



2024

ILLINOIS HIGHWAY SAFETY PLAN ANNUAL REPORT



Illinois Department
of Transportation

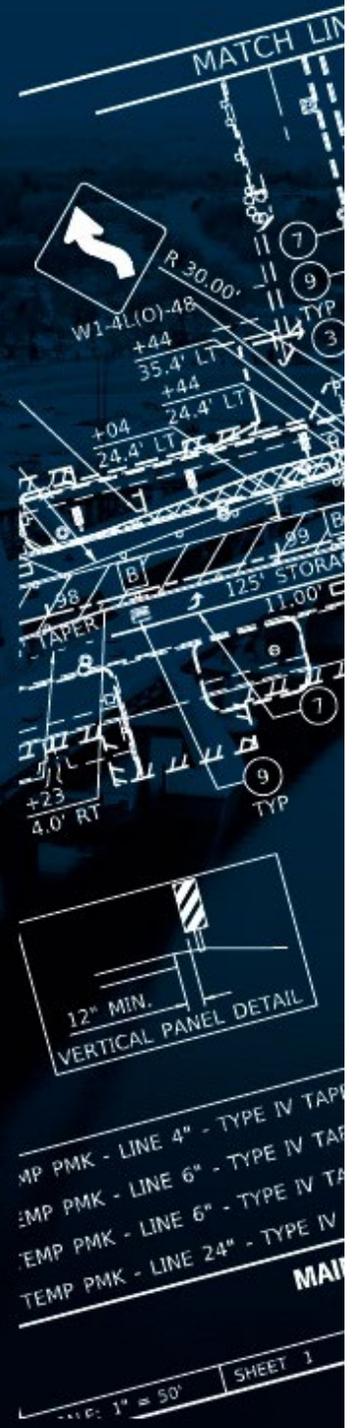


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Letter from the Governor's Highway Safety Representative

Greetings:

As the Governor's Highway Safety Representative for the State of Illinois, my weightiest responsibility is the safety of everyone on our roadways. A safe and reliable transportation system strengthens our economy and ensures the wellbeing and quality of life we enjoy in Illinois.

I am pleased to present the Annual Report for the 2024-2026 Triennial Illinois Highway Safety Plan (3HSP). This annual report was created to explain the results of the 2024-2026 3HSP. The 3HSP was designed to modify road-user behavior and prevent fatalities and serious injury through education, enforcement, engineering, and emergency medical services.

In 2022 there were 1,268 crash fatalities compared to 1,241 crash fatalities in 2023. Still, too many people are being killed or seriously injured on Illinois roadways. With that in mind, the Illinois Strategic Highway Safety Plan is targeting a goal of "Zero Fatalities," which envisions reducing fatalities on Illinois roadways to zero in the long term.

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

Sincerely,



Stephane B. Seck-Birhame, P.E., PTOE
Bureau Chief of Safety Programs and Engineering
Governor's Highway Safety Representative

Illinois at a Glance

Demographics and Characteristics

Population – 12.58 Million Demographics

Age:

Persons under 5 years – 5.3%

Persons under 18 years – 21.6% Persons 65 years and Over – 17.6%

Median Income (2019-2023):

\$81,702

Licensed Drivers – 9.07 Million

Total Vehicle Registrations – 11.11 Million Lane Miles in Illinois – 147,098

Annual Vehicle Miles of Travel – 103.08 Billion Annual Gallons of Fuel Consumed – 5.9 Billion

Average Fuel Cost – \$3.20

Rest Areas – 41

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

Quick Facts and Statistics

2023 Fatalities – 1,241

2023 Fatal Crashes – 1,143

2024 Overall Front Seat Belt Usage Rate – 92.4%

2024 Traffic Safety Highlights

Illinois Highway Safety Highlights

- IDOT issued 252 year-long highway safety grants
- Illinois has 1,747 Child Passenger Safety Technicians/Instructors
- Illinois held the 1st in-person class in the Nation for the completely revamped 2024 Curriculum. The new curriculum is the largest change since the beginning of the CPS classes 20+ years ago
- The “It’s Not A Game” website traffic saw a 91% increase with more than 1,333,644 page views
- Illinois State Police Work Zone Enforcement Campaign provided over 34,620 hire back hours and issued 7,852 citations
- Trained an additional 15 officers to become Drug Recognition Experts (DRE) bringing Illinois’ total DREs to 147
- Trained over 425 officers in Advanced Roadside Impaired Driving Enforcement (ARIDE)
- The Illinois State Police conducted its fourth Drug Recognition Expert Course resulting in 7 newly certified DREs
- During the 2024 “It’s Not A Game” Paid Media Campaign there were 116,483,822 Digital – Impressions and Clicks

New Laws Affecting Highway Safety

- Public Act 103-0667 allows tow vehicles and other specified vehicles to use green oscillating flashing lights at the scene of a crash or disablement. Effective: January 1, 2025.
- Public Act 103-0680 amends the Illinois Vehicle Code - Scott’s Law. Effective: January 1, 2025.
- Public Act 103-0706 amends various parts of the Illinois Vehicle Code. Effective: January 1, 2025.
- Public Act 103-0711 amends Illinois’ “move over law,” commonly referred to as Scott’s Law, by including provisions requiring drivers to reduce speeds in and around emergency scenes. Effective: January 1, 2025.
- Public Act 103-0872 requires the Secretary of State to offer applicants the option to be issued an 8-year driver’s license, beginning no later than July 1, 2027. Effective: January 1, 2025.
- Public Act 103-0944 provides that the course instruction on special hazards existing at and required safety and driving precautions that must be observed at highway construction and maintenance zones shall include worker safety in highway construction and maintenance zones. Effective: August 1, 2024.
- Public Act 103-1047 requires drivers in Illinois to require notice to law enforcement when involved in a crash with circumstances specified in the act and amends the responsibilities of the DUI Prevention and Education Commission. Effective: January 1, 2025.

Illinois Strategic Highway Safety Plan

Mission

The Illinois Strategic Highway Safety Plan's (ILSHSP) mission is to develop, implement and manage a data-driven, integrated, multi-stakeholder process to improve the attributes of roads, behavior of road users and encourage stakeholder action to accelerate innovative technology to reduce traffic-related deaths and life-altering injuries on all public roads in Illinois.

Vision

We envision a future of zero fatalities so that no one loses their life while traveling on public roadways in Illinois.

Goal

The goal for the 2022 to 2026 IL SHSP is a 2% annual reduction of fatalities and serious injuries based on the 5-year rolling average. Therefore, the goal for fatalities 5-year rolling average by 2026 is less than 958, and the goal for serious injuries 5-year rolling average by 2026 is less than 9,434.

Strategic Highway Safety Plan

The ILSHSP provides an opportunity for safety stakeholders to participate in the statewide effort to reduce fatalities and serious injuries on Illinois roadways. The ILSHSP is a compilation of 4E (Education, Enforcement, Emergency Medical Services, and Engineering) safety strategies, plans, and programs developed based on data-driven priorities and proven effective strategies and approaches. The ILSHSP was recently revised for the years of 2022-2026 and has taken an updated approach to narrow the focus to generalized emphasis areas.

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

State Highway Safety Office

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

The Illinois Department of Transportation (IDOT) is the state's highway safety office responsible for overseeing the highway safety funding. The funding is received from the National Highway Traffic Safety Administration (NHTSA) and BSPE is required to submit the Triennial Highway Safety Plan (3HSP) and the Annual Report (AR). BSPE programs federal and state funds for local communities and state agencies to conduct highway safety enforcement and educational activities aimed at reducing highway crashes and resulting deaths and injuries.

BSPE takes the lead for the State of Illinois' efforts to reduce fatalities and serious injuries on Illinois roads with internal and external coordination and cooperation. The 2024 Annual Report provides an overview of the state's utilization of federal highway safety funds for the period of October 1, 2023 through September 30, 2024 and evaluations of the various highway safety programs.

In 2023, there were 1,1,241 traffic related fatalities. Motor vehicle fatalities are a major issue in Illinois. The main challenge facing Illinois is reducing motor vehicle crash fatalities and serious injuries and the continuing problems of speeding, impaired driving, and unbelted occupants. Other challenges include implementing the recommendations from the 2021 Traffic Records Assessment, increased pedestrian and bicyclist fatalities, and utilizing the Illinois Impaired Driving Task Force. IDOT will continue working with traffic safety partners to meet and overcome these challenges to make Illinois a safer place to travel.

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

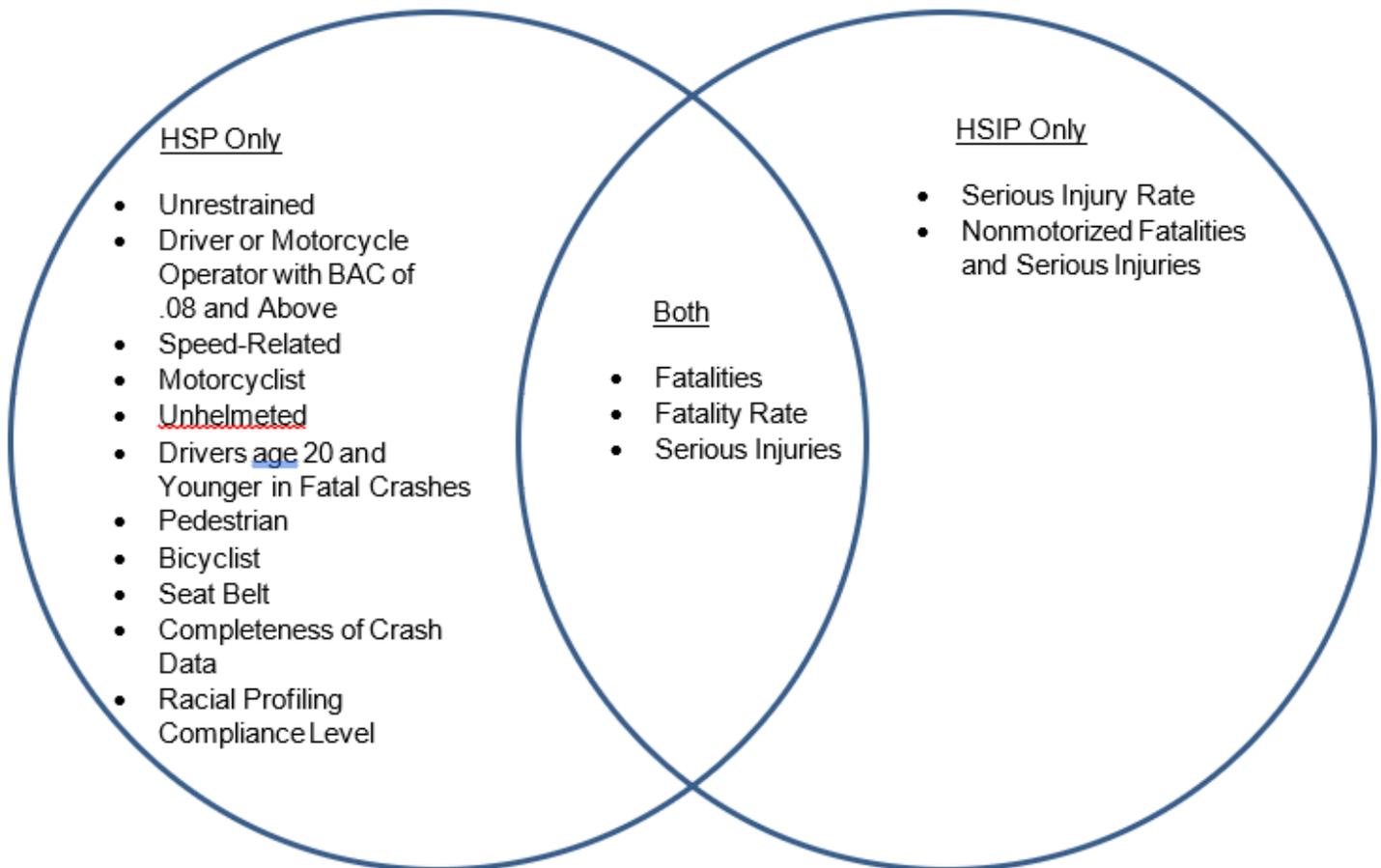
Illinois Department of Transportation
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2300 South Dirksen Parkway, Room 007
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Performance Measures and Targets

NHTSA and the Governors Highway Safety Association (GHSA) agreed on a minimum set of performance measures to be used by states and federal agencies in the development and implementation of behavioral highway safety plans and programs beginning in FFY 2010. The core outcomes and behavior measures are in this 2024 Annual Report.

The targets developed were determined using several databases (e.g., crash data, Vehicle Miles Traveled, population). The goals were established for the various program priority areas (e.g., impaired driving, occupant protection, pedestrian, and motorcycle). The specific thresholds and target dates were set based on past trends (five years of rolling average data). The selected overall goals are listed by appropriate measures, targets, data source used, and strategies on how to achieve these goals by selected target dates. Performance measures of selected goals include rate, ratio, and percent. The main exposure data item that was used in this process is Vehicle Miles Traveled. The highway safety performance measures are intended to be an overall measure of the effectiveness of the 3HSP.

Three performance measures must be identical for the 3HSP and HSIP: the number of fatalities, rate of fatalities per 100 million Vehicle Miles Traveled (VMT), and the number of serious injuries.



Performance Report Chart

The table below shows the established safety performance measures and Illinois' year-to-date progress in meeting those targets. For unmet performance measures, the "Corrective Course of Action/Future" within the after this chart to address the corrective action plan.

Performance Measure:	Target Period	Target Year(s)	Benchmark Value for FY 24 listed in 3HSP	Data Source/ FY 24 Progress Results	On Track to Meet FY 24 Benchmark: YES/NO/In-Progress (Must be Accompanied by Narrative)
C-1) Total Traffic Fatalities	5 Year	2020-2024	1,121.9	1,229.4	No
C-2) Serious Injuries in Traffic Crashes	5 Year	2020-2024	8,418.0	8,524.2	No
C-3) Fatalities/VMT	5 Year	2020-2024	1.11	1.23	No
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 Year	2020-2024	274.3	280.2	No
C-5) Alcohol-Impaired Driving Fatalities	5 Year	2020-2024	330.4	342.6	No
C-6) Speeding-Related Fatalities	5 Year	2020-2024	418.4	428.2	No
C-7) Motorcyclist Fatalities	5 Year	2020-2024	139.5	158.0	No
C-8) Unhelmeted Motorcyclist Fatalities	5 Year	2020-2024	93.4	98.6	No
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 Year	2020-2024	138.3	165.0	No
C-10) Pedestrian Fatalities	5 Year	2020-2024	176.5	194.8	No
C-11) Bicyclist Fatalities	5 Year	2020-2024	25.9	35.2	No
C-13) Serious Injury Rate	5 Year	2020-2024	8.50	8.52	No
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2024	93.9	92.4	No
B-2) Completeness of Crash Data	Annual	2024	Not in 3HSP		
B-3) Racial Profiling Compliance Level	Annual	2024	82.1	Not Available	In Progress

Corrective Course of Action/Future

The countermeasure strategies in the 3HSP still showcase the corrective course of actions to be implemented by BSPE moving forward in 2025. BSPE plans to enhance the current countermeasures through increased programming and enforced.

Enforcement Programs & Police Traffic Services

Click It or Ticket Campaigns

IDOT conducted the Click It or Ticket (CIOT) campaign November 17 to 27, 2023. This campaign coincided with the Thanksgiving holiday. A total of 15,227.07 enforcement hours were logged by 254 local police departments and the ISP resulting in 20,336 citations being issued during the campaign.

IDOT conducted the CIOT campaign from May 17 to 28, 2024 over the Memorial Day holiday. During the campaign, 264 local law enforcement agencies and the ISP logged a total of 15,316.55 enforcement hours and issued 20,253 citations. A statewide news release was distributed reminding motorists to buckle up.

IDOT supported enforcement with a comprehensive paid and earned media campaign for the Thanksgiving and Memorial Day enforcement campaigns. IDOT produced the paid media campaign titled "It's Not A Game" that featured radio, television, and digital advertising. Local law enforcement agencies were provided pre and post media releases to use in their communities for the CIOT enforcement campaign to create earned media opportunities.

Impaired Driving Campaign

IDOT demonstrated a steadfast commitment to combating alcohol- and drug-impaired driving, complementing its CIOT seat belt initiatives. This effort was strategically focused on four key periods: the Holiday Season (December 15, 2023 – January 2, 2024), St. Patrick's Day (March 8 – March 18, 2024), Independence Day (June 21 – July 8, 2024), and Labor Day (August 16 – September 3, 2024).

In addition to these high-visibility campaigns, IDOT provided funding to law enforcement agencies for targeted efforts during other high-risk periods such as Halloween, Thanksgiving, Super Bowl, and Memorial Day. Beyond these specific dates, grantee agencies sustained year-round enforcement to deter impaired driving and enhance public safety.

The campaigns were supported by impactful messaging, including "Drive Sober or Get Pulled Over" (DSGPO) and "Drive High, Get a DUI," alongside alternative slogans like "Buzzed Driving is Drunk Driving" and "If You Feel Different, You Drive Different." These messages served to amplify awareness and reinforce the consequences of impaired driving, promoting safer roadways across Illinois.

The DSGPO FFY 2024 Labor Day campaign received support from 255 local law enforcement agencies and all 22 districts of the Illinois State Police. This collaborative effort resulted in a total of 11,129.63 enforcement hours, yielding 15,679 citations at a cost of \$1,021,877.79. On average, a citation was issued every 43 minutes of enforcement, with an average cost of \$65.17 per citation and \$91.82 per patrol hour.

IDOT, in partnership with its law enforcement grantees, implemented robust paid and earned media campaigns throughout the year, with heightened efforts during key enforcement periods such as the Holiday Season, St. Patrick's Day, Independence Day, and Labor Day.

As part of these initiatives, IDOT collaborated with a media contractor to launch the "It's Not A Game" campaign, a multifaceted paid media effort leveraging radio, television, digital advertising, and public relations. This campaign focused on raising awareness about the dangers of impaired driving caused by alcohol, cannabis, and other drugs on Illinois roadways.

To complement the paid media efforts, IDOT issued statewide news releases during critical enforcement periods, generating significant earned media coverage. Additionally, pre- and post-enforcement media materials were distributed to the Illinois State Police and local law enforcement agencies. These materials supported localized enforcement activities, amplifying the impact of the campaigns across the state and reinforcing the message of safe and sober driving.

Safety Survey

Survey respondents were asked about their awareness of traffic safety related slogans and messages in the Pre-Memorial Day survey and the Post-Memorial Day survey for the CIOT campaign. When asked “Do you recall hearing, or seeing, the following slogans in the past thirty days? (% yes),” respondents reported their awareness. Please refer to the table below which shows slogans ranked by awareness level in Post-Memorial Day campaign survey statewide.

Order	Slogan	Awareness Levels
1	Click It or Ticket	74%
2	Friends Don't Let Friends Drive Drunk	61%
3	Buzzed Driving is Drunk Driving	56%
4	You Drink and Drive. You Lose	55%
5	Driver Sober or Get Pulled Over	55%
6	Start Seeing Motorcycles	52%
7	Slow Down, Move Over.	47%
8	Drive High, Get a DUI	45%
9	See Orange. Slow Down. Save Lives.	41%
10	Move Over, Slow Down.	39%
11	Don't Drink and Ride	29%
12	Phone in One Hand, Ticket in the Other.	27%

Distracted Driving

Distracted Driving Enforcement| Task Code 06-02| 405e Funds

Programmed Amount: \$76,020 | Expended Amount: \$56,069.60

The Illinois Office of the Secretary of State, Department of Police conducted 496 hours of Distracted Driving enforcement resulting in 695 citations being issued.

Distracted Driving Enforcement Program (DDEP)| Task Code 06-05| 405e Funds

Programmed Amount: \$600,366 | Expended Amount: \$496,478.39

The Illinois State Police (ISP) worked 4,117 hours of distracted driving enforcement and issued 5,652 citations. Of that total, 3,095 were distracted driving citations with distracted driving citations accounting for 55 percent of all program citations. ISP issued 50 media releases announcing the distracted driving enforcement details and the results of the enforcement efforts.

Impaired Driving

The Impaired Driving program focuses on reducing crashes, serious injuries, and fatalities caused by drivers impaired by alcohol, drugs, other substances, or a combination thereof. In Illinois, each year approximately 30 percent of annual fatalities involve impaired drivers, underscoring the critical importance of this program. Efforts are centered on both statewide and local enforcement initiatives, complemented by educational campaigns.

Enforcement Initiatives

High-visibility enforcement remains the most effective countermeasure against impaired driving. Through its comprehensive grant program, IDOT maximizes the deterrent effect of each funded enforcement hour. Local law enforcement agencies participate in the Sustained Traffic Enforcement Program (STEP), which integrates impaired driving enforcement with seat belt enforcement during high-risk periods, such as Halloween, Thanksgiving, Christmas/New Year's, Super Bowl, St. Patrick's Day, Memorial Day, Independence Day, and Labor Day.

While most enforcement occurs post-9:00 p.m., Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE)-trained officers also conduct operations during daytime hours. The Illinois State Police (ISP) plays a pivotal role, executing multiple enforcement initiatives with concentrated patrols during holidays and throughout the year.

Supporting Programs and Training

To enhance enforcement efforts, SHSO funds comprehensive media campaigns, prosecutorial and law enforcement training, and educational initiatives. Highlights of the Impaired Driving Program include:

- **DUI Courts:** Evidence-based interventions for repeat offenders.
- **Court Monitoring:** Oversight by organizations such as Mothers Against Drunk Driving (MADD) and the Alliance Against Intoxicated Motorists (AAIM).
- **Training Programs:** Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Expert (DRE) training for law enforcement.
- **No-Refusal Programs:** Support for search-warrant-based DUI enforcement.
- **Fraudulent ID Initiatives:** Education for businesses on detecting fake licenses and IDs.
- **Phlebotomy Programs:** Training law enforcement in forensic blood sample collection.
- **Illinois Statewide Judicial Liaison:** This position facilitates communication and education for judges, focusing on DUI court advocacy and enhancing judicial understanding of impaired driving issues. The liaison provides resources, training, and advocacy to promote the consistent and effective handling of DUI cases throughout the state.

The impaired driving enforcement programs resulted in 20,807 citations and 1,883 arrests throughout Illinois just from enforcement agencies receiving grant funding. Additionally, 15 number of DREs were trained and certified making a total of 147 DRE officers in Illinois.

Alcohol Countermeasures and Enforcement (ACE) | Task Code 13-11 | 405d Funds

Programmed Amount: \$1,163,495 | Expended Amount: \$1,095,977.21

This task funds the Illinois State Police (ISP) to enhance enforcement efforts deterring youth involvement in alcohol-related incidents. ISP utilized covert and overt techniques to enforce DUI and alcohol-related laws, conducting 6,649 hours of saturation patrols and 1,210 hours of covert operations. These efforts resulted in 6,774 citations, averaging one enforcement contact every 59 minutes. Patrols yielded 240 drug/alcohol-related citations and 1898 DUIs.

DUI Enforcement (DUIE) | Task Code 13-01 | 405d Funds

Programmed Amount: \$1,176,697 | Expended Amount: \$1,029,003.19

This task provides funds for the Illinois State Police to continue its alcohol-related crash reduction program by providing hours of hire-back to officers and supervisors conducting roadside safety check. Details occur during periods when DUI and other alcohol-related violations occur most frequently. This program is designed to reduce the number of alcohol-related crashes by decreasing the incidence of DUI. The ISP issued one DUI, Alcohol-Related, or zero tolerance citation every 11 hours and 52 minutes during Roadside Safety Checks (RSCs). In all, officers worked 7,791.5 hours of enforcement and issued 4,661 citations. There were 657 DUI or zero tolerance citations issued. ISP conducted 224 RSCs during the grant year.

Nighttime Enforcement (NITE) | Task Code 04-04 | 402 Funds

Programmed Amount: \$1,241,140 | Expended Amount: \$1,155,086.28

This task provides funds for the Illinois State Police (ISP) to identify and focus enforcement on 6:00pm to 6:00am when impaired driving is highest and safety belt usage is lowest. Officers placed an emphasis on primary occupant restraint laws, DUI, alcohol-related violations, speeding, distracted driving, and Scott's Law (move-over law). The Illinois State Police (ISP) issued one enforcement contact (citation) every 53 minutes during the grant year. Officers worked a total of 8,977 hours of NITE enforcement and issued a total of 10,115 citations. ISP made one occupant restraint citation every 10 hours and 55 minutes during NITE hire-back patrol details

issuing 822 occupant restraint citations. ISP also issued 4,113 citations for speeding and 425 citations for distracted driving and 197 DUIs during the grant period.

Occupant Protection Enforcement | Task Code 04-10 | 402 Funds

Programmed Amount: \$76,020 | Expended Amount: \$59,077.33

The Illinois Secretary of State Police (SOS Police) conducted 548 hours of occupant protection patrol, issued 787 citations.

Cops in Shops | Task Code 04-11 | 402 Funds

Programmed Amount: \$57,638 | Expended Amount: \$1,677.38

The Illinois Office of the Secretary of State, Department of Police conducted 16 details over three separate months, during which time SOS officers worked a total of 67 hours and issued the following citations: 7 Possession of alcohol by minor/Fraudulent ID, 12 Possession of Alcohol by minor for a total of 19 arrests with a total of 6 confiscated ID's coming mainly from the details worked at the 2024 Illinois State Fair.

Occupant Protection

Occupant Restraint Enforcement Program (OREP) | Task Code 19-01 | 405b Funding

Programmed Amount: \$1,132,490 | Expended Amount: \$1,118,856.45

The occupant protection enforcement programs resulted in 88,794 citations and 4,288 arrests throughout Illinois just from enforcement agencies receiving grant funding.

Speed Management

Since the 2020 COVID lockdown, speeding has increased throughout the United States. To help combat speeding in Illinois, enforcement agencies were allowed to partake in speeding enforcement during the local agency Sustained Traffic Enforcement Program (STEP) grant, Illinois State Police's Sustained Traffic Enforcement (sSTEP) grant, and the local agency Speed Mini Grant.

The speeding enforcement campaigns resulted in 45,904 citations and 2,287 arrests throughout Illinois just from enforcement agencies receiving grant funding.

Speed Enforcement | Task Code 02-15 | 402 Funds

Programmed Amount: \$300,000 | Expended Amount: \$174,818.23

The Speed Mini Grant ran from July 9-31, 2024 in collaboration with NHTSA's Speed Awareness campaign. A total of 35 agencies participated in this grant program.

Sustained Traffic Enforcement Program (STEP)

STEP | Task Code 04-02 | 402 Funds

Programmed Amount: \$11,565,274 | Expended Amount: \$8,120,828.68

Citation Results

The following table represents enforcement activities conducted by BSPE projects from FFY 2015 to FFY 2024. These results reflect BSPE's enforcement activities and the overall effectiveness the programs have in meeting the performance goals.

Total Enforcement Activities by Citation Type (FFY 2015-2024)						
Year	Hours	Total Citations	Citation Type			
			Total Alcohol/Drug Related Citations	Total Occupant Restraint Citations	Total Speeding Citations	Other Citations
2015	122,541.7	138,732	5,092 3.7%	47,794 34.5%	24,544 17.7%	61,302 44.2%
2016	98,687.5	112,911	4,286 3.8%	36,602 32.4%	23,143 20.5%	48,880 43.3%
2017	107,161.0	124,715	2,343 1.9%	40,520 32.5%	26,457 21.2%	55,392 44.4%
2018	100,690.7	109,262	1,963 1.8%	38,812 35.5%	22,003 20.1%	46,484 42.5%
2019	144,181.0	182,203	3,970 2.2%	48,616 26.7%	45,176 24.8%	84,441 46.3%
2020	112,136.7	140,895	2,595 1.8%	39,923 28.3%	45,804 32.5%	52,573 37.3%
2021	137,995.2	181,238	3,399 1.9%	43,483 24.0%	54,978 30.3%	79,378 43.8%
2022	133,866.2	181,873	1,856 1.0%	42,815 23.5%	54,804 30.1%	82,398 45.3%
2023	138,942.7	197,787	1,641 0.8%	45,767 23.1%	53,922 27.3%	96,457 48.8%
2024	155,790.3	227,226	1,887 0.8%	47,155 20.8%	63,517 28.0%	114,667 50.5%

Injury Prevention Programs

Background

This program provides funds to support local community agencies in reducing deaths and injuries on Illinois roadways. This program is designed to enable local agencies to conduct public information and education campaigns focusing on occupant protection, child passenger safety, impaired driving, distracted driving, young drivers, and speed. It also includes funding for heat stroke/hot car awareness. Injury Prevention projects address a wide variety of highway safety issues.

Injury Prevention projects address a wide variety of highway safety issues including, but not limited to:

- Provide educational materials and technical tools designed to foster community-level approaches to highway safety issues such as occupant protection, impaired driving, pedestrian/bicycle safety, motorcycle safety, drowsy driving, and distracted driving.
- Provide victim impact, highway safety-based education programs and trainings to local communities to reduce injuries and fatalities due to motor vehicle crashes.
- Provide safety education and instruction using evidence-based curricula.
- Use data-driven approaches to evaluate and address local highway safety issues.
- Assist with promoting major safety campaigns (paid and earned media) and activities.
- Participate in local traffic safety networks, coalitions, and councils dedicated to highway safety.
- Provide educational promotion of Graduated Driver Licensing/Young Driver Education programs.
- Provide safety education and instruction of Child Passenger Safety (CPS) to parents and caregivers, as well as train CPS technicians.
- Grantees will use the BSPE Look Before you Lock palm card to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle

Goal

Support traffic safety program awareness through injury prevention-specific programs on a variety of topics.

Activities, Accomplishments, and Funding

Impaired Driving

DUI Court Program (Local) | Task Code 13-17 | 405d Funds

Programmed Amount: \$471,704 | Expended Amount: \$393,535.58

This activity funds DUI Court Programs in Peoria and Kane Counties to reduce impaired driving recidivism through evidence-based practices, treatment, and supervision. During the grant period, the Peoria County Court served 933–972 clients at any given time across its hybrid and problem-solving DUI courts. All participants were assessed and subjected to random substance testing, with 10 individuals actively participating in the problem-solving DUI court. Kane County's newly launched program has exceeded expectations, with nearly 50 participants—50% above initial projections. As the program spans eight months, its first graduates are expected in the next grant cycle.

DUI Prevention | Task Code 13-13 | 405d Funds

Programmed Amount: \$118,853 | Expended Amount: \$5,818.54

This task supports the Administrative Office of the Illinois Courts in hosting an annual seminar for judges addressing DUI-related cases. The seminar explores a wide range of topics concerning DUI offenders, emphasizing non-legal aspects such as the clinical dimensions of substance abuse, interpreting substance abuse evaluations, and alternative sentencing approaches. Accomplishments during the FY24 grant period include the printing and distribution of DUI/Traffic Benchbooks to Illinois judges. Additionally, a "DUI Focus" event

was held in Chicago, where judges received a presentation from the Illinois Drug Recognition Expert (DRE) Coordinator on the DUI arrest process and the role of DRE officers.

Impaired Driving Prevention | Task Code 13-16 | 405d Funds

Programmed Amount: \$1,926,258 | Expended Amount: \$1,218,256.91

This activity supports various non-enforcement initiatives, including local police departments providing Drug Recognition Expert (DRE) instructors for ARIDE, DRE, and impairment detection training, as well as assisting with DRE certifications and re-certifications. Seven local agencies focused on DUI enforcement training, delivering the following courses: SFST Refresher conducting 23 courses training 374 officers; SFST Instructor Development, 2 courses training 21 officers; ARIDE conducting 54 courses training 828 officers; BASSET conducting 4 courses training 28 individuals; Seated SFST Battery conducting 2 courses training 58 officers, DITEP conducting 3 courses training 30 educators; and two DRE classes training 20 officers, alongside numerous DRE certifications and re-certifications. Additionally, Mothers Against Drunk Driving (MADD) monitored 3,596 DUI cases with dispositions, while the Alliance Against Intoxicated Motorists (AAIM) monitored 4,360 cases.

Impaired Driving Training and Resources | Task Code 13-04 | 405d Funds

Programmed Amount: \$293,626 | Expended Amount: \$205,994.98

This task funds the Illinois State Police (ISP) to enhance impaired driving enforcement by purchasing breath testing equipment, oral fluid instruments, and providing ARIDE and DRE training for ISP and local officers. Addressing the growing issue of drugged driving, the grant facilitated 56 Breath Alcohol Operator Certification classes, 16 SFST classes, 9 ARIDE courses, and 1 DRE course, resulting in 7 new DRE officers. Additionally, 100 portable breath testers and 10 evidential breath instruments were purchased to replace non-functional units.

Operation Straight ID (OPSID) | Task Code 13-02 | 405d Funds

Programmed Amount: \$19,900 | Expended Amount: \$11,185.72

This project aims to reduce underage drinking and driving by addressing the use of fraudulent driver's licenses and identification cards. Operation Straight ID (OPSID) conducts training for bar, store, and restaurant staff on identifying fake IDs. During the grant period, 21 classes were held, training 321 participants.

The Traffic Safety Resource Prosecutor (TSRP) program provides critical support to Illinois law enforcement, prosecutors, and the judiciary to reduce alcohol- and drug-impaired motor vehicle crashes statewide. Acting as an advisor and trainer for IDOT's Highway Safety Program, the TSRP promotes "No-Refusal" electronic DUI search warrants, assists in developing phlebotomy training for law enforcement, and collaborates with the Illinois Law Enforcement Training and Standards Board and the Illinois DRE Coordinator on ARIDE classes and other evidentiary resources. During the grant year, the TSRP conducted 34 educational programs and assisted with nearly 200 DUI cases, engaging over 1,235 participants. In FY24, an additional grant was awarded to support the hiring of an Assistant DRE to expand the TSRP program in Illinois. Although challenges delayed filling the position, it was successfully filled at the end of the fiscal year. Looking ahead, a fully operational Deputy TSRP is anticipated to enhance the program's impact throughout the next fiscal year.

UIC Laboratory Testing | Task Code 03-05 | 402 Funds

Programmed Amount: \$541,231 | Expended Amount: \$69,602.99

The University of Illinois-Chicago's (UIC) Analytical Forensic Testing Laboratory (AFTL) was selected for a project which seeks to increase the volume of collected DUI samples tested and gather more data to identify trends. AFTL is focused on tetrahydrocannabinol (THC) and its impact on people's ability to drive safely while under the influence. AFTL received samples from various police departments all over the state of Illinois so this project can potentially serve the entire state. Unfortunately, circumstances arose that resulted in the lab and grant being shut down in March 2024.

Law Enforcement Liaison

Law Enforcement Liaison (LEL) | Task Code 03-04 | 402 Funds

Programmed Amount: \$762,190 | Expended Amount: \$599,647.95

The LELs worked with 212 law enforcement agencies and ten Impaired Driving Prevention grantee agencies to provide guidance on meeting the highway safety grant performance requirements. LELs conducted over 234 phone and 525 on-site monitor visits where they reviewed enforcement data to identify problems and assisted agencies with their grant requirements. The LELs developed a data driven approach to identify and recruit new law enforcement agencies for the STEP grant program. A total of 38 new law enforcement agencies were recruited for the Speed Enforcement mini grant. Of those agencies, 23 applied for a full year FFY 2025 STEP grant. The LELs encouraged agencies to participate in the coordination of National and Regional enforcement campaigns such as the NHTSA's Border to Border campaign and Car Seat Check Saturday. LELs coordinated a media event in Joliet to as a key media event for the Speed Awareness campaign with NHTSA on July 23, 2024.

Motorcycle Safety

CRSTP | Task Code 22-04 | State Match

Programmed Amount: \$1,500,000 | Expended Amount: \$1,500,000.00

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

Outside of the CRSTP, the IDOT focuses efforts on educating all motorists on the safety, awareness, and vulnerability of motorcyclists. The intent of these efforts is to make motorists more aware of motorcycle riders and learn how to drive around them. One of the most influential awareness programs is the paid media program. IDOT considers paid media a vital and necessary part of highway safety. For paid media information, go to the [Paid & Earned Media](#) section.

Ride for Change | Task Code 22-06 | 405f Funding

Programmed Amount: \$14,867 | Expended Amount: \$5,004.92

While approved for funding under the Motorcycle Awareness Program, this grant sought to create outreach and educational opportunities about motorcycle safety. Ultimately this grant failed to gain the momentum needed to make a successful program.

MC Winter Conference | Task Code 22-03 | 405f Funding

Programmed Amount: \$10,000 | Expended Amount: \$0.00

Prior to Covid shutdown, BSPE put on a motorcycle conference every winter. When submitting the 2024 Annual Grant Application, BSPE was optimistic about getting the winter conference back up and running. Unfortunately due to severe lack of staffing and improving the CRSTP taking all of the focus, BSPE was unable to revive the winter conference in 2024. No funds were expended.

Nonmotorized Safety

This program area's problem identification has been split into pedestrian and bicycle safety to better address the specific problems in this program area. Additionally, crash data shows most pedestrian fatalities and

injuries occur within urban, underserved communities throughout Illinois. This is further detailed in the [Public Participation and Engagement \(PPE\)](#) section of this plan.

Bike/Pedestrian Safety | Task Codes 02-14 | 402 Funding

Programmed Amount: \$720,000 | Expended Amount: \$718,060.92

In FFY 2024, the Chicago Department of Transportation (CDOT) continued to grow with the Safe Routes Ambassador program that educated and encouraged all residents of Chicago to safely walk, bike, and drive. The program conducted 59 public education campaigns, 103 Learn to Ride classes, 74 engagements at parks, and 121 events at schools. CDOT's SAFE Facebook, Instagram, Twitter, and Tik Tok pages were able to reach and engage over 53,290 people/accounts. CDOT's social media platforms posted 352 stories online and gained approximately 334 new followers.

Bike/Pedestrian Safety | Task Codes 12-02 | 405h (pre-2024) and 405g Funding

Programmed Amount: \$204,231 | Expended Amount: \$196,530.54

The Deerfield Police Department issued 34 enforcement contacts and conducted 29 hours of enforcement. The Niles Police Department conducted 23.5 hours of enforcement and issued 45 enforcement contacts. The Illinois League of Bicyclist (LIB) worked with K-12 schools to assign one of three online quizzes through their BikeSafetyQuiz Mini-Grant program. During the 2023-2024 school year (FY2024), 222 schools participated including 156 high schools and 67 Elementary schools. A total of 65,878 students took part in the Mini-Grant program. Ride Illinois developed new content for their digital ad campaign which ran on Facebook, Instagram, and LinkedIn. Response to the ads were significant with over 3.4M impressions on social media platforms, 38.5K visits to the BikeSafetyQuiz landing page, and completion of 1,811 BikeSafetyQuiz quizzes.

Occupant Protection

In 2024, there were 1,747 certified CPS technicians/instructors. For paid media information, go to the [Paid & Earned Media](#) section.

Statewide Annual Observational Seat Belt Survey

The seat belt usage rate survey was a statistical (multi-stage random) observational survey conducted statewide prior to and following the Click It or Ticket (CIOT) campaign. The 2023 statewide survey served as the pre-survey for the 2024 statewide survey. Both surveys included 288 statewide site locations. The survey included sites on both low volume local roads and residential streets in addition to high volume state highways. The 288 sites provided a statistically representative sample of the state. The design of the 2024 survey was fully compliant with the National Highway Traffic Safety Administration's Uniform Criteria for State Observational Surveys of Seat Belt Use. The survey had four characteristics:

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

During the pre-mobilization survey of 2023, there were 98,420 front seat occupants observed at 288 site locations statewide. During the post-mobilization survey of 2024, there were 95,172 front seat occupants observed at the 288 locations statewide. The observed seat belt rate for 2024 is 92.4 percent.

Safety Survey

Traffic Safety Survey | Task Code 02-04 | 402 Funds

Programmed Amount: \$89,108 | Expended Amount: \$46,328.39

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

The percentage of people who indicated that, "in the past thirty days," they had "seen or heard any messages that encourage people to wear their safety belts" increased from 50.7 percent in the pre-campaign survey to 55.6 percent at the time of the post-campaign survey.

Of those post-campaign respondents who "had seen or heard messages encouraging safety belt use," most respondents indicated exposure through television (29.2 percent) and billboards/road signs (27.4 percent). Of the post-campaign survey respondents who saw or heard a message encouraging safety belt use "in the past 30 days", 23.3 percent report seeing or hearing the message "more than usual".

The 2024 pre-campaign survey awareness level of the "Click It or Ticket" slogan started at 69.3 percent. It increased slightly to 74.2 percent in the post-campaign survey.

Child Passenger Safety Resource Center (CPSRC) | Task Code 02-10 | State Match

Programmed Amount: \$1,446,896 | Expended Amount: \$879,823.73

This task provided grant funds for five CPSRC's as they addressed a wide spectrum of behaviors related to highway safety. Four of the CPSRC's are Hybrid Certified to teach CPS hybrid certification classes. CPSRC's coordinated 185 in-person car seat inspection events, conducted 42 CPS Certification courses, 30 CPS Tech Skills classes, 18 CPS Renewal classes, distributed 2,520 car seats, and held 48 presentations on highway safety at high schools and fairs reaching over 6,500 individuals. The OSF Healthcare Children's Hospital of Illinois Special Needs CPSRC loaned 173 special needs car seats; conducted 57 trainings, in-services, workshops; and gave presentations to 4,813 people on safe travel for children with special needs.

It was a year for firsts in the nation that were centered in Central Illinois. Specifically, the first simultaneous CPS classes which was also the largest CPS certification class in the nation. We put on the 1st in-person class in the Nation for the completely revamped 2024 Curriculum. The new curriculum is the largest change since the beginning of the CPS classes 20+ years ago.

Injury Prevention (Local) | Task Code 02-02 | 402 Funding

Programmed Amount: \$1,560,035 | Expended Amount: \$1,190,856.85

Injury Prevention grants focus on a wide variety of highway safety-related issues such as occupant protection, impaired driving, young drivers, pedestrian/bicycle safety, and distracted driving. In FFY 2024 Injury Prevention projects accomplished the following: displayed booths at 109 locations reaching a total of 34,302 people, distributed 12,709 pieces of highway safety materials while conducting 913 public information and education campaigns, held 57 CPS courses training 170 CPS Technicians, held 94 car seat events inspecting 1,333 car seats, held 119 bicycle safety programs, conducted 66 bedside rounds with new parents regarding car seats at Lurie Hospital Systems, and conducted 425 general highway safety programs.

Occupant Restraint Enforcement Program (OREP) | Task Code 19-01 | 405b Funding

Programmed Amount: \$1,132,490 | Expended Amount: \$1,118,856.45

The Illinois State Police (ISP) issued one enforcement citation every 40 minutes during the OREP patrols. Officers worked 7,905 hours of OREP enforcement patrol and issued 11,728 citations. ISP made one occupant

restraint citation every 68 minutes during the OREP hire-back patrols. Officers issued 6,828 occupant restraint citations, 63 DUI, 1,009 distracted driving citations, and inspected 8 child safety seats. ISP issued 52 news releases announcing OREP details and results for the year.

Police Training

Police Training | Task Code 04-01 | 402 Funding

Programmed Amount: \$475,000 | Expended Amount: \$309,867.92

The Illinois Law Enforcement Training and Standards Board conducted 174 training classes training a total of 2,307 officers: 22 Advanced Roadside Impaired Driving Enforcement (ARIDE) classes training 338 law enforcement officers; one Standard Field Sobriety Testing (SFST) Instructor course training 11 new instructors; 53 Breath Analysis Operator Certification training 1,037 officers; 17 SFST refresher courses training 190 officers; 2 Illinois Vehicle Code classes training 62 officers; one Testifying in a DUI Trial classes training 23 officers; four Radar/Lidar Instructor class training 25 new instructors; one Emergency Medical Dispatch classes training 4 officers; 8 Traffic Accident Reconstruction classes training 76 officers; and one Drug Recognition Expert Course training 8 local officers.

Speed Management

In Illinois, speeding remains one of the most prevalent factors contributing to motor vehicle crashes, fatalities, and injuries. Currently, Illinois surpasses the national average for speeding-related motor vehicle crash fatalities. In 2022, there were 1,269 motor vehicle fatalities in Illinois and 415 (32.7 percent) of these deaths were attributed to speeding. According to 2021 NHTSA national crash data, 42,939 people were killed in motor vehicle crashes and 12,330 (28.7 percent) of those fatalities involved speeding. This shows that Illinois is higher than the national average.

Illinois also participated in the NHTSA speed awareness media campaign featuring Route 66 to encourage drivers to slow down and look around at all the spectacular sites. This included declaring July 17, 2024 Illinois Speed Awareness Day and holding three press events. The first press event was held in coordination with the state of Missouri in St. Louis on July 16 at the Gateway Arch National Park. Then in Springfield on July 17 and the last one on July 23 in Joliet. All three events had law enforcement officials, traffic safety partners, victim advocates and/or victims to speak at each event. Several media outlets came to the press events and made various media platforms.

For paid media information, go to the [Paid & Earned Media](#) section.

Young Drivers

In Illinois, the GDL program consists of three phases: Permit Phase (drivers age 15), Initial Licensing Phase (drivers ages 16-17), and the Full Licensing Phase (drivers ages 18-20). In addition to the phase process, parents play an integral role in keeping their kids safe on the road. The Secretary of State provides parents with a Parent-Teen Driving Guide and allows parental access to their child's driving record.

Safety Education Unit (SEU) | Task Code 04-12 | 402 Funding

Programmed Amount: \$72,666 | Expended Amount: \$9,094.35

The Illinois State Police (ISP) Safety Education Unit conducted educational programs and presentations on highway safety through their Safety Education Officers located in the ISP Districts statewide. ISP conducted 467 in-person educational programs reaching a total of 97,752 people statewide. Some of the programs ISP provided to teens is the convincer, driving simulator experience, rollover display, pedal karts, and driver education presentations. ISP continued to get back to large numbers of events for teens and communities served.

Racial Profiling

Background

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

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

The IDOT system and application allows Police Agencies to submit Traffic and Pedestrian Stop data per individual stop or allows Police Agencies to compile required data using their own application which can then be uploaded to the IDOT system via a text file. The Traffic Stop Statistical Studies are available on the IDOT website at:

<https://idot.illinois.gov/transportation-system/local-transportation-partners/lawenforcement/reporting/illinois-traffic-and-pedestrian-stop-study/studies.html>.

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

IDOT's Bureau of Data Collections published the 2023 Annual Report Traffic Stop Analysis for the Illinois Traffic and Pedestrian Stop Study. One key contributor to this report is Mountain-Whisper-Light: Statistics & Data Science (MWL). This contracted contributor is a recipient of 1906 funds in addition to ICJIA.

Goal

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

Activities and Accomplishments

IDOT completed the 2022 Illinois Traffic and Pedestrian Stop Study and it was posted to the IDOT website on June 30, 2023. Per statute, the stop study must be published by July 1st of the following year. MWL is the consultant on the current contract that runs through October 20, 2025. The completed studies can be found on IDOT's website at <https://idot.illinois.gov/transportation-system/local-transportation-partners/law-enforcement/reporting/illinois-traffic-and-pedestrian-stop-study/studies.html>. It also included qualitative information such as officer feedback post training.

The ICJIA researchers made progress on two primary grant-funded projects: ICJIA conducted 13 interviews with local law enforcement agencies on their thoughts toward traffic stop data collection, analysis, and reporting. ICJIA hired a new quantitative analyst who started in February 2024. ICJIA continues to work with the on-line dashboard on the traffic stop data. ICJIA also participated in meetings with the Illinois Traffic and

Pedestrian Stop Data Use and Collection Task Force.

Additionally, law enforcements did submit racial profiling data to IDOT's Bureau of Data Collection in compliance with the Racial Profiling Prevention and Data Oversight Act ([20 ILCS 2715/5](#)). This is available on the [2024 Law Enforcement Compliance Survey Summary](#) overseen by the [Racial Profiling Prevention and Data Oversight Board at IDOT](#). A copy of the Law Enforcement Traffic and Pedestrian Reporting Compliance Survey (V.5) is available at:

<https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/pamphlets---brochures/safety/Copy%20of%20Law%20Enforcement%20Compliance%20%20survey.pdf>.

Racial Profiling (IDOT) | Task Code 23-01 | 1906 Funding

Programmed Amount: \$150,000 | Expended Amount: \$110,042.67

Racial Profiling (ICJIA) | Task Code 23-03 | 1906 Funding

Programmed Amount: \$220,577 | Expended Amount: \$132,858.91

The Illinois Criminal Justice Information Authority (ICJIA) conducted meetings with the Traffic and Pedestrian Stop Data Use and Collection Task Force. ICJIA met with law enforcement agencies, officials, organizations, including the Illinois Association of Chiefs of Police, Illinois State Police, Illinois Sheriff's Association, Chicago Police Department, and other experts to review and analyze the traffic stop study.

State Traffic Safety Information System Improvements

Background

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

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

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

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

Goal

Enabling the discovery of life-saving strategies by ensuring that complete and timely traffic safety data is available for in-depth relational analysis and enthusiastically support improved information systems and crash data reporting to all levels of government and strive to improve uniformity, integration, collection, access, and analysis of data.

Activities and Accomplishments

Submitted the TRCC-approved Traffic Records Strategic Plan in conjunction with the 2025 Annual Grant Application.

Traffic Records Coordinator | Task Code 18-01 | 405c Funding

Programmed Amount: \$225,000 | Expended Amount: \$155,218.02

The Traffic Records Coordinator (TRC) position is currently vacant. We are looking to fill this position within the next year. This position chairs the Traffic Records Coordinating Committee (TRCC). This position runs each of the quarterly TRCC technical committee meetings as well as the annual executive committee. With this position currently vacant, we were still able to have each of our quarterly meetings and the executive committee meeting in calendar year 2024.

Trauma Registry | Task Code 18-02 | 405c Funding

Programmed Amount: \$100,000 | Expended Amount: \$75,000.00

This grant helped develop a functional and updated Illinois State Trauma Registry, a software provided by contracted third party and funded by the grant, that includes a subset of Head and Spinal Cord and Violent Injury Registry. This allows medical staff from all trauma centers in Illinois and non-trauma centers to enter data into the Illinois Trauma Registry. Three plus years of crash data have been linked to hospital discharge data and crash-hospital linkages will be conducted each year as data becomes available. The data available to IDPH trauma registry staff and University of Illinois at Springfield (UIS) researchers to assist with research and data linkages. This trauma registry includes adherence to state and national database codes and standards.

Data Linkage (July 1, 2023 – June 30, 2024) | Task Code 02-16 | 402 Funding

Programmed Amount: \$377,552 | Expended Amount: \$144,993.46

Data Linkage (July 1, 2024 – June 30, 2025) | Task Code 18-13 | 405c Funding

Programmed Amount: \$580,060 | Expended Amount: \$0.00

Through data linkage project, data integration will be conducted by linking IDOT crash data to injury surveillance data. The injury data consists of Illinois Department of Public Health (IDPH) Hospital Discharge, Emergency Medical Services (EMS), and Trauma Registry records.

The linkage grant has allowed IDOT to track crash injury victims through EMS, Hospital Emergency Department and Inpatient, and Trauma Center care. This includes medical outcomes and costs. For example, comparisons can be made of the hospital costs for belted vs. unbelted occupants and helmeted vs. non-helmeted motorcyclists. Also, the overall hospital costs resulting from crashes involving impaired drivers can be described. Most recently, polysubstance use of opioids and alcohol and/or cannabis was studied to gain a better understanding of the data related to impairment and roadway injuries – with additional emphasis to better understand the data collection methodologies within hospital settings and the time to provide the data.

For the grant agreement issued for July 1, 2023 – June 30, 2024, this grant was deemed a 402-funded grant. For the grant agreement issued for July 1, 2024 – June 30, 2025, this grant was deemed a 405c-funded grant. As of the reporting period for this current grant agreement using 405c funds, no claim was submitted and therefore there is no expended amount to report at this time.

Data Lake | Task Code 18-14 | 405c Funding

Programmed Amount: \$1,500,000 | Expended Amount: \$1,005,544.00

The Illinois Secretary of State is building a comprehensive system to collect, clean, and make high quality data available for analytics. The data lake solution will serve as the dependable source (single source of truth) of data that includes crash, driver records, and other data to the Secretary of State Office, Illinois Department of Transportation, and the Illinois State Police.

Paid & Earned Media

Background

The BSPE promotes safety through paid media. This paid media emphasizes distracted driving, impaired driving, motorcycle safety, bicycle and pedestrian (non-motor) safety, occupant protection, speeding, and work zone. This media is across can be found in different mediums such as social media platforms and sporting events.

Goal

Support traffic safety program awareness through paid media sources help raise awareness.

Activities and Accomplishment

Since first working with the paid media contract partner in October 2021, all metrics have improved across the board. Illinois now has media across ten plus channels, over 330 assets a year, and has approximately 365 days of content with added value in January and February. The channels include, but are not limited to digital, DOOH, geofencing, radio, streaming radio, social media, tv, and streaming tv. Additionally, the paid media encourages interactions by promoting the <https://www.itsnotagameillinois.com/arcade/> website featuring safety-campaign arcade games.

Until 2024, the paid media has focused on 18-34 year old males. This campaign occurs all year and touches on the various traffic safety programs. As of October 2024, paid media is expanding to reach 35-64 year olds. Due to limited funding, this paid media campaign outreach began for the 2024/2025 holiday season. It will focus on the fatal four- impairment, occupant protection, speeding, and distracted driving. Also, different media messaging and platforms are used to reach the different age audiences.

Earned Media Viewing Results

	Impaired Driving	Occupant Protection	Bicycle and Pedestrian	Motorcycle Safety	Work Zones	Speed
Radio - Impressions	9,773,886	2,265,861	129,600	290,600	10,082,908	2,147,800
Streaming Radio - Impressions	3,743,946	1,694,862	2,506,938	507,561	1,090,352	680,474
TV - Impressions	10,844,239	845,538	2,099,255	4,365,486	5,200,046	707,758
Streaming TV - Impressions	12,203,634	1,533,856	2,422,401	1,379,338	3,723,132	1,274,243
Digital - Impressions	17,482,112	6,000,132	6,685,064	5,344,115	11,402,860	5,149,801
Total - Impressions	94,167,423	25,095,542	23,753,382	19,201,581	42,456,265	21,509,341
Total - Clicks	223,415	112,858	121,550	120,510	230,607	141,165
Total Reach	27,332,516	9,052,520	10,103,860	8,675,451	14,841,423	8,490,049
Total- Website Page Views	408,000	249,939	108,069	76,241	193,945	93,398

Public Information and Education Materials

Background

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

Goal

Support traffic safety program awareness through PIE materials.

Activities and Accomplishments

Paper Materials	Amount Distributed
Bicycle & Pedestrian	16600
Move Over	4685
Child Passenger Safety	69396
Impaired Driving	12509
Occupant Protection	4044
Spanish Materials	16203
Distracted Driving	9100
Motorcycle Program	4659

Banners and Yard Signs	Amount Distributed
CPS Yard Sign	81
Motorcycle Yard Sign	643
Banners	74

PI&E Materials | Task Code 22-02 | 405f Funding

Programmed Amount: \$30,000 | Expended Amount: \$0.00

Due to strict procurement laws in Illinois, requested purchases over a certain dollar threshold must go through the appropriate procurement process. A procurement was sent from BSPE to the IDOT Bureau of Business Services' Procurement Unit for BSPE to procure and purchase banners. Unfortunately, the Procurement Unit misplaced the request. When error was identified, there was not enough time left to purchase any banners in FFY2024.

Public Participation and Engagement

Background

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

BSPE realizes it must leverage existing relationships to help identify local contacts for engaging underserved communities based on the data. This will ensure events will not simply be about meeting attendance, but a focused recognition and discussion of traffic safety issues in the community. BSPE has worked closely with grantees familiar with their communities for several years. Issues and feedback are passed along to BSPE as part of required grant performance measures for non-enforcement grants.

Goal

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

Goals of outreach and engagement are to:

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

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

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

Illinois-specific goals:

- BSPE will act and use information from public engagement to inform the contents of the 3HSP.
- Add a new section to the requirements that applicable grantees may serve as traffic safety partners on behalf of BSPE to assist with public participation and engagement opportunities with their community through activities such as distributing the Traffic Safety Community Survey (BSPE PPE 1) form at events.
- Encourage grantees to act on feedback received in their community and develop/conduct local education based on information received with approval from BSPE.

- Participate in events allowing for public engagement each year covering a minimum of three (3) communities. Of the minimum of three (3) communities, a maximum of one (1) community will be in Chicago or suburbs to ensure other communities in Illinois receive the opportunity to participate in the events. The exact number of events may vary year to year and shall start in 2024.
- If more than three (3) events per calendar year, no more than two-thirds (2/3) of the events may be conducted in Chicago or suburbs.
- Regularly review feedback provided by traffic safety partners and community members through submittal of the Traffic Safety Community Survey (BSPE PPE 1) and Post Public Participation Engagement Community Survey (BSPE PPE 1a) forms.

Activities and Accomplishments

Chicago – Due to overrepresentation of pedestrian fatalities and crashes, BSPE staff attended the Chicago Mobility Collaborative (CMC) public forums in China Town on March 13, 2024 and in Lawndale on June 13, 2024. The CMC is a public forum related to walking, biking, transit, public space, mobility justice, and accessibility. Four times a year CMC brings residents and community organizations together with CDOT to help build a safer, equitable, and more accessible system. BSPE staff virtually attended the North Lawndale Community Coalition Council meeting to discuss PPE and learn more about their coalition. During the 2024 Chicago Auto Show, the public was encouraged to complete the Traffic Safety Community Survey to gauge concerns with highway safety issues in their community.

Peoria – BSPE staff attended a SafeKids Peoria meeting on June 18, 2024. While it was a very educational productive meeting, it ended up not meeting the requirements of PPE events. Peoria is slated to be a community visited within the 2025 calendar year.

Rockford – Due to overrepresentation of pedestrian fatalities and crashes in Rockford, BSPE staff attended the West Gateway Coalition meeting which includes the city of Rockford where the overrepresented/underserved data reflected the biggest need. BSPE staff presented at the meeting and had the participants complete the Traffic Safety Community Survey. Based on these meetings and responses from the community BSPE focused on possible enforcement and outreach at grade schools in this area of Rockford. In FFY25, BSPE is funding a grant with Drivers Edge (HS-25-0346) to conduct bike and pedestrian education and outreach in grade schools in the 61101 zip code in the city of Rockford. BSPE is also discussing a possible bike pedestrian enforcement grant with the Rockford Police Department concentrating in the 61101 zip code in FFY26.

Data Collected

Douglas Park – Chicago Mobility Collaborative:

- 91 forms collected will all being community members.
- 69% were male.
- 79% were 25-44 years old.
- 71% were white.
- 86% were non-hispanic.
- Top 3 safety concerns were (first one listed is highest concern):
 - Bicycle Safety
 - Pedestrian Safety
 - Speeding
- Majority do not drive. They usually use public transportation, walk or ride a bike.
- I'll provide the top response to the agree/disagree questions and the percentage that gave that response.
 - My community is adequately informed about traffic safety trainings, initiatives, and general information – Neutral – 34%
 - There is adequate infrastructure for non-vehicular traffic (bicycles, pedestrians, e-scooters) – Strongly Disagree – 74%
 - There are clear road markings and signs when driving – Neutral – 35%

- There is adequate roadway lighting in my community for my main mode of transportation – Agree – 31%
- I feel safe using the available transportation to me in my community – Disagree – 36%
- I would walk, bike, or use available transportation more if I felt safe doing so – Yes – 90%

Peoria – Safe Kids:

- 3 forms collected with only 1 being a community member.
- 100% were female.
- 100% were 25-44 years old.
- 100% were white.
- 100% were non-hispanic.
- Top safety concerns were (first one listed is highest concern):
 - Distracted Driving
 - There were 7 other items selected with the same frequency (these all were selected once)
- All drive 5-7 days a week and rarely use public transportation.
- I'll provide the top response to the agree/disagree questions and the percentage that gave that response.
 - My community is adequately informed about traffic safety trainings, initiatives, and general information – Disagree – 67%
 - There is adequate infrastructure for non-vehicular traffic (bicycles, pedestrians, e-scooters) – Neutral to Strongly Disagree – All selected once.
 - There are clear road markings and signs when driving – Agree – 67%
 - There is adequate roadway lighting in my community for my main mode of transportation – 1 strongly disagree, 1 agree, 1 strongly agree.
 - I feel safe using the available transportation to me in my community – 1 strongly disagree, 1 neutral, 1 agree
 - I would walk, bike, or use available transportation more if I felt safe doing so – Yes – 67%

Rockford – West Gateway Coalition

- 22 forms collected with 19 being community members and 3 being community professionals.
- 64% were female.
- 38% were 65-74 years old.
- 71% were black or African American.
- 87% were non-hispanic.
- Top 3 safety concerns were (first one listed is highest concern):
 - Distracted Driving
 - Pedestrian Safety
 - Speeding
- All drive 5-7 days a week and rarely use public transportation.
- I'll provide the top response to the agree/disagree questions and the percentage that gave that response.
 - My community is adequately informed about traffic safety trainings, initiatives, and general information – Disagree – 41%
 - There is adequate infrastructure for non-vehicular traffic (bicycles, pedestrians, e-scooters) – Strongly Disagree – 46%
 - There are clear road markings and signs when driving – Agree – 41%
 - There is adequate roadway lighting in my community for my main mode of transportation – Disagree – 48%
 - I feel safe using the available transportation to me in my community – Neutral – 52%
 - I would walk, bike, or use available transportation more if I felt safe doing so – N/A – 50%, Yes – 45%

Law Enforcement Community Collaboration

During FFY24 Deerfield and Niles Police Departments conducted bicycle and pedestrian outreach events. Deerfield Police Department conducted three educational campaigns during the Farmers Market from July – September 2024 reaching an estimated total of 250 people.

The Niles Police Department conducted a total of eight educational presentation on bicycle and pedestrian safety to grade school reaching an estimated 100 students; one presentation at the Niles Teen Center reaching eight people; the Junior Police Academy reaching a total of 12 people; and the Niles Senior Center reaching an estimated total of 10 people.

The Illinois State Police (ISP) through the Safety Education Unit grant, conducted 467 in-person educational programs reaching a total of 97,752 people statewide. Some of the programs ISP provided to teens is the convincer, driving simulator experience, rollover display, pedal karts, and driver education presentations. ISP continued to get back to large numbers of events for teens and communities served.

These law enforcement collaboration events focused on bike/ped events in their communities. Law enforcement did not have the public complete the BSPE PPE 1 form, it was more of a one-on-one interaction and discussing bike/ped safety with the community. However, the law enforcement agencies handed out brochures or pamphlets on bike/ped safety since that was the focus of their grant agreement. Based on feedback, these agencies may alter the way they conduct enforcement or outreach during the year; however, law enforcement agencies were not required to report back to BSPE on the types of feedback received during the 2024 grants. Moving forward, the grantees completing law community collaboration events should submit feedback to BSPE.

Separately, law enforcements did submit racial profiling data to IDOT's Bureau of Data Collection in compliance with the Racial Profiling Prevention and Data Oversight Act ([20 ILCS 2715/5](#)). This is available on the [2024 Law Enforcement Compliance Survey Summary](#) overseen by the [Racial Profiling Prevention and Data Oversight Board at IDOT](#). A copy of the Law Enforcement Traffic and Pedestrian Reporting Compliance Survey (V.5) is available at:

<https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/pamphlets---brochures/safety/Copy%20of%20Law%20Enforcement%20Compliance%20%20survey.pdf>.

Additional Community Collaboration

In July, IDOT staff attended the Ford Driving Skills for Life at Guaranteed Rate Field. While this is in the 60616 zip code and not one identified in the 3HSP, BSPE determined there would be good feedback gained at the event. There were several event participants and parents/guardians who attended. IDOT staff requested all attendees completed the BSPE PPE 1 form. Here is the feedback received:

Ford Driving Skills for Life:

- 25 forms collected will all being community members.
- 56% were male.
- 56% were 34 and younger.
- 76% were white.
- 80% were non-hispanic.
- Top 3 safety concerns were (first one listed is highest concern):
 - Distracted Driving
 - Impaired Driving
 - Speeding
- Majority drive 5-7 days a week and rarely use public transportation.
- I'll provide the top response to the agree/disagree questions and the percentage that gave that response.

- My community is adequately informed about traffic safety trainings, initiatives, and general information – Neutral – 44%
- There is adequate infrastructure for non-vehicular traffic (bicycles, pedestrians, e-scooters) – Disagree – 36%
- There are clear road markings and signs when driving – Agree – 56%
- There is adequate roadway lighting in my community for my main mode of transportation – Agree – 48%
- I feel safe using the available transportation to me in my community – Agree – 56%
- I would walk, bike, or use available transportation more if I felt safe doing so – Yes – 72%

Additional Programmed Funds

P & A | Task Code 01-01 | 402 Funding

Programmed Amount: \$20,000 | Expended Amount: \$12,283.50

BSPE paid for the attendance to conferences such as Lifesavers, NHTSA Region 5 meeting, and the GHSA annual meeting.

P & A | Task Code 01-02 | State Match

Programmed Amount: \$20,000 | Expended Amount: \$12,283.50

BSPE paid the annual fee associated with GHSA and attendance to conferences such as Lifesavers, NHTSA Region 5 meeting, and the GHSA annual meeting.

Travel | Task Code 02-05 | 402 Funding

Programmed Amount: \$12,500 | Expended Amount: \$8,463.66

BSPE staff performed on-site monitoring of the 2024 grants, National Lifesavers Conference, NHTSA Region 5 meeting, and the GHSA Annual Conference.

Travel | Task Code 02-06 | State Match

Programmed Amount: \$20,000 | Expended Amount: \$8,463.75

BSPE staff performed on-site monitoring of the 2024 grants and attended National Lifesavers Conference, NHTSA Region 5 meeting, and the GHSA Annual Conference.

Illinois State Police WZ | Task Code 04-03 | State Match

Programmed Amount: \$4,000,000 | Expended Amount: \$4,000,000.00

The Illinois State Police conducted a total of 52,473 patrol hours and issued 11,399 citations while working 6,391 work zone enforcement details.

Illinois State Police Work Zone Enforcement Details (Table 1 of 2)

Month	Patrols	Hours	Citations	Warnings	Speed Citations	Speed Cz Citations	Speed Warnings
Jan-24	143	1,160.0	301	359	131	14	75
Feb-24	196	1,504.5	484	464	195	28	118
Mar-24	404	3,180.5	912	833	245	150	210
Apr-24	647	5,333.0	1,241	1085	326	86	235
May-24	776	6,381.0	1,530	1473	400	130	279
Jun-24	715	5,656.5	1,292	1155	352	72	178
Jul-24	744	5,971.50	1,255	1,118	417	57	162
Aug-24	597	5,055.50	901	805	430	91	170
Sep-24	581	4,813.50	951	774	445	78	145
Oct-24	758	6,528	988	828	474	74	172
Nov-24	459	3,901	907	704	404	95	125
Dec-24	371	2,988	637	535	192	73	107
Total	6,391	52,473	11,399	10,133	4,011	948	1,976

Illinois State Police Work Zone Enforcement Details (Table 2 of 2)

Month	Seatbelt Citations	Seatbelt Warnings	DUI Citations	Drug / Alcohol Related	Distracted Driving Citations	Distracted Driving Warnings	MA	CR
Jan-24	9	4	9	4	19	8	163	28
Feb-24	22	9	1		17	8	106	28
Mar-24	30	17	12	11	57	31	141	62
Apr-24	68	22	2	6	109	54	242	94
May-24	83	32	8	9	112	48	287	150
Jun-24	62	27	9	3	111	45	201	156
Jul-24	56	35	9	11	116	42	235	138
Aug-24	30	15	5	3	29	15	198	88
Sep-24	39	31	9		31	22	160	109
Oct-24	28	26	3	2	24	16	180	132
Nov-24	18	25	6	8	23	8	149	88
Dec-24	27	12	4	7	16	16	154	85
Total	472	255	77	64	664	313	2,216	1,158



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