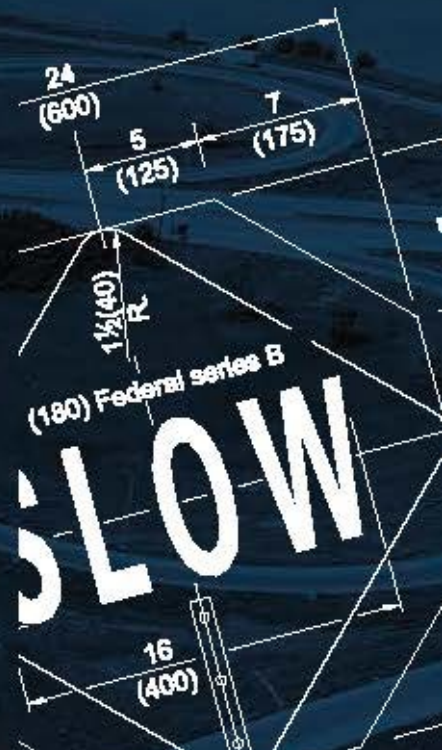


LEVEL WARNING DEVIATION



2025

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 2024, there were 1,177 motor vehicle crash fatalities compared to 1,241 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,

A handwritten signature in blue ink, appearing to read 'S. Seck-Birhame', with a long horizontal line extending to the left.

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 – 12.71 million

Age:

Persons under 5 years – 5.2%

Persons under 18 years – 21.2%

Persons 65 years and over – 17.9%

Median Income (2019-2023): \$81,702

Licensed Drivers – 9.17 million

Total Vehicle Registrations – 10.91 million

Lane Miles in Illinois – 147,105

Annual Vehicle Miles of Travel – 104.24 billion

Annual Gallons of Fuel Consumed – 5.2 billion

Average Fuel Cost – \$3.01

Rest Areas – 53

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

Quick Facts and Statistics

2024 Fatalities – 1,177

2024 Fatal Crashes – 1,085

2025 Overall Front Seat Belt Usage Rate – 93.0%

2025 Traffic Safety Highlights

Illinois Highway Safety Highlights

- DOT issued 258 year-long highway safety grants.
- Illinois has 1,755 Child Passenger Safety Technicians/Instructors.
- Illinois State Police Work Zone Enforcement Campaign provided over 70,498 hireback patrol hours and issued 16,456 citations
- Trained an additional 18 officers to become Drug Recognition Experts (DRE) bringing Illinois' total DREs to 138.
- Trained over 933 officers in Advanced Roadside Impaired Driving Enforcement (ARIDE)
- The Illinois State Police conducted its fifth Drug Recognition Expert Course resulting in 14 (10 ISP Troopers) newly certified DREs.
- During the 2025 "It's Not A Game" Paid Media Campaign there were 558,654,201 total general impressions with a reach of 125,343,219.
- In October, IDOT requested the NHTSA Standardized Field Sobriety Testing (SFST) and optional Drug Evaluation and Classification assessment for FFY2027.
- IDOT completed the NHTSA Occupant Protection Assessment in December 2025.
- For the first time in Illinois, IDOT applied for, and was awarded, 405h funds for FFY 2026.

New Laws Affecting Highway Safety

- Public Act 104-0022 (SB 0852) - This updates Illinois traffic-violation procedures by requiring courts to enter an ex parte conviction for fine-only Vehicle Code offenses (instead of just an ex parte judgment), imposing the single assessment from Schedule 10 or 10.5 for the charged offense plus any statutorily allowed fine, and directing the clerk to notify the Secretary of State in the prescribed manner. For Vehicle Code offenses punishable by imprisonment, the court must enter a failure-to-appear (FTA) order, the clerk must report that order to the Secretary of State, and the Secretary must immediately suspend the person's driver's license as a "failure-to-appear suspension," with no permits or driving privileges issued and no removal of the suspension until the court confirms the person has appeared and resolved the matter; upon compliance, the clerk must provide a sealed notice of compliance and notify the Secretary. It also provides a cleanup process for certain fine-only, non-fatal suspensions issued from January 1, 2020 through June 30, 2025, requiring clerks to notify the Secretary of older FTA notifications lacking a compliance notice by October 1, 2025, and requiring the Secretary to rescind those suspensions by January 1, 2026 without further action by the driver. Effective July 1, 2025.
- Public Act 104-0075 (SB 0191) - Provides that, beginning July 1, 2031, each designated seating position in any newly purchased school bus shall be equipped with a combination pelvic and upper torso seat safety belt system in good operating condition and meeting all applicable federal standards. Provides that nothing in the provisions requires a public or nonpublic school, school district, transportation provider or contractor, or other entity operating a school bus to ensure that the seat safety belt or other restraint system is correctly adjusted and fastened or to give instruction on how to correctly adjust or fasten the seat safety belt or other restraint system. Provides that the requirement does not apply to a school bus that is leased by a school district or a school bus that is legally registered in another state and displaying valid registration plates of that state if the bus is not operated in Illinois in connection with a cultural, tourist, athletic, or other similar activity for students enrolled in a school located outside of Illinois. Effective August 1, 2025.
- Public Act 104-0110 (SB 1559) - Provides requirements added to the traffic studies regarding pedestrian fatalities at the intersection of a State road. It includes identifying trends and potential mitigations like street design. Effective: January 1, 2026.
- Public Act 104-0125 (SB 1883) - Provides that no person shall affix tape to any registration plate, temporary registration plate, digital registration plate, registration sticker, or other evidence of registration issued by the

Secretary of State. Makes a conforming change. Provides that it is unlawful to operate any vehicle that is equipped with a manual, electronic, or mechanical device that hides or obscures a registration plate. Effective January 1, 2026. Public Act 104-0169 Starting July 1, 2026, this Bill raises the minimum age for required in-person renewal from 75 to 79. Drivers aged 79 to 86 must take a vision test and, if they have a violation, a written test, but they will not need to take a driving test based on age alone. Drivers age 87 and older, and those age 75 and older with a commercial driver's license (CDL), must pass a road test each time they renew. Immediate family members can also file a signed report with the Secretary of State's office if they believe a driver's medical or cognitive condition makes it unsafe for that person to drive. Effective: July 1, 2026.

- Public Act 104-0169 (HB 1226) - Requires drivers over the age of 79 (previously 75) to renew a driver's license in person. Drivers over the age of 87 (previously 75) must do a driving test. Immediate family members may now confidentially submit information in writing about any condition that may interfere with a person's ability to safely operate a vehicle. Effective: July 1, 2026.
- Public Act 104-0400 (SB 1922) - Provides that the driver of a vehicle shall yield the right-of-way to any authorized emergency vehicle engaged in work on highway or at an emergency scene. The driver shall also yield to a pedestrian on a highway involved in an emergency scene. Effective: June 1, 2026.

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 for 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 2025 Annual Report provides an overview of the state's utilization of federal highway safety funds for the period of October 1, 2024, through September 30, 2025, and evaluations of the various highway safety programs.

In 2024, there were 1,177 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, 2024 Motorcycle Safety 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
Bureau of Safety Programs and Engineering
2300 South Dirksen Parkway, Room 007
Springfield, IL 62764 217/782-3568
www.idot.illinois.gov

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 2025 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 sources 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 25 listed in 3HSP	Data Source/ FY 25 Progress Results	On Track to Meet FY 25 Benchmark: YES/NO/In-Progress (Must be Accompanied by Narrative)
C-1) Total Traffic Fatalities	5 Year	2021-2025	1,099.5	1,219.2	No
C-2) Serious Injuries in Traffic Crashes	5 Year	2021-2025	7,816.8	8,427.0	No
C-3) Fatalities/VMT	5 Year	2021-2025	1.08	1.19	No
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 Year	2021-2025	268.8	265.4	Yes
C-5) Alcohol-Impaired Driving Fatalities	5 Year	2021-2025	323.8	354.4	No
C-6) Speeding-Related Fatalities	5 Year	2021-2025	410.0	422.0	No
C-7) Motorcyclist Fatalities	5 Year	2021-2025	136.7	159.0	No
C-8) Unhelmeted Motorcyclist Fatalities	5 Year	2021-2025	91.5	91.4	Yes
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 Year	2021-2025	135.5	166.4	No
C-10) Pedestrian Fatalities	5 Year	2021-2025	173.0	203.6	No
C-11) Bicyclist Fatalities	5 Year	2021-2025	25.4	35.0	No
C-13) Serious Injury Rate	5 Year	2021-2025	8.05	8.24	No
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2025	94.4	93.0	No
B-2) Completeness of Crash Data	Annual	2025	Not in 3HSP		
B-3) Racial Profiling Compliance Level	Annual	2025	83.7	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 2026. BSPE plans to enhance the current countermeasures through increased programming and enforcement.

Enforcement Programs & Police Traffic Services

Click It or Ticket Campaigns

IDOT conducted the Click It or Ticket (CIOT) campaign November 22 to December 2, 2024. This campaign coincided with the Thanksgiving holiday. A total of 12,802.52 enforcement hours were logged by 171 local police departments and the ISP resulting in 16,546 citations being issued during the campaign.

IDOT conducted the CIOT campaign from May 16 to 27, 2025 over the Memorial Day holiday. During the campaign, 210 local law enforcement agencies and the ISP logged a total of 15,514.77 enforcement hours and issued 20,007 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 its ongoing commitment to combating alcohol- and drug-impaired driving, complementing its Click It or Ticket (CIOT) seat belt initiatives with high-visibility impaired-driving enforcement. In FFY 2025, efforts were strategically concentrated around four cornerstone campaigns: the Christmas/New Year's Holiday Season (December 13, 2024–January 2, 2025), St. Patrick's Day (March 7–18, 2025), Independence Day (June 20–July 7, 2025), and Labor Day (August 15–September 2, 2025).

In addition to these statewide, high-visibility campaigns, IDOT provided funding to law enforcement agencies for targeted impaired-driving enforcement during other high-risk periods, including Halloween (October 18–November 1, 2024), Thanksgiving (November 22–December 2, 2024), Super Bowl weekend (February 7–10, 2025), and Memorial Day (May 16–27, 2025). Beyond these specific dates, grantee agencies sustained year-round enforcement to deter impaired driving, support local traffic safety priorities, and enhance public safety in communities across Illinois.

The campaigns were supported by impactful, research-based messaging, including "Drive Sober or Get Pulled Over" (DSGPO) and "Drive High, Get a DUI," along with complementary slogans such as "Buzzed Driving is Drunk Driving" and "If You Feel Different, You Drive Different." These messages were deployed across multiple media platforms and tailored for alcohol- and drug-impaired driving, helping to amplify public awareness, reinforce the legal and personal consequences of impaired driving, and promote safer roadways statewide.

The DSGPO FFY 2025 Labor Day campaign received support from 196 local law enforcement agencies and all 22 districts of the Illinois State Police. This collaborative effort resulted in a total of 12,286.9 enforcement hours, yielding 16,362 citations at a cost of \$1,023,141.51. On average, a citation was issued every 45 minutes of enforcement, with an average cost of \$62.53 per citation and \$83.27 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. Media flights were synchronized with enforcement schedules to maximize visibility and deterrence, ensuring that public messaging and on-the-road activity reinforced one another.

As part of these initiatives, IDOT continued its collaboration with a media contractor to carry on 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, emphasizing that the consequences of impaired driving are real, serious, and preventable.

To complement the paid media efforts, IDOT issued statewide news releases during critical enforcement periods, generating earned media coverage and providing consistent messaging for partners to use locally. Additionally,

pre- and post-enforcement media materials were distributed to the Illinois State Police and local law enforcement agencies, enabling them to customize outreach for their jurisdictions. These materials supported localized enforcement activities, amplified the impact of statewide campaigns, and reinforced the message that safe and sober driving is expected every day on Illinois roads.

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	68%
2	Friends Don't Let Friends Drive Drunk	59%
3	You Drink and Drive. You Lose	58%
4	Buzzed Driving is Drunk Driving	56%
5	Driver Sober or Get Pulled Over	52%
6	Start Seeing Motorcycles	51%
7	Slow Down, Move Over.	48%
8	Drive High, Get a DUI	47%
9	See Orange. Slow Down. Save Lives.	40%
10	Move Over, Slow Down.	38%
11	Don't Drink and Ride	32%
12	Phone in One Hand, Ticket in the Other.	29%

Distracted Driving

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

Programmed Amount: \$76,679 | Expended Amount: \$57,268.82

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: \$425,611 | Expended Amount: \$383,971.91

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, approximately 30 percent of annual traffic fatalities involve impaired drivers, underscoring the critical importance of this program. Efforts are centered on statewide and local enforcement initiatives, complemented by a comprehensive paid media program and coordinated earned media efforts to reinforce deterrence messaging, expand public awareness, and encourage safe driving behaviors.

Enforcement Initiatives

High-visibility enforcement remains one of the most effective countermeasures 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 occupant protection enforcement during high-risk periods, including Halloween, Thanksgiving, Christmas/New Year's, Super Bowl, St. Patrick's Day, Memorial Day, Independence Day, and Labor Day.

While much of the enforcement activity occurs after 9:00 p.m., officers trained in Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE) techniques also conduct operations during daytime hours. The Illinois State Police (ISP) plays a pivotal role in these efforts, carrying out multiple enforcement initiatives with concentrated patrols during holiday periods and throughout the year.

Supporting Programs and Training

To strengthen enforcement and improve case outcomes, the SHSO supports comprehensive paid media campaigns, prosecutorial and law enforcement training, and other evidence-based impaired-driving initiatives. IDOT also provided financial and programmatic support for the Midwest Traffic Safety Conference (MTSC), a regional training and information-sharing forum with a predominant focus on impaired-driving issues. FY25 support helped ensure robust impaired-driving track content and encouraged participation by Illinois law enforcement, prosecutors, and other traffic safety partners. Conference sessions emphasized alcohol- and drug-impaired driving trends, roadside detection and documentation practices (including SFST/ARIDE/DRE concepts), evidence development and case preparation, toxicology considerations, and proven countermeasure strategies.

Additional Impaired Driving Program highlights include:

- **DUI Courts:** Evidence-based interventions for repeat offenders.
- **Underage Impaired Driving Prevention Programs:** Youth-focused prevention initiatives that reduce underage alcohol/drug use and impaired driving risk through school and community education, peer-to-peer social norming, parent/guardian engagement, and partnerships with schools and local organizations to promote safe decision-making and sober rides.
- **Court Monitoring:** Oversight and victim advocacy support through 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 identifying fraudulent driver's licenses and IDs.
- **Phlebotomy Programs:** Training for law enforcement in forensic blood sample collection practices, where authorized.
- **Illinois Statewide Judicial Liaison:** This position facilitates communication and education for judges, focusing on DUI court advocacy and strengthening judicial understanding of impaired-driving issues. The liaison provides resources, training, and outreach to promote consistent and effective handling of DUI cases statewide.

In FY25, impaired-driving enforcement agencies receiving grant funding reported 18,995 citations and 1,641 arrests statewide.

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

Programmed Amount: \$1,197,445 | Expended Amount: \$1,078,742.37

In FY25, IDOT funding supported the Illinois State Police (ISP) Alcohol Compliance Enforcement (ACE) project to strengthen enforcement aimed at preventing underage alcohol access and deterring alcohol/drug-impaired driving through a mix of overt saturation patrols, covert enforcement, youth-party investigations, and retail compliance checks.

In FY25, ISP reported 3,249 saturation patrol hours and 398 covert enforcement hours. During this grant year, saturation patrol activity produced 3,258 citations and 1,473 written warnings, including 111 drug/alcohol-related citations and 64 DUI citations (about one enforcement citation per hour, consistent with high-visibility, high-contact operations). ISP also conducted retail compliance activity, surveying 353 establishments, with 30 establishments selling during compliance checks.

Targeted holiday/high-risk mobilizations further reinforced deterrence. During the Halloween, Thanksgiving, and Christmas/New Year periods (as reported in monitoring), ISP logged substantial ACE saturation hours and issued hundreds of citations, with additional activity documented for Super Bowl and St. Patrick's Day enforcement waves.

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

Programmed Amount: \$1,157,979 | Expended Amount: \$960,444.51

This task provided hire-back funding for the Illinois State Police (ISP) to conduct Roadside Safety Checks (RSCs) during high-risk periods to deter impaired driving and reduce alcohol-related crashes.

During the FY25 grant year, ISP conducted 90 RSCs (53 in Q2 and 37 in Q3) and worked 3,120.5 enforcement hours, issuing 1,886 citations and 1,404 warnings. Over the same period, ISP documented 105 DUI citations, 1 zero-tolerance citation, and 175 drug/alcohol-related citations—approximately one DUI/zero-tolerance/drug/alcohol-related citation every 11 hours (11:17 in Q2; 10:52 in Q3).

RSC activity was concentrated around major mobilizations. During Halloween, officers worked 273.5 hours and issued 176 citations (the monitoring narrative also reports 334 impaired-driving citations during RSC activity). During Thanksgiving, ISP worked 412 hours and issued 246 citations, including 38 impaired-driving citations during RSCs. During Christmas/New Year's, ISP reported 65 hours / 41 citations / 1 impaired-driving citation during Q2 activity and 25 hours / 7 citations / 0 impaired-driving citations during Q3 activity. Additional mobilizations included Super Bowl (35 hours, 28 citations, 2 impaired-driving citations) and St. Patrick's Day (441 hours, 260 citations, 62 impaired-driving citations) during RSCs.

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

Programmed Amount: \$1,238,776 | Expended Amount: \$1,198,332.52

This task provided hire-back funding for the Illinois State Police (ISP) NITE project to conduct nighttime saturation patrols (generally 6:00 p.m.–6:00 a.m.) to reduce serious injury and fatal crashes caused by impaired driving, and to reduce occupant fatalities through aggressive enforcement of Illinois seat belt and child restraint laws, along with other high-risk violations (e.g., speeding, distracted driving, and Scott's Law).

For FY25, ISP worked 4,275.5 NITE enforcement hours and issued 4,633 citations (about one citation every 55 minutes), along with 2,201 warnings (6,834 total enforcement contacts). These activities included 264 occupant restraint citations (about one every 16 hours), 77 DUI citations, 135 drug/alcohol-related citations (0 zero-tolerance), and distracted-driving citations, including 93 handheld phone and 47 texting violations.

Targeted mobilizations reinforced deterrence during high-risk periods. During the Halloween campaign, officers worked 623 hours and issued 632 citations (including 21 impaired-driving citations). During Thanksgiving, ISP worked 677.5 hours and issued 664 citations (including 14 impaired-driving citations). During Christmas/New Year's (Q2), ISP worked 471 hours and issued 503 citations (including 9 impaired-driving citations). Additional enforcement waves included Super Bowl (290 hours / 368 citations / 9 impaired-driving citations) and St. Patrick's

Day (548 hours / 643 citations / 37 impaired-driving citations).

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

Programmed Amount: \$81,583 | Expended Amount: \$40,814.90

The Illinois Secretary of State Police (SOS Police) conducted 439 hours of occupant protection patrol, stopped 641 vehicles, and issued 713 citations.

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

Programmed Amount: \$57,638 | Expended Amount: \$7,001.06

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: \$1,101,070 | Expended Amount: \$1,007,346.23

The Illinois State Police (ISP) issued one enforcement citation every 41 minutes during the OREP patrols. Officers worked 7,042 hours of OREP enforcement patrol and issued 10,253 citations. ISP made one occupant restraint citation every 72 minutes during the OREP hire-back patrols. Officers issued 5,895 occupant restraint citations, 19 DUI, 287 distracted driving citations, and 182 speeding citations. ISP issued 36 news releases announcing OREP details and results for the year.

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 and Illinois State Police's Sustained Traffic Enforcement (sSTEP) grant.

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

Sustained Traffic Enforcement Program (STEP)

STEP | Task Code 04-02 | 402 Funds

Programmed Amount: \$14,436,144.44 | Expended Amount: \$10,227,233.95

The STEP grant is the year-long enforcement. It ran from October 1, 2024 to September 30, 2025. During the year-long STEP grants, a total of 42 local law enforcement agencies participated, which resulted in a total of 6,753 enforcement hours, 8,078 citations, 8,078 vehicles stopped, 2,963 speeding citations, and 309 criminal and traffic arrests.

New in FFY25 was the Mini-Enforcement Grant which ran from May 16, 2025 to September 30, 2025. This grant included the required options for enforcement grantees to participate in occupant protection and/or impaired driving enforcement. Agencies could also choose to participate in speeding and/or distracted driving enforcement. It was funded as part of the STEP grant.

Citation Results

The following table represents enforcement activities conducted by BSPE projects from FFY 2016 to FFY 2025 during the year-long STEP grants. 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 2016-2025)						
Year	Hours	Total Citations	Citation Type			
			Total Alcohol/Drug Related Citations	Total Occupant Restraint Citations	Total Speeding Citations	Other Citations
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%
2025	170,482.1	237,586	1,776 0.7%	48,719 20.5%	73,999 31.8%	113,092 47.6%

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 training 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: \$664,469 | Expended Amount: \$615,329.08

During FY25, IDOT/BSPE funded three DUI Court programs (Kane, McHenry, and Peoria Counties) to reduce impaired-driving recidivism by combining court supervision with treatment-focused interventions and structured accountability.

Kane County reached its program cap of 60 participants (above the 40-case docket target noted in monitoring), maintained an 8-person wait list for evaluation, and scheduled its first graduations (2 participants) for August 28, 2025; the team also attended the All Rise conference and brought back improvement ideas, and monitoring found the program to be in compliance with grant requirements.

McHenry County reported 13 participant graduations (May 20, 2025) and an active caseload of 37 participants following graduation, with an 8-person wait list and capacity for up to 80 participants. McHenry County also strengthened its DUI Court treatment component by incorporating Dialectical Behavior Therapy (DBT)—a skills-based counseling approach that helps participants better manage emotions, cravings, and co-occurring mental health/substance use issues—and by launching an evening Moral Reconation Therapy (MRT) group, a

structured cognitive-behavioral curriculum focused on improving decision-making, accountability, and pro-social behavior (scheduled in the evening to accommodate working participants).

Peoria County continued to operate at high volume: monitoring documented 875 DUI court cases on the docket, with 627 offenders eligible for referral, 92 offenders taken into DUI court, and 43 removals/terminations during the review period.

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

Programmed Amount: \$1,926,258 | Expended Amount: \$1,549,429.40

For FY25, the IDOT Impaired Driving Prevention (IDP) training grantees collectively delivered a high volume of standardized impaired-driving detection training to build statewide enforcement capacity. Across the seven local law enforcement agencies from which DRE Instructors participated in this grant program, plus Chicago PD, grantees delivered 119 SFST courses, 67 SFST refresher courses, 190 ARIDE courses, and 14 DRE schools and/or other activities. Collectively, agencies reported 3,054 total training “seats”/attendances across SFST/ARIDE/DRE and related offerings.

Chicago PD activity included 9 SFST refresher courses (161 officers attended), 2 ARIDE courses (34 officers attended), and 1 DRE course.

Collectively, AAIM and MADD provided active court-monitoring coverage across Illinois’ key impaired-driving jurisdictions - ranging from Cook County’s primary courthouses to numerous high-risk collar and downstate counties - tracking case movement from filing through disposition and documenting outcomes that reflect accountability (e.g., supervision, convictions, and plead-downs). Across the grant year, AAIM monitored 31,272 DUI cases in its covered courts, while MADD monitored 4,644 new and 20,871 existing impaired-driving cases statewide and closed 7,714 cases, using the resulting data to identify jurisdiction-specific trends (including dismissals/amendments and other disposition patterns) and support targeted engagement with justice-system stakeholders.

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

Programmed Amount: \$2,353,779 | Expended Amount: \$443,464.94

This task provides funding to the Illinois State Police (ISP) to enhance statewide impaired-driving enforcement and toxicology capacity through the acquisition of breath-testing and oral-fluid instruments and the delivery of BAO, ARIDE, DRE, and related training for ISP and local officers, including law-enforcement forensic phlebotomy programs. During the current grant period, the project has supported the delivery of 60 Breath Alcohol Operator (BAO) classes—exceeding the original objective of 36—and 7 ARIDE classes toward a goal of 20, resulting in 10 new ISP Drug Recognition Experts (DREs) and 10 troopers completing specialized forensic phlebotomy training to improve the availability and timeliness of evidentiary blood draws in impaired-driving cases. In addition, the project has funded the purchase of 19 Intoximeter evidential breath instruments to replace aging or non-functional units, thereby strengthening ISP’s and other local law enforcement agencies’ capacity to accurately detect, document, and prosecute alcohol-impaired driving offenses.

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

Programmed Amount: \$19,916 | Expended Amount: \$12,141.19

This project aims to reduce underage drinking and associated impaired-driving crashes by addressing the use of fraudulent driver’s licenses and identification cards. Through Operation Straight ID (OPSID), the project provides training for bar, store, restaurant, and other retail and enforcement staff—as well as law enforcement personnel—on recognizing counterfeit, altered, and borrowed IDs and on appropriate response procedures. During the FY25 grant period, OPSID delivered 25 classes in Champaign, Johnson, and Union counties, training a total of 347 participants; sessions were hosted at high schools and police departments to reach both youth-serving staff and law enforcement partners, thereby strengthening compliance with Illinois underage alcohol laws and supporting statewide enforcement and deterrence efforts.

Traffic Safety Resource Prosecutor | Task Code 13-10 | 405d Funds

Programmed Amount: \$562,940 | Expended Amount: \$446,630.76

The Traffic Safety Resource Prosecutor (TSRP) program provides specialized support to Illinois law enforcement, prosecutors, and the judiciary to improve the investigation and prosecution of alcohol- and drug-impaired driving offenses statewide. The Senior TSRP continues to serve as a legal and training advisor to IDOT's Highway Safety Program—promoting the use of “No-Refusal” electronic DUI search warrants, supporting development of law-enforcement phlebotomy training, and collaborating with the Illinois Law Enforcement Training and Standards Board and the Illinois DRE Coordinator on ARIDE and other evidentiary training resources—while also providing intensive legal research and DUI case assistance to dozens of officers and prosecutors across Illinois and helping plan the upcoming Midwest Traffic Safety Conference. In FY25, a companion grant fully staffed the Junior TSRP position, allowing the program to expand its reach, particularly in the Northern/Chicago area. The Junior TSRP delivered 47 training events, reaching 967 participants and documenting 111 instances of legal research and DUI case assistance, freeing the Senior TSRP to focus on complex statewide cases and additional training opportunities. Together, the Senior and Junior TSRP grants now function as an integrated statewide resource, and their planned consolidation into a single grant in FFY26 is expected to further streamline administration and enhance the program's impact in reducing impaired-driving crashes.

DUI Prevention and Education | Task Code 13-18 | State Match

Programmed Amount: \$300,000 | Expended Amount: \$0.00

State revenues generated through impaired-driving fines are administered by the DUI Prevention and Education Commission (DUIPEC) to support education and prevention initiatives statewide. In spring 2025, DUIPEC awarded six competitive grants focused on reducing youth cannabis-impaired driving. All six grantees got underway this year and are progressing well, launching local outreach and prevention activities while coordinating with IDOT/BSPE for oversight and reporting. These projects will operate through Illinois FY 2026 and conclude on July 1, 2026. Due to the excessive amount of funds to be used towards the federal match requirement, IDOT determined that \$0.00 of the dollars spent for this program will be used for the FFY2025 match.

Law Enforcement Liaison

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

Programmed Amount: \$905,523.46 | Expended Amount: \$735,927.41

The LELs worked with 233 law enforcement agencies and ten Impaired Driving Prevention grantee agencies to provide guidance on meeting the highway safety grant performance requirements. LELs recruited 19 new STEP agencies for FFY25. LELs conducted over 206 phone and 670 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 42 new law enforcement agencies were recruited for the mini enforcement grant. Of those agencies, 14 applied for a full year FFY 2026 STEP grant. The LELs encouraged agencies to participate in the coordination of National and Regional enforcement campaigns such as the Child Passenger Safety Week and Speed Awareness Month.

Motorcyclist Safety

CRSTP | Task Code 22-04 | State Match

Programmed Amount: \$1,500,000 | Expended Amount: \$1,025,712.12

One of the most effective approaches to prevention of fatalities and serious injuries in the State of Illinois has been the development of 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. 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.

Motorcycle Assessment | Task Code 22-05 | 405f Funding

Programmed Amount: \$25,000 | Expended Amount: \$25,000.00

IDOT had the first NHTSA Motorcycle Assessment in over two decades. While an assessment was originally scheduled for 2020, it had to be cancelled due to extenuating circumstances. Fortunately, NHTSA selected IDOT for a Motorcycle Assessment in FFY2025. This assessment was completed December 9-13, 2024 at the IDOT Central Office Building in Springfield, Illinois.

While the Assessment provided much-needed feedback, a new law passed in calendar year 2025 takes effect on January 1, 2026. This new law amends the current Cycle Rider Safety Training Act (625 ILCS 35). In order to ensure timely implementation of Public Act 104-0408, BSPE has worked to ensure all administrative tasks are complete. However, BSPE is still looking to implement several pieces of feedback during calendar years 2026 and 2027.

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 that 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 12-02 | 405h (pre-2024) and 405g Funding

Programmed Amount: \$1,130,642 | Expended Amount: \$1,043,703.77

The Aurora Police Department issued 22 enforcement contacts, conducted 34 hours of patrol, and conducted one outreach event handing out 2,500 pamphlets and brochures. The Deerfield Police Department issued 30 enforcement contacts, conducted 25 hours of patrol, and stopped 36 vehicles. Due to staffing levels, the Niles Police Department did not conduct any enforcement or outreach events for the bike/ped program. 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 2024-2025 school year (FY2025), 297 schools participated including 161 high school drivers' education programs, 33 High School Physical Education programs, and 102 Elementary schools. A total of 71,316 students took part in the Mini-Grant program. Ride Illinois billboard campaign developed with Clear Channel ran from May 5, 2025, through September 21, 2025. Proof of performance spots delivered 2,209,417 spots guaranteed 840,000 variances of POP 1,369,417 variance percentage of 163.03%. Driver's Edge was a new bike/pedestrian grant in FFY25, they worked with K-8 schools and focused mainly to the specific area of Winnebago county with the focus being Rockford. Drivers Edge conducted 48 presentations on bike/pedestrian safety, reaching a total of 5,221 students.

PowerPed Outreach | Task Codes 05-02 | 402 Funding

Programmed Amount: \$431,307.50 | Expended Amount: \$80,026.46

This program is funded through the Vega Impact Group LLC and has an emphasis on the reduction of the number of pedestrian-involved fatalities and crash fatalities through grassroots education and outreach specifically in black communities with an emphasis in Chicago, Rockford, and Peoria zip codes identified in the

3HSP as PPE outreach locations. Due to this grant being new and issues with hiring staff, minimal output was completed during the FFY 2025 grant. This grant has been approved for FFY 2026 and BSPE staff are working to ensure tangible output will be completed by September 30, 2026.

While previously approved for FFY 2025 funding using 1906 funds (under Task Code 23-04), the funding source was retroactively disallowed by NHTSA. An amendment was issued updating the funding source to 402 funds with task code 05-02.

Occupant Protection

In 2025, there were 1,755 certified CPS technicians/instructors. For paid media information, go to the [Paid & Earned Media](#) section.

CPSRC Underserved Communities | Task Codes 19-05 | 405b Funding

Programmed Amount: \$293,020.31 | Expended Amount: \$261,255.52

The CPSRC program through Central DuPage Hospital is not funded through state match like the other CPSRC programs. Rather, it is funded through 405b funds in order to meet the requirement for reaching underserved communities. This grant covers Chicago/Cook County, which has several underserved communities whether by race, income, cultural background, another such category or a combination of categories.

This program had a total of 27 outreach opportunities, 7 CPS Technician classes, and hosted 7 out of the 98 Statewide CPS Week/Seat Check Saturday promotions. During the year, 235 car seats were distributed to families in the region.

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 2024 statewide survey served as the pre-survey for the 2025 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 2025 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 2024, 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 288 locations statewide. The observed seat belt rate for 2025 is 92.4 percent.

Safety Survey

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

Programmed Amount: \$96,304 | Expended Amount: \$51,575.40

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 47.3 percent in the pre-campaign survey to 50.1 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 billboards/road signs (29.3 percent) and television (27.1 percent). Of the post-campaign survey respondents who saw or heard a message encouraging safety belt use “in the past 30 days”, 19.8 percent report seeing or hearing the message “more than usual”.

The 2025 pre-campaign survey awareness level of the “Click It or Ticket” slogan started at 67.1 percent. It increased slightly to 68.1 percent in the post-campaign survey.

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

Programmed Amount: \$1,820,161 | Expended Amount: \$1,276,434.62

This task provided grant funds for five CPSRCs as they addressed a wide spectrum of behaviors related to highway safety. All the CPSRCs are Hybrid Certified and able to teach CPS hybrid certification classes. CPSRCs coordinated 195 in-person car seat inspection events, conducted 45 CPS Certification courses, 35 CPS Tech Skills classes, 25 CPS Renewal classes, distributed 2,370 car seats, and held 55 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 193 special needs car seats; conducted 63 trainings, in-services, workshops; and gave presentations to 4,957 people on safe travel for children with special needs.

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

Programmed Amount: \$1,347,130 | Expended Amount: \$1,312,719.38

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 2025 Injury Prevention projects accomplished the following: displayed booths at 10 locations reaching a total of 600 people, distributed 1747 pieces of highway safety materials while conducting 101 public information and education campaigns, co-taught 4 CPS courses and trained 11 CPS Technicians in the Lurie Satellite Distribution Network, held 69 car seat events inspecting 121 car seats, held 4 bicycle safety programs and, conducted 66 bedside rounds with new parents regarding car seats at Lurie Hospital Systems, and conducted 188 general highway safety programs.

Police Training

Police Training | Task Code 04-01 | 402 Funding

Programmed Amount: \$475,080 | Expended Amount: \$319,204.61

In FY25, the Illinois Law Enforcement Training and Standards Board (ILETSB) delivered statewide traffic safety and impaired-driving related training through its Mobile Training Units, completing 101 classes and training 1,745 officers. Training activity included 12 Advanced Roadside Impaired Driving Enforcement (ARIDE) classes (223 officers); 49 Breath Analysis Operator/Breath Alcohol Analysis for Alcohol Training (BAO/BAAT) classes (959 officers); 5 Standard Field Sobriety Testing (SFST) classes (31 officers); and one SFST Instructor School (30 officers). ILETBSB also conducted 8 Illinois Vehicle Code (IVC) Update classes (161 officers), 2 IVC Update and Review for Patrol Officers classes (33 officers), and 2 Illinois DUI & IVC Legal Update classes (37 officers), along with 10 DWI Detection & SFST classes (110 officers) and one Drug Recognition (DRE) class (13 officers). Additional related offerings included Traffic Crash Investigation Level I (3 classes/52 officers) and Level II (2 classes/30 officers), Radar/Lidar (1 class/10 officers), Vehicle Dynamic (1 class/7 officers), Tactical Emergency Care for Patrol (2 classes/36 officers), and Emergency Medical Dispatch (1 class/13 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 2024, there were 1,177 motor vehicle fatalities in Illinois and 401 (34.1 percent) of these deaths were attributed to speeding. According to 2023 NHTSA national crash data, 40,901 people were killed in motor vehicle crashes and 11,775 (28.8 percent) of those fatalities involved speeding. This shows that Illinois is higher than the national average.

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: \$4,386.06

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 871 in-person educational programs reaching a total of 86,773 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/form-and-reports/crash-reports/illinois-traffic-and-pedestrian-stop-study.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/2024-2025-illinois-traffic-and-pedestrian-stop-data-use-and-collection-task-force-findings/>.

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/form-and-reports/crash-reports/illinois-traffic-and-pedestrian-stop-study.html>.

The ICJIA researchers made progress on two primary grant-funded projects: ICJIA conducted 9 Task Force meetings and 2 subcommittee Task Force meetings in SFY25. ICJIA continues to work with the on-line dashboard on the traffic stop data. ICJIA published the [2024-2025 Illinois Traffic and Pedestrian Stop Data Use and Collection Task Force](#) findings online in March 2025. 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/form-and-reports/crash-reports/illinois-traffic-and-pedestrian-stop-study.html>.

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

Programmed Amount: \$150,000 | Expended Amount: \$86,154.89

IDOT's Bureau of Data Collections has contracted with an outside vendor to conduct analysis to detect statistically significant aberrations in the traffic statistical data provided by law enforcement agencies to IDOT. It is funded via an RFP instead of a formal grant at the State of Illinois level in order to obtain 1906 funds. However, IDOT performs monitoring duties on this program as it is deemed a grant by NHTSA.

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

Programmed Amount: \$258,510 | Expended Amount: \$176,049.28

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.

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: \$0.00

The Traffic Records Coordinator (TRC) position is currently vacant and has been since April 2024. 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 2025.

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

Programmed Amount: \$300,000 | Expended Amount: \$169,357.47

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.

Motor Vehicle Data Linkage Task Code 18-13 | 405c Funding

Programmed Amount: \$580,060 | Expended Amount: \$159,212.56

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.

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 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 ran through the 2024/2025 holiday season and again for Memorial Day occupant protection awareness in May 2025. It focused on the fatal four- impairment, occupant protection, speeding, and distracted driving. Also, different media messaging and platforms were used to reach the different age audiences.

In 2025, professional football player Cole Kmet reached out to collaborate with IDOT to help raise awareness for Impaired Driving and Occupant Protection. Working with the paid media vendor, Cole Kmet successfully created several different types of media emphasizing impaired driving and occupant protection. This media has continued into calendar year 2026.

Earned Media Viewing Results

	Bicycle and Pedestrian	Distracted Driving	Impaired Driving	Motorcycle Safety	Occupant Protection	Speed	Work Zones
Total - Impressions	59,349,504	67,972,114	238,313,954	45,000,032	76,985,660	82,677,380	90,100,797
Total - Clicks	104,953	120,207	318,382	65,161	141,082	130,056	214,805
Total Reach	14,069,049	16,620,692	47,759,838	12,075,607	16,156,796	16,069,225	23,889,027
Total- Website Page Views	108,069	107,858	408,000	76,241	249,939	93,398	193,945

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	21,760
Move Over	1,300
Child Passenger Safety	68,155
Impaired Driving	9,105
Occupant Protection	5,022
Spanish Materials	21, 230
Distracted Driving	3,250
Motorcycle Program	1,825

Banners and Yard Signs	Amount Distributed
CPS Yard Sign	50
Motorcycle Yard Sign	562
Banners	10

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

Programmed Amount: \$30,000 | Expended Amount: \$17,375.00

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 the 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 the 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

1. **September 9, 2025** – Held at a local fire department in PPE zip code identified in 3HSP. The event included a community car seat check and fire safety education. BSPE staff engaged directly with caregivers, observed common misuse patterns, and reinforced evidence-based CPS practices.
2. **September 26, 2025** – Held at the local health department. The event provided car seat checks for community members and shared traffic safety educational resources. BSPE staff supported education delivery, observed common usage issues, and collected informal feedback for program planning.

Both events offered meaningful opportunities for education, engagement, and relationship-building with community members. The information that was collected will be used to support planning and scheduling of future community-based events, identify opportunities for targeted outreach to underserved populations, and strengthen educational messaging, resource allocation, and intervention strategies

Data Collected between both events

- 19 forms collected with 12 being community members.
- 63% were female and 37% were male.
- 64% were 18-34. 32% were 35-54 years old.
- 84% were white. 11% were black/African American 5% declined to answer.
- 88% were non-Hispanic. 6% were Hispanic. 6% declined to answer.
- Top safety concerns were (first one listed is highest concern):
 - Distracted Driving
 - Impaired Driving
 - Speeding
 - Car Seat Usage
 - Running Red Lights
 - There were 11 other items selected. All were selected less than 7% of the time
- 74% 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/Neutral - both selected 6 times
- There is adequate infrastructure for non-vehicular traffic (bicycles, pedestrians, e-scooters) – Disagree/Neutral/Agree – All selected 6 times.
- There are clear road markings and signs when driving – Neutral – 47%
- There is adequate roadway lighting in my community for my main mode of transportation – Agree – 58%
- I feel safe using the available transportation to me in my community – Agree – 39%
- I would walk, bike, or use available transportation more if I felt safe doing so – Yes – 42% - 26% selected N/A

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 presentations 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 2025 grants. Moving forward, the grantees completing law community collaboration events should submit feedback to BSPE.

Separately, law enforcements 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](#). As this is a biennial report, the next report will not be completed until 2026. 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 Programmed Funds

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

Programmed Amount: \$20,000 | Expended Amount: \$14,683.50

BSPE paid for attendance at conferences such as Lifesavers and the GHSA annual meeting.

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

Programmed Amount: \$20,000 | Expended Amount: \$14,683.50

BSPE paid the annual fee associated with GHSA and attendance at conferences such as Lifesavers and the GHSA annual meeting.

BSPE Staff Salaries | Task Code 01-03 | State Match

Programmed Amount: \$1,000,000 | Expended Amount: \$0.00

BSPE staff salaries paid with state funds. However, since plenty of match funding sources fulfilled the match requirement, \$0.00 from this particular match funding option was not spent towards match.

Travel | Task Code 02-05 | 402 Funding

Programmed Amount: \$20,000 | Expended Amount: \$10,094.92

BSPE staff performed on-site monitoring of the 2025 grants, National Lifesavers Conference, and the GHSA Annual Conference.

Travel | Task Code 02-06 | State Match

Programmed Amount: \$20,000 | Expended Amount: \$9,895.01

BSPE staff performed on-site monitoring of the 2025 grants and attended National Lifesavers Conference and the GHSA Annual Conference.

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

Programmed Amount: \$5,000,000 | Expended Amount: \$5,000,000.00

The Illinois State Police conducted a total of 70,498 patrol hours and issued 16,456 citations while working 8,415 work zone enforcement details.

- Details are available in the charts on the following page.

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

Month	Patrols	Hours	Citations	Warnings	Speed Citations	Speed Cz Citations	Speed Warnings
January	324	2,663.50	638	544	243	62	77
February	314	2,616.50	807	539	340	134	101
March	480	3,860.50	1,095	680	358	139	138
April	781	6,527.50	1,741	1228	455	127	197
May	965	8,048.00	2,191	1606	577	185	238
June	1084	9,026.00	1,908	1348	535	168	181
July	1055	8,934.00	1,898	1551	598	78	267
August	1038	8,748.50	1,717	1317	512	102	238
September	956	8,100.00	1,858	1,593	623	207	245
October	928	7,809.00	1,674	1,464	631	212	310
November	490	4,164.50	929	859	399	153	198
December							
Total	8,415	70,498	16,456	12,729	5,271	1,567	2,190

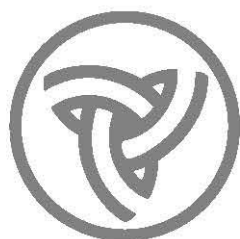
*December 2025 data not available as of 01/13/2026

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
January	15	11	4	6	16	9	171	78
February	16	6	3	2	24	11	160	64
March	50	24	8	7	53	23	218	119
April	68	21	8	7	111	31	218	246
May	76	45	14	18	108	43	372	353
June	82	25	12	6	97	34	439	393
July	89	51	13	17	87	38	387	336
August	53	30	6	27	75	29	467	323
September	57	30	13	9	124	36	422	337
October	39	34	4	3	83	27	415	299
November	23	15	11	4	21	11	264	142
December								
Total	568	292	96	106	799	292	3,533	2,690

*December 2025 data not available as of 01/13/2026

2025



ILLINOIS HIGHWAY SAFETY PLAN ANNUAL REPORT



Illinois Department
of Transportation