbers indicate that a total of 12,333 individuals took advantage of these training opportunities.

Basic and Intermediate Rider Courses represented approximately 98 percent of the total number trained. These courses are very popular for two reasons, including: (1) All students of ages 16 and 17 years are required to successfully complete the Beginner Rider Course to qualify for an M Endorsement on their driver's license; and, (2) License waivers issued to those 18 years of age and older relieve them from testing requirements to obtain their motorcycle endorsement. The remaining 2 percent of those trained represent persons who already possessed a motorcycle license and enrolled in training to hone their riding skills.

Sixty four students enrolled and completed the Instructor Preparation Courses which, upon successful completion, qualified them to join our Instructor Corps and train other motorcycling enthusiasts.

The department's goal is to provide motorcycle training to all those with the inclination to ride. It is not the intent to entice people to ride motorcycles, but rather, to provide rider education in safe motorcycling principles to those who might be inclined to start riding without the benefit of such training. In 2017, turn-aways (i.e., those who were unable to train at the time and place of their choosing because of full classes) continued to be reduced as in 2016. And over 1,859 of those trained were walk-in students who were not pre-registered in the classes they attended.

The training portion of our Motorcycle Safety Program is funded by federal highway safety funding and Illinois motorcyclists, through a portion of their license endorsement and license plate fees. These funds are deposited into the Cycle Rider Safety Fund upon their collection by the Office of the Illinois Secretary of State. This fund is statutorily restricted to uses directly related to motorcycle training.

In recent years, it has become evident that a multi-dimensional approach to motorcycle safety is needed. Even though funding has certainly been a challenge, our program has evolved beyond our traditional role of providers of motorcycle training.

As part of the Windshield Washing Project, during 2017, numerous motorcycle organizations and Chapters including hundreds of volunteers washed windshields at rest areas throughout Illinois. Share the Road brochures were also distributed to remind motorists that the number of motorcycles in the traffic environment increases during the summer months. The program's goal is to increase motorists' awareness of motorcycles and reduce the number of motorists/motorcycle-related crashes.

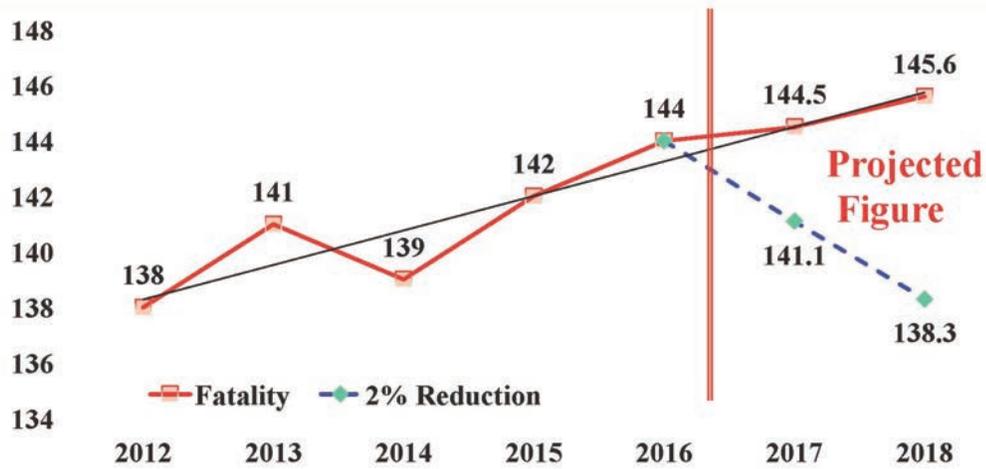
Below are some program initiatives that have been implemented with a combination of federal highway safety funding along with other state funds:

- The Illinois Cycle Rider Safety Training Program (CRSTP) trained approximately 12,333 students through its three regional training centers. The regional centers divide the state geographically based on population in each specific region. Illinois is one of only two states in the US that offer Motorcycle Safety Foundation classes free of charge to all residents. Funding is provided through current motorcycle license renewal and a percentage of each motorcycle registration fee. This provides instructional funding for all class offerings state wide. Upon successful completion of the Basic Rider Course, a license waiver is issued to the student which allows the student to add the "M" endorsement to their license with no further state testing required. Classes are offered through the CRSTP from early March through late October each year.
- IDOT Staff and other motorcycle safety stakeholders participated in approximately 2 outreach events statewide emphasizing motorcycle safety messages throughout the riding season.

Goal

- To reduce the statewide motorcycle fatalities from 144 (2012-2016 average) to 138.3 by December 31, 2018 (The projected figures were based on a 2 percent annual reduction method).

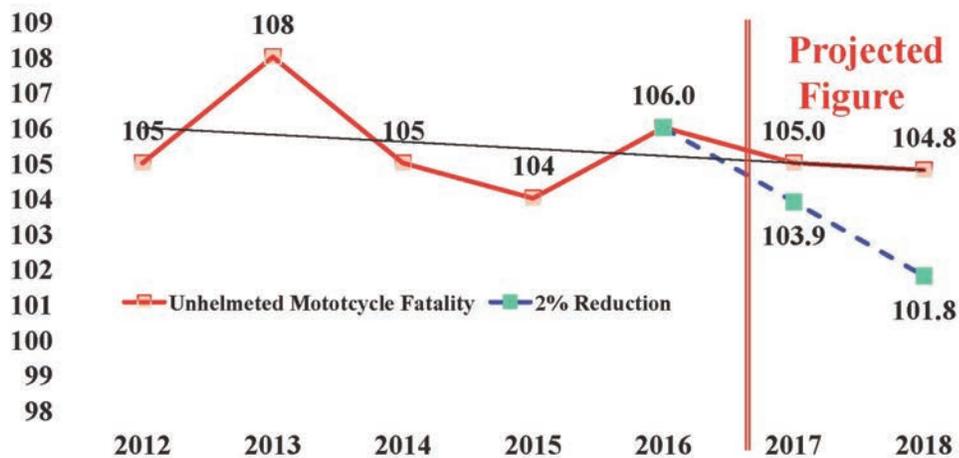
Figure 11: Motorcyclist Fatalities



Goal

- To reduce the number of unhelmeted motorcycle fatalities from 106 (2012-2016 average) to 101.8 by December 31, 2018 (The projected figures were based on a 2 percent annual reduction method).

Figure 12: Unhelmeted Motorcyclist Fatalities



Strategies

- Increased training opportunities for beginning motorcycle riders in Illinois through
- Continued to implement a public information and education campaign for motorcycle awareness.

Pedalcycle Overview

BSPE continued to fund the Chicago Department of Transportation (CDOT) to promote safe cycling and walking. The Chicago Pedestrian and Bicycle Safety Initiatives execute programs to assist in the implementation of the City of Chicago's Vision Zero Initiative with goal of eliminating pedestrian and bicycle-related traffic fatalities in 10 years. These efforts are directed at conducting public information and education campaigns focusing on traffic safety issues. The programs focus specific attention to research-based approaches identified as effective within NHTSA's Countermeasures That Work.

The FY17 Chicago Pedestrian and Bicycle Safety Initiative prioritized outreach to communities identified by Vision Zero in eight (8) high-crash areas. These high-crash areas represent 20 percent of Chicago's geographical area, 25 percent of its population, and 36 percent of Chicago's fatal traffic crashes.

The two programs are: (1) the city of Chicago's Bicycling Ambassadors; and, (2) Safe Routes Ambassadors.

The goal of the Ambassadors is to encourage Chicagoans to walk and bike more and to do so more safely. The program does this by attending events and visiting locations all over the City of Chicago, in every ward and police district, through walking, bicycling and public transit.

The Ambassadors work year round. In FY 2017 there were two full time Ambassadors and four seasonal Ambassadors. The program is supported by a program manager and three full-time office staff who also attend events. The Ambassadors reached people through attending events organized by either the program or an outside organization. These events include going into schools, parks and senior centers to do safety presentations. Aldermanic bike rides; park and street festivals were also utilized.

During all of the outreach events ambassadors often had the opportunity to educate Chicagoans on how to properly fit a bike helmet. Most helmet fitting education happened at general outreach events. In 2017, the program educated 78,207 Chicagoans through direct contact at 215 general outreach events and taught 1,500 people how to properly fit a bike helmet.

The Chicago Pedestrian and Bicycle Safety Initiative continued its enforcement program in 2017 to make the streets of Chicago safer for people who walk and bike. Program activities included bicycle safety enforcement with police officers and the Bicycling Ambassadors, police-only crosswalk enforcement events, pedestrian safety missions, and targeted police district outreach.

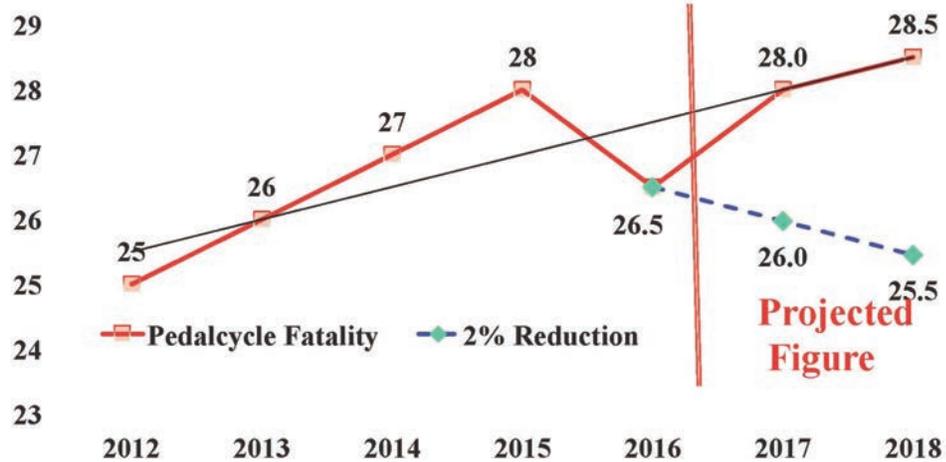
2017 was the second year of Chicago's Learn to Ride pilot program and showed a 300% increase from 2016 in the number of students who were educated. CDOT hosted 21 events at locations on the south and west sides and taught 99 Chicagoans to ride a bike, through a partnership with Divvy bike share and Blue Cross Blue Shield of Illinois.

The average Learn to Ride participant was 55 years old and 67 percent were female. After surveying 53 of the participants, 78 percent responded that they were more informed about bicycle laws and safety after completing the lesson and 84 percent responded they were more likely to ride a bike in Chicago. 62 percent of respondents said they had ridden a bike at least once since completing the lesson.

Goal

- To reduce the statewide number of Bicyclist and other cyclist fatalities from 26.5 (2012-2016 average) to 25.5 by December 31, 2018 (The projected figures were based on a 2 percent annual reduction method).

Figure 13: Bicyclist and Other Cyclist Fatalities



Pedestrian Overview

During the first year of the Vision Zero action plan, the education and outreach in the eight (8) high-crash areas was focused on securing community engagement and partnerships. One of the initial priorities of Vision Zero is to retain partnerships and trust within the communities, and to ensure that plan initiatives do not place an early economic constraint on mostly low-to-moderate income citizens. Police used engagement and presence through enforcement and community partnerships in the high-crash areas as the communities develop their area-wide plans.

The Safe Routes Ambassadors are a school-year education and outreach team with pedestrian initiative. They educated students, seniors and parents on pedestrian, and transit safety through a variety of presentations and workshops. They also assist the Chicago Police Department with enforcement initiatives.

In the 2017 outreach season, the program completed 56 events with the Chicago Police Department. These were conducted in six police districts. These events included direct education through participation at community events and included 40 safety enforcement events. Each enforcement event was scheduled to prioritize neighborhood high-crash corridors identified in the Vision Zero plan. The focus of these engagements was toward educating Chicagoans about dangerous roadway behaviors including parking or driving in bike lanes, failing to obey traffic signals, riding on the sidewalk, and talking on a cell phone. Enforcement during 2017 resulted in over 1,000 warnings and 15 citations written to bicyclists. Chicago police issues 248 citations to motorists for crosswalk violations. A total of 14,636 pedestrians, bicyclists and motorists were educated in these campaigns.

Safe Routes Ambassadors are comprised of two to six education specialists per classroom who lead presentations for elementary and high school students on pedestrian and bicycle safety. Safe Routes Ambassadors taught in-class presentations, outdoor workshops and high school driver's education presentations.

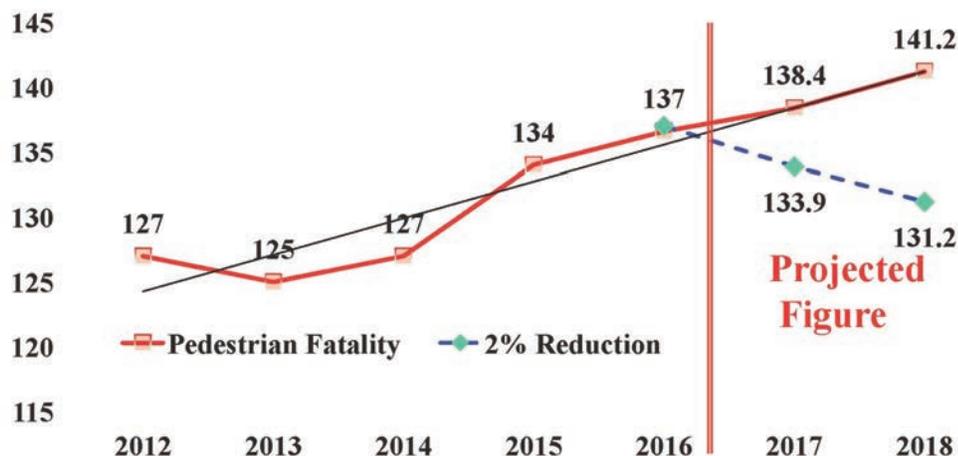
In 2017, the Safe Routes Ambassadors presented for 473 classrooms in 101 schools prioritizing schools in the Vision Zero high-crash areas. Ambassadors taught 186 classrooms of second grade students covering pedestrian and crosswalk safety and 147 5th grade classes covering bicycle and traffic safety. Twelve driver education workshops were also conducted for 10th grade students. In total, Safe Routes Ambassadors directly educated 11,650 adults and students in FY2017.

Safe Routes for seniors was an important part of outreach program in 2017. The senior program focused on older adult education prioritizing senior homes and events that are located in the eight (8) Vision Zero high-crash areas. Through assisting seniors to navigate safe walking and transit options the Ambassadors were able to learn more about the concerns seniors have. In 2017, the Ambassadors conducted 39 senior-focused events, visiting 37 senior homes to speak with residents about safer walking and transit options and covering civic concerns about resources.

Goal

- To reduce the number of statewide pedestrian fatalities from 137 (2012-2016 average) to 131.2 by December 31, 2018 (The projected figures were based on a 2 percent annual reduction method).

Figure 14: Pedestrian Fatalities



Project Summaries

Section 405h

Bicycle and Pedestrian Safety (Local) #17-12-02

\$180,310.26

This task provides funds for the Chicago Department of Transportation (CDOT) and the Chicago Police Department to conduct pedestrian/bicycle safety programs. The Chicago Bicycle Safety Initiative is aimed at reducing the number of bicycle fatalities, injuries and crashes. The Chicago Pedestrian Safety Initiative is a multi-faceted approach to improving pedestrian safety, including engineering, enforcement, education and evaluation programs.

Section 405f Motorcycle Safety

Motorcycle Winter Conference (BSPE) #17-22-03

\$655.76

This task provided funds for BSPE to conduct a Motorcycle Winter Conference. Due to the state budget impasse no activity occurred in this task.

CRSTP Training (IDOT) #17-22-01

\$158,669.86

This task identifies funding for IDOT to provide resources to Illinois’ three regional training centers: Harper College, University of Illinois-Champaign, and Southern Illinois University-Carbondale. The funding will provide these three regional training centers to conduct additional Cycle Rider Safety Training Program courses to any Illinois resident.

Traffic Records Overview

In FY 2016 NHTSA conducted a Traffic Records Assessment per the MAP-21 requirements. Illinois' last statewide Traffic Record Assessment was held in April of 2011. NHTSA assembled a team of professionals with backgrounds and expertise in the various traffic records data systems (crash, driver, vehicle, roadway, citation and adjudication and EMS/injury surveillance). 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 their effectiveness.

Annually, the Illinois Department of Transportation receives an estimated 415,000 Illinois Traffic Crash Reports (hereafter "crash reports") for processing. Of that number, roughly 30 percent are currently received in paper format, while 70 percent are received electronically.

As of November 14, 2017, the Date Entry (DE) process was 46 days from the date of the crash, while Location Entry was at 55 days from the date of the crash. The Statistics Coding Unit has processed 211,983 crash reports, for CY 2017. An additional 102,095 crash reports are currently queued at DE. Based on annual crash report submission averages and the rate of receipt for crash reports this year, we estimate an additional 100,922 crash reports could be received yet this year for CY 2017.

The current solution to increase electronic reporting is to partner with approved third party Extensible Markup Language (XML) vendors to allow law enforcement agencies to submit their crash reports electronically, in an XML format defined by the department. Third party vendors can become an approved department XML vendor once they have signed a Mutual Non-Disclosure Agreement (NDA) and have successfully submitted 20 scenarios required for approval. The scenarios determine if the vendor's system is capturing all the required crash data elements correctly, before they are allowed to work with law enforcement agencies. Some third party vendors offer the free software to law enforcement agencies and offset their costs by selling crash reports, which does not conflict with the department's Archivist role since there is no contractual relationship between the department and the third party vendors.

There are 10 vendors that have been approved to submit crash reports electronically and 26 vendors that have signed a NDA. Two of the approved vendors offer zero-cost solutions to law enforcement agencies. Approximately 70 percent of all crash reports are now submitted through the XML program. The department is coordinating with the Illinois State Police (ISP) and other law enforcement agencies on the transition to XML electronic reporting. In CY 2016, the ISP continued with Traffic and Criminal Software (TraCS) to submit their crash reports, electronically. Effective December 1, 2015, the Mobile Crash Reporting (MCR) system previously used by the Department was no longer an option for submitting crash reports.

IDOT is also working with law enforcement agencies to e-mail scanned images of their crash reports. This program increases the timeliness of submittals and has eased scanning efforts within IDOT.

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 highway safety funding from the National Highway Traffic Safety Administration allows the committee to provide assistance for new and/or existing relevant studies that improve programs that address roadway safety within Illinois. In FY 2017, the ITRCC met quarterly and approved seven BSPE projects with Section 408 and 405c funding. 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 serve on one of three subcommittees (Planning, Engineering Safety and Data Quality). Over the past year, the ITRCC has continued to encourage more participation from members and implemented an attendance requirement to be considered a voting member. There has been considerable discussion about the importance of the strategic plan to justify the development of relevant Section 408 and 405c projects.

Safety Portal

Since January 2016, a total of 1,243 end-users have registered for access to the Department's Safety Portal. Of those, 205 people work for IDOT; 854 people work for law enforcement agencies; 161 people work for County Engineers; and 23 people work for our partners in NHTSA and FHWA. During the month of January 2017, a meeting was held internally at IDOT to discuss enhancements to the Safety Portal to be developed through our Bureau of Information Processing. Some of the proposed enhancements include updated Geographic Information Systems (GIS) software for the mapping capabilities in the Safety Portal; "watch areas" that could be designated by end-users to receive an alert when crashes occur in high incident areas; and enhanced data downloads for crash information located through the Safety Portal.

Racial Profiling

For the 13th annual Illinois Traffic Stop Study (ITSS) report, IDOT collected data from 947 law enforcement agencies throughout Illinois. These agencies submitted 2,169,796 stops. On August 12, 2015 Governor Bruce Rauner signed SB1304 into law (Public Act 99-0352). Effective January 1, 2016, this law requires law enforcement agencies to also collect data on pedestrian stops. For the first year of the Illinois Pedestrian Stop Study (IPSS) report, IDOT collected data from 507 agencies that submitted 133,485 stops. The data was analyzed by Alex Weiss Consulting and the reports were submitted to the Governor, General Assembly and Racial Profiling Prevention and Data Oversight Board. They are available on IDOT's website.

Project Summaries

Section 408/405c

Traffic Records Coordinator (BSPE) #17-18-01

\$0.00

This task provides funds for a Traffic Records Coordinator to oversee the implementation of the 405c Data program and the Illinois Traffic Records Coordinating Committee. This full-time position will implement the recommendations as laid out in the Traffic Records Assessment and Strategic Plan.

EMS Data Access (IDPH) #17-18-02

\$123,900.00

This task provides funds for the Illinois Department of Public Health (IDPH) to convert the Illinois pre-hospital run report system from NEMSIS version 2 to NEMSIS version 3.

CDOT Data Integration (Local) #17-18-03

\$1,695,995.20

This task provided funds for the Chicago Department of Transportation (CDOT) to continue with the Data Integration project in FY 2017.

CODES (BSPE) #17-18-07

\$0.00

This task provided funds for IDOT to continue to link existing traffic crash records with health care data sources from EMS, trauma registry, hospital discharge and vital records (death certificates).

Fatal Analysis Reporting System (FARS) #17-18-10

\$0.00

This task provided funds for the IDOT to assist in funding a Fatality Analysis Reporting System (FARS) supervisor and two FARS analysts. The analyst will maintain the FARS database which includes details on all fatal crashes in Illinois.

Imaging Enhancement (SOS) #17-18-12

\$12,045.91

This task provided funds to the Office of the Secretary of State, Driver Services Department to allow for the accurate expedient automated transmittal of crash data between IDOT data files and the SOS driver files.

Data Analysis (Local) #17-18-13

\$118,959.69

This task provided funds to Loyola University to support the state level capacity to conduct Crash Injury Surveillance in Illinois.

State to State Verification System (SOS) # 17-18-14

\$108,000.00

This task provides funds to the Illinois Office of the Secretary of State to provide highly accessible, intuitive, points of access to SOS Driver Services and Vehicle Services joined data. SOS will develop a series of business area data marts that will ultimately integrate into an enterprise data warehouse.

Racial Profiling Statistical Study (IDOT) # 17-06-01

\$140,900.00

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

Section 402

UIS Evaluation Project (Local) #17-02-08

\$581,936.57

This ask provided funds for the University of Illinois at Springfield (UIS) to conduct comprehensive and high-quality program evaluation work as needed by IDOT. In FY 2017 this project funded the Evaluation Data Specialists who managed the comprehensive enforcement database for all BSPE grant-funded enforcement, created tables on problem identification, wrote comprehensive reports on the STEP and LAP mobilization campaigns. For part of the fiscal year prior to BSPE hiring a staff member for this role, this project funded Illinois' Impaired Driving Coordinator that administered and implemented priority programs intended to reduce alcohol-related motor vehicle crashes, injuries and fatalities on Illinois roads. This project also allowed the University of Illinois at Springfield to house and administer the Illinois Traffic Safety Resource Prosecutor program which had been lacking for the last few years.

Police Traffic Services Overview

In FY 2017 IDOT funded 171 local law enforcement agencies in our FY 2017 enforcement campaigns that reflects a 15.6 percent increase from the number of agencies in FY 2016. With this increase, IDOT continues to focus enforcement in Illinois' 23 county breakdown, where 85 percent of the population resided and accounted for 87 percent of the total crashes. Preliminary figures for FY 2017 indicates that the 171 local law enforcement agencies along with the Illinois State Police that IDOT funded conducted 85,522.45 hours of patrol which is a 13.34 percent decrease from FY 2016. Further, a total of 103,830 citations were issued, which is an 8.0 percent decrease from FY 2016.

In FY 2017, IDOT's focus continued to be on the two main national enforcement campaigns (Memorial Day and Labor Day) and the state enforcement campaigns (Thanksgiving, Holiday Season and Independence Day). One of high-visibility enforcement projects that IDOT continues to fund through local law enforcement agencies is the Sustained Traffic Enforcement Program (STEP). STEP grants focus sharply on specific times of the year and also on specific times of day when data shows alcohol-involved and unbuckled fatalities are the highest. The increased enforcement details conducted during these times raises the perception of getting caught and deters potential impaired drivers and potential unbuckled drivers. STEP grants bring impaired driving and seat belt enforcement closer together because of the connection between late-night alcohol-involved fatalities, late-night unbuckled fatalities and lower late-night seat belt usage. STEP 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 IDOT's high enforcement priorities: impaired driving and nighttime safety belt usage. In FY 2017, a total of 171 local law enforcement agencies participated in the STEP program issuing 75,587 citations.

IDOT continued to fund local law enforcement agency and Illinois State Police (ISP) enforcement projects that participated in other seat belt and impaired driving campaigns during FY 2017. Most enforcement activities were supported with comprehensive paid and earned media efforts.

Click It or Ticket Campaigns

IDOT conducted the Click It or Ticket (CIOT) campaign November 14-28, 2016. This campaign coincided with the Thanksgiving holiday. A total of 17,511.2 patrol hours were logged by 144 local police departments and the ISP resulting in 20,544 citations being issued during the campaign. Three earned media events were set-up: Peoria, Chicago and Springfield.

In 2017 IDOT conducted the CIOT campaign from May 22-June 2, 2017 over the Memorial Day holiday with special emphasis on earned media by recognizing those that were "Saved by the Belt" in a crash. During this mobilization, local law enforcement agencies and the ISP logged a total of 19,338.3 enforcement hours and issued 23,828 citations. Four earned media events were set-up: Rockford, Chicago, Peoria and Springfield.

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 for CIOT in the form of print news stories.

Impaired Driving Campaign

In FY 2017 IDOT continued to focus enforcement on impaired driving campaigns, specifically the Holiday Season, Independence Day and Labor Day. IDOT also funded enforcement agencies to conduct additional campaigns around impaired driving times during IDOT's other enforcement periods, Thanksgiving, Super Bowl, St. Patrick's Day and Memorial Day.

During IDOT's "Drive Sober or Get Pulled Over" FY 2017 Labor Day campaign a total of 134 local law enforcement agencies and all ISP districts participated. A total of 26 roadside safety checks and 1,183 saturation patrols were conducted during August 22 - September 6, 2017 enforcement period. Local law enforcement and ISP logged a total of 11,682.9 patrol hours and issued 14,490 citations during the campaign. Local law enforcement and ISP issued a total of 293 DUI citations, an average of one DUI citation written every 39.9 patrol hours.

IDOT was able to have a paid media campaign for the Holiday Season and the Labor Day enforcement campaigns. IDOT produced a new campaign titled InVinceable for the Holiday Season and the Labor Day campaigns which featured both radio and television spots. As with the May CIOT campaign local law enforcement agencies were provided pre- and post- media releases to use in their communities for the Drive Sober or Get Pulled Over enforcement campaign to create earned media opportunities for CIOT in the form of print news stories.

Strategies

- Provided funding to conduct sustained and periodic enforcement/high-intensity publicity/awareness campaigns Occupant Restraint Enforcement Project (OREP).
- Sustained Traffic Enforcement Program (STEP) and Local Alcohol Program (LAP).
- Continued with enforcement activities during all of the state and national campaigns.
- Implemented nighttime belt enforcement to impaired driving crackdowns focusing both enforcement and messaging on the deadly 11pm-6am timeframe.
- Conducted high-visibility enforcement campaigns.

Project Summaries

Section 402

Evaluation (UIS)(Local) # 17-02-08

\$581,936.57

This task provided funds to the University of Illinois – Springfield (UIS) to contract for the services to assist IDOT staff with program evaluation and to fund an Impaired Driving Coordinator for Illinois; develop an in-depth analysis of motor vehicle related fatalities and injuries in Illinois using several crash related databases; link crash data to other health care databases through the Crash Outcome Data Evaluation Systems (CODES); assist in evaluating each highway safety project with an enforcement component; design and conduct annual observational seat belt and child safety surveys. This task also funded an Illinois Traffic Safety Resource Prosecutor program.

Operation Drive Smart (SOS Police) #17-03-03

\$97,772.75

This task provided funds for the Illinois Office of the Secretary of State, Department of Police to conduct DUI, seat belt and speed enforcement efforts utilizing roving patrols. SOS Police concentrated enforcement efforts during the state and national mobilization campaigns.

Law Enforcement Liaison Program (ILACP) (Local) #17-03-04

\$437,660.01

This task provided funds to the Illinois Association of Chiefs of Police (ILACP) to contract for the services of eight full-time individuals and one full-time clerical that will be responsible for the continuation of the Law Enforcement Liaison (LEL) program in Illinois. The goal of the program is to maintain contact with local law enforcement agencies statewide and encourage their enforcement of the laws and promotion of the impaired driving issue while incorporating other traffic safety issues such as speeding and DUI. Also, the LEL's managed law enforcement highway safety projects for IDOT. Approximately 50 percent of the 8 LEL's salary was charged to this task. The Grant Management Coordinator and Office Systems Specialists were also be charged to this task.

Police Traffic Training (ILETSB) #17-04-01**\$27,058.92**

This task provided 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. In addition, training was targeted in IDOT's 23 county breakdown.

In FY 2017, the following NHTSA approved courses were offered on a statewide basis:

- Advance Crash reconstruction – Utilizing Human Factors Research
- Conducting a Complete Traffic Stop
- Crash Investigation I
- Crash Investigation II
- Crash Reconstruction I
- Crash Reconstruction II
- Crash Reconstruction Refresher
- Emergency Medical Dispatch
- Heavy Vehicle Crash Reconstruction
- Interviewing Techniques for the Crash Investigator
- LIDAR Speed Measurement
- LIDAR Speed Measurement Instructor
- National Child Passenger Safety Certification Training
- Pedestrian/Bicycle Vehicle Crash Reconstruction
- Rapid Medical Response
- Radar Operator Training

Sustained Traffic Enforcement Program (STEP) (Local) #17-04-02**\$2,566,667.85**

This task provided funds for local law enforcement agencies to increase occupant protection usage and reduce DUI through 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 (10) enforcement periods. Enforcement details during Thanksgiving, Holiday Season Campaign, St. Patrick's Day Campaign, Memorial Day Campaign, Fourth of July and Labor Day Campaign is required for these grants. A total of 59,675 patrol hours were funded and 75,587 citations were issued.

Nighttime Enforcement Program (ISP) #17-04-04**\$1,148,414.96**

This task provided funds for the Illinois State Police (ISP) to identify and focus on specific times of 9:00pm to 6:00am when alcohol-related fatalities and safety belt usage is lowest in order to make the greatest impact on lowering traffic deaths due to these two causes. Officers will enforce Illinois' primary occupant restraint laws, DUI and alcohol-related violations and other laws which contribute to the higher number of traffic deaths during late night hours. A total of 10,214 patrol hours were funded and 9,577 citations were issued during FY17.

Special Traffic Enforcement Program (ISP) #17-04-05**\$905,253.22**

This task provided funds for the Illinois State Police (ISP) to conduct increased patrol and enforcement of all traffic laws with a primary emphasis on the maximum speed limit, occupant restraint and impaired driving laws. Off-duty troopers were hired back to patrol on those days of the week and during those times of the day when crash patterns and speed survey data indicate a need for patrol. A total of 8,164 patrol hours were funded and 10,123 citations were issued.

Vision Zero (Local) #17-04-06**\$69,596.37**

This task provided funds for the Chicago Police Department to conduct a Vision Zero campaign. This campaign will seeks to create safe behaviors through focused enforcement efforts. Specific enforcement efforts included Distracted Driving (cell phone/texting) and speed enforcement missions focusing on areas with prior fatalities and serious personal injury crashes.

Traffic Safety Challenge (Local)#17-04-07**\$32,512.43**

This task provided funds for Illinois Association of Chiefs of Police to conduct the Traffic Safety Challenge. The Traffic Safety Challenge helps law enforcement agencies identify highway safety issues and plan strategies.

Motorcycle Patrol Unit Project (ISP)#17-04-09**\$52,404.76**

This task provided funds for the Illinois State Police to continue a centralized Motorcycle Patrol Unit. The ISP continued its motorcycle unit with 28 officers who were assigned to speed enforcement duties on interstate highways.

Mobilization Equipment (IDOT)#17-04-10**\$0.00**

This task provides funds for IDOT to purchase equipment for law enforcement agencies who participated in the May 2017 Click It or Ticket mobilization. No activity occurred in this task.

CIOT Mobilization Luncheons (IDOT)#17-04-11**\$0.00**

This task provides funds for IDOT to conduct two luncheons for law enforcement officers who participated in the National Enforcement Crackdown in August 2017, the Holiday Season campaign and the Click It or Ticket (CIOT) mobilization during the May 2017 CIOT National Enforcement mobilization. No activity occurred in this task.

Section 405b

Occupant Restraint Enforcement Project (OREP) #17-19-01

\$1,025,694.78

This task provided funds for the Illinois State Police (ISP) to conduct two four-hour patrols twice a month conducted on roadways identified as having low seat belt user rates. In FY 2017, there were 13,768 citations issued, including a total of 9,890 occupant restraint citations issued which resulted in one occupant restraint citation being issued every 54 patrol minutes. Certified Child Safety Seat Inspectors worked hours of OREP hire back showing motorist how to properly install car seats and secure their young passengers.

Memorial Day Mini Mobilization Projects (Local) #17-19-04

\$0.00

This task provides funds for local law enforcement agencies to conduct special enforcement for occupant protection mobilization during Memorial Day campaign. No activity occurred in this task.

Sustained Traffic Enforcement Program (STEP) (Local) # 17-19-06

\$348,819.89

This task provides funds for local law enforcement agencies to increase occupant protection usage through 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 (10) enforcement periods. Enforcement details during Thanksgiving, Holiday Season Campaign, St. Patrick’s Day Campaign, Memorial Day Campaign, Fourth of July and Labor Day Campaign is required for these grants. These projects will focus on the occupant protection campaigns.

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

Addison Police Department	Elmhurst Police Department	Lockport Police Department
Algonquin Police Department	Evanston Police Department	Lombard Police Department
Arlington Heights Police Department	Forest Park Police Department	Loves Park Police Department
Bartlett Police Department	Fox River Grove Police Department	Macomb Police Department
Bartonville Police Department	Franklin Park Police Department	Maryville Police Department
Belvidere Police Department	Freeport Police Department	Matteson Police Department
Berwyn Police Department	Galesburg Police Department	Mattoon Police Department
Blue Island Police Department	Glendale Heights Police Department	Maywood Police Department
Boone County Sheriff's Office	Grandview Police Department	McCullom Lake Police Department
Bourbonnais Police Department	Grundy County Sheriff's Office	McHenry County Sheriff's Office
Buffalo Grove Police Department	Gurnee Police Department	McHenry Police Department
Cahokia Police Department	Hanover Park Police Department	Mercer County Sheriff's Office
Calumet City Police Department	Hebron Police Department	Midlothian Police Department
Carbondale Police Department	Hillside Police Department	Moline Police Department
Carol Stream Police Department	Hinsdale Police Department	Montgomery Police Department
Carpentersville Police Department	Homewood Police Department	Morton Grove Police Department
Champaign Police Department	Island Lake Police Department	Morton Police Department
Chatham Police Department	Jackson County Sheriff's Office	Naperville Police Department
Cherry Valley Police Department	Jerome Police Department	New Baden Police Department
Chicago Heights Police Department	Jo Daviess County Sheriff's Office	North Aurora Police Department
Chicago Police Department	Joliet Police Department	North Pekin Police Department
Chicago Ridge Police Department	Kane County Sheriff's Office	North Riverside Police Department
Cicero Police Department	Kankakee Police Department	Oak Brook Police Department
Clarendon Hills Police Department	Kildeer Police Department	Oak Lawn Police Department
Collinsville Police Department	Kirkland Police Department	Oak Park Police Department
Cook County Sheriff's Police Department	La Salle Police Department	Olympia Fields Police Department
Countryside Police Department	Lake Bluff Police Department	Orland Park Police Department
Crystal Lake Police Department	Lake County Sheriff's Office	Oswego Police Department
Decatur Police Department	Lake in the Hills Police Department	Palatine Police Department
DeKalb County Sheriff	Lake Villa Police Department	Palos Heights Police Department
DeKalb Police Department	Lake Zurich Police Department	Park City Police Department
East Hazel Crest Police Department	Lakemoor Police Department	Park Forest Police Department
East Peoria Police Department	Libertyville Police Department	Peoria County Sheriff's Office
Edwardsville Police Department	Lincolnshire Police Department	Peoria Police Department
Elgin Police Department	Lincolnwood Police Department	Perry County Sheriff's Office
Elk Grove Village Police Department	Lisle Police Department	Peru Police Department

Plainfield Police Department	Round Lake Park Police Department	Summit Police Department
Prairie Grove Police Department	Schaumburg Police Department	Sycamore Police Department
Prospect Heights Police Department	Schiller Park Police Department	Troy Police Department
Quincy Police Department	Shorewood Police Department	Villa Park Police Department
River Forest Police Department	Silvis Police Department	Waukegan Police Department
River Grove Police Department	Sleepy Hollow Police Department	Western Illinois Task Force
Riverdale Police Department	South Chicago Heights Police Department	Wheeling Police Department
Riverside Police Department	South Elgin Police Department	Will County Sheriff's Office
Robinson Police Department	South Holland Police Department	Williamson County Sheriff's Office
Rock Island County Sheriff's Office	Southern View Police Department	Winnebago County Sheriff's Office
Rock Island Police Department	Spring Grove Police Department	Winnebago Police Department
Rockford Police Department	Springfield Police Department	Winthrop Harbor Police Department
Romeoville Police Department	St. Charles Police Department	Wonder Lake Police Department
Roselle Police Department	St. Clair County Sheriff's Department	Wood Dale Police Department
Rosemont Public Safety	Sterling Police Department	Woodridge Police Department
Round Lake Heights Police Department	Streamwood Police Department	Woodstock Police Department

Section 405d

Driving Under the Influence Enforcement (DUIE) #17-13-01

\$1,036,541.81

This task provided funds for the Illinois State Police (ISP) to reduce the incidence of driving under the influence (DUI) of alcohol and other drugs, enforce occupant restraint laws, and generally make the public cognizant of driving safely on Illinois roadways. For FY 2017, a total of 6,301 total citations were issued including 380 DUIs, 729 Zero Tolerance, and 322 Drug Related Citations resulting in a DUI Drug/Alcohol Contact per hour rate of 6.28.

Mini Mobilization Projects (Local) #17-13-04

\$0.00

This task provides funds for local law enforcement agencies to conduct special enforcement during the Independence Day mobilization and for the impaired driving national enforcement crackdown during the Labor Day campaign. No activity occurred in this task.

Alcohol Police Traffic Training (ILETSB) #17-13-06

\$195,450.48

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

In FY 2017, the following NHTSA approved courses were offered on a statewide basis:

- Advanced Roadside Impaired Driving Enforcement (ARIDE)
- Breath Analysis Operator Certification Training
- Breath Analysis Operator Refresher Training
- Drug Recognition Expert Pre-School (16 hours); Drug Recognition Expert DRE School (53 hours); Drug Recognition Expert Field Certification (40-60 hours) – all IACP courses.
- DUI Detection and Standardized Field Sobriety Testing (24 hours)
- DUI Detection and Standardized Field Sobriety Testing One Day Refresher Course (8 hours)
- Enforcing Underage Drinking Laws: 24/40 hour course.
- High Visibility Enforcement
- Illinois Vehicle Code
- Legal Aspects of DUI Enforcement
- Pre-Trial Preparation and Testifying in a DUI Case
- Principles and Techniques of Training in Standardized Field Sobriety Testing – The SFST Instructor Training School (40 hours)
- Road Side Safety Checkpoints
- Underage Drinking – Course – Alcohol and Tobacco Compliance Checks (40, 24, 16, 4)

Sustained Traffic Enforcement Program (Local) #17-13-07

\$424,127.04

This task provided funds for local law enforcement agencies to reduce DUI through hire back enforcement. This program provided for participation in special enforcement “Drive Sober or Get Pulled Over” campaigns. This program included 5 enforcement periods during Holiday Season, St. Patrick’s Day Campaign, Memorial Day Campaign, Fourth of July, and Labor Day.

Alcohol Countermeasures Enforcement (ACE) (ISP) #17-13-11

\$1,124,817.07

This task provided funds for the Illinois State Police (ISP) to conduct additional enforcement efforts to deter adult and youth involvement in alcohol-related crashes. Driving under the influence and other alcohol-related laws are enforced using both overt and covert enforcement techniques. In FY 2017, ISP Troopers worked 10,014 hire back hours. There were a total of 7,138 citations issued this fiscal year. Officers made 982 arrests for DUI, drug/alcohol-related or zero tolerance offenses during saturation patrols.

Local Alcohol Program (LAP) (Local) #17-13-12

\$910,772.02

This task provided funds for seven local agencies to conduct Local Alcohol Projects (LAP) focusing on a broad range of impaired driving countermeasures. One of the LAP projects provided for increased traffic enforcement (Chicago Police Department). Preliminary figures for the FY 2017 LAP enforcement project include: issued 4,479 citations, 501 seat belt violations, 69 car seat violations, 42 DUI’s, 81 cell phone violations, and conducted 1,812 hours of patrol and issued a total of 65 speeding citations. *FY 2017 non-enforcement LAP projects:*

- **Alliance Against Intoxicated Motorists (AAIM)** AAIM’s Court Monitoring Program continued during the FY17 grant year as an effective over site of the northeastern Illinois courts’ handling of misdemeanor and felony DUI cases. AAIM monitored courts in the following Illinois counties: DuPage, McHenry, Lake and Cook (Rolling Meadows, Skokie, Maywood, and Daley Center Courthouses). Grant funds paid six trained court watchers to oversee hundreds of DUI cases during the year in addition to trained volunteer court watchers who supplement court monitoring activity. The DUI Arrest Survey and Awards Program conducted a survey of over 700 municipal police departments, county sheriff departments, the Illinois State Police, and the Illinois Secretary of State Police bringing awareness to the public about the effectiveness of their local police department. The survey also led to awards given to the state’s top DUI officers. AAIM’s DUI Pin Program had success in FY17 with over 250 DUI pin awards being given to law enforcement officers during the year giving much needed recognition to the difficult job of ridding Illinois roads of dangerous impaired drivers.
- **Macon County State’s Attorney** continued its DUI Recidivism Reduction project in FY 2017. This grant year was a great one for the DUI Unit, with Assistant State’s Attorney (ASA) Regan Radtke taking over supervision of the unit, and ASA Elizabeth Pfohl taking over the Misdemeanor DUI position, where she has had success. Macon County continues to aggressively prosecute DUIs with the goal of reducing recidivism.
- **Mothers Against Drunk Driving (MADD) Illinois** Throughout the grant year, MADD Illinois Court Monitors have been court monitoring, entering cases into the database in a timely manner, and working on volunteer recruitment to assist with court monitoring. By the end of the project year, 5,637 case settings were monitored by both staff and volunteers in the counties of Boone, Bureau, Carroll, DeKalb, DuPage, Henry, Jackson, Jo Daviess, Kane, Kankakee, Lee, Madison, Marshall, McHenry, McLean, Mercer, Ogle, Pike, Rock Island, Sangamon, St. Clair, Stephenson, Vermillion, Whiteside, Will, and Winnebago. Beginning January 1, 2017, the decision was made to close cases upon adjudication instead of waiting until the disposition of the case is completed. Since the inception of the court monitoring program in Illinois, a total of 24,685 cases have been monitored and entered into the database; open cases total 5,557 and closed cases total 19,125. On September 23, 2017, the MADD Hero’s banquet was held in Springfield with over 100 people in attendance. MADD National President Colleen Sheehey-Church was the guest speaker..
- **Peoria County Courts Administration** continued operation and evolution of its DUI Court to make offenders accountable for their actions, bringing about behavioral change that reduces DUI recidivism, stops the abuse of alcohol, and protects the public. New for 2017, Peoria County implemented a “New DUI Court” for the most hard-core offenders. A total of 26 individuals actively participated in this court in the 2016-2017. For the year, ending in September 2017, a total of 1,125 individuals actively participated in the DUI Court Program. There were a total of 74 defendants that were terminated, revoked, or placed on active warrant status. At the end of FY 2017 a total of 678 participants must continue to undergo random testing and a remaining 297 were not ordered to undergo testing due to being classified low risk. The DUI Court saw defendants participating in Victim Impact Panels, Secure Continuous Remote Alcohol Monitoring (SCRAM), and remote breath testing. In all, 2,776 drug tests and 1,698 alcohol tests were conducted by the DUI Court program during the grant year.

- **River Grove Police Department** via this project supported Illinois' impaired driving and Drug Recognition Expert training, recertified DRE/DRE Instructors/SFST officers, and also allowed Officer Tony Ikis to enhance his own training and knowledge by attending the 2017 DRE Conference. During the grant year, a total of 7 training events were conducted including SFST, ARIDE, and DRE Certifications. A total of 141 officers received instruction.
- **Carol Stream Police Department** utilized its cadre of expert instructors to provide additional ARIDE training to officers throughout the state. Working with the Mobile Training Units of the Illinois Law Enforcement Trainings and Standards Board, the Carol Stream PD conducted 3 ARIDE classes training a total of 80 law enforcement officers in the advanced techniques taught in this course.

Local Highway Safety Programs

- **Injury Prevention (IP) Programs** are designed to reduce fatalities and injuries sustained in traffic crashes through educational programs and other initiatives. Staff provides educational presentations, coordinate public information campaigns and works with the media to raise public awareness of safe driving laws, use of occupant protection devices, designated drivers and other methods of increasing roadway safety.
- **Enforcement Local Alcohol Program (eLAP)** is preventive in nature, utilizing Roadside Safety Checks (RSC) to reduce drunk driving and motor vehicle crashes, injuries and deaths caused by drunk drivers.
- **Law Enforcement Liaison Program (LEL)** is to maintain contact with local law enforcement agencies statewide and encourage their enforcement of laws and promotion of the occupant protection and impaired driving issues while incorporating other traffic safety issues within their agencies.
- **Local Alcohol Program (LAP)** is designed to produce a significant impact on a local community's impaired driving problem and also have a larger, overall positive impact on impaired driving crashes, injuries and fatalities throughout the state. Projects activities may include local task force formation, DUI enforcement, public information and education, prosecution and adjudication, and law enforcement training.
- **Regional Traffic Safety Resource Centers (RTSRC)** are established to increase overall and correct use of occupant protection systems. These resource centers provide materials, information, training and on-going car seat safety seat checks. They assist IDOT with other related occupant and impaired driving programs aimed at meeting specific countermeasures.
- **Pedestrian and Bicycle Safety Program** is designed to aid public agencies in funding cost-effective projects that improve pedestrian and bicycle safety through education and enforcement.
- **Sustained Traffic Enforcement Program (STEP)** is designed to provide local law enforcement agencies the additional enforcement resources they need to increase seat belt usage and reduce impaired driving. 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 (10) enforcement periods.

Refer to page 32 for the appropriate acronyms for local projects.

Adams

1 STEP Project

Boone

2 STEP Projects

Champaign

1 STEP Project

Clay

1 Injury Prevention Project

Clinton

1 STEP Project

Coles

1 STEP Project

Cook

2 Injury Prevention Projects
3 LAP Projects
2 Pedestrian/Pedalcycle Projects
1 RTSRC Project
47 STEP Projects
2 Traffic Records Projects

Crawford

1 STEP Project

Cumberland

1 Injury Prevention Project

DeKalb

4 STEP Projects

DuPage

1 Injury Prevention Project
1 LAP Project
13 STEP Projects

Grundy

1 STEP Project

Jackson

1 RTSRC Project
2 STEP Projects

Jo Daviess

1 STEP Project

Kane

1 RTSRC Project
8 STEP Projects

Kankakee

2 STEP Projects

Kendall

1 STEP Projects

Knox

1 STEP Project

Lake

1 Injury Prevention Project
15 STEP Projects

LaSalle

2 STEP Projects

Macon

1 LAP Project
1 STEP Project

Macoupin

1 Injury Prevention Project

Madison

4 STEP Projects

McDonough

1 STEP Project

McHenry

12 STEP Projects

McLean

1 RTSRC Project

Mercer

1 STEP Project

Peoria

1 Injury Prevention Project
1 LAP Project
1 RTSRC Project
3 STEP Projects

Perry

1 STEP Project

Rock Island

4 STEP Projects

St. Clair

2 STEP Projects

Sangamon

6 Injury Prevention Projects
1 LAP Project
1 RTSRC Project
5 STEP Projects

Stephenson

1 STEP Project

Tazewell

1 Injury Prevention Project
3 STEP Projects

Whiteside

1 STEP Project

Will

6 STEP Projects

Williamson

1 STEP Project

Winnebago

1 Injury Prevention Project
5 STEP Projects

State Agency Projects - Statewide Emphasis

Illinois State Police

- Driving Under the Influence Enforcement (DUIE)
- Alcohol Countermeasures Enforcement (ACE)
- Special Traffic Enforcement Program (sSTEP)
- Nighttime Enforcement Patrol (NITE)
- Occupant Restraint Enforcement Project (OREP)
- Motorcycle Patrol Unit
- Breath Analysis

Illinois Law Enforcement Training and Standards Board

- Police Training
- Alcohol Police Training

Administrative Office of Illinois Courts

- Judicial Training

Illinois Secretary of State's Office

- Parent Teen Handbook
- Operation Straight I.D.
- Drive Smart
- Imaging Enhancement
- Verification System
- Kids in Safe Seats (KISS)

Illinois Liquor Control Commission

- Beverage Alcohol Sellers/Servers Education & Training (BASSET)

Illinois Department of Public Health

- NEMSIS Conversion

Evaluation of Fiscal Year 2017 Mobilizations

Introduction

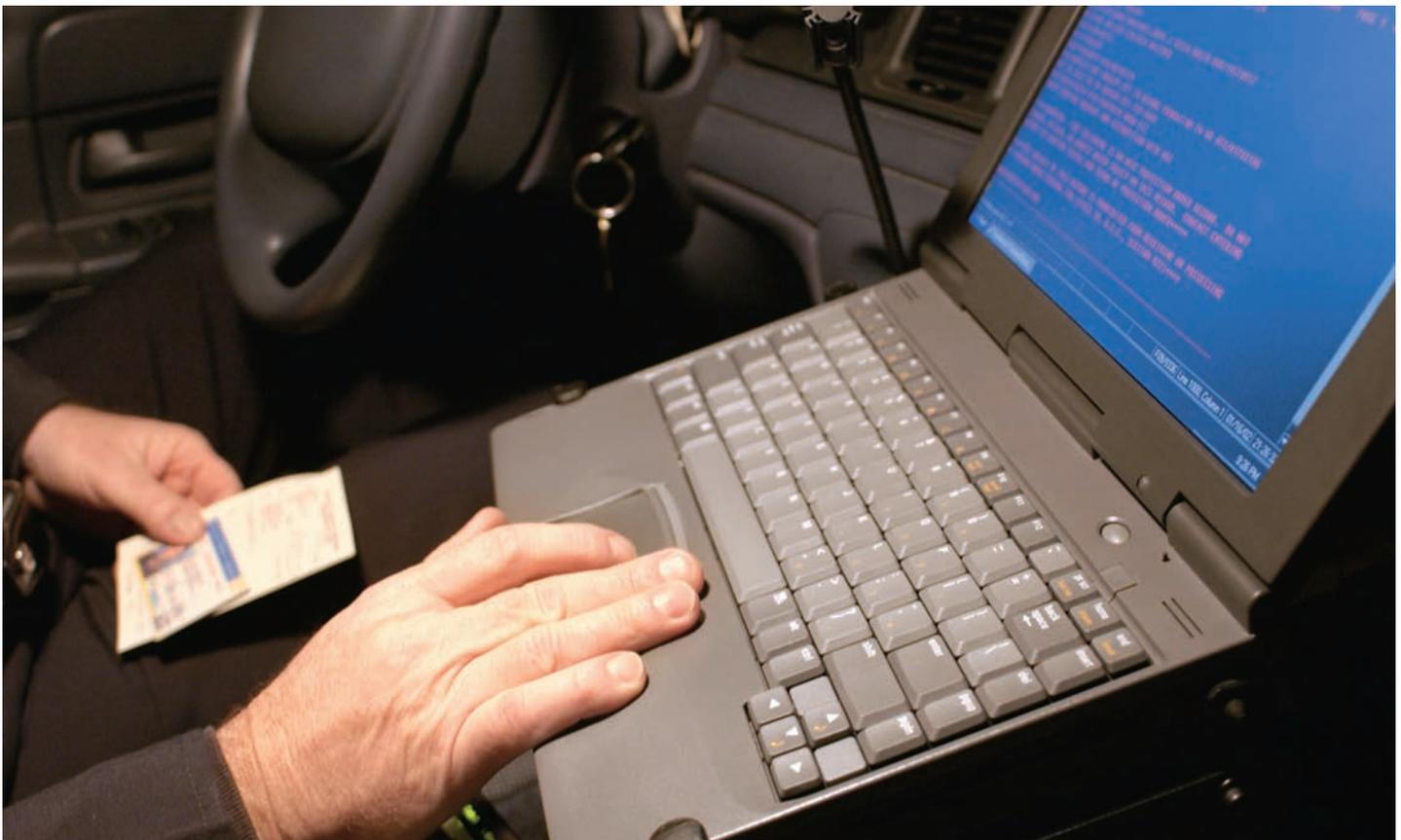
Click It or Ticket (CIOT) and *Drive Sober or Get Pulled Over* are high-visibility, massive enforcement efforts designed to detect violators of Illinois traffic laws with special emphasis on occupant protection and impaired driving. An intense public information and education campaign runs concurrently with an enforcement blitz to inform the motoring public of the benefits of seat belt use and not driving impaired. During this four to six week campaign, the CIOT or *Drive Sober or Get Pulled Over* messages are repeated in the media and enforcement of seat belt laws and DUI laws are stepped up. The goal of each campaign is to save lives and reduce injuries resulting from motor vehicle crashes by increasing the seat belt usage rate and reducing the incidence of driving impaired in Illinois. Each CIOT and *Drive Sober or Get Pulled Over* mobilization includes the following components:

1. Earned Media¹
2. Paid Media
3. Enforcement
4. Evaluation

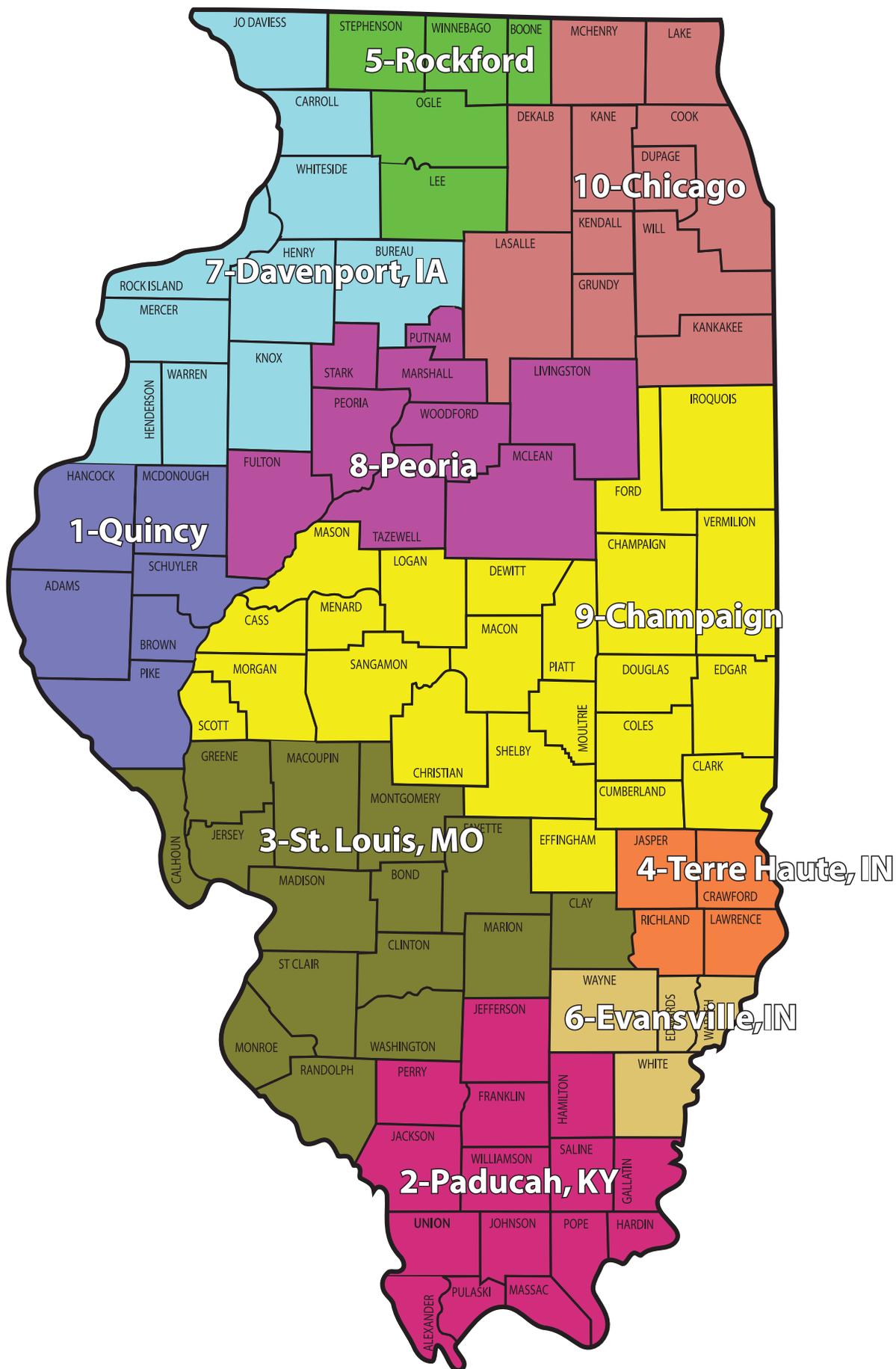
In FY 2017, the Illinois Department of Transportation conducted two major CIOT mobilizations and one major *Drive Sober or Get Pulled Over* (impaired driving) mobilization. The first CIOT mobilization was conducted in November 2016 with a special focus on rural areas and the city of Chicago. The second CIOT mobilization was conducted in May/June 2017 and focused on rural areas as well. The *Drive Sober or Get Pulled Over* mobilization was conducted in August/September 2017 with a special emphasis on impaired driving.

2016 Thanksgiving Campaign: November 14 – 27, 2016

IDOT conducted the 2016 Thanksgiving CIOT campaign from November 14-27, 2016. This campaign, which coincided with the Thanksgiving holiday, was specifically designed to increase seat belt usage. Figure 15 depicts the 10 media markets across Illinois.



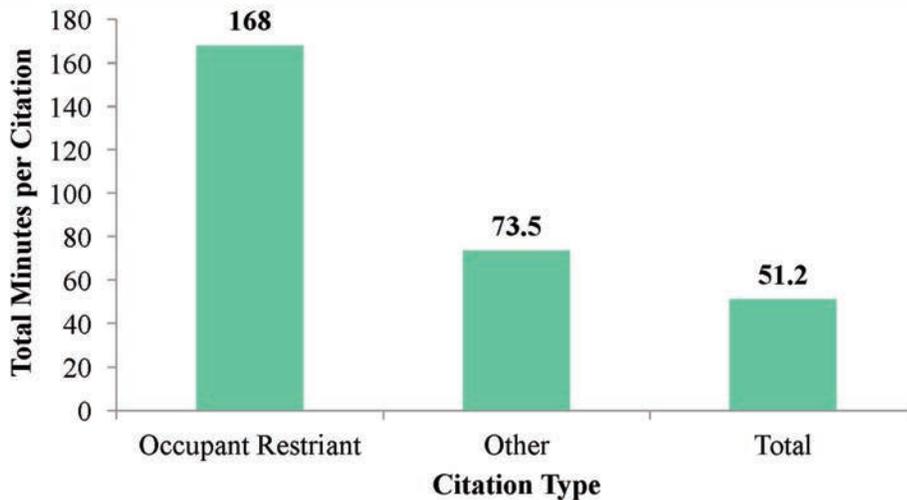
Media Markets (Figure 15)



ENFORCEMENT

A total of 17,517.2 patrol hours were logged by 165 local departments and ISP resulting in 20,544 citations being issued during the Thanksgiving campaign. One citation was written every 51.2 minutes of enforcement. Of the citations issued during enforcement, 6,207 (31.0%) were seat belt and car seat violations. One occupant restraint citation was issued every 168 minutes of enforcement. Figure 16 depicts the total minutes of Thanksgiving CIOT patrol per citation by citation type.

FIGURE 16: Total Minutes of Patrol Per Citation by Citation Type During 2016 Thanksgiving Campaign in Illinois
(Total Patrol Hours = 17,517.2 and Total Citations = 20,544)



Local Agencies

Local law enforcement agencies conducted 9,867.2 enforcement hours and issued 12,044 citations. Of the 12,044 citations issued, local law enforcement agencies issued 4,422 occupant protection violations or 37.0% of the total citations issued. Overall, local law enforcement agencies issued one citation for every 49.2 minutes of patrol.

Illinois State Police

Illinois State Police conducted 7,650 enforcement hours and issued 8,500 citations. Of the 8,500 citations issued, Illinois State Police issued 1,833 occupant protection violations or 22.0% of the total citations issued. Overall, Illinois State Police issued one citation for every 54.0 minutes of patrol.

EVALUATION

May 2017 Click It or Ticket Campaign: May 22 - June 4, 2017.

The Illinois Department of Transportation conducted two statewide CIOT campaigns during the months of May and June 2017 with special emphasis on increasing seat belt usage among Illinois' rural population. Although the Illinois Rural Demonstration Project (RDP), a CIOT specifically designed to promote seat belt use in rural communities, was completed in 2006, Illinois extended its commitment to increase seat belt use rates in rural areas, which are significantly overrepresented in crashes and fatalities. (See Figure 15 for a map of the rural media markets.) CIOT activities began April 24 and concluded June 27, 2017. A timeline of CIOT activities appears in Table 3.

Table 3

Timeline of CIOT Activities

April 24 - May 7, 2017	This week marked the start of the “Click It or Ticket” campaign. The pre-CIOT telephone surveys ran from March 28th through May 8th.
May 8 – May 14, 2017	Earned media detailing the importance of wearing safety belts began. Pre-CIOT telephone surveys concluded.
May 15 – May 21, 2017	Highly publicized strict enforcement of the safety belt laws began as a part of the CIOT campaign and earned media continued.
May 22 – June 4, 2017	Enforcement efforts concluded; earned media continued; post statewide CIOT observational survey began.
June 5 – June 28, 2017	Post statewide CIOT observational survey concluded; post telephone surveys ran from June 13th through July 8th.

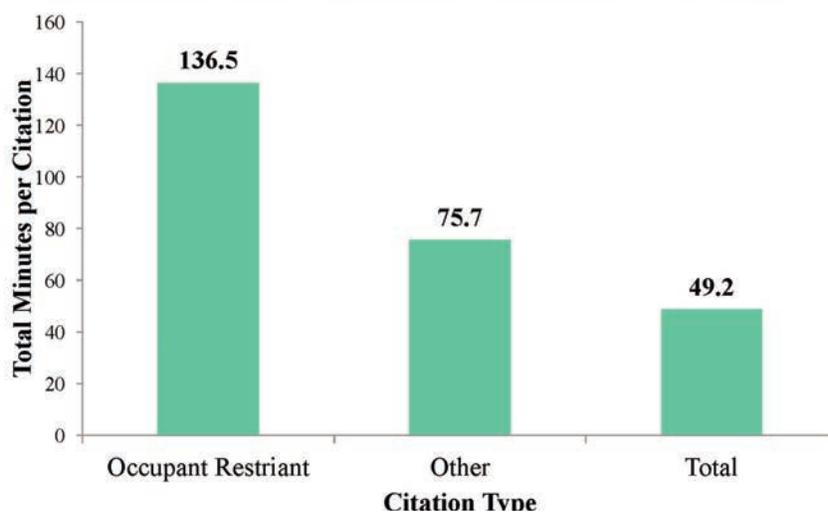
Law enforcement agencies assisted in spreading the CIOT message using the traditional methods of newspaper, radio and print, but are also credited with some additional methods by which to alert their communities of the CIOT campaign. The most common type of earned media obtained for CIOT was in the form of print news stories. A total of 42 stories related to CIOT ran across the state. Throughout the campaign, 36 print news stories ran and 5 television news stories aired, while no radio news stories ran.

ENFORCEMENT

During statewide CIOT campaigns, local law enforcement agencies and the ISP logged a total of 19,338.3 enforcement hours and wrote 23,828 citations, 8,500 (34.0%) of which were seat belt and car seat citations. On average, police wrote one seat belt citation or car seat ticket every 136.5 minutes throughout the May campaign. Overall, one citation was written every 49.2 minutes of enforcement (see Figure 17).

One citation was written by the ISP and local agencies for every 49.2 minutes of enforcement. For the ISP, of the 9,657 citations issued during the enforcement, 2,162 (23.0%) were seat belt violations and car seat violations. For the local agencies, of the 11,404 citations issued during enforcement, 6,338 (45.0%) were seat belt and car seat violations.

FIGURE 17: Total Minutes of Patrol Per Citation by Citation Type During 2017 Memorial Day Campaign in Illinois
(Total Patrol Hours =19,338 and Total Citations = 23,828)



Cost Effectiveness of Enforcement Activities

The agencies included in the CIOT cost/effectiveness analysis conducted a total of 19,338.3 patrol hours and issued 23,828 citations during CIOT statewide and rural enforcements at a total cost of \$1,406,237. On average, citations were written every 49.2 minutes during enforcement at a cost of about \$60 per citation, or \$79.10 per patrol hour.

The enforcement data (such as total number of patrol hours and total citations) provided by the local agencies should be interpreted with caution since the calculated indicators, such as cost per patrol hour or cost per citation, and/or a citation written per X minutes vary substantially across selected local agencies.

Statewide Observational Survey

The statewide seat belt survey was conducted at 288 sites during June 2017. During the post (statewide) mobilization survey, of the total of 150,270 front seat occupants observed in passenger cars and pickup trucks, 93.8 percent were wearing seat belts. The collar counties had the highest usage rate at 94.9 percent closely followed by the downstate counties at 94.5 percent. Cook County had a usage rate of 93.1 percent. The city of Chicago had the lowest usage rate at 90.9 percent.

Based on road type, interstate highway travelers had the highest usage rate at 94.7 percent followed by U.S./Illinois Highway travelers at 94.0 percent. Motorists traveling on residential streets had the lowest usage rate at 91.1 percent.

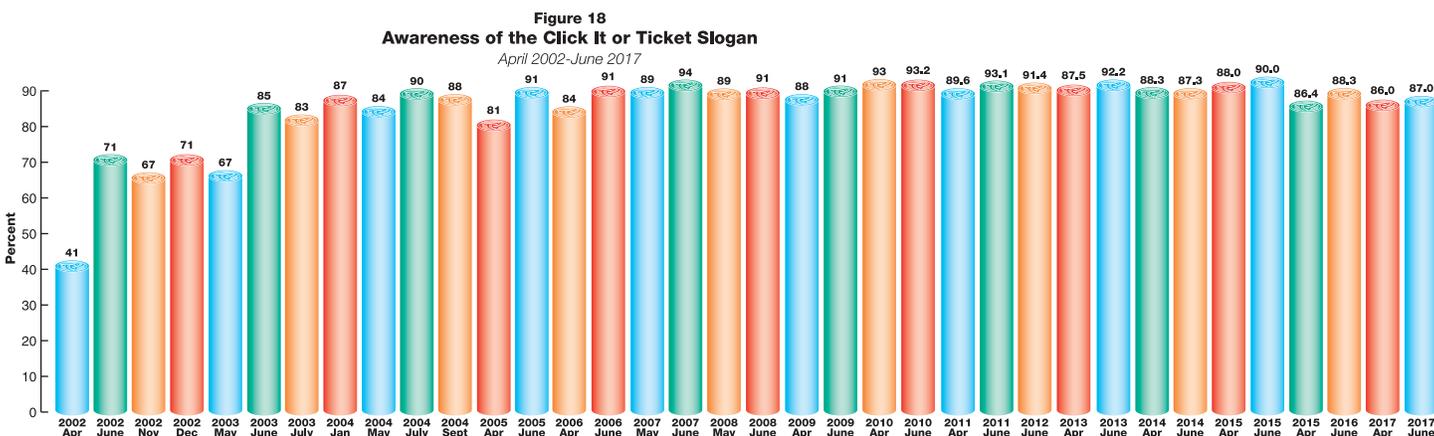
Overall, the seat belt usage rate among drivers and front seat passengers increased by only 0.9 percentage point and 0.4 percentage point, respectively, from the pre-mobilization survey to the post-mobilization survey. The city of Chicago had the highest increase in belt use of 3.1 percentage points. The collar counties had an increase in belt use of 1.3 percentage point. Cook County had a slight increase in belt use of 0.1 percentage points. Finally, the downstate counties had an increase of 2.6 percentage points. US/IL Highways had an increase in seat belt usage rate by 1.5 percentage points. On residential roads, the seat belt usage rate decreased by 0.8 percentage point. The seat belt usage rate on Interstate highways decreased this year by 1.1 percentage points.

Statewide Telephone Survey

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” slightly decreased from 49.8 percent in the April pre-test survey to 49.1 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 (82.3 percent) and television (51.2 percent). Radio accounted for 22.9 percent of exposure, friends/relatives accounted for 10.7 percent, and newspapers also accounted for 10.7 percent of exposure.

The 2017 April awareness level started at 86.0 percent. It increased to 87.0 percent in the June 2017 survey (see Figure 18).



Awareness of special police efforts to ticket for seat belt violations

The percent of respondents who indicated that, “in the past thirty days,” they had “seen or heard of any special effort by police to ticket drivers in [their] community for seat belt violations” slightly decreased from 12.2 percent in April to 9.3 percent in June.

Individuals aware of special seat belt enforcement report hearing about it via friends and relatives (47.2 percent), television (44.0 percent), newspapers (22.6 percent), and radio (5.6 percent).

Agree/disagree: Police in your community are writing more seat belt tickets now than they were a few months ago. Respondents across Illinois who agree with this statement decreased from 33.6 percent in April to 22.8 percent in June. About 26 percent of Chicago residents and 20 percent of downstate area residents agree that police are writing more safety belt tickets, showing somewhat of a regional difference in perception.

Respondents were asked if they think “it is important for police to enforce the seat belt laws.” During the April survey, 88.9 percent of respondents indicated they “strongly agree” or “somewhat agree” with that statement. During the June survey, 88.6 percent of respondents indicated they “strongly agree” or “somewhat agree” with that statement.

2017 Labor Day Drive Sober or Get Pulled Over Campaign August 23 - September 7, 2017

Earned Media

IDOT released press releases on August 23, 2017 and September 7, 2017 notifying the public that local law enforcement agencies would be cracking down on drunk drivers during the Labor Day weekend to avoid fatal crashes. Table 4 lists the earned media items obtained during the Drive Sober or Get Pulled Over campaign by media markets which conducted press conferences, as well as the articles and stories generated from the publicity.

Table 4

Earned Media Items Obtained During the Drive Sober or Get Pulled Over campaign

Media Market	Print News Stories	Radio News Stories	TV News Stories	Press Announcements	Public Banners	Web Posters/Flyers	Presentations	Release Issued	Access Msgs.	Announcements
TOTAL	30	14	10	44	5	102	11	185	14	110

In addition to the coverage generated by the press conferences, our law enforcement grantees are required to submit articles in their local press regarding enforcement that they are planning. Law enforcement agencies participating in our Labor Day campaign reported 30 print stories, 14 radio stories, and 10 TV news stories were generated as a result of the Drive Sober or Get Pulled Over enforcement efforts. There were several other earned media activities, such announcement, banners, posters, press releases and messages during this mobilization (see Table 4).

Paid Media

Paid media for alcohol enforcement messages were aired repeatedly during the Drive Sober or Get Pulled Over campaign publicity period. Messages are focused on enforcement, reminding motorists to not drink and drive. Drive Sober or Get Pulled Over paid advertisement campaigns usually last two weeks. During this period, television and online/mobile advertisements run extensively. Paid media targeted the Drive Sober or Get Pulled Over message in the 23 specified counties in Illinois where about 85 percent of population resides and 70 percent of motor vehicle crashes occur. Top-rated stations and programming were chosen based on Arbitron and Nielson ratings systems focusing on the 18-34 year old African American, Hispanic and rural male demographic.

BSPE spent \$729,000 on broadcast television, cable and mobile platforms to promote the National Drive Sober or Get Pulled Over campaign beginning August 26 and ending September 10, 2017. Table 5 lists the cost of paid media by media market for the Drive Sober or Get Pulled Over campaign.

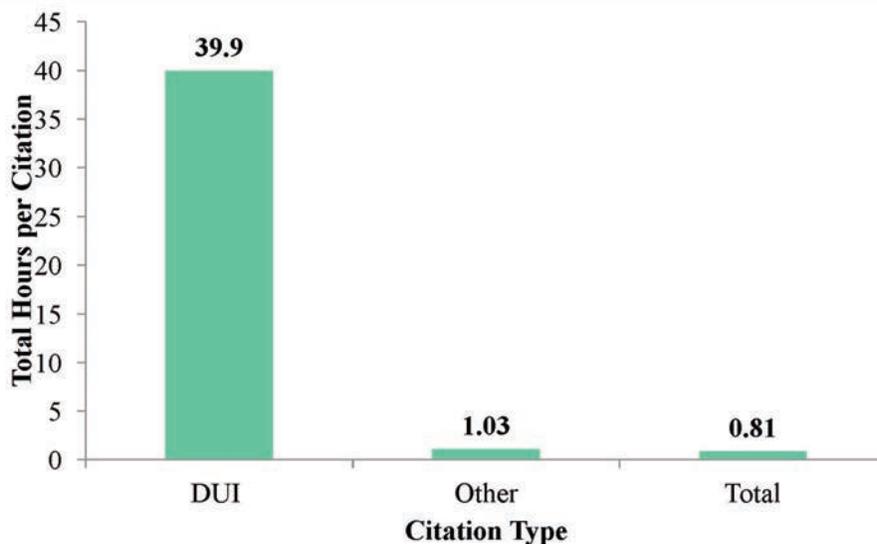
Table 5
Labor Day Drive Sober or Get Pulled Over Campaign
Cost of Paid Media by Media Market

Media Market	\$ TV/Cable	\$ Radio	Total \$ Spent
Chicago	\$153,090.75	\$115,823.35	\$268,914.10
Davenport	\$20,241.05	\$14,997.40	\$35,238.45
Marion*	\$9,885.50	\$5,992.23	\$15,877.73
Metro East*	\$30,912.80	\$22,000.80	\$52,913.60
Peoria	\$24,833.75	\$16,999.79	\$41,833.54
Quincy	\$5,451.90	\$0.00	\$5,451.90
Rockford	\$16,924.99	\$10,000.19	\$26,925.18
Springfield	\$28,925.68	\$17,997.22	\$46,922.90
Total TV/Cable	\$290,266.42	\$203,810.98	\$494,077.40
Alternative	\$212,387.42	\$0.00	\$212,387.64
Total Spent	\$502,654.06	\$203,810.98	\$706,465.04

Enforcement

The Drive Sober or Get Pulled Over Labor Day campaign lasted two weeks. During this period, zero-tolerance enforcement focusing on alcohol violations was carried out statewide. 165 local and state law enforcement agencies participated in the 2017 Labor Day alcohol impaired driving mobilization. A total of 26 roadside safety checks and 1,003 saturation patrols were conducted during the August 23 - September 7, 2017 enforcement period. Local law enforcement and the Illinois State Police logged a total of 11,682.9 patrol hours and issued 14,490 citations during the campaign. One citation was written every 48.6 minutes of enforcement. Law enforcement issued a combined total of 293 DUI citations, an average of one DUI citation written every 39.9 patrol hours. A total of 6,204 citations were issued for seat belt and car seat violations resulting in an average of one occupant restraint violation written every 1.9 patrol hours. The Figure below depicts the number of hours of Labor Day Drive Sober or Get Pulled Over patrol per citation by citation type.

Figure 19: Total Hours of Patrol Per Citation by Citation Type During 2017
“Drive Sober or Get Pulled Over” Campaign in Illinois
(Total Patrol Hours = 11,683 and Total Citations = 14,490)



Evaluation

Drive Sober or Get Pulled Over programs are evaluated in a number of 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 Center at the University of Illinois at Springfield. In addition to the evaluation of public perception on the campaign, BSPE will conduct an outcome evaluation of the campaign on motor vehicle related injuries and fatalities when the actual crash data become available in the near future.

Telephone Survey Results Messages about alcohol-impaired driving

The percent who indicated that, "in the past 30 days," they had "read, seen or heard anything about alcohol impaired driving in Illinois," increased from June (49.3 percent) to September (50.4 percent).

Sources of messages

Of those who had seen or heard such messages, by far the greatest exposure source is found for television (68.1 percent in September). In September, television was followed by newspaper and radio (35.2 percent and 34.2 percent, respectively).

Awareness of selected traffic safety slogans

The question

Respondents were asked about their awareness of sixteen selected traffic safety "slogans," asked in a random order. Nine are related to drinking and driving.

The September results and recent trends

The following Table 6 presents the most recent September results, ordered by level of awareness. The DUI-related slogans are in italics, except for the most recent slogans which are in non-italic bold, "**You Drink & Drive. You Lose**" and "**Drive Sober or Get Pulled Over.**" This table shows that the "**You Drink & Drive. You Lose.**" slogan is third in awareness level, at 70.0 percent and "**Drive Sober or Get Pulled Over**" is fifth in awareness level at 60.0 percent.

Table 6
Slogans Awareness Levels in June 2017

Order	Slogan	June level
1	Click It or Ticket	87.0%
2	Friends don't let friends drive drunk	72.0%
3	You drink and drive. You lose.	70.0%
4	Start seeing motorcycles	60.0%
5	Drive sober or get pulled over	60.0%
6	Drive smart, drive sober	55.0%
7	Buckle up, America	35.0%
8	Police in Illinois Arrest Drunk Drivers	39.0%
9	Drunk driving. Over the limit. Under arrest	26.0%
10	Cells phones save lives. Pull over and report a drunken driver	28.0%
11	Drink and drive? Police in Illinois have your number	20.0%
12	Children in back.	21.0%
13	Wanna drink and drive, police in Illinois will show you the bars.	21.0%

Further analyses for the "Drive Sober or Get Pulled Over" and "You Drink & Drive. You Lose" major campaign slogans. IDOT focused on the major slogan in the recent 2017 Labor Day holiday initiative, "Drive Sober or Get Pulled Over" for further analyses regarding trends and subgroups.

April to June trends. Statewide reported awareness of the major DUI campaign slogan: “You Drink & Drive. You Lose.” was 70.0 percent during the June 2017 survey. In August 2011, IDOT stopped promoting the “You Drink & Drive. You Lose” slogan and replaced it with the new NHTSA slogan “Drive Sober or Get Pulled Over”. As shown in Table 6, the percent awareness of the “Drive Sober or Get Pulled Over” slogan was the fifth most recognized slogan with 55 percent of people saying they had heard it. In July 2011 when we heard that NHTSA adopted a new alcohol slogan “Driver Sober or Get Pulled Over”, we added the new slogan to the list of our existing slogans during the post-May (2012) mobilization survey in order to measure the public perception toward this message even though we did not advertise this slogan. As we expected, about 60 percent of the respondents said that they had heard this slogan. This was good news for BSPE and it showed that the slogan was very catchy, easily expressed and can gain people’s attention.

The table below represents enforcement activities conducted by BSPE projects from FY 2006 to FY 2017. Based on the GHSA’s set of performance measures, these results reflect BSPE’s enforcement activities and the overall effectiveness our programs have in meeting the performance goals.

Table 6

Total Enforcement Activities by Citation Type (2006-2016)						
Year	Hours	Total Citations	CITATION TYPE			
			Total Alcohol/Drug Related Citations	Total Occupant Restraint Citations	Total Speeding Citations	Other Citations
2006	140,079.0	208,646 100.0%	8,488 4.1%	105,948 50.8%	39,666 19.0%	54,544 26.1%
2007	209,285.7	308,032 100.0%	9,114 3.0%	109,914 35.7%	110,238 35.8%	78,766 25.6%
2008	194,760.5	293,401 100.0%	9,208 3.1%	113,674 38.7%	102,609 35.0%	67,910 23.1%
2009	175,219.0	289,496 100.0%	13,282 4.6%	104,279 36.0%	100,167 34.6%	71,768 24.8%
2010	170,173.3	201,898 100.0%	9,579 4.7%	74,345 36.8%	41,851 20.7%	76,123 37.7%
2011	158,415.0	166,537 100.0%	7,995 4.8%	64,217 38.6%	25,912 15.6%	68,413 41.1%
2012	141,946.75	150,197 100.0%	7,712 4.8%	58,403 38.9%	24,458 16.3%	60,164 40.0%
2013	106,966.00	117,288 100.0%	5,119 4.4%	44,080 37.6%	20,550 17.5%	47,539 40.5%
2014	111,357.00	124,341 100.0%	4,442 3.6%	47,604 38.3%	18,911 15.2%	53,384 42.9%
2015	122,541.70	138,732 100.0%	5,092 3.7%	47,794 34.5%	24,544 17.7%	61,302 44.2%
2016	98,687.5	112,911 100.0%	4,286 3.8%	36,602 32.4%	23,143 20.5%	48,880 43.3%
2017*	85,522.45	103,830 100.0%	3,196 3.1%	33,992 32.7%	22,494 21.7%	44,148 42.5%

*Note: 2017 data are preliminary

FY 2017 enforcement efforts are preliminary. Final FY 2017 efforts will be completed in January 2018. The table below and on the following page reflects survey results for BSPE's seat belt, alcohol and speed-related performance measures.

Table 6

Performance Measures on Seat Belt, Alcohol and Speed-related Questions Based on Post Mobilization Surveys (2010-2017)

SEAT BELT	2010	2011	2012	2013	2014	2015	2016	2017
When driving, how do you wear your seat belt (composite of shoulder & lap)? (Percent Always)	91%	94%	93.4%	96.3%	95.2%	95.9%	93.7%	95.17%
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%	46.7%	43%	45.6%	37.0%	45.7%	42.3%	38.87%
When was the last time you did not wear seat belt when driving? (Percent more than a year ago-Always Wear)	80%	85%	82.3%	77.8%	88.3%	84.5%	81.9%	83.7%
In the past 30 days, have you seen or heard of any special effort by police to ticket drivers in your community for seatbelt violations? (Percent Yes)	332%	24.9%	24.9%	51.1%	15.5%	15.5%	11.7%	9.3%
ALCOHOL								
In the past 30 days, have you read, seen or heard anything about alcohol impaired driving in Illinois? (Percent Yes)	69.3%	NA	59.9%	62.7%	65.4%	61.2%	50.4%	51.6%
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)	40%	NA	36.2%	44.6%	40.8%	35.1%	27.5%	38.4%
Compared to 3 months ago, do you think a driver who had been drinking is now likely to get stopped by Police? (Percent More Likely)	31.5%	NA	26.4%	23.8%	23.4%	25.9%	23.1%	18.7%
Percent of responders who had alcoholic beverages in the last 30 days.	53.4%	NA	52.8%	45.9%	NA	45.9%	49.4%	48.1%
Of those who did 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	23%	24.7%	NA	21.6%	17.7%	18.9%
SPEED								
Generally speaking, what do you think the chances are of getting a ticket if you drive over the speed limit? (Percent Very Likely)	31.4%	NA	32.9%	25.6%	26.1%	33.6%	33.9%	32.7%
On a local road with a speed limit of 30 mph, how often do you drive faster than 35? (Percent Most of the Time)	14.2%	NA	13.3%	10.2%	14.4%	12.7%	17.9%	19.0%
On interstate or toll-way with a speed limit of 65 mph, how often do you drive faster than 70? (Percent Most of the Time)	21.3%	NA	15.4%	17.1%	10.2%	17.6%	12.9%	18.0%
In the past 30 days, have you read, seen or heard anything about police enforcing speed limit laws? (Percent Yes)	38.6%	NA	29.6%	34.4%	32.6	28.2%	27.5%	25.7

Paid Media Summary

Over the last few years, IDOT has tried fresh tactics in style and delivery of message to re-engage Illinois motorists and better reach the target demographic of 18- to 34-year-old men. To engage this target audience IDOT continued their four-part campaign by producing a stylized parody campaign in the vein of late '70s and '80s police and action drama television shows: InVinceable. Paid media included one, two-week campaign over Labor Day. Emphasis was placed on reaching the lowest occupant restraint use rate populations.

This approach retained many of the same tenets of The Driving Dead campaign by taking advantage of emerging digital platforms and relevant pop culture trends. At its core, the campaign strongly incorporates entertainment value to deliver traditional traffic safety messages. Filmed in Illinois and featuring Illinois actors, InVinceable is looking to seize on the popular retro theme of today by recreating popular cop shows, such as Magnum P.I., MacGyver, T.J. Hooker, Knight Rider, The A-Team, Starsky & Hutch, etc.

The 30-second TV and radio spots were developed as period pieces, and shot and produced in the same style as the aforementioned shows and revolve around two police partners, Vince and Able. The energetic campaign took a humorous approach by parodying popular sights and sounds from the genre, such as ridiculous car chases, hood slides and over-the-top action sequences – all while delivering important messages about the dangers of irresponsible driving behavior.

To accomplish the creative and buys, IDOT contracts with a creative media agency and a media buyer for our paid and earned media campaigns as IDOT doesn't have this expertise in-house. Our media buyer negotiates lower rates, as well as leverage media relationships to gain additional added-value assets.

Earned Media Summary

During FY 2017, IDOT encouraged all of its highway safety projects to engage in earned media activities throughout the project year. Earned media activities include: media events, television and radio interviews, letters to the editor of local newspapers and media releases. IDOT believes this is another method to deliver a specific message to the public. Some examples of earned media activities are occupant protection initiatives and enforcement mobilizations. Earned media events are detailed below:

Date	Location	Message	Participating Media
11/22/16	Chicago	CIOT/DSOGPO	5 television, 1 print
11/22/16	Springfield	CIOT/DSOGPO	1 television, 1 radio
11/22/16	Peoria	CIOT/DSOGPO	2 television, 1 radio
12/20/16	Chicago	DSOGPO	4 television, 1 radio
5/25/17	Rockford	CIOT/Saved by the Belt	3 television
5/25/17	Peoria	CIOT/Saved by the Belt	2 television, 1 radio
5/25/17	Springfield	CIOT/Saved by the Belt	2 television, 3 radio
5/25/17	Chicago	CIOT/Saved by the Belt	3 television, 1 radio

Paid Media Summary

Over the last couple of years, IDOT has tried fresh tactics in style and delivery of message to re-engage Illinois motorists and better reach the target demographic of 18- to 34-year-old men. To engage this target audience IDOT launched a new campaign by producing a stylized parody campaign in the vein of late '70s and '80s police and action drama television shows: InVinceable. Paid media included a total of two, two-week campaigns during the Holiday Season and Labor Day. Emphasis was placed on reaching the lowest occupant restraint use rate populations for the Click It or Ticket campaign and the highest at-risk populations for the Drive Sober or Get Pulled Over campaign

This approach retained many of the same tenets of The Driving Dead campaign by taking advantage of emerging digital platforms and relevant pop culture trends. At its core, the campaign strongly incorporates entertainment value to deliver traditional traffic safety messages. For a host of reasons, IDOT is trying a new tack to get its message across: Humor.

Filmed in Illinois and featuring Illinois actors, InVinceable is looking to seize on the popular retro theme of today by recreating popular cop shows, such as Magnum P.I., MacGyver, T.J. Hooker, Knight Rider, The A-Team, Starsky & Hutch, etc. The timing also is advantageous with movie reboots of shows such as Baywatch and CHiPs debuting in the coming months.

The two 30-second TV and radio spots were developed as period pieces, and shot and produced in the same style as the aforementioned shows and revolve around two police partners, Vince and Able. The energetic campaign took a humorous approach by parodying popular sights and sounds from the genre, such as ridiculous car chases, hood slides and over-the-top action sequences – all while delivering important messages about the dangers of irresponsible driving behavior.

To accomplish the creative and buys, IDOT contracts with a creative media agency and a media buyer for our paid and earned media campaigns as IDOT doesn't have this expertise in-house. Our media buyer negotiates lower rates, as well as leverage media relationships to gain additional added-value assets. For example, this year IDOT received a number of sponsored radio spots with popular baseball personalities and included on-air interviews and event marketing as part of the buys.

Along with traditional TV/Radio ads, IDOT used digital platforms to deliver messages. By using social media platforms such as Hulu, YouTube, Facebook and Twitter, we were able to reach our target demographic online and on their mobile devices.

Through extensive evaluation, IDOT has shown its paid media efforts to be quite successful at delivering a specific message to a particular portion of the Illinois driving population (i.e., the 18-34 year old males for IDOT's anti-impaired driving campaigns). IDOT considers paid media a vital and necessary part of the Illinois Highway Safety Plan and is planning its continued use in FY 2017.

Earned Media Summary

During FY 2017, IDOT encouraged all of its highway safety projects to engage in earned media activities throughout the project year. Earned media activities include: media events, television and radio interviews, letters to the editor of local newspapers and media releases. IDOT believes this is another method to deliver a specific message to the public. Some examples of earned media activities are occupant protection initiatives and enforcement mobilizations. Some examples of earned media activities can be found in Appendix 2 on page 54.

2017 Legislation Signed into Law

HB791 – Automated Vehicles – Public Act 100-0352

Amends the Illinois Vehicle Code. Provides that a unit of local government, including a home rule unit, may not enact an ordinance prohibiting the use of Automated Driving System equipped vehicles on its roadways. Defines "Automated Driving System equipped vehicle". Limits the concurrent exercise of home rule powers. *Effective June 1, 2018.*

HB1784 – Bicycle Passing – Public Act 100-0359

Amends the Illinois Vehicle Code. Provides that a driver of a motor vehicle may overtake and pass to the left of a bicycle proceeding in the same direction on a portion of a highway designated as a no-passing zone when: (1) the bicycle is traveling at a speed of less than half of the posted speed limit of the highway; (2) the driver is able to overtake and pass the bicycle without exceeding the posted speed limit of the highway; and (3) there is sufficient distance to the left of the centerline of the highway for the motor vehicle to meet the overtaking and passing requirements in the Code. Provides that the rear of a bicycle may be equipped with a lamp emitting a steady or flashing red light (rather than only a red light) visible from a distance of 500 feet in addition to or instead of a red reflector (rather than in addition to a red reflector). *Effective January 1, 2018.*

HB2611 – Operating Under the Influence – Public Act 100-0074

Amends the Illinois Vehicle Code. Provides that public officials shall report to the Secretary of State when an individual has been adjudicated under the Juvenile Court Act or the Juvenile Court Act of 1987 and has committed a violation of a provision in the Snowmobile Registration and Safety Act or the Boat Registration and Safety Act relating to the offense of operating a snowmobile or a watercraft while under the influence of alcohol, other drug or drugs, intoxicating compound or compounds, or combination thereof. Provides that public officials shall forward a report on any disposition of court supervision for an individual's violation of a provision in the Snowmobile Registration and Safety Act or the Boat Registration and Safety Act relating to the offense of operating a snowmobile or a watercraft while under the influence of alcohol, other drug or drugs, intoxicating compound or compounds, or combination thereof. *Effective August 11, 2017.*

HB3172 – Commercial Motor Vehicle Testing – Public Act 100-0160

Amends the Illinois Vehicle Code. Provides that a truck tractor in combination with a semitrailer shall be subject to a safety test at an official testing station at least every 12 months (rather than 6 months). *Effective January 1, 2018.*

HB3469 – Emergency Vehicle Siren – Public Act 100100-0182

Amends the Illinois Vehicle Code. Provides that a vehicle operated by a fire chief or the Director or Coordinator of a municipal or county emergency services and disaster agency may be equipped with a siren, whistle, or bell capable of emitting sound audible under normal conditions from a distance of not less than 500 feet. *Effective January 1, 2018.*

HB3874 – Vehicle Insurance – Public Act 100-0202

Amends the Illinois Vehicle Code. Reinforces that no person shall operate, register, or maintain registration of a motor vehicle in this State unless the motor vehicle is covered by a liability insurance policy. *Effective January 1, 2018.*

SB396 – Electric/Gas-powered Bicycles – Public Act 100-0209

Amends the Illinois Vehicle Code. Changes the definition of "low-speed electric bicycle". Provides that provisions of a Chapter in the Code that govern bicycles shall apply to low-speed electric bicycles. Provides that each low-speed electric bicycle operating in this State shall comply with equipment and manufacturing requirements adopted by the United States Consumer Product Safety Commission and each Class 3 low-speed electric bicycle shall be equipped with a speedometer that displays the speed the bicycle is traveling in miles per hour. Provides that beginning on or after January 1, 2018, every manufacturer and distributor of low-speed electric bicycles shall apply a label that is permanently affixed to the bicycle containing a classification number, the bicycle's top assisted speed, and the bicycle's motor wattage. Provides that no person shall knowingly modify the speed capability or engagement of a low-speed electric bicycle without replacing the required label. Provides that a Class 2 low-speed electric bicycle shall operate in a manner so that the electric motor is disengaged or ceases to function when the brakes are applied. Provides that a Class 1 low-speed electric bicycle and a Class 3 low-speed electric bicycle shall operate in a manner so that the electric motor is disengaged or ceases to function when the rider stops pedaling. Provides that a person may operate a low-speed electric bicycle upon any bicycle path unless the municipality, county, or local authority with jurisdiction prohibits the use of the bicycles or a specific class on that path. Provides that a person may oper-

ate a Class 3 low-speed electric bicycle only if he or she is 16 years of age or older. Provides that a person who is less than 16 years of age may ride as a passenger on a Class 3 low-speed electric bicycle that is designed to accommodate passengers. Provides that the power of local authorities to regulate bicycles includes low-speed electric bicycles and low-speed gas bicycles. Effective January 1, 2018.

SB1580 – Motor Vehicle Crash Reports – Public Act 100-0096

Amends the Illinois Vehicle Code. Removes provisions providing that a written motor vehicle accident report is privileged as to the Secretary of State and the Department of Transportation and shall be held confidential. Provides that the Department may provide for in-depth investigations of accidents involving Department employees or other motor vehicle accidents (rather than investigations of only motor vehicle accidents) by individuals or special investigation groups. *Effective June 1, 2018.*

SB2028 – School Bus – Public Act 100-0241

Amends the Illinois Vehicle Code. Provides that each school bus operated by a public or private primary or secondary school transporting students enrolled in grade 12 or below for a school related athletic event or other school approved extracurricular activity shall be registered as a school bus, comply with school bus driver permit requirements, comply with the minimum liability insurance requirements, and comply with all special requirements pertaining to school buses in the Code. Provides that a school bus that operates under the provision may be used to transport passengers other than students if certain conditions are met. Provides that a school bus that operates under the added provision may be used for the transportation of passengers other than students enrolled in grade 12 or below for activities that do not involve either a public or private educational institution if the school bus driver or school bus owner (rather than solely the school bus driver) complies with certain conditions. *Effective January 1, 2018.*

Appendix 1

Program Cost Summary

U.S. Department of Transportation National Highway Traffic Safety Administration
Federal Reimbursement Voucher

State: Illinois
 Reimbursement Info: Total: \$-00
 NHTSA
 NHTSA 402
 Planning and Administration
 Planning and Administration Total
 Alcohol
 Alcohol Total
 Occupant Protection
 Occupant Protection Total
 Police Traffic Services

Page: 1
 Report Date: 12/28/2017
 Claim Period: 10/01/2016 - 09/30/2017
 Not Posted In DELPHI

2017-FINAL

Posted: 12/28/2017

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
			\$23,872.98	\$-00	\$47,745.96	\$23,872.98	\$23,872.98	\$-00
			\$23,872.98	\$-00	\$47,745.96	\$23,872.98	\$23,872.98	\$-00
			\$97,772.75	\$-00	\$97,772.75	\$97,772.75	\$97,772.75	\$-00
			\$437,660.01	\$113,442.41	\$437,660.01	\$437,660.01	\$437,660.01	\$-00
			\$535,432.76	\$113,442.41	\$535,432.76	\$535,432.76	\$535,432.76	\$-00
			\$875,653.81	\$88,589.85	\$875,653.81	\$875,653.81	\$875,653.81	\$-00
			\$106,875.00	\$-00	\$106,875.00	\$106,875.00	\$106,875.00	\$-00
			\$83,394.16	\$-00	\$83,394.16	\$83,394.16	\$83,394.16	\$-00
			\$581,936.57	\$76,208.07	\$581,936.57	\$581,936.57	\$581,936.57	\$-00
			\$-00	\$-00	\$698,242.95	\$-00	\$-00	\$-00
			\$1,647,859.54	\$164,797.92	\$2,346,102.49	\$1,647,859.54	\$1,647,859.54	\$-00
			\$27,058.92	\$27,058.92	\$27,058.92	\$27,058.92	\$27,058.92	\$-00
			\$2,566,667.85	\$2,566,667.85	\$2,566,667.85	\$2,566,667.85	\$2,566,667.85	\$-00
			\$-00	\$-00	\$1,081,287.02	\$-00	\$-00	\$-00
			\$1,148,414.96	\$-00	\$1,148,414.96	\$1,148,414.96	\$1,148,414.96	\$-00
			\$905,253.22	\$-00	\$905,253.22	\$905,253.22	\$905,253.22	\$-00
			\$69,596.37	\$-00	\$69,596.37	\$69,596.37	\$69,596.37	\$-00
			\$32,512.43	\$-00	\$32,512.43	\$32,512.43	\$32,512.43	\$-00

U.S. Department of Transportation National Highway Traffic Safety Administration
Federal Reimbursement Voucher

State: Illinois

Page: 2

2017-FINAL

Report Date: 12/28/2017

Posted: 12/28/2017

Claim Period: 10/01/2016 - 09/30/2017

Reimbursement Info: Total: \$.00

Not Posted In DELPHI

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
	PT-2017-04-09-00		\$52,404.76	\$.00	\$52,404.76	\$52,404.76	\$52,404.76	\$.00
	Police Traffic Services Total		\$4,801,908.51	\$2,593,726.77	\$5,883,195.53	\$4,801,908.51	\$4,801,908.51	\$.00
	Traffic Records							
	TR-2017-06-01-00		\$140,900.00	\$.00	\$140,900.00	\$140,900.00	\$140,900.00	\$.00
	Traffic Records Total		\$140,900.00	\$.00	\$140,900.00	\$140,900.00	\$140,900.00	\$.00
	Teen Safety Program							
	TSP-2017-05-01-00		\$56,980.00	\$.00	\$56,980.00	\$56,980.00	\$56,980.00	\$.00
	Teen Safety Program Total		\$56,980.00	\$.00	\$56,980.00	\$56,980.00	\$56,980.00	\$.00
	NHTSA 402 Total		\$7,206,953.79	\$2,871,967.10	\$9,010,356.74	\$7,206,953.79	\$7,206,953.79	\$.00
	408 Data Program SAFETEA-LU							
	408 Data Program Incentive							
	K9-2017-18-02-00		\$123,900.00	\$.00	\$123,900.00	\$123,900.00	\$123,900.00	\$.00
	K9-2017-18-08-00		\$.00	\$.00	\$63,726.40	\$.00	\$.00	\$.00
	K9-2017-18-12-00		\$12,045.91	\$.00	\$12,045.91	\$12,045.91	\$12,045.91	\$.00
	K9-2017-18-13-00		\$118,959.69	\$.00	\$118,959.69	\$118,959.69	\$118,959.69	\$.00
	408 Data Program Incentive Total		\$254,905.60	\$.00	\$318,632.00	\$254,905.60	\$254,905.60	\$.00
	408 Data Program SAFETEA-LU Total		\$254,905.60	\$.00	\$318,632.00	\$254,905.60	\$254,905.60	\$.00
	MAP 21 405b OP High							
	405b High HVE							
	MIHVE-2017-19-01-00		\$1,025,694.78	\$.00	\$1,025,694.78	\$1,025,694.78	\$1,025,694.78	\$.00
	MIHVE-2017-19-03-00		\$.00	\$.00	\$472,396.33	\$.00	\$.00	\$.00
	MIHVE-2017-19-06-00		\$348,819.89	\$.00	\$348,819.89	\$348,819.89	\$348,819.89	\$.00
	405b High HVE Total		\$1,374,514.67	\$.00	\$1,846,911.00	\$1,374,514.67	\$1,374,514.67	\$.00
	405b High Community CPS Services							
	M1CPS-2017-19-02-00		\$9,923.32	\$.00	\$9,923.32	\$9,923.32	\$9,923.32	\$.00

U.S. Department of Transportation National Highway Traffic Safety Administration
Federal Reimbursement Voucher

State: Illinois

Page: 3

2017-FINAL

Report Date: 12/28/2017

Reimbursement Info: Total: \$.00

Posted: 12/28/2017

Claim Period: 10/01/2016 - 09/30/2017

Not Posted In DELPHI

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
	M1CPS-2017-19-10-00		\$9,030.00	\$.00	\$9,030.00	\$9,030.00	\$9,030.00	\$.00
	405b High Community CPS Services Total		\$18,953.32	\$.00	\$18,953.32	\$18,953.32	\$18,953.32	\$.00
	405b High CSS Purchase/Distribution							
	M1CSS-2017-19-07-00		\$26,442.81	\$.00	\$26,442.81	\$26,442.81	\$26,442.81	\$.00
	M1CSS-2017-19-08-00		\$37,986.55	\$.00	\$37,986.55	\$37,986.55	\$37,986.55	\$.00
	M1CSS-2017-19-12-00		\$3,650.00	\$.00	\$3,650.00	\$3,650.00	\$3,650.00	\$.00
	405b High CSS Purchase/Distribution Total		\$68,079.36	\$.00	\$68,079.36	\$68,079.36	\$68,079.36	\$.00
	405b High Paid Advertising							
	M1*PM-2017-19-11-00		\$428,037.97	\$.00	\$428,037.97	\$428,037.97	\$428,037.97	\$.00
	405b High Paid Advertising Total		\$428,037.97	\$.00	\$428,037.97	\$428,037.97	\$428,037.97	\$.00
	MAP 21 405b OP High Total		\$1,889,585.32	\$.00	\$2,361,981.65	\$1,889,585.32	\$1,889,585.32	\$.00
	MAP 21 405c Data Program							
	405c Data Program							
	M3DA-2017-18-03-00		\$1,695,995.20	\$.00	\$2,146,994.00	\$1,695,995.20	\$1,695,995.20	\$.00
	M3DA-2017-18-14-00		\$108,000.00	\$.00	\$108,000.00	\$108,000.00	\$108,000.00	\$.00
	405c Data Program Total		\$1,803,995.20	\$.00	\$2,254,994.00	\$1,803,995.20	\$1,803,995.20	\$.00
	MAP 21 405c Data Program Total		\$1,803,995.20	\$.00	\$2,254,994.00	\$1,803,995.20	\$1,803,995.20	\$.00
	MAP 21 405d Impaired Driving Low							
	405d Low Other Based on Problem ID							
	M6OT-2017-13-01-00		\$935,328.20	\$.00	\$935,328.20	\$935,328.20	\$935,328.20	\$.00
	M6OT-2017-13-02-00		\$28,963.35	\$.00	\$28,963.35	\$28,963.35	\$28,963.35	\$.00
	M6OT-2017-13-03-00		\$231,751.62	\$.00	\$231,751.62	\$231,751.62	\$231,751.62	\$.00
	M6OT-2017-13-06-00		\$195,450.48	\$.00	\$195,450.48	\$195,450.48	\$195,450.48	\$.00
	M6OT-2017-13-07-00		\$263,270.29	\$.00	\$263,270.29	\$263,270.29	\$263,270.29	\$.00

**U.S. Department of Transportation National Highway Traffic Safety Administration
Federal Reimbursement Voucher**

State: Illinois

Page: 4

2017-FINAL

Report Date: 12/28/2017

Reimbursement Info: Total: \$0.00

Posted: 12/28/2017

Claim Period: 10/01/2016 - 09/30/2017

Not Posted In DELPHI

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
	M60T-2017-13-09-00		\$0.00	\$0.00	\$931,611.45	\$0.00	\$0.00	\$0.00
	M60T-2017-13-11-00		\$954,087.17	\$0.00	\$954,087.17	\$954,087.17	\$954,087.17	\$0.00
	M60T-2017-13-12-00		\$474,907.90	\$0.00	\$474,907.90	\$474,907.90	\$474,907.90	\$0.00
	M60T-2017-13-13-00		\$9,151.55	\$0.00	\$9,151.55	\$9,151.55	\$9,151.55	\$0.00
	M60T-2017-13-14-00		\$633,535.23	\$0.00	\$633,535.23	\$633,535.23	\$633,535.23	\$0.00
	405d Low Other Based on Problem ID Total		\$3,726,445.79	\$0.00	\$4,658,057.24	\$3,726,445.79	\$3,726,445.79	\$0.00
	MAP 21 405d Impaired Driving Low Total		\$3,726,445.79	\$0.00	\$4,658,057.24	\$3,726,445.79	\$3,726,445.79	\$0.00
	MAP 21 405f Motorcycle Programs							
	405f Motorcyclist Training							
	M9MT-2017-22-01-00		\$158,669.86	\$0.00	\$198,501.27	\$158,669.86	\$158,669.86	\$0.00
	M9MT-2017-22-03-00		\$655.76	\$0.00	\$655.76	\$655.76	\$655.76	\$0.00
	405f Motorcyclist Training Total		\$159,325.62	\$0.00	\$199,157.03	\$159,325.62	\$159,325.62	\$0.00
	MAP 21 405f Motorcycle Programs Total		\$159,325.62	\$0.00	\$199,157.03	\$159,325.62	\$159,325.62	\$0.00
	FAST Act 405b OP High							
	405b High HVE							
	M1HVE-2017-19-03-00		\$0.00	\$0.00	\$49,499.34	\$0.00	\$0.00	\$0.00
	405b High HVE Total		\$0.00	\$0.00	\$49,499.34	\$0.00	\$0.00	\$0.00
	405b OP High							
	M1X-2017-19-11-00		\$197,997.37	\$0.00	\$197,997.37	\$197,997.37	\$197,997.37	\$0.00
	405b OP High Total		\$197,997.37	\$0.00	\$197,997.37	\$197,997.37	\$197,997.37	\$0.00
	FAST Act 405b OP High Total		\$197,997.37	\$0.00	\$247,496.71	\$197,997.37	\$197,997.37	\$0.00
	FAST Act 405d Impaired Driving Low							
	405d Impaired Driving Low							
	M6X-2017-13-01-00		\$101,213.61	\$0.00	\$101,213.61	\$101,213.61	\$101,213.61	\$0.00

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Illinois

Page: 5

Federal Reimbursement Voucher

2017-FINAL

Report Date: 12/28/2017

Reimbursement Info: Total: \$.00

Posted: 12/28/2017

Claim Period: 10/01/2016 - 09/30/2017

Not Posted In DELPHI

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
	M6X-2017-13-02-00		\$949.29	\$.00	\$949.29	\$949.29	\$949.29	\$.00
	M6X-2017-13-07-00		\$160,856.75	\$.00	\$160,856.75	\$160,856.75	\$160,856.75	\$.00
	M6X-2017-13-09-00		\$.00	\$.00	\$712,050.95	\$.00	\$.00	\$.00
	M6X-2017-13-11-00		\$170,729.90	\$.00	\$170,729.90	\$170,729.90	\$170,729.90	\$.00
	M6X-2017-13-12-00		\$435,864.12	\$.00	\$435,864.12	\$435,864.12	\$435,864.12	\$.00
	M6X-2017-13-14-00		\$1,352,554.77	\$.00	\$1,352,554.77	\$1,352,554.77	\$1,352,554.77	\$.00
	405d Impaired Driving Low Total		\$2,222,168.44	\$.00	\$2,934,219.39	\$2,222,168.44	\$2,222,168.44	\$.00
	FAST Act 405d Impaired Driving Low Total		\$2,222,168.44	\$.00	\$2,934,219.39	\$2,222,168.44	\$2,222,168.44	\$.00
	FAST Act 405h Nonmotorized Safety							
	405h Nonmotorized Safety							
	FHX-2017-12-02-00		\$180,310.26	\$.00	\$225,387.83	\$180,310.26	\$180,310.26	\$.00
	405h Nonmotorized Safety Total		\$180,310.26	\$.00	\$225,387.83	\$180,310.26	\$180,310.26	\$.00
	FAST Act 405h Nonmotorized Safety Total		\$180,310.26	\$.00	\$225,387.83	\$180,310.26	\$180,310.26	\$.00
	NHTSA Total		\$17,641,687.39	\$2,871,967.10	\$22,210,282.59	\$17,641,687.39	\$17,641,687.39	\$.00
	Total		\$17,641,687.39	\$2,871,967.10	\$22,210,282.59	\$17,641,687.39	\$17,641,687.39	\$.00

I CERTIFY, that in accordance with the laws of the state and under the terms (APPROVAL AND PAYMENT ARE SUBJECT TO ADJUSTMENT, YEAR-END AUDIT of the approved program(s) are that actual costs claimed have been incurred OR OTHER APPROPRIATE REVIEW)

State Official:

RIVERBENDER.COM

Edwardsville Police plan traffic enforcement period through Super Bowl weekend

February 2 2017 4:08 PM



EDWARDSVILLE - The **Edwardsville Police Department** will be conducting a series of special traffic enforcement periods in an effort to curtail alcohol violations by the motoring public on Super Bowl weekend.

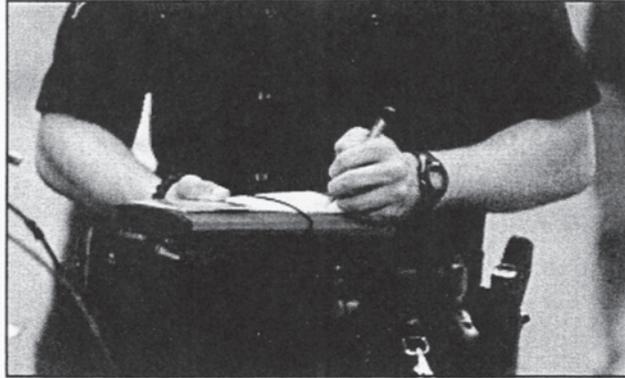
These special enforcement periods are supported by a grant received from the Illinois Department of Transportation. The purpose of the enforcement campaign is to reduce traffic crash injuries and fatalities, the importance of obeying traffic laws, the costs associated with traffic citation fines, and DUI costs to the public.

The fourth special enforcement period begins on February 3, 2017, and ends on February 6, 2017. Officers on patrol will be looking for impaired drivers, as well as violations of speed laws and occupant protection violations.

A zero tolerance policy will be in effect for alcohol related violations, as well as seat belt/child safety restraint violations. Seatbelt enforcement zones will also be operated at various locations

Berwyn Police Reminds Thanksgiving Travelers to Buckle Up, Drive Sober

With Thanksgiving right around the corner, travelers will hit Illinois roads to visit and celebrate with family and friends. The Berwyn Police Department reminds all travelers to buckle up, whether they are heading across the state or just across town, to ensure a safe arrival and a happy holiday. "The risk of being involved in a serious or deadly vehicle crash increases with the number of travelers on the roadways, and the long Thanksgiving weekend is one of the busiest travel times of the year," said Chief James Ritz. "I urge everyone traveling on our state's roads this holiday season to drive carefully, do not drive impaired and, always, buckle up- day or night." Illinois motorists



should be reminded of the law that took effect in 2012 requiring everyone, no matter the age or seating position, to wear a seat belt. Children are required to ride in a car seat or booster seat until at least age 8. Advocates still recommend that children use these seats beyond that age, until the seat belt fits properly as designed for adult occupants. Now

through November 27th is Illinois Click It or Ticket campaign. Buckle up, drive sober, and encourage your loved ones to do the same. Wearing your seat belt is your best defense against an impaired, distracted or reckless driver. For more information about the "Click It or Ticket" or "Drive Sober or Get Pulled Over" campaigns, visit www.idot.illinois.gov.

St. Patrick's Weekend Enforcement Numbers

The Midlothian Police Department recently completed the St. Patrick's weekend traffic enforcement campaign. The S.T.E.P grant is funded by the Illinois Department of Transportation and is designed to inform and educate the public about the dangers of drinking and driving and failure to use occupant restraints.

During the St. Patrick's weekend, Midlothian officers issued the following citations:

- 50 seat belt citations
- 2 child seat citations
- 5 arrested for driving with a suspended license
- 25 speeding citations
- 50 unlawful use of cellular device citations
- 22 various moving violation citations
- 19 no insurance citations

Deputy Chief Delaney said, "The Midlothian Police Department takes traffic safety very seriously and preventing serious injuries or a fatality is our main concern."

Delaney added that Sergeant Olmos has done a fantastic job as grant director. Olmos has been instrumental in obtaining increased funding year after year from the federal government and Department of Transportation. Delaney wanted to let the citizens of Midlothian to know that by Midlothian Police receiving increased funding, the police department is allowed to have three to four extra officers on the street at no cost to Midlothian tax payers.



Police arrest 2 impaired drivers during holidays

MATTOON (JG-TC) — Officers with the Mattoon Police Department arrested two impaired drivers during stepped-up holiday season patrols.

The Dec. 16-Jan. 1 patrols were part of the statewide Drive Sober or Get Pulled Over campaign, which had a goal of sav-

ing lives by keeping drunk drivers off the roads.

Mattoon officers arrested two motorists for driving under the influence of alcohol and/or drugs during this campaign, reported a press release from the police department. A total of 31 traffic citations were issued, including four for drivers or passengers not wearing seat belts.

"To help Illinois drive zero fatalities to reality, we warned party-goers to never drive under the influence of alcohol or drugs, or face the consequences if they did — and we kept our word," Capt. Ray Hall said in the press release. "These offenders now realize their actions have serious and potentially fatal consequences, and we hope they will never put themselves or others at risk by driving impaired by alcohol or drugs again."

Hall said drivers often get wrapped up in the excitement of the holidays and make the foolish decision to drive after drinking, but no one should ever drive impaired by alcohol or drugs.

Police to lookout for drunk drivers during holiday season

MATTOON (JG-TC) – Officers with the Mattoon Police Department will be looking for drunk drivers during the holiday season as part of a special year-end Drive Sober or Get Pulled Over enforcement.

“Beginning Dec. 16 and continuing into the New Year, motorists will see stepped-up enforcement to watch for anyone who is driving impaired, distracted or without a seat belt,” said Capt. Ray Hal in a press release. “We are helping Illinois drive zero fatalities to reality, so we will have zero tolerance for drunk and drug-impaired driving this holiday season.”

The police department reported that some drivers take to the roads after drinking at holiday celebrations, a decision that can be deadly. The department reported that 10,265 people in the U.S. were killed in 2015 in motor vehicle crashes where the driver had a blood alcohol concentration over the limit of .08.

“This ought to be the ‘most wonderful time of the year,’ so we are doing whatever it takes to help save lives by keeping our roads safe,” Hall said. “If you choose to drive impaired, you not only risk your safety and that of others, but you will also face se-

rious legal consequences.”

Drunk or drug-impaired driving offenders often serve jail time; lose their driver’s license; are charged higher insurance rates; and pay dozens of other unanticipated expenses, including attorney fees, court costs, car towing and repairs, and lost wages due to time off work.

The department advised motorists to follow these trips to stay safe on the road during this holiday season:

– If you will be drinking, plan on not driving. Arrange for a safe ride home or designate a sober driver before you start the party.

– If you become intoxicated or drug-impaired, do not drive for any reason. Call a taxi, phone a sober friend or family member.

– If someone you know has been drinking, do not let that person get behind the wheel. Take their keys, take them home or help them arrange a safe way home.

– If you see an impaired driver on the road, contact local law enforcement. This action could help save someone’s life.

– Buckle your seat belt, regardless of where you are seated. By law, all occupants, in all seating positions, must wear their seat belt.

St. Patrick’s Day Enforcement Results

The Chicago Ridge Police Department issued 19 seat belt citations during the recent St. Patrick’s Day enforcement effort that took place from March 9th through March 12th.

Nine of the 19 seat belt citations written were issued during the nighttime hours of 9 p.m. - 6 a.m.

The Chicago Ridge Police Department joined forces with other state and local law enforcement and highway safety partners in the St. Patrick’s Day “Drive Sober or Get Pulled Over” crackdown.

The enforcement effort was funded by federal traffic safety funds through the Illinois Department of Transportation and its part of the statewide “Drive Sober or Get Pulled Over” and “Click It or Ticket” campaigns.

Drive Sober or Get Pulled Over this Halloween

The Berwyn Police Department is Cracking Down on Drunk Drivers



This Halloween, The Berwyn Police Department is cracking down on impaired drivers with an aggressive Drive Sober or Get Pulled Over enforcement effort, and is giving a fair warning to all partygoers: Keep the party off the road. “Driving while alcohol or drug impaired is deadly, it is illegal and it will get you pulled over and arrested this Halloween,” said Chief James Ritz. “If

you want to stay safe and out of jail this Halloween, make a plan to get home without driving if you’re impaired.” In every state, it is illegal to drive with a blood alcohol content of .08 or higher. According to the National Highway Traffic Safety Administration, in 2015, 10,625 people were killed in drunken driving crashes (crashes involving at least one driver with a blood alcohol content of .08 or above) in the United

States. Even if you drive impaired and aren’t killed or seriously injured, you could end up paying \$18,000 or more and lose your driving privileges for up to a year for just one DUI. The Drive Sober or Get Pulled Over enforcement campaign works to keep everyone safe on the roads and urges everyone to follow these simple tips:

- Plan a safe way to get home before you attend the party.
- Designate a sober driver, take public transportation, a car service, or a call a sober friend or family member to get home.
- Walking while impaired can be just as dangerous as driving impaired.

Continued on page 2



State of Illinois
Illinois Department of Transportation



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