

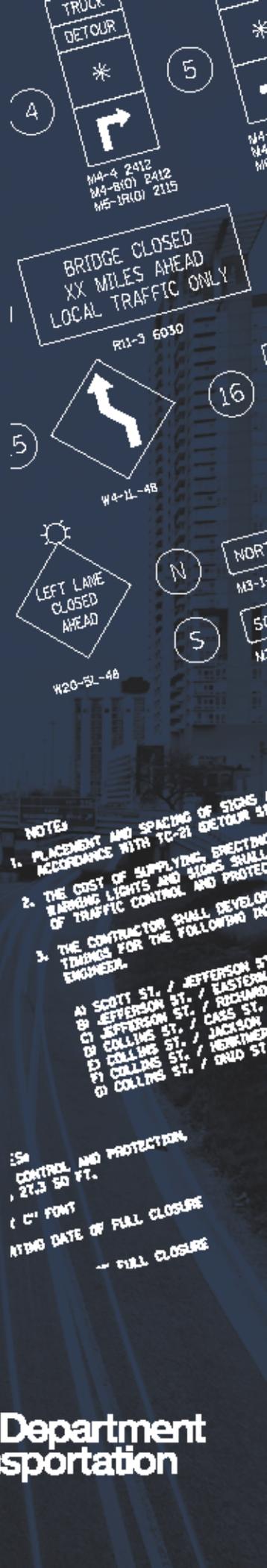


ANNUAL GRANT APPLICATION

2026



Illinois Department of Transportation



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Mission and Vision

Mission Statement

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

Vision Statement

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

Our transportation system plays a vital role in economic growth, moving people to jobs, products to markets and connects citizens and visitors to a variety of destinations. As a society, we should not accept casualties as a foregone consequence of using the highway system. Illinois residents, state and local government officials must work collectively toward achieving zero fatalities and incapacitating injuries on our roadways. Our belief is that any death is one too many, and we must work toward preventing as many injuries and saving as many lives as possible using the resources available.

Executive Summary

The IDOT Bureau of Safety Programs and Engineering (BSPE) is designated as the Illinois State Highway Safety Office (SHSO). BSPE coordinates a statewide behavioral highway safety program using federal funds administered through the National Highway Traffic Safety Administration (NHTSA), state funds and other resources. Funds are primarily used to change system users' behaviors by:

- enforcing traffic laws
- increasing drivers' perception of the risk of being ticketed for non-compliance
- increasing public awareness of the dangers of high-risk behavior
- informing system users of the best way to avoid or reduce the severity of a crash

Through data analysis and targeted use of resources, BSPE provides leadership, innovation, and program support in partnership with state, county, and community traffic safety leaders, professionals, and organizations.

Update to the 2024-2026 Triennial Highway Safety Plan

The 2024-2026 Triennial Highway Safety Plan (3HSP) was successfully submitted by BSPE and approved by NHTSA in the summer 2024. However, since the approval of the 3HSP, there has been an update to the 3HSP which therefore requires formally amending the 3HSP. This section of the 2026 AGA serves to provide the necessary updates to the 3HSP to keep both documents updated and cohesive.

Update: Add Preventing Roadside Deaths Program Area

Description:

Illinois has the Move Over Law ([625 ILCS 5/11- 907](https://www.ilcs.com/625-907)). This law is sometimes also referred to as Scott's Law (<https://www.gao.gov/assets/gao-21-166.pdf>). Even with this law in place, there are numerous crashes involving vehicles not abiding by the need to move over or slow down.

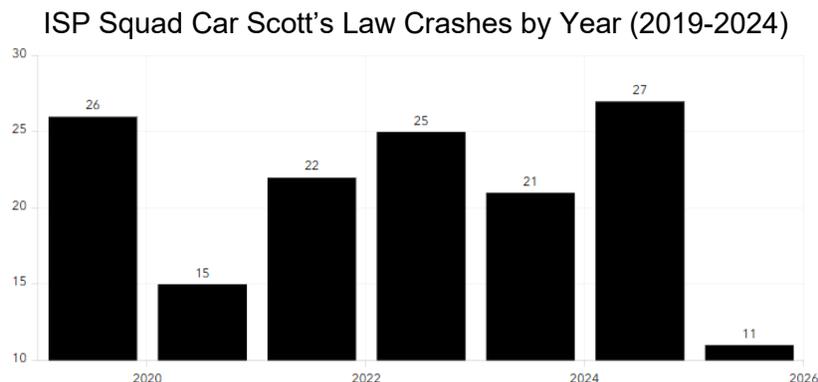
While Illinois began making strides in the Mover Over Law realm, most steps slowed or ended during or around the COVID lockdown. One such example is the [Move Over Task Force Report](#) submitted to the Illinois Office of the Governor on December 30, 2020 (see IL_FY26_405h_Move Over Task Force Report). The report mentions technology and equipment along with training and advocacy as emphasis areas. The report also included purchasing equipment and raising public awareness. While IDOT is implementing MMUCC 6th Edition, there has not always been data collected specific to the Move Over Law violations. Though momentum has waned some due to COVID, IDOT and the Illinois State Police (ISP) are still pushing to move forward with preventing roadside deaths through outreach and new technology (<https://isp.illinois.gov/Media/CompletePressRelease/2159> or IL_FY26_405h_Move Over Press Release.pdf)

The 2026 AGA submission will be the first time Illinois has applied for 405h funds. The current identified projects slated for 405h funding including purchasing e-alerting technology, personnel expenditures to properly install and/or operate the equipment, and the addition of the Move Over Law campaign to the paid media topics covered under contract. These projects have been selected to serve as starting points to getting back on track to creating robust Move Over Law awareness and compliancy throughout Illinois.

Problem Identification:

- Since 2019, there have been over 140 crashes involving ISP by drivers violating the Move Over Law ([625 ILCS 5/11- 907](https://www.ilcs.com/625-907)) in Illinois.
- In 2024 alone, there were 27 Move Over Law violation crashes involving Illinois State Police- with 1 crash being fatal.
- The first half of calendar year 2025 had 8 crashes involving Illinois State Police troopers. (<https://isp.maps.arcgis.com/apps/dashboards/340d57cd956c453da2de25af804c268d>)

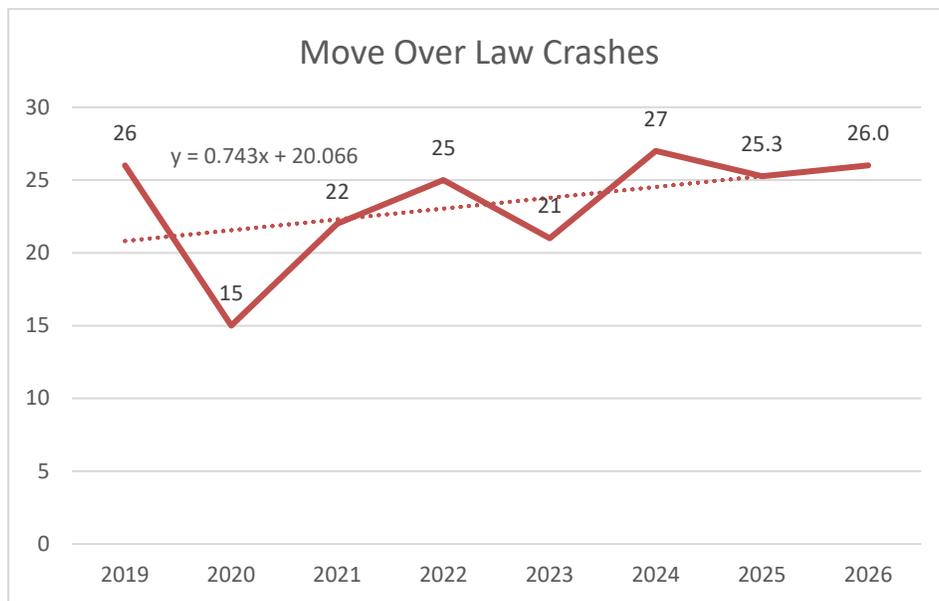
Additional Insights into ISP Squad Car Crashes 2019-2024:



ISP Trooper Injuries by Year (Scott's Law Crashes) (2019-2024)



ISP Squad Car Move Over Crash Projections for 2025 and 2026



Performance Measures Affecting this Program Area:

This program area affects the Traffic Fatalities and Serious Injuries in Traffic Crashes performance measures.

The performance measure specific to the two local enforcement agencies seeking e-digital alerting are to reduce the Move Over Law by at least one incident per agency during the 2026 grant year.

The performance measure specific to paid media will be to increase media specific to the Move Over Law awareness to a minimum outreach of 5,000 road users during the 2026 grant year.

Targets:

To decrease Move Over Law crashes involving ISP by 2% throughout Illinois.

To increase awareness of the Move Over Law by 10% through various paid media platforms throughout Illinois over the course of the 2026 grant.

Primary Countermeasure Strategies:

Strategy	Prevent Roadside Deaths
Countermeasures and Justifications	Fisa et al. "Effects of interventions for preventing road traffic crashes: an overview of systematic reviews." PubMed Central, 2022 March 16. https://pmc.ncbi.nlm.nih.gov/articles/PMC8925136/ . High-Visibility Enforcement (HVE) + paid media – 4 Stars in Countermeasures That Work - Illinois will implement high-visibility enforcement (HVE) paired with paid media to increase driver compliance with the State’s Move Over law and to reduce crashes involving vehicles/individuals stopped at the roadside.
Estimated funding and source	\$115,000; 405(h)
Project considerations for strategy	BSPE has selected three highway safety projects to accomplish increasing awareness of roadside hazards through paid media awareness and a combination of law enforcement and e-digital alerting technology.
How is this strategy informed by the uniform guidelines or a recent program assessment?	Highway Safety Program Guideline No. 15 – Traffic Enforcement Services – Section V, states, “States should develop and implement communication strategies directed at supporting policy and program elements. Public awareness and knowledge about traffic enforcement services are essential for sustaining increased compliance with traffic laws and regulations. Communications should highlight and support specific program activities underway in the community and communication programs and materials should be culturally relevant, appropriate to the audience and multilingual as necessary. This requires a well-organized, effectively managed social marketing campaign that addresses specific high-risk populations.” In addition, Highway Safety Program Guideline No. 15 – Traffic Enforcement Services – Section IV, states, “Providing traffic enforcement services and the enforcement of traffic laws and ordinances is a responsibility shared by all law enforcement agencies. Among the primary objectives of this function is encouraging motorists and pedestrians to comply voluntarily with the laws and ordinances. Administrators should apply their enforcement resources in a manner that ensures the greatest impact on traffic safety. Traffic enforcement services should: Include accurate problem identification and countermeasure design; apply at appropriate times and locations, coupled with paid media and communication efforts designed to make the motoring public aware of the traffic safety problem and planned enforcement activities; and include a system to document and report results.”

Occupant Protection

Projects:

Title: Injury Prevention

Unique Identifier/Activity Number: 02-02

Countermeasure Strategy ID: Inspection Station – 3 stars in *Countermeasures that Work*, Communications and Outreach on Distracted Driving - 1 star in *Countermeasures That Work*. Share the Road Awareness Programs – 2 stars in *Countermeasures That Work*.

Eligible Use of Funds: AL, MC, OP, PS, DE, CR, DD, TSP, OD, UNATTD

Federal Funding Source: Section 402

Description: This task provides funds to support local community agencies in reducing deaths and injuries on Illinois roadways. This program is designed to enable local agencies to conduct public information and education campaigns focusing on occupant protection, child passenger safety, impaired driving, distracted driving, young drivers, and speed. 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 motor is deactivated by the operator as well as promote Heatstroke Prevention Day.

Public Participation and Engagement:

Injury Prevention grantees play a vital role in advancing highway safety by actively engaging with their communities and facilitating public participation. Through outreach efforts, they collect valuable feedback from a wide range of stakeholders, including community members, local organizations, and relevant authorities. This input helps IDOT assess the effectiveness of current initiatives, identify areas for improvement, and uncover opportunities for new projects. It also brings attention to community-specific concerns related to highway safety. Both current and/or future grantees contribute to gauging public sentiment, developing more effective engagement strategies, and ensuring IDOT's efforts align with the needs and expectations of the communities they serve.

Intended Subrecipients and Location of Projects:

Advocate Health Care: Cook, Lake, Kane, DuPage, and Will Counties

Central DuPage Hospital: DuPage County

Chicago Department of Transportation: City of Chicago

Deerfield Police Department: Cook and Lake Counties

Lurie's Children Hospital: Cook and Lake Counties

OSF Multi-Specialty Group: Peoria, Tazwell, Woodford, Knox, DeWitt, Marshall, Putnam, McLean, Mason, Mercer, Fulton, Will, Warren, Starke, Henry and Livingston.

SIU School of Medicine: Adams, Cass, Champaign, Christian, Clay, Clinton, DeWitt, Effingham, Logan, Macon, Macoupin, Mason, McLean, Menard, Morgan, Peoria, Piatt, and Sangamon.

UIS Enforcement: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
Hospital	Advocate Health Care	HS-26-0348	\$179,637.50
Hospital	Central DuPage Hospital	HS-26-0342	\$257,667.98
Governmental Unit	Chicago Department of Transportation	HS-26-0334	\$157,000.00
Governmental Unit	Deerfield PD	HS-26-0341	\$3,240.00
Hospital	Lurie's Children's Hospital	HS-26-0332	\$173,253.45
Hospital	OSF Multi-Specialty Group	HS-26-0327	\$119,068.31
University	SIU-School of Medicine	HS-26-0324	\$440,783.10
University	UIS Enforcement Data	HS-26-0316	\$126,619.52

Title: Occupant Protection Assessment

Unique Identifier/Activity Number: 02-07

Countermeasure Strategy ID: Conducting a National Highway Traffic Safety Administration (NHTSA) occupant protection assessment is a critical step for a state in ensuring the effectiveness, compliance, and improvement of its occupant protection initiatives. This justification highlights the significant benefits and the essential role of such an assessment in aligning with NHTSA's Uniform Guidelines for State Occupant Protection Programs.

Eligible Use of Funds: OP

Federal Funding Source: 402

Description: This task identifies funding for IDOT to conduct an occupant protection assessment. This assessment will review BSPE's occupant protection program and note where improvements can be made. The assessment will be used as a management tool for planning purposes and for making decisions about how to best use available resources for the occupant protection program in Illinois.

The occupant protection assessment is scheduled for December 8-12, 2025.

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	26OPASSES	\$25,000.00

Title: Child Passenger Safety Resource Center (state match)

Unique Identifier/Activity Number: 02-10

Countermeasure Strategy ID: Inspection Station – 3 stars *Countermeasures That Work*

Eligible Use of Funds: OP, DE, CR, DD, TSP

Federal Funding Source: STATE Match

Description: This task provides funds for five local agencies to serve as Child Passenger Safety Resource Centers (CPSRC). The centers are designed to conduct public information and education campaigns focusing on child passenger safety issues. They serve as regional resources providing education, training, and support in promoting safety programs.

Five CPSRCs are planned to be funded in Illinois and will be staffed by Traffic Safety Liaisons (TSLs). Each CPSRC covers a specific region in the state. They coordinate and support traffic safety initiatives within that region. The five regions are Chicago, Cook and Collar Counties, Northwest, Central, and Southern.

The CPSRC program addresses a wide variety of highway safety issues including, but not limited to, the following areas:

- A regional point of contact for traffic safety programs, trainings, and community events.
- 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 motor is deactivated by the operator as well as promote National Heatstroke Prevention Day
- Provide evidence-based programs aimed at increasing the safety of all drivers, specifically inexperienced drivers and older drivers.
- Provide education to the public about traffic safety by staffing informational booths at community events.
- Use data-driven approaches to evaluate and address local highway safety issues.
- Develop and disseminate Child Passenger Safety (CPS) continuing education unit (CEU) opportunities in each region. They offer, promote, and teach standardized CPS certification courses and renewal courses in the region.
- Participate in Statewide CPS Week/Seat Check Saturday promotions.
- Assist local agencies with setting up car seat checks, teen safety fairs, traffic safety presentations, and other community events.
- Establish and maintain community traffic safety networks of law enforcement, public health, and local organizations to reduce injury and fatality rates in their identified region.

Public Participation and Engagement:

CPSRC grantees play a critical role in fostering public participation and engagement around highway safety within their communities. Through their outreach efforts, grantees collect valuable feedback from a wide range of stakeholders, including community members, local organizations, and relevant authorities. This feedback provides IDOT with essential insights into the effectiveness of existing traffic safety initiatives, community-specific concerns related to highway safety, ideas for new programs and initiatives, opportunities for improvement in current strategies. Both current and/or future CPSRC grantees assist IDOT in gauging public sentiment, identifying more effective engagement strategies, and ensuring that highway safety efforts remain responsive to the unique needs and expectations of the communities they serve.

Intended Subrecipients and Location of Projects: Statewide emphasis, on all CPSRC regions that cover the entire state.

OSF Healthcare – St. Francis: Statewide

Rush Copley Hospital Region 2: Cook, DuPage, Kane, Lake, McHenry, Kendall, Grundy, Will, Kankakee, Iroquois

IL Association of Chiefs of Police, Region 3: Lee, Ogle, Whiteside, Boone, DeKalb, Rock Island, Carrol, Jo Daviess, Winnebago, Stephenson, Henry, Bureau, Stark, Marshall, Putnam, LaSalle, Mercer, Henderson, Warren, Knox, Livingston, Ford

IL Association of Chiefs of Police, Region 4: Hancock, McDonough, Adams, Schuyler, Brown, Pike, Fulton, Cass, Morgan, Scott, Mason, Menard, Sangamon, Christian, Logan, Tazewell, McLean, DeWitt, Macon, Piatt, Moultrie, Shelby, Champaign, Douglas, Coles, Vermillion, Edgar, Peoria, Woodford, Macoupin, and Montgomery

Southern Illinois University-Carbondale Region 5: Calhoun, Green, Jersey, Madison, Bond, Fayette, Effingham, Jasper, Crawford, Saint Clair, Monroe, Randolph, Clinton, Washington, Marion, Jefferson, Clay, Wayne, Richland, Lawrence, Edwards, Wabash, Perry, Jackson, Franklin, Hamilton, White, Williamson, Saline, Gallatin, Union, Johnson, Pope, Hardin, Alexander, Pulaski, Massac, Cumberland, and Clark.

Organization Type	Grantee	Project Number	Grant Award
Hospital	OSF Healthcare – St. Francis	HS-26-0326	\$285,746.80
Hospital	Rush Copley Hospital	HS-26-0328	\$597,844.06
Association	IL Association of Chiefs of Police – Region 3	HS-26-0334	\$359,674.92
Association	IL Association of Chiefs of Police – Region 4	HS-26-0335	\$519,138.35
University	Southern IL University-Carbondale	HS-26-0325	\$280,526.02

Title: Child Passenger Safety Resource Center (non-state match)

Unique Identifier/Activity Number: 19-05

Countermeasure Strategy ID: Inspection Station – 3 stars *Countermeasures That Work*

Eligible Use of Funds: B1CPS_US

Federal Funding Source: Section 405b

Description: This task provides funding for one local agency to operate as a CPSRC. As with the other CPSRCs, this location is established to conduct public information and education campaigns that focus on child passenger safety and serve as a regional hub offering education, training, and support for traffic safety programs. This CPSRC serves areas with high minority populations and therefore has a separate funding source to meet funding requirements set forth by NHTSA.

This CPSRC will be staffed by a Traffic Safety Liaisons (TSL) and will support and coordinate traffic safety initiatives within its designated region. Though targeted outreach and training, this CPSRC will play a vital role in advancing child passenger safety and reducing traffic-related injuries and fatalities across the state.

The CPSRC program addresses a broad range variety of highway safety issues, including, but not limited to:

- A regional point of contact for traffic safety programs, trainings, and community events.
- 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 motor is deactivated by the operator as well as promote National Heatstroke Prevention Day
- Provide evidence-based programs aimed at increasing the safety of all drivers, specifically inexperienced drivers and older drivers.
- Provide education to the public about traffic safety by staffing informational booths at community events.
- Use data-driven approaches to evaluate and address local highway safety issues.

- Develop and disseminate Child Passenger Safety (CPS) continuing education unit (CEU) opportunities in each region. They offer, promote, and teach standardized CPS certification courses and renewal courses in the region.
- Participate in Statewide CPS Week/Seat Check Saturday promotions.
- Assist local agencies with setting up car seat checks, teen safety fairs, traffic safety presentations, and other community events.
- Establish and maintain community traffic safety networks of law enforcement, public health, and local organizations to reduce injury and fatality rates in their identified region.

Public Participation and Engagement:

CPSRC grantees actively engage with their communities in highway safety initiatives, gathering valuable feedback from a broad range of stakeholders, including community members, local organizations, and relevant authorities. This feedback provides IDOT with critical insights on the effectiveness of current initiatives, ideas for new projects, areas for requiring improvement, and community-specific highway safety concerns. Both current and/or future grantees assist IDOT in accurately gauging public sentiment, collecting suggestions to enhance engagement strategies, and ensuring that traffic safety efforts align closely with the needs and expectations of the communities they serve.

Intended Subrecipients and Location of Projects: Statewide emphasis, all five CPSRC regions covers the entire state.

Central DuPage Hospital Region 1: City of Chicago

Organization Type	Grantee	Project Number	Grant Award
Hospital	Central DuPage Hospital	HS-26-0336	\$353,682.34

Title: Occupant Protection Enforcement

Unique Identifier/Activity Number: 04-10

Countermeasure Strategy ID: Short-Term, High-Visibility Seat Belt Law Enforcement – 5 stars in *Countermeasures That Work*

Eligible Use of Funds: OP, CR, SC

Federal Funding Source: Section 402

Description: This task provides funds for the Illinois Secretary of State Police to conduct increased enforcement of Illinois’ occupant protection laws. The patrols focus on roadways identified as having low safety belt compliance rates. Illinois Secretary of State Police will focus their Occupant Protection enforcement in Illinois’ [County Population Model](#) directing resources to high-risk counties that account for the majority of crashes, injuries, and fatalities. This data-driven approach ensures consistent, high-quality instruction where it will have the greatest impact.

Location of Project: Champaign, Cook, DeKalb, DuPage, Kane, Kankakee, Kendall, Lake, LaSalle, Macon, Madison, McHenry, McLean, Peoria, Rock Island, St. Clair, Sangamon, Tazewell, Vermillion, Will, Winnebago

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Secretary of State Police	SA-26-0502	\$78,675.85

Title: Occupant Restraint Enforcement Program

Unique Identifier/Activity Number: 19-01

Countermeasure Strategy ID: Short-Term, High-Visibility Seat Belt Law Enforcement – 5 stars in *Countermeasures That Work*

Eligible Use of Funds: M1HVE

Federal Funding Source: Section 405b

Description: This task provides funds for the Illinois State Police to conduct increased enforcement of Illinois' occupant protection laws. The patrols focus on roadways identified as having low seat belt compliance rates. Illinois State Police will focus their OREP enforcement in Illinois' [County Population Model](#) directing resources to high-risk counties that account for the majority of crashes, injuries, and fatalities. This data-driven approach ensures consistent, high-quality instruction where it will have the greatest impact.

Location of Project: Champaign, Cook, DeKalb, DuPage, Kane, Kankakee, Kendall, Lake, LaSalle, Macon, Madison, McHenry, McLean, Peoria, Rock Island, St. Clair, Sangamon, Tazewell, Vermillion, Will, Winnebago

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois State Police	SA-26-0509	\$1,131,385.85

Title: Occupant Protection Paid Media

Unique Identifier/Activity Number: 19-11

Countermeasure Strategy ID: Communication and Outreach Supporting Enforcement – 5 stars in *Countermeasures That Work*

Eligible Use of Funds: M1HVE

Federal Funding Source: Section 405b

Description: IDOT conducts comprehensive, statewide occupant protection communication campaigns through paid media buys, utilizing a variety of platforms including the use of radio, television, print, digital, and other online mass media. In FY 2025, the campaign will specifically target males aged 18-34-year-old with the prevention message, "It's Not A Game," which highlights the serious consequences of being unrestrained. Key campaign periods will include National Heatstroke Prevention Day, Click It or Ticket campaign, and Child Passenger Safety Week. A special posting was also created for the 40th anniversary of the seat belt law in Illinois on July 1, 2025. IDOT will implement the occupant protection paid media campaign statewide with particular emphasis on the Illinois [County Population Model](#) directing resources to high-risk counties that account for the majority of crashes, injuries, and fatalities. This data-driven approach ensures consistent, high-quality instruction where it will have the greatest impact.

Location of Project: Champaign, Cook, DeKalb, DuPage, Kane, Kankakee, Kendall, Lake, LaSalle, Macon, Madison, McHenry, McLean, Peoria, Rock Island, St. Clair, Sangamon, Tazewell, Vermillion, Will, Winnebago

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	22MEDIA01	\$500,000.00

Title: Occupant Protection Coordinator

Unique Identifier/Activity Number: 01-05

Countermeasure Strategy ID: Inspection Station – 3 stars in *Countermeasures that Work*, Communications and Outreach on Distracted Driving - 1 star in *Countermeasures That Work*. Share the Road Awareness Programs – 2 stars in *Countermeasures That Work*.

Eligible Use of Funds: OP, CR

Federal Funding Source: Section 402

Description: This position oversees and coordinates the occupant protection and child passenger safety programs within Illinois.

Measurable Improvement: Create and implement a minimum of one (1) data-driven growth metric using the occupant protection subrecipients to use in the 2027 Annual Grant Application submission, clearly demonstrating an increase in public outreach and awareness to lessen occupant protection-related crash injuries and deaths.

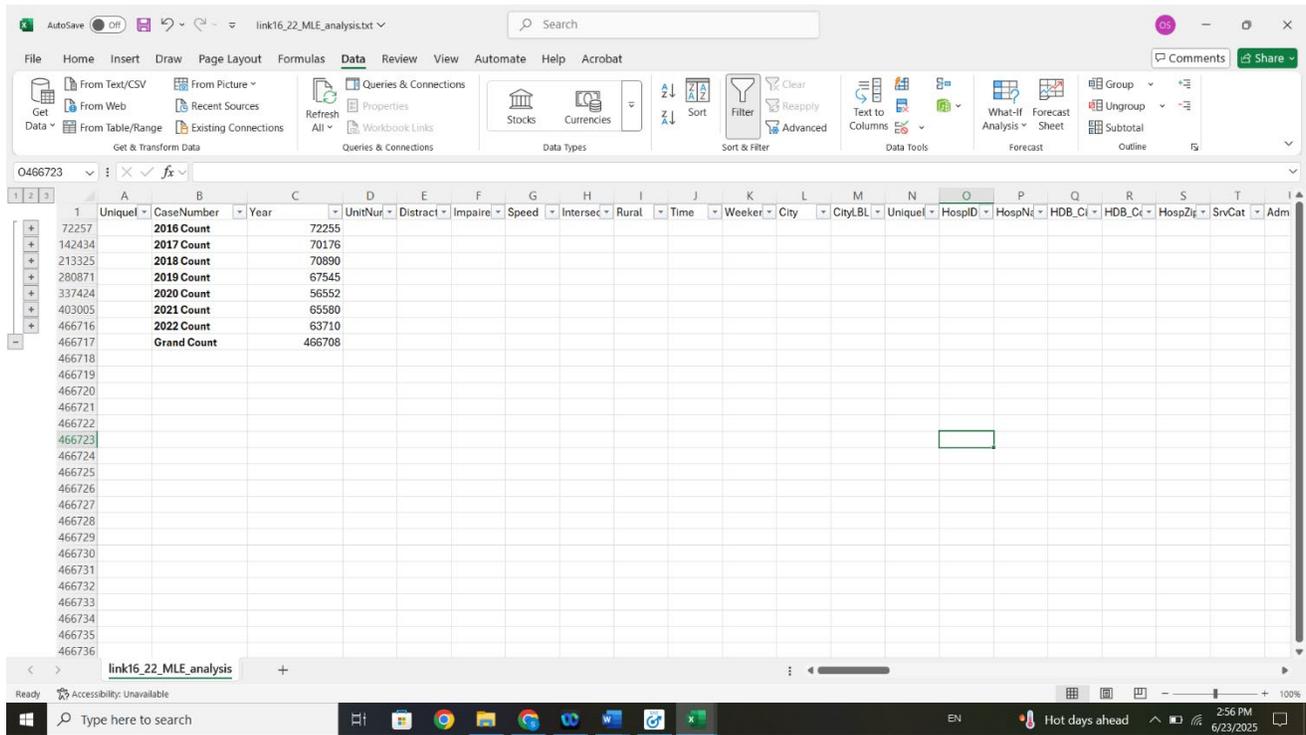
Performance Measure: To increase seat belt usage throughout the state, expand high visibility enforcement campaigns, assist media in promoting education and awareness, and boost public awareness of inspection stations and how to contact CPS technicians.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	N/A	\$300,000.00

State Traffic Safety Information System Improvements

View of Data Linkage Rows of Data for Each Calendar Year Within the Master Dataset



User-Friendly Summary Data Table of Data Listed in Above Image

Year	Rows of Data
2016	72,255
2017	70,176
2018	70,890
2019	67,545
2020	56,552
2021	65,580
2022*	63,710

*2022 is not shown in the Master Dataset Images but has been included in this chart.

405c Measurable Improvement: One measurable improvement during the performance period of July 1, 2024 to June 30, 2025 was to increase data integration with the linkage of crash data and trauma (hospital) data. The current linkage or baseline included data from 2016 to 2021. The target was to add 2022 data to the database. The 2022 data was linked in April 2025 and added an additional 63,710 rows of data to the database. Above is a picture from the database showing that 63,710 rows of data were added for 2022 (note, the number of data rows to be added vary year to year so the linkage is not based on total number of rows added but rather the completeness of the available rows for the corresponding year).

This 405c performance measure involves the integration of data to work towards completeness of both crash and EMS or injury surveillance data as well as accessibility. By making more data accessible and complete while being integrated into the master dataset, the grant can continue to use more complete data as the linkages are added to allow for more in-depth review and analysis.

405c Performance Measure: To increase accessibility, integration, and completeness of crash and EMS or injury surveillance data in the master dataset to allow for continued research, review, and analysis by completing the 2023 the data linkage of crash data and trauma data. The 405c funds will also continue to link additional data sets for each linkage that has been added since the start of the master dataset.

This linkage information may be found throughout this State Traffic Safety Information System Improvements section and within the IL_FY26_405c_Effects of Large Vehicles on Pedestrian and Pedal-Cyclist Injury Severity.pdf report (page 3), IL_FY26_405c_Pediatric restraint use and injury across race, ethnicity, and class in Illinois.pdf report (page 3), IL_FY26_405c_Risky Roadway Behavior during the COVID-19 Pandemic of 2020.pdf report (pages 2, 4-6), IL_FY26_405c_Effects of COVID and spatial demography on the reporting of cyclists struck by a motor vehicle.pdf report (page 4), and IL_FY26_405c_Polysubstance Use and Motor Vehicle Crashes in Illinois An Exploration of Linked Crash and Hospital Data.pdf report (page 2). The most recent linkage information is not yet publicly available at the time of the submission of the 2026 AGA. However, it will be released to NHTSA upon final peer review approval and publication.

Projects:

Title: Trauma Registry

Unique Identifier/Activity Number: 18-02

Countermeasure Strategy ID: Implement information learned during NHTSA GO Team for data analysis and management and fund the Trauma Registry project to improve upon areas recommended for improvement within the 2021 Assessment:

1. Making data program improvements relating quantifiable, measurable progress in the completeness of data in a core highway safety database – Uniform Guideline No. 10.
2. Making data program improvements relating quantifiable, measurable progress in the integration of data in a core highway safety database – Uniform Guideline No. 10.
3. Making data program improvements relating quantifiable, measurable progress in the accessibility of data in a core highway safety database – Uniform Guideline No. 10.

The Countermeasure Strategy ID for the FY26 grant will be:

1. Making data program improvements relating quantifiable, measurable progress in the timeliness of data in a core highway safety database – Uniform Guideline No. 10.
2. Making data program improvements relating quantifiable, measurable progress in the uniformity of data in a core highway safety database – Uniform Guideline No. 10.
3. Making data program improvements relating quantifiable, measurable progress in the accessibility of data in a core highway safety database – Uniform Guideline No. 10.

Eligible Use of Funds: M3DA, B3DSA

Federal Funding Source: Section 405c

Description: BSPE provided funding for the Illinois Department of Public Health (IDPH) to develop a functional and updated [Illinois State Trauma Registry](#), a software provided by a 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 become available. The data available to IDPH trauma registry staff and University of Illinois at Springfield (UIS) researchers to assist with research and data linkages (see the [Motor Vehicle Data Linkage project](#) for more information). This trauma registry includes adherence to state and national database codes and standards. There is also training available on the [IDPH website](#).

Measurable Improvement: Due to this grant being for a trauma registry, by default it directly encapsulates EMS and Injury Surveillance data. Since crash injury victims are sent to trauma centers for care, the data includes crash data and, if the injured party or parties were driving, it would then also include driver data.

As of the end of the first quarter (7/1/2024 – 9/30/2024), the FY25 grant goal of 50% timeliness reporting was met when 49 out of 65 (75%) trauma centers reported on time.

Performance Measure: To increase uniformity, timeliness and/or accessibility to the Trauma Registry with specific, quantifiable measurements by continuing to increase the number of facilities reporting data to the Trauma Registry’s Head and Spinal Cord and Violent Injury Registry system by an additional ten (10) hospitals during the FY25 grant. This would mean 111 total hospitals in Illinois would be reporting the data. Since all hospitals will use the same data dictionary, there will be an increase in uniformity by submitting the correct information. While the submitted data in for July 1, 2024 through September 30, 2023 had an error rate of 80.3%, the next quarter (October 1, 2023 through December 31, 2023) had an error rate of 16.3%. Therefore, uniformity improved, but additional improvements will need to be made to help lower the error rate further. Also, the accessibility will need to be increased to ensure the UIS researchers on the Motor Vehicle Data Linkage Project are able to continue to link the Trauma Registry data regularly.

For additional timeliness, 10% of the hospitals reported on time from July 1, 2023 through September 30, 2024 and 32% in the next quarter (October 1, 2023 through December 31, 2023). The target for the FY25 grant (July 1, 2024 through June 30, 2025) is for 60% of hospitals to report on time by the end of the third quarter (January 1, 2025 through March 31, 2025).

For additional accessibility, the trauma registry was accessible 95% of the time during the FY23 grant (July 1, 2022 through June 30, 2023). The target for FY25 is 97% trauma registry accessibility by the end of the third quarter (January 1, 2025 through March 31, 2025).

Location of Projects: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Public Health	SA-26-0517	\$264,000.00

Title: Traffic Records Coordinator

Unique Identifier/Activity Number: 18-01

Countermeasure Strategy ID: Follow the implementation plan set forth in the IL_FY26_405c.

1. Making data program improvements relating to quantifiable, measurable progress in the timeliness of data in a core highway safety database – Uniform Guideline No. 10
2. Making data program improvements relating to quantifiable, measurable progress in the accuracy of data in a core highway safety database – Uniform Guideline No. 10
3. Making data program improvements relating to quantifiable, measurable progress in the completeness of data in a core highway safety database – Uniform Guideline No. 10
4. Making data program improvements relating to quantifiable, measurable progress in the uniformity of data in a core highway safety database – Uniform Guideline No. 10
5. Making data program improvements relating to quantifiable, measurable progress in the integration of data in a core highway safety database – Uniform Guideline No. 10
6. Making data program improvements relating to quantifiable, measurable progress in the accessibility of data in a core highway safety database – Uniform Guideline No. 10

Eligible Use of Funds: M3DA, B3TRP

Federal Funding Source: Section 405c

Description: This position oversees and coordinates traffic crash data at the state, regional, and national levels; directs the development of committees, task forces, and work groups to address issues regarding traffic records; tracks and reports traffic-related data activities to state and federal agencies; coordinates planning, documenting, and implementation activities among several state agencies and other partners; works with the State traffic records system agencies to coordinate activities within the traffic records area; and manages activities with the Illinois Traffic Records Coordinating Committee (TRCC) that oversees traffic records and traffic safety-related data activities.

The involvement of the Traffic Records Coordinator will inherently lead to improvements in all six of the traffic records systems by definition of his/her role with the TRCC. The projects listed in this section illustrate the impact having a full-time Traffic Records Coordinator has on the improvements and enhancements made to the traffic records system. The Traffic Records Coordinator and TRCC are focusing on combining like systems to increase the ability to integrate more systems as the program develops.

Measurable Improvement: The baseline for this measurement is that the Traffic Records Coordinator performs all tasks as required and ensures the TRCC follows all TRCC guidelines as stated in the 23 CFR 1300. The goal is that the Traffic Records Coordinator will endeavor to improve upon a minimum of one (1) of the six traffic records attributes by working to rectify a finding or implementing a consideration from the 2021 Traffic Records Assessment and/or ensuring performance measures stated in the IL_FY26_405c will be met. The identified improvements (see Performance Measure below) will be included in the FY26 update to the 2024-2026 Traffic Record Strategic Plan.

Performance Measure: To increase timeliness, accuracy, completeness, uniformity, integration, and accessibility as possible in the NHTSA six-pack of crash, vehicle, driver, roadway, citation or adjudication, and EMS or injury surveillance throughout as many state data sets as possible and continue to identify weak areas to possible linkages to help strengthen the State’s traffic records data using quantifiable measurement methods and grow the program by March 31, 2026.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	N/A	\$300,000.00

Title: Motor Vehicle Data Linkage Project

Unique Identifier/Activity Number: 18-13

Countermeasure Strategy ID: Implement information learned during NHTSA GO Team for data analysis and management and fund the Motor Vehicle Data Linkage project to improve upon areas recommended for improvement within the 2021 Assessment:

1. Making data program improvements relating quantifiable, measurable progress in the completeness of data in a core highway safety database – Uniform Guideline No. 10.
2. Making data program improvements relating quantifiable, measurable progress in the integration of data in a core highway safety database – Uniform Guideline No. 10.
3. Making data program improvements relating quantifiable, measurable progress in the accessibility of data in a core highway safety database – Uniform Guideline No. 10.

Eligible Use of Funds: M3DA, B3SP, B3SA

Federal Funding Source: Section 405c

Description: This project is a combination of EMS or injury surveillance and data use and integration. The EMS or injury surveillance recommendation from the 2021 Traffic Records Assessment was to improve the interfaces with the EMS or injury surveillance systems to reflect best practices identified in the assessment.

There was also a consideration that this project addresses on building these interfaces are recommended and are valuable to show the continuum of care and outcomes for motor vehicle injuries and can make data entry and management more efficient. The goal of this project is to link those data sets and address the lack in interfaces between those data.

Linked data will also allow for identification of issues to improve the overall quality of traffic safety related data. For example, hospital discharge records include diagnosis coding which precisely describe the nature and severity of injury. These severities can be used to evaluate the validity and reliability of crash scene injury classification results. The injury classification results are important in identifying areas of focus for highway safety.

Due to the size of the annual data linkage project selected, a minimum of one (1) data linkage will be completed per grant cycle. Linkages consist of identifying data sets and variables by dataset, identifying, and contacting data owners, creating data use agreements (e.g., access to private identifying information) that are established and/or amended. Then the data recipients will complete a description of methods by allowing for actions such as coding, cleaning, and preparation of imported data. Then the linkage will take place and begin reporting on which specific data sources have been successfully linked. The final months of the project require preparation of reports that summarize the data linkage project and analysis of topics of interest found in research. The results will also be disseminated in reports and infographics made available to the public. Additional linkages may be made after a determination is made and agreed upon by IDPH, IDOT and UIS. A current linkage topic being reviewed is the effects of impaired driving of alcohol, cannabis, and polysubstance between IDOT data and IDPH data.

The grant allows for a master dataset from the original linkage consisting of crash data to EMS or injury surveillance data to determine severity of injury, costs, payment sources, medical system response, etc. With each linkage, the dataset to be linked is linked to this master dataset. One linkage was specific to the belted vs. unbelted occupants involved in crashes while another linkage was specific to pedestrian and pedal-cycle crash victims.

Measurable Improvement: The current baseline is that one (1) data linkage is to be made during the grant period. Additionally, data made available from previous data linkages should continue to increase in total data collected and also include the most recent year from which the data is available. Different grants concerning different data linkages are incorporated into the data. For a measurable improvement, IDOT will define a data linkage as the physical linking of data sets as one data linkage without the additional steps (e.g., collecting and cleaning data, analyzing results, creating dissemination material).

Because the data is linked into the master dataset that was created using previous linkages, and the first linkage involved crash data, by default, the linkages will involve crash data. Considering it now includes Trauma Registry data, it also encapsulates EMS or injury surveillance. This data includes belted versus unbelted occupants, impaired driving from cannabis usage and incorporates dynamic sign messaging data. The master data set used for linkages also includes driver data. Each linkage will be included in this master data set.

For the FY25 grant (running July 1, 2024 - June 30, 2025), the data linkage was completed on April 29, 2025 to link the 2022 trauma data and 2022 crash data. Per the FY23 HSP submission it was anticipated that 0% to 1% of the 2020 crash data would link to the Trauma Registry records. During the grant 6,898 of the 663,871 2021 trauma records were linked, equating to over 1% of data linked. However, to increase the trauma data completeness, the Illinois Trauma Registry System will need to be improved for future data sets. In FY25, this master database, created by the linkages and added to every year, continues to add one (1) linkage each grant while continuing to increase the data from the pre-linked sources for previous calendar years. During the FY25 grant, one (1) data linkage was completed, adding 63,710 total records. The core database now currently has 466,708 records between all of the linkages covering calendar years 2016-2022.

For the FY26 grant, the target goal focuses on completeness and accessibility by increasing the data linkage by an additional 50,000 records of data by March 31, 2026. More trauma data will allow for more entries to allow for increasing upon previous rates and better assist with timeliness.

Performance Measure: To perform a data linkage allows for the study and analysis of the results of the linkage to improve completeness, integration and accessibility of data. Therefore, a minimum of one (1) data linkage will be completed by March 31, 2026. The current baseline is a database of 2016 to 2022 crash data and trauma data. The target would be to add 2023 crash data and 2023 trauma data to the database. Additionally, previously linked data should be increased within the master dataset to increase completeness of data.

Location of Project: Statewide emphasis.

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Public Health	SA-26-0518	\$472,399.98

Title: Data Lake Project

Unique Identifier/Activity Number: 18-14

Countermeasure Strategy ID:

The Countermeasure Strategy ID for the FY26 grant will be:

1. Making data program improvements relating to quantifiable, measurable progress in the timeliness of data in a core highway safety database – Uniform Guideline No. 10
2. Making data program improvements relating quantifiable, measurable progress in the accuracy of data in a core highway safety database – Uniform Guideline No. 10
3. Making data program improvements relating quantifiable, measurable progress in the completeness of data in a core highway safety database – Uniform Guideline No. 10
4. Making data program improvements relating quantifiable, measurable progress in the uniformity of data in a core highway safety database – Uniform Guideline No. 10
5. Making data program improvements relating quantifiable, measurable progress in the integration of data in a core highway safety database – Uniform Guideline No. 10
6. Making data program improvements relating quantifiable, measurable progress in the accessibility of data in a core highway safety database – Uniform Guideline No. 10

Eligible Use of Funds: M3DA, B3SP, B3SA

Federal Funding Source: Section 405c

Description: This project provides funds for the Illinois Secretary of State's Driver Services Department to implement the Data Lake project which will be established using a well-architected framework and implement a secure-by-default architecture using infrastructure-as-code. The features will include data acquisition, aggregation, and insights that will allow the agency to improve data-driven decision-making in support of Illinois Secretary of State's (SOS) strategic goals.

Measurable Improvement:

The measurable improvements for this project are to increase timeliness and data accuracy.

Timeliness measures the specific timeframe to deliver outputs of the Driver Services and Vehicle Services systems. Specifically, this would measure the average time taken to process and deliver crash-related data.

With the new analytics platform, we anticipate addressing issues with data processing bottlenecks, inefficient queries, and latency. We aim to reduce the average processing time.

Accuracy measures the quality control before finalizing the data. The current system lacks quality control checks before finalizing the data. With the new system, they will implement data quality controls and expect to significantly improve accuracy. They plan to reduce inaccuracies and produce a final accuracy rate. Specific measure are currently being developed in phase 2 of the project in FY25.

Performance Measure:

To increase timeliness, accuracy, completeness, uniformity, integration and accessibility within the driver services and vehicle services systems.

Location of Project: Statewide emphasis.

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Secretary of State	SA-26-0516	\$852,489.65

Impaired Driving

Projects:

Title: DUI Court Program

Unique Identifier/Activity Number: 13-17

Countermeasure Strategy ID: DWI Courts – 4 stars in *Countermeasures That Work*

Eligible Use of Funds: B5CS, B6CS

Federal Funding Source: Section 405d

Description:

This project funds specialized DUI Courts in Kane, McHenry, and Peoria Counties to curb impaired driving and lower long-term recidivism. Through screening, assessment, evidence-based treatment, and intensive probation and judicial supervision, the courts intervene early to address the root causes of substance-impaired driving. Individualized treatment plans, frequent compliance reviews, and coordinated community services reduce repeat DUI offenses and overall criminal recidivism. Ultimately, these efforts can ease court caseloads, trim justice system costs, and build safer communities in Illinois.

Intended Subrecipients and Location of Project: Kane, McHenry and Peoria Counties

Organization Type	Grantee	Project Number	Grant Award
Governmental Unit	Kane County	HS-26-0347	\$227,058.92
Governmental Unit	Peoria County	HS-26-0330	\$508,859.93
Governmental Unit	McHenry County	HS-26-0350	\$181,473.73

Title: Cops in Shops

Unique Identifier/Activity Number: 04-11

Countermeasure Strategy ID: Alcohol Vendor Compliance Checks – 3 stars in *Countermeasures That Work*

Eligible Use of Funds: AL, DE, TSP, PRT

Federal Funding Source: Section 402

Description:

This project funds the Illinois Secretary of State Police to operate the “Cops in Shops” program in FY 2026. Straight ID-trained investigators will deploy in two to five priority counties—targeting college communities, state fairs, and county fairs—to deter and detect underage alcohol sales. Plain-clothes officers positioned inside licensed establishments will identify fake IDs and underage consumption, while uniformed officers staged nearby will enforce violations. The program integrates retailer education with swift enforcement to reduce youth access to alcohol and strengthen community safety.

Location of Project: Champaign, Cook, McLean, and Sangamon Counties

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Secretary of State Police	SA-26-0503	\$47,463.90

Title: Judicial Training

Unique Identifier/Activity Number: 13-13

Countermeasure Strategy ID: Alcohol-Impaired Driving Law Review – 3 stars in *Countermeasures That Work*, Limits on Diversion & Plea Agreements – 3 stars in *Countermeasures That Work*, High-BAC Sanctions – 3 stars in *Countermeasures That Work*, BAC Test Refusal Penalties – 3 stars in *Countermeasures That Work*

Eligible Use of Funds: BSPEM, M5TR, B5BAC

Federal Funding Source: Section 405d

Description:

This project provides funds for the Administrative Office of the Illinois Courts to continue providing resource material, including judicial bench books, and continuing education and training, for the benefit of Illinois judges, probation officers, and treatment providers on behalf of the Supreme Court of Illinois, addressing sentencing issues, the application of evidence-based practices in the assessment and sanctioning of DUI offenders, judicial containment and management strategies of DUI offenders, comprehensive case management and oversight arising from DUI cases, and the monitoring and treatment of DUI offenders. Increase of funds requested to provide a contractual Judicial Outreach Liaison who will develop a network of contacts and promote peer-to-peer judicial education related to sentencing and supervision of DUI offenders.

Location of Project: Statewide emphasis.

Organization Type	Grantee	Project Number	Grant Award
State Agency	Administrative Office of Illinois Courts	SA-26-0515	\$120,739.00

Title: Impaired Driving Training and Resources

Unique Identifier/Activity Number: 13-04

Countermeasure Strategy ID: Breath Test Devices – 4 stars in *Countermeasures That Work*

Eligible Use of Funds: B5BAC, B5PEM, B6BAC, B6PEM

Federal Funding Source: Section 405d

Description:

This project funds the Illinois State Police (ISP) to modernize and expand its impaired driving enforcement program in FY 2026.

- **Targeted Training** – Instruction is delivered exclusively to ISP officers, certifying them as Breath Alcohol Operators (BAO) and in Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Expert (DRE) protocols.
- **New Forensic Phlebotomy Capability** – The grant launches a forensic phlebotomy initiative, training select troopers to obtain on scene blood samples, speeding toxicological analysis and strengthening evidence for prosecution.
- **Equipment Procurement** – Funds purchase breath testing instruments and consumables to support statewide operations.

All coursework is led by the Alcohol and Substance Testing Section (ASTS), ensuring uniform, evidence-based instruction. The initiative increases the pool of highly trained ISP officers, improves evidence collection, and enhances ISP’s ability to deter, detect, and prosecute alcohol and drug impaired driving.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois State Police	SA-26-0512	\$793,340.50

Major Purchases and Dispositions:

Item	Quantity	Unit Cost	NHTSA Share per Unit	NHTSA Share Total Cost	Local Benefit Amount
Breath Analysis Instruments – EC/IR II	20	\$9,295	\$9,295	\$185,900	\$0

Title: Impaired Driving Paid Media

Unique Identifier/Activity Number: 13-14

Countermeasure Strategy ID: Mass Media Campaigns – 3 stars in *Countermeasures That Work*

Eligible Use of Funds: B5PEM, B6PEM

Federal Funding Source: Section 405d

Description: This task funds paid media for IDOT BSPE’s “It’s Not a Game” impaired-driving campaign. Running nearly year-round—with intensified flights around Christmas/New Year’s, Independence Day, Labor Day, and coordinated spring-summer pushes—the campaign integrates with other safety messaging to reinforce safe-driving behaviors. Placement strategies are data-driven, using the Illinois [County Population Model](#) directing resources to high-risk counties that account for the majority of crashes, injuries, and fatalities. This data-driven approach ensures consistent, high-quality instruction where it will have the greatest impact.

Statewide Location: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	22MEDIA01	\$1,992,000.00

Title: Police Traffic Training

Unique Identifier/Activity Number: 04-01

Countermeasure Strategy ID: Law Enforcement Training – DUI fatalities are rising, overall motor-vehicle deaths exceed the five-year average, and both traffic citations and DUI arrests have dropped by more than 50 percent during the past decade as police staffing shrinks. Integrating Traffic Enforcement Services (Highway Safety Program Guideline No. 15) into the state highway safety program will ensure officers receive cutting-edge impaired-driving training, restoring deterrence and saving lives.

Eligible Use of Funds: AL, EM, OP, PS, AI, CL, RS, SC, CR, DD

Federal Funding Source: Section 402

Description:

This task funds statewide, up-to-date traffic-enforcement training for local Illinois officers. The Illinois Law Enforcement Training and Standards Board (ILETSB) will deliver courses—primarily through its 14 Mobile Training Units, with accredited academy options as needed—covering SFST, ARIDE, crash investigation, and

related highway-safety topics. The grant also underwrites one of Illinois' annual Drug Recognition Expert (DRE) schools, expanding, or at least maintaining, the state's impaired-driving enforcement capacity.

Training priorities follow the Illinois [County Population Model](#), directing resources to high-risk counties that account for the majority of crashes, injuries, and fatalities. This data-driven approach ensures consistent, high-quality instruction where it will have the greatest impact.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Law Enforcement Training and Standards Board	SA-26-0514	\$710,000.00

Title: DUI Enforcement (DUIE)

Unique Identifier/Activity Number: 13-01

Countermeasure Strategy ID: Enforcement of Drug-Impaired Driving – 3 stars in *Countermeasures That Work*, High-Visibility Saturation Patrols – 4 stars in *Countermeasures That Work*

Eligible Use of Funds: M6OT, FDLHVE, M5HVE, M5OT

Federal Funding Source: Section 405d

Description:

This task funds overtime (“hire-back”) for Illinois State Police troopers and supervisors to run high-visibility roadside safety checks and impaired-driving saturation patrols during peak DUI periods. Deployment locations are chosen through the Illinois [County Population Model](#), directing resources to the state's highest-risk counties. By boosting uniformed presence where and when alcohol-related offenses are most common, the program aims to cut impaired-driving crashes, injuries, and fatalities statewide.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois State Police	SA-25-0506	\$1,190,111.66

Title: Alcohol Countermeasures and Enforcement (ACE)

Unique Identifier/Activity Number: 13-11

Countermeasure Strategy ID: Alcohol Vendor Compliance Checks – 3 stars in *Countermeasures That Work*, Enforcement of Drug-Impaired Driving – 3 stars in *Countermeasures That Work*, High-Visibility Saturation Patrols – 4 stars in *Countermeasures That Work*

Eligible Use of Funds: M6OT, FDLHVE, M5HVE, M5OT

Federal Funding Source: Section 405d

Description: This task funds Illinois State Police saturation patrols, youth-party investigations, and retail compliance checks aimed at curbing underage alcohol sales and impaired driving. Operations are concentrated in high-risk counties identified by the Illinois [County Population Model](#), maximizing deterrence where alcohol-related crashes and fatalities are most prevalent.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois State Police	SA-26-0504	\$1,229,652.77

Title: Nighttime Enforcement (NITE)

Unique Identifier/Activity Number: 04-04

Countermeasure Strategy ID: Enforcement of Drug-Impaired Driving – 3 stars in *Countermeasures That Work*, High-Visibility Saturation Patrols – 4 stars in *Countermeasures That Work*, Short-Term, High-Visibility Seat Belt Law Enforcement – 5 stars in *Countermeasures That Work*

Eligible Use of Funds: AL, OP, SC, CR, DD, PT

Federal Funding Source: Section 402

Description: This task funds Illinois State Police overtime for high-visibility patrols from 6 p.m. to 6 a.m.—the hours when impaired driving peaks and seatbelt use drops. Troopers will target DUI, occupant-restraint violations, speeding, distracted driving, and Scott’s (move-over) law. Deployments follow the Illinois [County Population Model](#), directing resources to high-risk counties that account for the majority of crashes, injuries, and fatalities. This data-driven approach ensures consistent, high-quality instruction where it will have the greatest impact.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois State Police	SA-26-0507	\$1,270,649.34

Title: Operation Straight ID

Unique Identifier/Activity Number: 13-02

Countermeasure Strategy ID: Alcohol Vendor Compliance Checks – 3 stars in *Countermeasures That Work*, Responsible Beverage Service – 2 stars in *Countermeasures That Work*

Eligible Use of Funds: M5PEM, FDLPEM, B5PEM, B6PEM

Federal Funding Source: Section 405d

Description: This project seeks to curb underage drinking-and-driving by reducing the use of fake driver’s licenses. OPSID delivers hands-on classes for bar, restaurant, and retail alcohol staff—teaching proven techniques to detect and refuse fraudulent IDs. Coverage is limited but strategically concentrated in Cook County and other high-risk counties, ensuring resources reach the areas with the greatest underage-alcohol impact.

Location of Project: Cook, Effingham, Jackson, Johnson, Marion, Richland, Rock Island, Saline, Sangamon, Union counties.

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Secretary of State Police	SA-26-0511	\$15,701.72

Title: Impaired Driving Prevention

Unique Identifier/Activity Number: 13-16

Countermeasure Strategy ID:

Crash data show a rising share of drug-positive drivers in fatal crashes and DUI arrests. Because decades of testing focused almost exclusively on alcohol, reliable information on other impairing substances remains scarce, limiting both countermeasures and their evaluation.

Evidence-based strategies identified in *Countermeasures That Work* include:

- **Alcohol vendor compliance checks ★★★**
- **Court monitoring ★★★**
- **Enforcement of drug-impaired driving laws ★★★**
- **Responsible beverage service ★★**
- **Youth programs ★★** — also one of the six core elements in the Uniform Guidelines for State Impaired-Driving Programs.

Expanding these proven approaches while improving drug-testing capability will better protect Illinois motorists from the growing threat of drug-impaired driving.

Eligible Use of Funds: M5CS, M5BAC, M5PEM, B5CS, B5BAC, B5PEM

Federal Funding Source: Section 405d

Description:

Non-Enforcement Prevention Programs

This task funds statewide, non-enforcement initiatives that reinforce Illinois’ impaired-driving strategy:

- **Officer Training:** Local police departments supply DRE-certified instructors to deliver SFST, SFST Instructor/Refresher, ARIDE, and DRE courses and handle DRE re-certifications.
- **Court Monitoring:** Alliance Against Intoxicated Motorists (AAIM) and Mothers Against Drunk Driving (MADD) track DUI case outcomes to strengthen judicial accountability.
- **Underage Prevention:** AAIM, ThinkFirst, Prevention Partnership, and Prevention First conduct targeted campaigns to curb youth substance use and impaired driving.
- **Responsible Beverage Service:** Grants support statewide alcohol-server training to reduce sales to minors and overservice.

Together, these evidence-based projects bolster enforcement efforts, improve training and accountability, and help reduce impaired-driving crashes across Illinois.

Public Participation and Engagement:

Impaired-Driving Prevention grantees actively engage residents, community groups, and local officials, providing IDOT with direct feedback on program impact and emerging highway-safety concerns. These insights guide refinements to current initiatives and shape future projects, ensuring IDOT’s efforts stay aligned with local and state needs and expectations.

Intended Subrecipients and Location of Projects:

AAIM: DuPage, Kane, Lake (Specialty Court), McHenry (Specialty Court), Will, Winnebago, Boone, Jackson, Jefferson, Williamson, and Cook Co. Courthouses: Daley Center, Rolling Meadows, Skokie, Maywood, and 26th Street

Chicago Police Department: Chicago, IL

DeKalb County

Elmhurst Police Department: Elmhurst, IL

Lake County

Lake in the Hills Police Department: Lake in the Hills, IL

Lincolnwood Police Department: Lincolnwood, IL

Lombard Police Department: Lombard, IL

Illinois Truck Enforcement Association: Cook and collar counties; statewide emphasis

MADD: Statewide emphasis – Teen prevention program; Court monitoring – McLean, Livingston, Peoria, Tazwell, Macon, Sangamon, Champaign, Vermillion, Rock Island, Kendall, DuPage, Ogle, Boone, Winnebago, McHenry, Lake, Kane, and DeKalb counties. Some Cook County- Bridgeview, Daley Center, and Maywood.

Melrose Park Police Department: Melrose Park, IL

Prevention Partnership BASSET: Cook, DuPage, and Will counties.

Prevention Partnership HELP: City of Chicago and Cook County

Prevention First: statewide emphasis

Northeastern Illinois Regional Crime Laboratory: statewide emphasis

River Grove Police Department: River Grove, IL

UIS Drug Evaluation & Classification Program (DECP) and Law Enforcement Phlebotomy Program (LEPP): Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
Corporation (includes Not for Profit)	AAIM	HS-26-0345	\$589,161.72
Governmental Unit	Chicago PD	HS-26-0346	\$244,824.68
Governmental Unit	DeKalb County	HS-26-0343	\$106,810.15
Governmental Unit	Elmhurst PD	HS-26-0329	\$55,770.00
Not for Profit	Illinois Truck Enforcement Association	HS-26-0351	\$110,828.00
Governmental Unit	Lincolnwood PD	HS-26-0303	\$48,250.00
Governmental Unit	Lombard PD	HS-26-0320	\$92,294.50
Corporation (includes Not for Profit)	MADD	HS-26-0338	\$403,564.03
Corporation (includes Not for Profit)	MADD Teen Prevention	HS-26-0339	\$70,376.83
Governmental Unit	Melrose Park PD	HS-26-0323	\$78,142.50
Not for Profit	Prevention First	HS-26-0349	\$239,223.77
Corporation (includes Not for Profit)	Prevention Partnership BASSET	HS-26-0321	\$149,394.41
Corporation (includes Not for Profit)	Prevention Partnership HELP	HS-26-0322	\$172,052.42
Not for Profit	Northeast Illinois Regional Crime Lab	HS-26-0331	\$98,710.62
Governmental Unit	River Grove PD	HS-26-0340	\$74,234.00
University	UIS DECP & LEPP	HS-26-0318	\$506,690.27

Title: Traffic Safety Resource Prosecutor

Unique Identifier/Activity Number: 13-10

Countermeasure Strategy ID: DWI Courts – 4 stars in *Countermeasures That Work*, Court Monitoring – 3 stars in *Countermeasures That Work*

Eligible Use of Funds: M5IDC, B5CS, FDLIDC, B6CS

Federal Funding Source: Section 405d

Description:

The TSRP provides statewide legal and technical support to law-enforcement officers, prosecutors, and judges, strengthening Illinois' fight against alcohol- and drug-impaired driving. Acting as the Illinois highway safety program's lead advisor on impaired-driving prosecutions, the TSRP:

- Delivers training, case consultation, and courtroom assistance.
- Promotes electronic "no-refusal" DUI search warrants.
- Guides the development of law-enforcement phlebotomy programs.

The TSRP coordinates closely with the Illinois' DRE Program Coordinator, the toxicology community, Illinois' Law Enforcement Forensic Phlebotomy Coordinator, the Illinois State Police Impaired-Driving Coordinator, and numerous others to ensure consistent, evidence-based practices that reduce impaired-driving crashes statewide.

Location of Projects: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
University	University of Illinois at Springfield TSRP	HS-26-0319	\$599,658.29

Title: DUI Prevention and Education Fund (Match)

Unique Identifier/Activity Number: 13-18

Eligible Use of Funds: State Match

Federal Funding Sources: State Match

Description: State revenues from impaired-driving fines are administered by the DUI Prevention and Education Commission (DUIPEC) for education and prevention initiatives. Six competitive grants aimed at reducing youth cannabis-impaired driving were awarded in spring 2025 and will operate through Illinois FY 2026 and end on July 1, 2026 under BSPE oversight.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
Corporation (includes Not for Profit)	AAIM	SA-25-0525	\$259,048.43
Corporation (includes Not for Profit)	IL Public Health Association	SA-25-0529	\$205,507.62
Corporation (includes Not for Profit)	Illinois Sheriffs' Association	SA-25-0527	\$199,600.00
Corporation (includes Not for Profit)	MOYA- Moving Our Youth Ahead	SA-25-0520	\$236,167.55
Corporation (includes Not for Profit)	Puerto Rican Cultural Center	SA-25-0528	\$209,908.41
Corporation (includes Not for Profit)	Youth Outreach Services	SA-25-0526	\$236,604.45

Title: Impaired Driving Program Coordinator

Unique Identifier/Activity Number: 01-04

Countermeasure Strategy ID: The NHTSA Uniform Guideline No. 8 recommends that each State implement a comprehensive impaired driving program that includes centralized coordination to ensure effective planning, execution, and evaluation of strategies aimed at reducing impaired driving-related fatalities and injuries. **To that end, the State Highway Safety Office utilizes federal highway safety funds to support a full-time Statewide Impaired Driving Program Coordinator.** This position directly aligns with the Guideline's emphasis on establishing a coordinated impaired driving program that supports planning and program management across enforcement, adjudication, education, and public outreach.

Eligible Use of Funds: AL

Federal Funding Source: Section 402

Description: This position oversees and coordinates the impaired driving countermeasure programs through law enforcement activities, media outreach and interest, grassroots outreach events, and analyzing data from motor vehicle related fatalities and injuries.

Measurable Improvement: Create and implement a minimum of one (1) data-driven growth metric using the impaired driving subrecipients to use in the 2027 Annual Grant Application submission, clearly demonstrating an increase in proven deterrents to lessen impaired driving-related crash injuries and deaths.

Performance Measure: To reduce impaired driving throughout the state, expand high visibility enforcement campaigns, assist media in promoting education and awareness, and boost public awareness of impaired driving to include cannabis and polysubstances.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	N/A	\$300,000.00

Distracted Driving

Projects:

Title: Paid Media (Distracted Driving)

Unique Identifier/Activity Number: 06-04

Countermeasure Strategy ID: Communications on Outreach and Distracted Driving - 1 star in *Countermeasures That Work (10th edition)*. Research is done on stand-alone distracted driving campaigns, but paid media is an absolute necessity to support efforts during enforcement periods to maximize the deterrent effect of law enforcement activity. As with the major holiday impaired driving and seat belt campaigns, IDOT utilizes a distracted driving paid media campaign in support of the month-long distracted driving enforcement campaign in April. This media program maximizes the deterrent effect of Illinois law enforcement efforts.

Eligible Use of Funds: B8APE, D8LPE

Federal Funding Source: Section 405e

Description: Paid media is vital to support efforts during enforcement periods to maximize the deterrent effect of law enforcement activity. IDOT will work with a media buyer for producing and airing television, radio, and internet campaigns for distracted driving. The focus of this effort will be to support the Distracted Driving month but will also air throughout the spring and summer. Illinois Department of Transportation will focus their Distracted Driving paid media campaign statewide with special emphasis in Illinois' [County Population Model](#) directing resources to high-risk counties that account for the majority of crashes, injuries, and fatalities. This data-driven approach ensures consistent, high-quality instruction where it will have the greatest impact. Example distracted driving questions from the Illinois Secretary of State's Department of Motor Vehicle Services' driver's license examination are in [Appendix C- § 1300.24\(c\) Distracted Driving Sample Questions](#).

Location of Project: Statewide emphasis.

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	22MEDIA01	\$500,000.00

Title: Distracted Driving Enforcement Secretary of State

Unique Identifier/Activity Number: 06-02

Countermeasure Strategy ID: High-Visibility Cell Phone Enforcement – 4 stars in *Countermeasures That Work*

Eligible Use of Funds: B8ADDLE, B8LDDL

Federal Funding Source: Section 405e

Description: This task provides funds for the Illinois Secretary of State Police's Distracted Driving Enforcement program. Uniformed investigators will perform high-visibility patrols in targeted areas during times of high vehicular traffic. The goal of these patrols will be to lower the number of statewide crashes involving vehicles and pedestrians by deterring distracted driving behavior. Example distracted driving questions from the Illinois Secretary of State's Department of Motor Vehicle Services' driver's license examination are in [Appendix C- § 1300.24\(c\) Distracted Driving Sample Questions](#).

Location of Project: Statewide

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Secretary of State Police	SA-26-0501	\$78,675.85

Title: Distracted Driving Enforcement Program Illinois State Police

Unique Identifier/Activity Number: 06-05

Countermeasure Strategy ID: High-Visibility Cell Phone Enforcement – 4 stars in *Countermeasures That Work*

Eligible Use of Funds: B8ADDLE, B8LDDL

Federal Funding Source: Section 405e

Description: This task provides funds for the Illinois State Police to conduct enforcement details for distracted driving. This enforcement detail will allow the Illinois State Police the ability to address electronic device usage on Illinois interstates and in local communities. Illinois State Police will focus their Distracted Driving enforcement campaign statewide with special emphasis in Illinois' [County Population Model](#) directing resources to high-risk counties that account for the majority of crashes, injuries, and fatalities. This data-driven approach ensures consistent, high-quality instruction where it will have the greatest impact.

Location of Project: Statewide with emphasis on urban areas including highway, arterials, and interior roads

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois State Police	SA-26-0505	\$616,493.23

Motorcycle Safety

2024 Counties with the highest number of total crashes vs. highest number of fatal crashes involving motorcycles			
Crash County	Total Crash	Crash County	Fatal Crash
Cook	1,044	Cook	30
DuPage	163	DuPage	9
Will	146	Madison	8
Lake	119	Will	8
Kane	117	Lake	6
Madison	99	LaSalle	6
McHenry	87	Sangamon	6
Winnebago	84	Winnebago	6
LaSalle	71	St. Clair	5
St. Clair	64	McHenry	4

Note: This motorcycle crash data was preliminarily given to BSPE on 07/16/25. Complete data for 2024 will not be available until the system update is finalized later in 2025. The finalized data will be submitted to NHTSA upon availability.

Projects:

Title: Paid Media (Motorcycle 402)

Unique Identifier/Activity Number: 02-03

Countermeasure Strategy ID: Communications and Outreach: Motorist Awareness of Motorcyclists - 1 star in *Countermeasures That Work*. No evaluations have been completed on stand-alone motorcycle-awareness campaigns, but paid media is an absolute necessity to support and augment the extensive media programs also being undertaken via the state’s “Start Seeing Motorcycles” efforts. IDOT utilizes a paid media campaign in support of the month-long Motorcycle Awareness Month in May. Additionally, the *NHTSA Highway Safety Program Guideline No. 3 – Motorcycle Safety – Section X* recommends extensive motorcycle safety communications be undertaken by states.

Eligible Use of Funds: MC, PM

Federal Funding Source: Section 402

Description: This task provides funds for IDOT to conduct focus groups to data drive our paid media campaigns and conduct a paid media campaign for Motorcycle Awareness. This motorcycle campaign is planned for the summer riding months when there are more motorcycles on the roads and there is potential for more crashes. This planned activity is to supplement the Motorcycle Paid Media Campaign that is funded with 405f funds. Illinois Department of Transportation will focus their motorcycle safety paid media campaign statewide with special emphasis in Illinois’ [County Population Model](#) directing resources to high-risk counties that account for the majority of crashes, injuries, and fatalities. This data-driven approach ensures consistent, high-quality instruction where it will have the greatest impact. See [Appendix D- Motorcycle Crashes and Injuries in Calendar Year 2023](#) and [Appendix E- Calendar Year 2023 Vehicle Registration Counts by County](#) for motorcycled-related data. Note that final motorcycle crash data is unavailable until the crash information system update is completed in later 2025. The finalized data will be submitted to NHTSA upon availability. See [Appendix F- FY26 Motorcycle Regions and Anticipated Training Locations](#) for more location specifics.

Measurable Improvement: From November 2023 through October 2024, the total clicks across all channel platforms was at 120,510 total clicks- a 40% increase from November 2022-October 2023. The Year in Review

IDOT Digital Report that will contain total numbers for November 2024 through October 2025 is not yet available at the time of this submission.

Performance Measure: To increase motorcycle awareness campaign overall reach by 25,000 more users each month across all media platforms (digital, social, radio, streaming radio, tv, streaming tv, DOOH, and geofencing). Note that the social media platforms used in calendar year 2024 consist of Facebook/Instagram, TikTok, and Snapchat while the platforms used in calendar year 2023 also included YouTube and Reddit.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	22MEDIA01	\$242,000.00

Title: Paid Media (Motorcycle 405f)

Unique Identifier/Activity Number: 22-01

Countermeasure Strategy ID: Communications and Outreach: Motorist Awareness of Motorcyclists - 1 star in *Countermeasures That Work*. No evaluations have been completed on stand-alone motorcycle-awareness campaigns, but paid media is an absolute necessity to support and augment the extensive media programs also being undertaken via the state’s “Start Seeing Motorcycles” efforts. IDOT utilizes a paid media campaign in support of the month-long Motorcycle Awareness Month in May. Additionally, the *NHTSA Highway Safety Program Guideline No. 3 – Motorcycle Safety Section X* recommends extensive motorcycle safety communications be undertaken by states.

Eligible Use of Funds: M11MA

Federal Funding Source: Section 405f

Description: This task provides funds for IDOT to conduct a paid media Motorcycle Awareness campaign. This campaign is planned for the summer riding months when there are more motorcycles on the roads and there is potential for more crashes. This planned activity is to supplement the Motorcycle Paid Media Campaign that is funded with 402 funds. Illinois Department of Transportation will focus their motorcycle safety paid media campaign statewide with special emphasis in Illinois’ [County Population Model](#) directing resources to high-risk counties that account for the majority of crashes, injuries, and fatalities. This data-driven approach ensures consistent, high-quality instruction where it will have the greatest impact. See [Appendix D- Motorcycle Crashes and Injuries in Calendar Year 2023](#) and [Appendix E- Calendar Year 2023 Vehicle Registration Counts by County](#) for motorcycled-related data. The finalized data will be submitted to NHTSA upon availability. See [Appendix F- FY26 Motorcycle Regions and Anticipated Training Locations](#) for more location specifics.

Measurable Improvement: From November 2023 through October 2024, the total clicks across all channel platforms was at 120,510 total clicks- a 40% increase from November 2022-October 2023. The Year in Review IDOT Digital Report that will contain total numbers for November 2024 through October 2025 is not yet available at the time of this submission.

Performance Measure: To increase motorcycle awareness campaign overall reach by 25,000 more users each month across all media platforms (digital, social, radio, streaming radio, tv, streaming tv, DOOH, and geofencing). Note that the social media platforms consist of Facebook/Instagram, TikTok, and Snapchat.

Location of Project: Statewide emphasis.

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	22MEDIA01	\$200,000.00

Title: Public Information and Education Materials

Unique Identifier/Activity Number: 22-02

Countermeasure Strategy ID: Communications and Outreach: Conspicuity and Protective Clothing - 1 star in *Countermeasures That Work*. While this countermeasure is widely used, it is stated that evaluative studies on effectiveness are insufficient. However, the Illinois “Start Seeing Motorcycles” grass-roots communications efforts are extensive and evident throughout the state. IDOT augments these efforts with a paid media campaign and together, the paid and earned media communication efforts are considerable.

Eligible Use of Funds: M11MA

Federal Funding Source: Section 405f

Description: This task identifies funding for IDOT to purchase motorcycle safety banners and yard signs for Illinois' Start Seeing Motorcycles campaign. The banners and signs will be distributed throughout the state. The focus will be in areas where high rates of motorcycle fatalities and serious injuries occur. This campaign will bring awareness to motorcycle riders and inform motorcyclists on how to receive free motorcycle rider training. Additionally, the *NHTSA Highway Safety Program Guideline No. 3 – Motorcycle Safety – Section X* recommends extensive motorcycle safety communications be undertaken by states. See [Appendix D- Motorcycle Crashes and Injuries in Calendar Year 2023](#) and [Appendix E- Calendar Year 2023 Vehicle Registration Counts by County](#) for motorcycled-related data. The finalized data will be submitted to NHTSA upon availability. See [Appendix F- FY26 Motorcycle Regions and Anticipated Training Locations](#) for more location specifics.

Measurable Improvement: From September 1, 2023 through August 31, 2024, 775 Start Seeing Motorcycle yard signs were distributed throughout the state and zero banners. From September 1, 2024 through July 1, 2025, 421 Start Seeing Motorcycle yard signs were distributed throughout the state and zero banners. This most recent twelve months of campaign material distribution were met with greatly reduced quantities of materials to provide due to issues involving the IDOT Procurement Office and purchasing process approval once BSPE submitted the purchase request(s) in summer 2023. Fortunately 200 ten foot banners have been procured and were delivered for distribution in July 2025.

Performance Measure: To increase motorcycle awareness campaign mediums (e.g., banners and yard signs) by 2% distribution annually outside of the Illinois' [County Population Model](#) and 4% distribution within the Illinois' County Population Model based on the September 1, 2022 through August 31, 2023 distribution numbers.

Location of Projects: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	22PIE02	\$30,000.00

Title: Cycle Rider Safety Training Program (Match)

Unique Identifier/Activity Number: 22-04

Countermeasure Strategy ID: Motorcycle Rider Training - 2 stars in *Countermeasures That Work*. This countermeasure strategy is implemented by BSPE to meet the requirements set forth in the Cycle Rider Safety Training Act ([625 ILCS 35](#)) and [Illinois Title 92 Chapter 1\(e\)\(455\)](#) that states IDOT must provide Cycle Rider Safety Training Courses available to all Illinois residents age 16 with a valid driver's license and liability insurance and pay for a nominal registration fee.

Eligible Use of Funds: M11MATCH

Federal Funding Source: State Match

Description: This planned activity is the training of motorcycle riders through the Illinois Cycle Rider Safety Training Program. Roughly 14,000 motorcyclists are trained through this program annually.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
University	Southern Illinois University	CR-24-0702-A1	\$3,999,725.55
University	Southern Illinois University	CR-24-0703-A1	\$2,604,185.12
University	Southern Illinois University	CR-24-0701	\$5,362,683.38

Young Drivers

Projects:

Title: Safety Education Unit

Unique Identifier/Activity Number: 04-12

Countermeasure Strategy ID: Zero Tolerance Law Enforcement – 3 stars in *Countermeasures That Work*, Share the Road Awareness Programs – 2 stars in *Countermeasures That Work (10th edition)*. This communication campaign brings awareness to the motoring public to be aware of bicycles and pedestrians as directed by NHTSA's uniform program guideline number 14, Communications and Outreach Supporting Enforcement – 5 stars in *Countermeasures That Work*, Youth Programs – 2 stars in *Countermeasures That Work (10th edition)*; however, it is one of the six key components in the Uniform Guidelines for a successful Impaired driving program. Furthermore, a youth program was a recommendation in the 2018 impaired driving assessment.

Eligible Use of Funds: AL, MC, OP, PS, DE, RS, SC, CR, DD, TSP

Federal Funding Source: Section 402

Description: The Illinois State Police's Safety Education Unit (SEU) is responsible for statewide safety programs that educate young drivers, schools, teachers, and community organizations. They provide awareness and prevention programs to change dangerous driving behaviors. These programs are designed to increase seatbelt compliance, speed awareness, and to reduce teenage alcohol offenses and distracted driving. Illinois State Police will focus their safety education program statewide with special emphasis in Illinois' [County Population Model](#) directing resources to high-risk counties that account for the majority of crashes, injuries, and fatalities. This data-driven approach ensures consistent, high-quality instruction where it will have the greatest impact.

Public Participation and Engagement:

Illinois State Police Safety Education Unit conducting highway safety public participation and engagement within their communities receive valuable feedback from various stakeholders, including community members, local organizations, and relevant authorities. This feedback provides IDOT insights into the effectiveness of current initiatives, ideas for new projects, areas for improvement, and highlights community-specific concerns related to highway safety. Current and/or future grantees will help IDOT gauge public sentiment, gather suggestions for better engagement strategies, and ensure that their efforts align with the needs and expectations of the community.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois State Police	SA-26-0513	\$73,550.00

Nonmotorized Safety

Projects:

Title: Nonmotorized Paid Media (IDOT)

Unique Identifier/Activity Number: 12-01

Countermeasure Strategy ID: Share the Road Awareness Programs – 2 stars in *Countermeasures That Work* (10th edition). This communication campaign brings awareness to the motoring public to be aware of bicycles and pedestrians as directed by NHTSA’s uniform program guideline number 14.

Eligible Use of Funds: BGPE, FHPE

Federal Funding Sources: Section 405g

Description: Paid media is vital to support efforts during enforcement periods to maximize the deterrent effect of law enforcement activity. IDOT will work with a media buyer for producing and airing television, radio, and internet campaigns for pedestrian and bicycle safety. The focus of this effort will be to support Pedestrian and Bicycle Safety month but will also air throughout the spring, summer, and fall. Illinois Department of Transportation will focus their Pedestrian/Bicycle Safety paid media campaign statewide with special emphasis in Illinois’ [County Population Model](#) directing resources to high-risk counties that account for the majority of crashes, injuries, and fatalities. This data-driven approach ensures consistent, high-quality instruction where it will have the greatest impact.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	22MEDIA01	\$500,000.00

Title: Bike and Pedestrian Safety (Local)

Unique Identifier/Activity Number: 12-02

Countermeasure Strategy ID: Enforcement Strategies – 3 stars in *Countermeasures That Work*, Bicycle Safety Education for Adult Cyclists – 1 star in *Countermeasures That Work*. BSPE remains committed to adult cyclist education as well as engineering solutions for Bicycle/Pedestrian programs. To reduce fatalities and serious injuries, IDOT is implementing a countermeasure strategy that focuses on enforcement and targeted traffic safety education through face-to-face outreach. This outreach will be conducted at schools, senior homes, and other community events, and will include presentations, information tables, and workshops. Furthermore, the funding allocated to this strategy will also enable an extensive paid media campaign to spread awareness about bicycle and pedestrian safety. As Chicago is the largest metropolitan area in Illinois, with the highest concentration of bicyclists and pedestrians, most of these efforts will be concentrated there.

Eligible Use of Funds: BGTR, BGLE, BGPE, BGDA, FHTR, FHLE, FHPE

Federal Funding Source: Section 405g

Description: This task includes education, training, and enforcement.

The Chicago SAFE (Streets Are for Everybody) Ambassadors are the Chicago Department of Transportation’s (CDOT) safety education and engagement team. The Ambassadors will focus their efforts on three primary goals: Increasing the number of trips made by bicycle; Reducing the number of bicycling-related injuries and fatalities; and helping cyclists, motorists, and pedestrians better share the roads and off-street trails. CDOT Ambassadors mission is to educate and encourage all residents and visitors of Chicago to help them walk, bike, drive, utilize mass transit, and scooter safely.

The League of Illinois Bicyclists' program titled Ride Illinois will provide interactive BikeSafetyQuiz.com classroom lessons that will be used to fill serious motorist, truck driver, and cyclist education curriculum gaps about safe driving in the presence of bicycles and safe cycling in the presence of motor vehicles. The foundation of the BikeSafetyQuiz.com is founded upon relevant state laws and tips on avoiding common crashes.

Drivers Edge School will focus outreach in the city of Rockford and Winnebago County. Specific emphasis will be focused in the 61101zip code of Rockford where BSPE has identified high numbers of pedestrian injuries and fatalities. This project will focus on schools in the 61101zip code to conduct presentations on pedestrian safety.

The Village of Aurora and Village of Deerfield will focus on enforcement, education, and outreach to motorist and non-motorists on bike paths and metro stations in their community.

Region 1 Planning Council will educate students walking and biking to school about sidewalks, intersections, and bicycle safety. The program will also focus on teaching students, parents, and the general public how to properly navigate high-traffic zones along popular routes to school.

Public Participation and Engagement:

Bike/Pedestrian grantees conducting highway safety public participation and engagement within their communities receive valuable feedback from various stakeholders, including community members, local organizations, and relevant authorities. This feedback provides IDOT insights into the effectiveness of current initiatives, ideas for new projects, areas for improvement, and highlights community-specific concerns related to highway safety. Current and/or future grantees will help IDOT gauge public sentiment, gather suggestions for better engagement strategies, and ensure that their efforts align with the needs and expectations of the community.

Location of Projects:

Aurora Police Department: Village of Aurora

Chicago Department of Transportation: City of Chicago

Deerfield Police Department: Village of Deerfield

Drivers Edge School: City of Rockford and Winnebago County

League of Illinois Bicyclists: [County Population Model](#)

Region 1 Planning Council: Boone, Ogle, and Winnebago Counties

Organization Type	Grantee	Project Number	Grant Award
Government Unit	Aurora Police Department	HS-26-0310	\$17,736.00
Governmental Unit	Chicago Department of Transportation	HS-26-0313	\$880,000.00
Governmental Unit	Deerfield Police Department	HS-26-0306	\$14,624.00
Corporation (includes Not for Profit)	League of Illinois Bicyclists	HS-26-0311	\$256,758.97
Limited Liability Corporation	Drivers Edge School	HS-26-0314	\$81,460.00
Governmental Unit	Region 1 Planning Council	HS-26-0312	\$551,628.98

Planning and Administration

Projects:

Title: Planning and Administration

Unique Identifier/Activity Number: 01-01

Eligible Use of Funds: PA

Federal Funding Sources: Section 402

Description: The Bureau of Safety Programs and Engineering (BSPE) administers the Section 402 highway safety grants related to the National Highway Traffic Safety Administration (NHTSA) awards, initiatives, and contracts for traffic safety activities. The BSPE incurs the cost of the Governors Highway Safety Association's annual fee; office expenses such as travel, equipment, and supplies; and other indirect costs necessary to carry out the functions of BSPE.

Location of Project: Illinois Department of Transportation

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	N/A	\$20,000.00

Title: Planning and Administration (Match)

Unique Identifier/Activity Number: 01-02

Eligible Use of Funds: PA

Federal Funding Sources: State Match

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

Location of Project: Illinois Department of Transportation

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	N/A	\$20,000.00

Title: Travel

Unique Identifier/Activity Number: 02-05

Eligible Use of Funds: PA

Federal Funding Sources: Section 402

Description: This task provides Section 402 funds for BSPE staff to conduct and attend on-site monitoring visits with local and state grantees, highway safety-related meetings, highway safety-related trainings, and highway safety-related conferences.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	N/A	\$20,000.00

Title: Travel (Match)

Unique Identifier/Activity Number: 02-06

Eligible Use of Funds: PA

Federal Funding Sources: State Match

Description: This task provides Section 402 funds for BSPE staff to conduct and attend on-site monitoring visits with local and state grantees, highway safety-related meetings, highway safety-related trainings, and highway safety-related conferences.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	N/A	\$20,000.00

Title: Traffic Safety Survey

Unique Identifier/Activity Number: 02-04

Countermeasure Strategy ID: Web Surveys and Enforcement Data – *Highway Safety Program Guidelines No. 15, Section VI*

Eligible Use of Funds: ID, MC, OP, PS, CL, RS, SC, CR, DD

Federal Funding Sources: Section 402

Description: This task provides funds for the attitudinal survey of Illinois residents. The survey will gauge the strength of IDOT highway safety campaigns by the general public. This survey is conducted by the University of Illinois at Springfield and will be used to help develop new messaging and determine how to better focus media efforts.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
University	University of Springfield at Springfield	HS-25-0316	\$96,303.83

Title: Creative Content Paid Media

Unique Identifier/Activity Number: 02-13

Countermeasure Strategy ID: Other Enforcement Methods – 2 stars in *Countermeasures That Work (10th edition)* and cited in *Uniform Guideline number 19*. The consequences of speed-related fatalities, that occur at a rate of 35.4% of overall crashes and 44.4% of motor vehicle fatalities in Illinois, necessitates an increase in the issuance of citations and high-visibility enforcement to reduce speeding-related fatalities. To ensure the efficacy of this funded speeding enforcement, a comprehensive paid media program must be implemented to maximize deterrence, in the same manner as the major holiday seat belt and impaired driving enforcement campaigns.

Eligible Use of Funds: PM

Federal Funding Sources: Section 402

Description: This task provides funds for the Illinois Department of Transportation to contract with a paid media vendor to develop paid media spots for out highway safety campaigns. Specifically, occupant protection, child passenger safety, impaired driving, Distracted Driving, Motorcycle Safety, bicycle/pedestrian safety and speed. IDOT's Office of Communication's will coordinate with BSPE and the paid media vendor on coordinating the creation of the paid media spots.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
Government Unit	Illinois Department of Transportation	22MEDIA01	\$348,000.00

Title: BSPE Staff Salaries (Match)

Unique Identifier/Activity Number: 01-03

Eligible Use of Funds: State Match

Federal Funding Sources: State Match

Description: This task provides Section 402 funds for BSPE staff to conduct job-related duties directly to NHTSA-funded grants and grantees. The positions covered under this funding include the Safety Grant Administrators, Safety Projects Manager, and additional BSPE staff completing NHTSA grant duties not already covered under 405c funds. The dollar amount includes the salary and 149.36% IDOT fringe rate.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	N/A	\$1,000,000

Preventing Roadside Deaths

Projects:

Title: e-Digital Alerting Technology

Unique Identifier/Activity Number: 14-01

Countermeasure Strategy ID: The implementation of e-Digital Alerting Technology aligns with Highway Safety Program Guideline No. 15 – Traffic Enforcement Services Sections IV and V

Eligible Use of Funds: M12BDAT

Federal Funding Sources: Section 405h

Description: Both subrecipients would use the funds to purchase e-digital alerting technology as pay for personnel expenses related to the technology. This technology would alert drivers of an approaching hazard by bringing the alert within the vehicle through the car’s dashboard and mapping apps.

Data shows that 10-20% of collisions occur as secondary collisions following a crash. This puts first responders, the local community, and all roadway users at risk. In addition to lowering collision rates, bringing such technology systems into Illinois would also improve compliance with the Move Over Law ([625 ILCS 5/11-907](#)) in Illinois. These alerts also disrupt distractions, giving drivers more time to slow down or move over.¹ Additional information is referenced is the NHTSA Counter Measures that Work *Emerging Issues* for distracted driving.²

Additionally, these locations fall within Illinois’ [County Population Model](#) directing resources to high-risk counties that account for the majority of crashes, injuries, and fatalities.

The personnel-related expenditures will include time spent on installing the hardware, managing/overseeing hardware (e.g., IT department), and/or training for department employees using the new technology.

IDOT Implementation Plan: Upon 405h funding approval by NHTSA, IDOT will begin working with the grantees to purchase the e-digital alerting technology in coordination with the Illinois Procurement Code. This e-digital alerting must be capable of receiving alerts regarding nearby first responders and, in the case of a motor vehicle that is used for emergency response activities, is capable of sending alerts to civilian drivers to protect first responders on scene and en route. Illinois will then work with the agencies to ensure necessary devices/technology is installed and training is completed. Once the grantees are able to start collecting data, IDOT will coordinate regular data submission by the grantee. Three quarters through the grant year (approximately July 1, 2025), IDOT will begin inputting the data to look for possible data correlations and causations in addition running the numbers to showcase the percentage of crashes avoided simply by having this program in place. During this time, IDOT will work to grow the 405h-funded program variations allowable to better enhance safety to prevent roadside deaths. Funding these grants will also help IDOT to work towards the emphasis area of safe behavior as outlined in the [2022-2026 Strategic Highway Safety Plan](#).

Location of Project: City of Countryside and Village of Roselle023

Organization Type	Grantee	Project Number	Grant Award
Governmental Unit	Countryside	HS-26-0302	\$6,034.00
Governmental Unit	Roselle	HS-25-0344	\$5,457.80

¹ *Advanced Digital Warning Puts the Brakes on Distracted Driving*. (2024, June 27). American Road & Transportation Builders Association. <https://www.artba.org/news/advanced-digital-warning-puts-the-brakes-on-distracted-driving/>

² United States, Department of Transportation, National Highway Traffic Safety Administration. *Countermeasures That Work*. <https://www.nhtsa.gov/book/countermeasures-that-work/distracted-driving/emerging-issues>

Title: Move Over Law Paid Media

Unique Identifier/Activity Number: 14-01

Countermeasure Strategy ID: Mass Media Campaigns – 3 stars in *Countermeasures That Work*

Eligible Use of Funds: M12BDAT

Federal Funding Source: Section 405h

Description: This task funds paid media for IDOT BSPE’s “It’s Not a Game” Move Over campaign. The campaign will focus on increasing public awareness of the Move Over law, also known in Illinois as Scott’s Law. The media will reframe messaging to emphasize the term “Move Over” to align with terminology used in other states, creating a clearer and more self-explanatory slogan.

This will mark the first integration of the Move Over law into the paid media campaign strategy. The campaign will complement existing safety messaging efforts to promote safe-driving behaviors statewide. Placement of media will be data-driven, leveraging the Illinois [County Population Model](#) to prioritize high-risk counties with the highest incidence of crashes, injuries, and fatalities. This targeted approach aims to maximize impact by concentrating resources where they are most needed.

Statewide Location: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	22MEDIA01	\$100,000

Racial Profiling

Projects:

Title: Racial Profiling Study

Unique Identifier/Activity Number: 23-01

Countermeasure Strategy ID: Transparency of data – the collection and analysis of this data set will assist Illinois to determine which agencies are submitting the appropriate data per the law. In addition, IDOT can further understand policing in Illinois and allow the general public to view this information and see what is being done to combat racial profiling in police work.

Eligible Use of Funds: F1906CMD, F1906ER

Federal Funding Sources: Section 1906

Description: This task provides funds for an outside vendor to conduct analysis to detect statistically significant aberrations in the traffic statistical data provided by law enforcement agencies to IDOT pursuant to the Illinois Vehicle Code, 625 ILCS 5/11-212 Traffic Stop Statistical Study. This is considered a Promise Project.

Public Participation and Engagement:

The contractor with the Racial Profiling Study will conduct highway safety public participation and engagement within their communities receive valuable feedback from various stakeholders, including community members, local organizations, and relevant authorities. This feedback provides IDOT insights into the effectiveness of current initiatives, ideas for new projects, areas for improvement, and highlights community-specific concerns related to highway safety. Current and/or future grantees will help IDOT gauge public sentiment, gather suggestions for better engagement strategies, and ensure that their efforts align with the needs and expectations of the community.

Measurable Improvement: The performance measure is to increase the transparency of data through BSPE seeking to include a minimum of one (1) recommendation to the Illinois *Traffic Stop Data Sheet*.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	P-13195	\$150,000.00

Title: Racial Profiling Data Evaluation

Unique Identifier/Activity Number: 23-03

Countermeasure Strategy ID: Transparency of data – the collection and analysis of this data set will assist Illinois to determine which agencies are submitting the appropriate data per the law. In addition, IDOT can further understand policing in Illinois and allow the general public to view this information and see what is being done to combat racial profiling in police work.

Eligible Use of Funds: F1906CMD, F1906ER, F1906PO

Federal Funding Sources: Section 1906

Description: This task provides funds for the Illinois Criminal Justice Information Authority (ICJIA) to identify gaps in the extent and quality of state traffic stop data and to improve the ways traffic stop data is collected and analyzed. A data analyst will be used to review the collection and maintenance of the data and also work on new ways to evaluate the data. This is considered a Promise Project.

Public Participation and Engagement:

The ICJIA will conduct highway safety public participation and engagement within their communities receive valuable feedback from various stakeholders, including community members, local organizations, and relevant authorities. This feedback provides IDOT insights into the effectiveness of current initiatives, ideas for new projects, areas for improvement, and highlights community-specific concerns related to highway safety. Current and/or future grantees will help IDOT gauge public sentiment, gather suggestions for better engagement strategies, and ensure that their efforts align with the needs and expectations of the community. This is considered a Promise Project.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Criminal Justice Information Authority	SA-26-0519	\$138,407.96

Title: PowerPed Outreach

Unique Identifier/Activity Number: 23-04

Countermeasure Strategy ID: Transparency of data – the collection and analysis of this data set will assist Illinois to determine which agencies are submitting the appropriate data per the law. In addition, IDOT can further understand policing in Illinois and allow the general public to view this information and see what is being done to combat racial profiling in police work.

Eligible Use of Funds: AL, MC, OP, PS, DE, CR, DD, TSP, OD

Federal Funding Sources: Section 402

Description: This program will focus on reducing the number of pedestrian-involved fatalities and crash fatalities for young passengers through grassroots education and engagement in black communities throughout Illinois. The locations for this outreach include the Chicago, Rockford, and Peoria zip codes included in the 3HSP for 2024-2026 for PPE efforts in Illinois to better assist BSPE with data collection and cultural outreach and collaboration. An evaluation of effectiveness and impact will be completed utilizing a combination of quantitative and qualitative data sources, demographic analysis, and longitudinal assessment methods. This data will include information on income/poverty levels, race, and ethnicity.

Measurable Improvement: Collect quantifiable data from a minimum of one (1) event.

Location of Project: Sangamon County, Peoria, Chicago

Organization Type	Grantee	Project Number	Grant Award
LLC	Vega Impact Group	HS-25-0354	\$431,307.50

Title: Racial Profiling Administrative Hearings

Unique Identifier/Activity Number: 23-05

Countermeasure Strategy ID: Transparency of data – Illinois has collected racial and ethnic traffic stop data longer than perhaps any other state, beginning in 2004 and made permanent by Public Act 101-0024. This sustained data collection has provided an unparalleled foundation for identifying potential disparities in traffic enforcement. However, to fully achieve the intent of 23 U.S.C. § 1906—to reduce the disparate impact of traffic stops—Illinois must extend its analysis beyond the initial stop into the administrative and post-stop processes that directly affect public safety outcomes.

Eligible Use of Funds: F1906CMD, F1906ER, F1906PO

Federal Funding Sources: Section 1906

Description: This task provides funds for the Illinois Office of the Secretary of State to implement a technical data collection program to assist the Illinois Secretary of State’s Office to concentrate resources in neighborhoods most impacted by drunk driving, provide resources to stop drunk driving before it occurs, provide a data backed model for proper resource allocation, support initiatives by the Illinois Secretary of State to address disparities in impaired driving enforcement through fairness-driven programming and modernize the administrative hearing process through technology and structural improvement. These strategies to implement include training, outreach, education, data collection, and data analysis.

The SOS Data Collection for DEI-Conscious Drunk Driver Intervention Program builds directly on Illinois’ existing traffic stop data by:

1. Linking stop-stage race/ethnicity data to administrative hearing outcomes for DUI-related cases, allowing for an evaluation of whether disparities at the roadside contribute to inequitable access to driving relief during suspension or revocation.
2. Identifying systemic barriers—geographic, economic, procedural—that may prevent certain populations, particularly minority and underserved groups, from participating in hearings or obtaining safe, monitored driving relief (e.g., BAID).
3. Feeding findings back into traffic stop policy and training so that officers, hearing officers, and administrative personnel can address disparities at their earliest point of impact.

Without this extended analysis, Illinois cannot fully measure or address the downstream effects of racial disparities at the point of the stop. Illinois also cannot identify any correlations or causations between racial profiling in traffic stops to those specifically resulting in DUIs. This grant will also then be able to better link the data from the initial traffic stop to the designation of a DUI, to the outcome of DUI-related cases. Because the mission of § 1906 is to eliminate the disparate impact of traffic stops, understanding how those disparities carry into subsequent safety-critical processes—such as DUI relief eligibility—is essential to achieving the program’s purpose.

This proposal therefore represents a logical and necessary evolution of Illinois’ racial profiling prevention work: moving from data collection alone to actionable, disparity-reducing interventions that protect all roadway users and ensure equitable treatment across all communities.

Public Participation and Engagement: The Illinois Secretary of State will conduct highway safety public participation and engagement within their communities, receive valuable feedback from various stakeholders, including community members, local organizations, and relevant authorities. This feedback will be quantitatively measured to provides SOS, IDOT, and potentially agencies under the different constitutional offices of Illinois, insights into the effectiveness of current initiatives, ideas for new projects, areas for improvement, and highlights community-specific concerns related to highway safety. Current and/or future grantees will help IDOT gauge public sentiment, gather suggestions for better engagement strategies, and ensure that their efforts align with the needs and expectations of the community. This is considered a Promise Project.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
Governmental Unit	Illinois Secretary of State	SA-26-0520	\$756,000.00

Speed Management

Projects:

Title: Speed Paid Media

Unique Identifier/Activity Number: 02-12

Countermeasure Strategy ID: Other Enforcement Methods – 2 stars in *Countermeasures That Work (10th edition)* and sited in *Uniform Guideline number 19*. The consequences of speed-related fatalities, that occur at a rate of 35.4% of overall crashes and 44.4% of motor vehicle fatalities in Illinois, necessitates an increase in the issuance of citations and high-visibility enforcement to reduce speeding-related fatalities. To ensure the efficacy of this funded speeding enforcement, a comprehensive paid media program must be implemented to maximize deterrence, in the same manner as the major holiday seat belt and impaired driving enforcement campaigns.

Eligible Use of Funds: SC, PM

Federal Funding Sources: Section 402

Description: This task provides funds for IDOT to create a paid media campaign focusing on speeding. Illinois will be linking/placing this speed campaign to coincide with the sustained traffic enforcement program to enforce speeding laws. Linking a communication campaign with enforcement will create more of an impact in Illinois. These funds may also be used to conduct focus groups to data drive our paid media campaigns. Illinois Department of Transportation will focus their Speed paid media campaign statewide with special emphasis in Illinois' [County Population Model](#) directing resources to high-risk counties that account for the majority of crashes, injuries, and fatalities. This data-driven approach ensures consistent, high-quality instruction where it will have the greatest impact.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois Department of Transportation	22MEDIA01	\$580,000.00

Police Traffic Services

Projects:

Title: Sustained Traffic Enforcement Program

Unique Identifier/Activity Number: 04-02

Countermeasure Strategy ID: Publicized Sobriety Checkpoints – 5 stars in *Countermeasures That Work*, High Visibility Saturation Patrols (Impaired Driving) – 4 stars in *Countermeasures That Work*, Sustained Enforcement (Seat Belt) – 3 stars in *Countermeasures That Work*

Eligible Use of Funds: AL, MC, OP, PS, RS, SC, CR, DD, PT

Federal Funding Sources: Section 402

Description: This task provides funds for local law enforcement agencies to increase occupant protection and reduce DUI, speeding, and distracted driving through hire-back enforcement. This program provides for participation in enforcement campaigns such as “Click It or Ticket” and “Drive Sober or Get Pulled Over.” Enforcement campaigns during Thanksgiving, Christmas/New Years, St. Patrick’s Day, Memorial Day, Independence Day, and Labor Day Campaign are required. Grantees can also conduct additional occupant protection, impaired driving, distracted driving, speed patrols, and roadside safety checks.

Location of Projects:

Organization Type	Grantee & Location	Project Number	Grant Award
Governmental Unit	Adams County	HS-26-0134	\$17,600.00
Governmental Unit	Addison	HS-26-0013	\$51,888.00
Governmental Unit	Algonquin	HS-26-0180	\$48,682.00
Governmental Unit	Arlington Heights	HS-26-0058	\$87,229.80
Governmental Unit	Auburn	HS-26-0107	\$15,705.00
Governmental Unit	Aurora	HS-26-0065	\$75,540.81
Governmental Unit	Bannockburn	HS-26-0030	\$43,569.50
Governmental Unit	Barrington	HS-26-0176	\$12,578.56
Governmental Unit	Barrington Hills	HS-26-0121	\$98,410.00
Governmental Unit	Bartlett	HS-26-0027	\$43,342.95
Governmental Unit	Bartonville	HS-26-0177	\$130,427.64
Governmental Unit	Batavia	HS-26-0201	\$33,870.00
Governmental Unit	Bellwood	HS-26-0153	\$159,265.60
Governmental Unit	Belvidere	HS-26-0074	\$58,114.00
Governmental Unit	Bensenville	HS-26-0219	\$20,600.35
Governmental Unit	Berwyn	HS-26-0037	\$468,832.00
Governmental Unit	Bloomington	HS-26-0186	\$81,403.60
Governmental Unit	Bloomington	HS-26-0010	\$91,341.00
Governmental Unit	Blue Island	HS-26-0152	\$64,524.00
Governmental Unit	Bolingbrook	HS-26-0209	\$56,109.08
Governmental Unit	Boone County	HS-26-0189	\$118,753.30
Governmental Unit	Bourbonnais	HS-26-0140	\$28,285.20
Governmental Unit	Bradley	HS-26-0020	\$62,587.68
Governmental Unit	Bridgeview	HS-26-0205	\$42,120.00
Governmental Unit	Broadview	HS-26-0054	\$20,706.42
Governmental Unit	Buffalo Grove	HS-26-0080	\$52,461.00
Governmental Unit	Burbank	HS-26-0191	\$70,580.00

Governmental Unit	Burr Ridge	HS-26-0091	\$29,420.00
Governmental Unit	Calumet City	HS-26-0024	\$671,968.00
Governmental Unit	Carol Stream	HS-26-0099	\$412,455.00
Governmental Unit	Carpentersville	HS-26-0021	\$129,338.00
Governmental Unit	Cary	HS-26-0122	\$14,698.76
Governmental Unit	Centralia	HS-26-0002	\$78,954.10
Governmental Unit	Champaign, City of	HS-26-0182	\$34,160.00
Governmental Unit	Champaign County	HS-26-0204	\$13,342.00
Governmental Unit	Chatham	HS-26-0041	\$27,887.00
Governmental Unit	Chenoa	HS-26-0200	\$62,950.00
Governmental Unit	Cherry Valley	HS-26-0089	\$80,461.75
Governmental Unit	Chicago	HS-26-0229	\$812,721.43
Governmental Unit	Chicago Heights	HS-26-0071	\$70,918.64
Governmental Unit	Chicago Ridge	HS-26-0046	\$134,320.00
Governmental Unit	Cicero	HS-26-0061	\$54,312.82
Governmental Unit	Coles County	HS-26-0039	\$23,123.00
Governmental Unit	Cook County	HS-26-0031	\$283,615.00
Governmental Unit	Countryside	HS-26-0008	\$56,921.58
Governmental Unit	Crest Hill	HS-26-0017	\$43,901.60
Governmental unit	Crestwood	HS-26-0212	\$133,078.0
Governmental Unit	Crete	HS-26-0159	\$34,968.00
Governmental Unit	Crystal Lake	HS-26-0059	\$26,878.90
Governmental Unit	Danville	HS-26-0171	\$18,460.00
Governmental Unit	Decatur	HS-26-0033	\$88,288.00
Governmental Unit	Deerfield	HS-26-0110	\$62,050.00
Governmental Unit	DeKalb, City of	HS-26-0123	\$48,710.00
Governmental Unit	DeKalb County	HS-26-0007	\$87,579.40
Governmental Unit	Dixon	HS-26-0068	\$22,818.56
Governmental Unit	DuPage County	HS-26-0179	\$39,294.48
Governmental Unit	East Peoria	HS-26-0225	\$62,229.44
Governmental Unit	Edwardsville	HS-26-0117	\$37,270.00
Governmental Unit	El Paso	HS-26-0136	\$10,000.00
Governmental unit	Elburn	HS-26-0049	\$25,589.97
Governmental Unit	Elgin	HS-26-0053	\$175,380.00
Governmental Unit	Elk Grove	HS-26-0170	\$218,880.00
Governmental Unit	Elmhurst	HS-26-0223	\$118,912.00
Governmental Unit	Elmwood Park	HS-26-0062	\$56,214.00
Governmental Unit	Evanston	HS-26-0040	\$175,000.00
Governmental Unit	Evergreen Park	HS-26-0104	\$15,093.66
Governmental Unit	Flossmoor	HS-26-0078	\$83,469.00
Governmental Unit	Forest Park	HS-26-0054	\$111,046.00
Governmental Unit	Forreston	HS-26-0118	\$5,517.40
Governmental Unit	Fox Lake	HS-26-0097	\$47,743.84
Governmental Unit	Franklin County	HS-26-0146	\$15,300.00
Governmental Unit	Franklin Park	HS-26-0116	\$74,233.80
Governmental Unit	Freeport	HS-26-0015	\$51,243.62
Governmental Unit	Galesburg	HS-26-0011	\$21,600.00
Governmental Unit	Glen Ellyn	HS-26-0086	\$66,748.00
Governmental Unit	Glendale Heights	HS-26-0067	\$49,586.80
Governmental Unit	Glenview	HS-26-0179	\$105,289.98

Governmental Unit	Glenwood	HS-26-0028	\$38,704.00
Governmental Unit	Grundy County	HS-26-0207	\$40,125.00
Governmental Unit	Gurnee	HS-26-0026	\$24,265.46
Governmental Unit	Hampshire	HS-26-0051	\$23,136.69
Governmental Unit	Hanover Park	HS-26-0109	\$101,546.24
Governmental Unit	Harwood Heights	HS-26-0165	\$130,378.95
Governmental Unit	Hawthorn Woods	HS-26-0218	\$18,360.00
Governmental Unit	Hazel Crest	HS-26-0199	\$50,950.00
Governmental Unit	Henry County	HS-26-0115	\$60,200.00
Governmental Unit	Herrin	HS-26-0164	\$21,985.00
Governmental Unit	Highland Park	HS-26-0032	\$25,058.60
Governmental Unit	Hillside	HS-26-0150	\$106,280.40
Governmental Unit	Hinsdale	HS-26-0151	\$64,657.80
Governmental Unit	Hoffman Estates	HS-26-0135	\$60,720.00
Governmental Unit	Homewood	HS-26-0004	\$70,950.00
Governmental Unit	Huntley	HS-26-0202	\$76,610.00
Governmental Unit	Indian Head Park	HS-26-0144	\$15,300.00
Governmental Unit	Island Lake	HS-26-0214	\$50,660.00
Governmental Unit	Jackson County	HS-26-0175	\$8,505.00
Governmental Unit	Jo Daviess County	HS-26-0108	\$76,728.71
Governmental Unit	Joliet	HS-26-0211	\$260,760.00
Governmental Unit	Kane County	HS-26-0125	\$48,421.60
Governmental Unit	Kankakee County	HS-26-0195	\$19,680.00
Governmental Unit	Kankakee	HS-26-0069	\$65,740.00
Governmental Unit	Kendall County	HS-26-0048	\$120,982.00
Governmental Unit	Kewanee	HS-26-0033	\$26,698.00
Governmental Unit	Knox County	HS-26-0016	\$105,280.53
Governmental Unit	La Grange Park	HS-26-0187	\$88,350.25
Governmental Unit	Ladd	HS-26-0090	\$12,790.00
Governmental Unit	Lake Bluff	HS-26-0036	\$16,164.85
Governmental Unit	Lake Forest	HS-26-0230	\$17,150.00
Governmental Unit	Lake County	HS-26-0224	\$330,915.20
Governmental Unit	Lake in the Hills	HS-26-0083	\$84,750.00
Governmental Unit	Lake Villa	HS-26-0148	\$47,106.00
Governmental Unit	Lake Zurich	HS-26-0149	\$58,126.00
Governmental Unit	Lansing	HS-26-0185	\$226,560.00
Governmental Unit	LaSalle	HS-26-0018	\$38,640.00
Governmental Unit	LaSalle County	HS-26-0072	\$126,364.44
Governmental Unit	Lee County	HS-26-0087	\$57,049.25
Governmental Unit	Leland Gove	HS-26-0181	\$23,392.00
Governmental Unit	Libertyville	HS-26-0196	\$105,158.99
Governmental Unit	Lincolnwood	HS-26-0096	\$28,028.00
Governmental Unit	Livingston County	HS-26-0092	\$95,863.61
Governmental Unit	Lisle	HS-26-0129	\$59,925.00
Governmental Unit	Lockport	HS-26-0006	\$81,270.00
Governmental Unit	Lombard	HS-26-0084	\$182,576.42
Governmental Unit	Loves Park	HS-26-0154	\$30,349.68
Governmental Unit	Lynwood	HS-26-0047	\$43,870.00
Governmental Unit	Lyons	HS-26-0102	\$39,270.00
Governmental Unit	Madison County	HS-26-0217	\$23,178.24

Governmental Unit	Manhattan	HS-26-0106	\$17,307.50
Governmental Unit	Marion	HS-26-0114	\$16,475.75
Governmental Unit	Maryville	HS-26-0147	\$18,347.00
Governmental Unit	Mascoutah	HS-26-0012	\$32,060.16
Governmental Unit	Matteson	HS-26-0105	\$87,813.16
Governmental Unit	Mattoon	HS-26-0042	\$67,460.00
Governmental Unit	Maywood	HS-26-0231	\$39,000.00
Governmental Unit	McCook	HS-26-0227	\$20,374.00
Governmental Unit	McHenry County	HS-26-0064	\$171,972.20
Governmental Unit	Melrose Park	HS-26-0063	\$88,324.40
Governmental Unit	Midlothian	HS-26-0126	\$166,037.20
Governmental Unit	Minooka	HS-26-0215	\$38,566.19
Governmental unit	Moline	HS-26-0100	\$13,460.00
Governmental Unit	Monroe County	HS-26-0158	\$22,512.00
Governmental Unit	Montgomery	HS-26-0165	\$36,250.00
Governmental Unit	Morton	HS-26-0163	\$38,540.00
Governmental Unit	Morton Grove	HS-26-0076	\$46,176.34
Governmental Unit	Mundelein	HS-26-0056	\$20,525.00
Governmental Unit	Naperville	HS-26-0077	\$59,520.00
Governmental Unit	Niles	HS-26-0060	\$180,500.00
Governmental Unit	Normal	HS-26-0155	\$59,896.66
Governmental Unit	Norridge	HS-26-0057	\$29,016.00
Governmental Unit	North Aurora	HS-26-0029	\$64,988.50
Governmental Unit	North Chicago	HS-26-0184	\$24,773.00
Governmental Unit	North Pekin	HS-26-0207	\$32,242.00
Governmental Unit	North Riverside	HS-26-0124	\$77,128.80
Governmental Unit	Northbrook	HS-26-0222	\$37,168.00
Governmental Unit	Northlake	HS-26-0022	\$46,513.98
Governmental Unit	Oaklawn	HS-26-0132	\$188,264.00
Governmental Unit	Ogle County	HS-26-0160	\$18,172.00
Governmental Unit	Olympia Fields	HS-26-0157	\$48,036.10
Governmental Unit	Oquawka	HS-26-0178	\$12,390.00
Governmental Unit	Orland Park	HS-26-0045	\$92,286.88
Governmental Unit	Oswego	HS-26-0088	\$67,576.00
Governmental Unit	Palatine	HS-26-0094	\$217,595.00
Governmental Unit	Palos Heights	HS-26-0101	\$36476.00
Governmental Unit	Palos Park	HS-26-0081	\$58,120.00
Governmental Unit	Park City	HS-26-0210	\$77,105.00
Governmental Unit	Park Forest	HS-26-0005	\$33,600.00
Governmental Unit	Park Ridge	HS-26-0139	160,640.00
Governmental Unit	Pekin	HS-26-0232	\$62,230.00
Governmental Unit	Peoria, City of	HS-26-0213	\$66,213.00
Governmental Unit	Peoria County	HS-26-0208	\$236,366.40
Governmental Unit	Peotone	HS-26-0173	\$36,867.44
Governmental Unit	Perry County	HS-26-0216	\$11,542.00
Governmental Unit	Peru	HS-26-0050	\$39,928.00
Governmental Unit	Pingree Grove	HS-26-0142	\$29,511.00
Governmental Unit	Plainfield	HS-26-0119	\$34,144.00
Governmental Unit	Posen	HS-26-0161	\$57,888.00
Governmental Unit	Prairie Grove	HS-26-0190	\$54,460.00

Governmental Unit	Quincy	HS-26-0131	\$48,720.00
Governmental Unit	River Forest	HS-26-0009	\$28,791.84
Governmental Unit	River Grove	HS-26-0120	\$257,464.00
Governmental Unit	Riverside	HS-26-0052	\$24,651.40
Governmental Unit	Robinson	HS-26-0044	\$21,585.00
Governmental Unit	Rochelle	HS-26-0113	\$26,400.00
Governmental Unit	Rochester	HS-26-0112	6,170.00
Governmental Unit	Rock Falls	HS-26-0233	\$23,876.00
Governmental Unit	Rock Island	HS-26-0168	\$27,561.75
Governmental Unit	Rock Island County	HS-26-0038	\$22,820.53
Governmental Unit	Rockford	HS-26-0183	\$142,435.00
Governmental Unit	Rolling Meadows	HS-26-0103	\$32,046.24
Governmental Unit	Romeoville	HS-26-0001	\$27,520.00
Governmental Unit	Roscoe	HS-26-0070	\$37,753.74
Governmental Unit	Roselle	HS-26-0156	\$13,599.60
Governmental Unit	Rosemont	HS-26-0098	\$25,443.32
Governmental Unit	Round Lake	HS-26-0162	\$48,908.66
Governmental Unit	Round Lake Park	HS-26-0133	\$36,969.80
Governmental Unit	Sandwich	HS-26-0192	\$31,750.00
Governmental Unit	Schaumburg	HS-26-0023	\$169,557.47
Governmental Unit	Schiller Park	HS-26-0130	\$104,185.78
Governmental Unit	Shorewood	HS-26-0137	\$115,519.04
Governmental Unit	Skokie	HS-26-0167	\$142,462.00
Governmental Unit	South Barrington	HS-26-0085	\$57,617.26
Governmental Unit	South Chicago Heights	HS-26-0198	\$36,136.80
Governmental Unit	South Elgin	HS-26-0193	\$78,630.50
Governmental Unit	Southern View	HS-26-0188	\$12,900.00
Governmental Unit	Spring Grove	HS-26-0220	\$49,252.88
Governmental Unit	Springfield	HS-26-0197	\$56,630.00
Governmental Unit	St. Charles	HS-26-0228	\$27,312.68
Governmental Unit	St. Clair County	HS-26-0221	\$69,847.52
Governmental Unit	Stephenson County	HS-26-0174	\$16,123.00
Governmental Unit	Stickney	HS-26-0075	\$34,110.18
Governmental Unit	Streamwood	HS-26-0043	\$43,465.40
Governmental Unit	Summit	HS-26-0079	\$96,646.90
Governmental Unit	Sycamore	HS-26-0141	\$14,631.12
Governmental Unit	Tazewell County	HS-26-0025	\$91,576.80
Governmental Unit	Troy	HS-26-0014	\$20,694.00
Governmental Unit	UIC	HS-26-0138	\$46,893.00
Governmental Unit	Waterloo	HS-26-0111	\$21,539.20
Governmental Unit	Wauconda	HS-26-0172	\$49,293.76
Governmental Unit	Waukegan	HS-26-0143	\$367,764.24
Governmental Unit	West Chicago	HS-26-0003	\$67,316.00
Governmental Unit	West Dundee	HS-26-0145	\$32,330.40
Governmental Unit	Wheeling	HS-26-0095	\$129,689.00
Governmental Unit	Whiteside	HS-26-0226	\$59,537.50
Governmental Unit	Will County	HS-26-0019	\$166,442.04
Governmental Unit	Williamson County	HS-26-0127	\$35,403.30
Governmental Unit	Willowbrook	HS-26-0082	\$23,601.60

Governmental Unit	Wilmette	HS-26-0203	\$22,977.00
Governmental Unit	Winnebago County	HS-26-0128	\$78,577.20
Governmental Unit	Wood Dale	HS-26-0194	\$32,982.37
Governmental Unit	Woodford	HS-26-0066	\$94,028.76
Governmental Unit	Woodridge	HS-26-0093	\$23,268.96
Governmental Unit	Woodstock	HS-26-0073	\$109,164.90
Governmental Unit	Zion	HS-26-0035	\$153,025.16

Title: Work Zone Enforcement – Illinois State Police

Unique Identifier/Activity Number: 04-03

Countermeasure Strategy ID: High-Visibility Enforcement

Eligible Use of Funds: MATCH

Federal Funding Sources: State Match

Description: This planned activity provides state funds for the Illinois State Police to conduct high-visibility enforcement on and around work zones throughout Illinois. The intent of these projects is to reduce crashes and injuries. This hire-back activity will increase belt usage and will reduce DUI, speeding, and distracted driving through hire-back enforcement.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois State Police	WZHIREBACK	\$5,000,000

Title: Mini Enforcement Grant Program (Local)

Unique Identifier/Activity Number: 04-02

Countermeasure Strategy ID: Publicized Sobriety Checkpoints – 5 stars in *Countermeasures That Work*, High Visibility Saturation Patrols (Impaired Driving) – 4 stars in *Countermeasures That Work*, Sustained Enforcement (Seat Belt) – 3 stars in *Countermeasures That Work*

Eligible Use of Funds: AL, MC, OP, PS, RS, SC, CR, DD, PT

Federal Funding Sources: Section 402

Description: This Mini Grant Enforcement Program is a scaled-down version of the year-long Sustained Traffic Enforcement Program (STEP) grant. This grant focuses on the Fatal Four: occupant protection, impaired driving, speeding, and distracted driving. Grantees are required to participate in a minimum of one (1) campaign- either occupant protection enforcement or impaired driving enforcement. However, grantees are encouraged to participate in two, three, or all four campaigns. This program provides for participation in enforcement campaigns such as “Click It or Ticket” and “Drive Sober or Get Pulled Over.” Enforcement campaigns run during NHTSA’s campaigns for Memorial Day, Independence Day, Speed Awareness, and Labor Day campaigns. The distracted driving enforcement will take place from September 2-September 30, 2025.

This grant application period is slated to take place at the beginning of calendar year 2026. As of the date of submission of this document, therefore, the list of grantees is unknown. An amendment will be submitted once BSPE has the necessary information.

Location of Projects: Statewide Emphasis

Organization Type	Grantee	Project Number	Grant Award
Governmental Units	To be determined	HS-26-0XXX	\$300,000

Title: Sustained Traffic Enforcement Patrols

Unique Identifier/Activity Number: 04-05

Countermeasure Strategy ID: Publicized Sobriety Checkpoints – 5 stars in *Countermeasures That Work*, High Visibility Saturation Patrols (Impaired Driving) – 4 stars in *Countermeasures That Work*, Sustained Enforcement (Seat Belt) – 3 stars in *Countermeasures That Work*

Eligible Use of Funds: AL, MC, OP, PS, RS, SC, CR, DD

Federal Funding Sources: Section 402

Description: This task provides funds for the Illinois State Police (ISP) to conduct increased patrol and enforcement of traffic laws with a primary emphasis on the speed limit, occupant restraint, and impaired driving laws. Off-duty troopers will be hired back to patrol when crash patterns and speed survey data indicate a need for patrol. The patrols are conducted statewide at locations identified jointly by the Illinois State Police. ISP will focus their Sustained Traffic Enforcement Patrol campaign statewide with special emphasis in Illinois' [County Population Model](#) directing resources to high-risk counties that account for the majority of crashes, injuries, and fatalities. This data-driven approach ensures consistent, high-quality instruction where it will have the greatest impact.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois State Police	SA-26-0508	\$1,026,958.77

Title: Law Enforcement Liaisons

Unique Identifier/Activity Number: 03-04

Countermeasure Strategy ID: Law Enforcement Liaison Program – Having a traffic safety law enforcement liaison program as part of a state's highway safety program is essential because it facilitates effective communication and collaboration between law enforcement agencies and the program, leading to improved enforcement strategies, more enforcement when needed, and ultimately enhanced road safety for all motorists. *Highway Safety Program Guidelines No. 15 – Traffic Enforcement Services*. Law Enforcement Training – Including traffic law enforcement training as part of a state's highway safety program is crucial because it equips officers with the necessary knowledge and skills to enforce DUI and all traffic laws effectively, promoting compliance, deterring violations, and ultimately reducing the risk of crashes, fatalities, and injuries on the roads. Highway Safety Program Guideline No. 15 – Traffic Enforcement Services

Eligible Use of Funds: AL, MC, OP, PS, RS, SC, CR, DD

Federal Funding Sources: Section 402

Description: Law Enforcement Liaisons (LELs) are the link between the state and local law enforcement communities, the State Highway Safety Office (SHSO); and the National Highway Traffic Safety Administration (NHTSA). LELs work with Illinois law enforcement agencies to encourage enforcement of laws promoting occupant protection, distracted driving, speed, impaired driving, and other strategies to improve traffic safety. The LEL program is designed to communicate with local agencies and drive-up recruitment levels. LELs participate in the support and implementation of the state's Highway Safety Plan which will decrease the number of traffic fatalities and injuries. Both LEL grants will focus their activities with special emphasis in Illinois' [County Population Model](#) directing resources to high-risk counties that account for the majority of crashes, injuries, and fatalities. This data-driven approach ensures consistent, high-quality instruction where it will have the greatest impact.

Public Participation and Engagement:

LEL grantees conducting highway safety public participation and engagement within their communities receive valuable feedback from various stakeholders, including community members, local organizations, and relevant authorities. This feedback provides IDOT insights into the effectiveness of current initiatives, ideas for new projects, areas for improvement, and highlights community-specific concerns related to highway safety. Current and/or future grantees will help IDOT gauge public sentiment, gather suggestions for better engagement strategies, and ensure that their efforts align with the needs and expectations of the community.

Intended Subrecipients and Location of Project: Statewide emphasis.

Organization Type	Grantee	Project Number	Grant Award
Corporation (includes Not for Profit)	Illinois Association of Chiefs of Police	HS-26-0333	\$626,250.36
University	University of Illinois at Springfield	HS-26-0317	\$135,072.24

Title: Motorcycle Enforcement

Unique Identifier/Activity Number: 04-05

Countermeasure Strategy ID: Publicized Sobriety Checkpoints – 5 stars in *Countermeasures That Work*, High Visibility Saturation Patrols (Impaired Driving) – 4 stars in *Countermeasures That Work*, Sustained Enforcement (Seat Belt) – 3 stars in *Countermeasures That Work*

Eligible Use of Funds: AL, MC, OP, PS, RS, SC, CR, DD

Federal Funding Sources: Section 402

Description: This task provides funds for the Illinois State Police (ISP) to conduct saturation patrols concentrating during the high traffic warm season between May and October, to diminish serious injuries and fatalities caused by non-compliance of Illinois' traffic safety laws. ISP Motorcycle Officers will patrol state highways and county roads in urban areas including highways, arterials, and interior roads. ISP will focus their campaign statewide with special emphasis in Illinois' [County Population Model](#) directing resources to high-risk counties that account for the majority of crashes, injuries, and fatalities. This data-driven approach ensures consistent, high-quality instruction where it will have the greatest impact.

Location of Project: Statewide emphasis

Organization Type	Grantee	Project Number	Grant Award
State Agency	Illinois State Police	SA-26-0510	\$161,146.02

Planned Activity List with Funding Amounts

Task Number	Fund Type	Task Title	Programmed Amount
01-01	402	P & A	\$20,000
01-02	STATE	P & A (Match)	\$20,000
01-03	STATE	BSPE Staff Salaries (Match)	\$1,000,000
01-04	402	ID Coordinator P&A	\$300,000
01-05	402	OP Coordinator P&A	\$300,000
02-02	402	Injury Prevention (Local)	\$1,016,487
02-04	402	Traffic Safety Survey (Local)	\$95,607
02-05	402	Travel	\$20,000
02-06	STATE	Travel (Match)	\$20,000
02-07	402	Occupant Protection Assessment	\$25,000
02-03	402	Motorcycle Paid Media (IDOT)	\$242,000
02-10	STATE	CPSRC (Match)	\$2,042,931
02-12	402	Speed Paid Media	\$580,000
02-13	402	Creative Content Paid Media	\$348,000
02-18	402	Move Over Law Paid Media	\$100,000
03-04	402	Law Enforcement Liaison (Local)	\$761,323
04-01	402	Police Training (ILETSB)	\$710,000
04-02	402	STEP (Local)**	\$17,569,296*
04-03	STATE	Illinois State Police WZ (Match)	\$5,000,000
04-04	402	NITE Patrol (ISP)	\$1,270,650
04-05	402	STEP (ISP)	\$1,026,959
04-10	402	Occupant Prot. Enf. (SOS Police)	\$78,676
04-11	402	Cops in Shops (SOS)	\$47,464
04-12	402	Safety Education Unit (ISP)	\$73,550
04-13	402	Motorcycle Enf. (ISP)	\$161,147
06-02	405e	Distracted Driving Enf (SOS)	\$78,676
06-04	405e	Distracted Driving Paid Media	\$500,000
06-05	405e	Distracted Driving Enf. (ISP)	\$616,497
12-01	405g	Non-Motor Paid Media (IDOT)	\$500,000
12-02	405g	Bike/Pedestrian Safety (Local)	\$1,802,208.00
13-01	405d	DUIE (ISP)	\$1,190,112
13-02	405d	Operation Straight I.D. (SOS)	\$15,702
13-04	405d	Imp. Dr. Training/Resources (ISP)	\$797,341
13-10	405d	Traffic Safety Resource Pros.	\$599,659
13-11	405d	ACE (ISP)	\$1,229,653
13-13	405d	Judicial Training Seminar (AOIC)	\$120,739
13-14	405d	ID Paid Media (IDOT)	\$1,875,000
13-16	405d	Impaired Driving Prevention	\$2,353,779
13-17	405d	DUI Court Program (Local)	\$917,393
13-18	STATE	DUI Prevention and Education	\$1,346,837

14-01	405h	e-Digital Alerting Technology (Local)	\$11,492.00
18-01	405c	Traffic Records Coordinator (IDOT)	\$225,000
18-02	405c	Trauma Registry (IDPH)	\$264,000
18-13	405c	Data Linkage (IDPH)	\$472,400
18-14	405c	Data Lake (SOS)	\$852,490
19-01	405b	OREP (ISP)	\$1,131,386
19-05	405b	Central DuPage Hospital (Local)	\$353,683
19-11	405b	OP Paid Media	\$500,000
22-01	405f	Paid Media (IDOT)	\$200,000
22-02	405f	PI&E Materials (IDOT)	\$30,000
22-04	STATE	CRSTP (Match)	\$11,966,594.05
23-01	1906	Racial Profiling (IDOT)	\$150,000
23-03	1906	Racial Profiling (ICJIA)	\$138,408
23-04	1906	Racial Profiling (Local)	\$431,307.50
23-05	1906	Administrative Hearing Racial	\$756,000

*Benefit to Local

**For FFY26, the Mini Enforcement Grant Program (local) is included in the STEP (local) fund per IDOT budget staff.

Updated: 7-28-2025

Appendix A to Part 1300- Certifications and Assurances

Appendix B to Part 1300- Application Requirements for Section 405 and Section 1906 Grants

Appendix C- § 1300.24(c) Distracted Driving Sample Questions



OFFICE OF THE SECRETARY OF STATE

DRIVER SERVICES DEPARTMENT

2701 SOUTH DIRKSEN PARKWAY
SPRINGFIELD, ILLINOIS 62723

1 [520](#) 3 English GDL Road Rules Drivers are NOT permitted to wear headsets or have a television receiver visible from the driver's seat. [Q_ENG_520.jpg](#) [Q_ENG_520.mp3](#)

<u>Answer</u>	<u>Answer</u>	<u>Audio Filename</u>	<u>Video Filename</u>
<u>ID</u>			
1	True	A_ENG_520_1.mp3	
2	False	A_ENG_520_2.mp3	

Add New Question

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1 [542](#) 1 English GDL Road Rules To prevent a fatigue-related crash while driving: [Q_ENG_542.jpg](#) [Q_ENG_542.mp3](#)

<u>Answer</u>	<u>Answer</u>	<u>Audio Filename</u>	<u>Video Filename</u>
<u>ID</u>			
1	continue driving so you will reach your destination sooner.	A_ENG_542_1.mp3	
2	drive late at night when there are not as many users on the roadway.	A_ENG_542_2.mp3	
3	stop frequently to drink coffee, exercise, or nap.	A_ENG_542_3.mp3	

Add New Question

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1 [559](#) 1 English GDL Road Rules A driver may type, send, or read a text message while operating a motor vehicle. [Q_ENG_559.jpg](#) [Q_ENG_559.mp3](#)

<u>Answer</u>	<u>Answer</u>	<u>Audio Filename</u>	<u>Video Filename</u>
<u>ID</u>			
1	TRUE	A_ENG_559_1.mp3	
2	FALSE	A_ENG_559_2.mp3	

Add New Question

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1 [546](#) 1 English GDL Road Rules Any person, regardless of age, is prohibited from using a wireless telephone at any time while driving in a school speed zone, or a highway construction or maintenance speed zone. [Q_ENG_546.jpg](#) [Q_ENG_546.mp3](#)

<u>Answer</u>	<u>Answer</u>	<u>Audio Filename</u>	<u>Video Filename</u>
<u>ID</u>			
1	TRUE	A_ENG_546_1.mp3	
2	FALSE	A_ENG_546_2.mp3	

Add New Question

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Appendix D- Motorcycle Crashes and Injuries by County in Calendar Year 2023

Crash Year/ Crash County	Total Crash	Fatal Crash	Inj Crash	A Inj Crash	B Inj Crash	C Inj Crash	Prop Dmg Crash	Fatal Inj	Inj	A Inj	B Inj	C Inj	0 Inj
2023	1800	103	1188	458	564	166	509	108	1305	502	622	181	590
Adams	12	2	8	2	2	4	2	2	8	2	2	4	2
Bond	2	1	0	0	0	0	1	1	0	0	0	0	1
Boone	6	2	2	1	1	0	2	2	2	1	1	0	2
Brown	1	0	1	1	0	0	0	0	1	1	0	0	0
Bureau	3	1	2	0	2	0	0	1	4	0	2	2	1
Carroll	3	1	1	0	0	1	1	2	1	0	0	1	2
Cass	1	0	1	1	0	0	0	0	1	1	0	0	0
Champaign	20	0	16	7	8	1	4	0	16	8	7	1	5
Christian	3	0	2	1	0	1	1	0	2	1	0	1	1
Clark	3	0	1	1	0	0	2	0	1	1	0	0	3
Clay	1	0	1	0	0	1	0	0	1	0	0	1	0
Clinton	4	0	3	2	1	0	1	0	3	2	1	0	2
Coles	6	0	4	3	1	0	2	0	4	3	1	0	2
Cook	806	25	498	161	264	73	283	25	523	166	282	75	310
Crawford	2	0	2	2	0	0	0	0	2	2	0	0	0
Cumberland	1	0	0	0	0	0	1	0	0	0	0	0	1
DeKalb	16	1	11	4	6	1	4	1	14	4	8	2	4
DuPage	98	4	75	32	33	10	19	4	80	34	36	10	23
Edgar	3	0	2	0	0	2	1	0	2	0	0	2	1
Effingham	8	0	5	2	2	1	3	0	6	3	2	1	3
Franklin	4	0	3	2	0	1	1	0	3	2	0	1	1
Fulton	4	0	4	1	3	0	0	0	5	1	4	0	1
Grundy	6	1	5	4	1	0	0	1	7	4	3	0	1
Henry	10	0	8	6	1	1	2	0	10	7	2	1	3
Iroquois	3	0	2	1	1	0	1	0	2	1	1	0	1
Jackson	8	0	5	5	0	0	3	0	6	6	0	0	4
Jasper	1	0	1	0	1	0	0	0	2	0	2	0	0
Jefferson	9	0	7	4	2	1	2	0	7	4	2	1	3
Jersey	5	0	4	2	1	1	1	0	6	2	2	2	1
Kane	68	7	48	15	25	8	13	8	53	19	25	9	14
Kankakee	18	2	10	5	5	0	6	2	12	6	6	0	6
Kendall	10	0	7	3	4	0	3	0	7	3	4	0	3
Knox	4	1	3	0	3	0	0	1	3	0	3	0	0
Lake	84	12	48	20	21	7	24	13	54	23	23	8	28
LaSalle	16	1	9	4	4	1	6	1	13	6	6	1	7
Livingston	5	0	4	1	3	0	1	0	4	1	3	0	1
Logan	1	0	0	0	0	0	1	0	0	0	0	0	1
McDonough	1	0	1	0	1	0	0	0	2	0	2	0	0
McHenry	40	4	29	14	10	5	7	4	32	16	10	6	9
McLean	23	2	16	5	8	3	5	2	18	5	10	3	6
Macon	28	5	19	4	11	4	4	5	21	5	12	4	4

Macoupin	2	0	1	0	0	1	1	0	1	0	0	1	1
Madison	45	2	38	20	14	4	5	2	44	21	16	7	6
Marion	3	0	2	2	0	0	1	0	2	2	0	0	1
Massac	3	1	1	1	0	0	1	1	4	2	2	0	1
Mercer	1	0	1	0	1	0	0	0	1	0	1	0	0
Monroe	3	1	1	0	1	0	1	1	2	1	1	0	2
Montgomery	2	0	2	1	1	0	0	0	3	2	1	0	0
Morgan	4	0	4	1	2	1	0	0	4	1	2	1	0
Moultrie	1	1	0	0	0	0	0	1	0	0	0	0	0
Ogle	7	0	7	2	2	3	0	0	7	2	2	3	0
Peoria	31	2	19	7	11	1	10	2	21	8	12	1	14
Perry	1	0	1	0	1	0	0	0	1	0	1	0	0
Piatt	1	1	0	0	0	0	0	1	0	0	0	0	0
Pike	1	0	1	0	1	0	0	0	1	0	1	0	0
Richland	4	1	3	2	0	1	0	2	4	2	1	1	0
Rock Island	32	3	21	8	10	3	8	3	25	10	11	4	9
St. Clair	41	4	26	15	10	1	11	4	35	20	14	1	14
Saline	3	0	3	3	0	0	0	0	3	3	0	0	0
Sangamon	37	4	20	7	12	1	13	4	20	7	12	1	13
Shelby	3	0	3	3	0	0	0	0	4	3	1	0	0
Stark	2	0	2	0	0	2	0	0	3	0	0	3	2
Stephenson	3	0	3	1	2	0	0	0	3	1	2	0	0
Tazewell	26	2	20	10	6	4	4	3	22	12	6	4	7
Union	2	0	1	1	0	0	1	0	2	2	0	0	2
Vermilion	14	2	12	8	2	2	0	2	14	9	3	2	4
Warren	2	0	2	2	0	0	0	0	2	2	0	0	0
Washington	1	0	1	1	0	0	0	0	1	1	0	0	0
Wayne	1	0	1	1	0	0	0	0	1	1	0	0	0
Whiteside	7	0	5	5	0	0	2	0	5	5	0	0	3
Will	109	5	78	25	45	8	26	5	88	27	51	10	30
Williamson	13	0	11	5	4	2	2	0	11	5	5	1	5
Winnebago	46	2	29	11	13	5	15	2	32	13	14	5	18
Woodford	2	0	1	0	1	0	1	0	1	0	1	0	1

Complete data for 2024 will not be available until the system update is finalized later in 2025. The finalized data will be submitted to NHTSA upon availability.

Appendix E- Calendar Year 2023 Vehicle Registration Counts by County

County	County Code	Passenger	B Truck	TA Trailer	Motorcycle	Fiscal Truck	Other	Total
ADAMS	1	34,054	14,877	1,986	1,916	5,929	18,150	76,912
ALEXANDER	2	2,678	1,217	465	92	267	1,101	5,820
BOND	3	8,055	3,937	858	575	1,698	3,424	18,547
BOONE	4	32,621	7,696	2,376	1,576	3,121	6,919	54,309
BROWN		2,222	1,625	417	150	708	5,882	11,004
BUREAU	6	18,026	7,376	2,493	1,240	3,276	6,029	38,440
CALHOUN	7	2,421	1,815	646	101	668	1,080	6,731
CARROLL	8	8,592	3,704	1,726	630	2,324	3,493	20,469
CASS	9	6,542	3,491	1,082	363	1,471	2,823	15,772
CHAMPAIGN	10	95,378	20,050	5,112	3,602	9,412	22,027	155,581
CHRISTIAN	11	16,102	8,103	2,515	1,259	3,502	6,487	37,968
CLARK	12	7,863	4,674	1,160	590	2,085	3,564	19,936
CLAY	13	6,225	4,006	748	407	1,479	4,585	17,450
CLINTON	14	19,310	9,314	2,459	1,037	4,627	8,366	45,113
COLES		22,916	8,579	2,368	1,703	3,615	9,285	48,466
COOK	16	1,524,419	132,730	20,024	34,495	77,064	304,184	2,092,916
CRAWFORD	17	8,338	6,226	1,264	802	2,091	5,274	23,995
CUMBERLAND	18	5,247	3,139	864	394	1,362	3,260	14,266
DE KALB	19	55,574	12,120	3,323	2,878	6,222	11,770	91,887
DE WITT	20	8,267	3,853	1,181	763	1,670	2,932	18,666
DOUGLAS	21	10,088	4,340	1,209	946	2,437	5,222	24,242
DU PAGE	22	610,489	55,918	10,273	16,618	87,327	133,804	914,429
EDGAR	23	8,178	4,479	1,013	735	1,957	4,561	20,923
EDWARDS	24	2,920	2,298	338	184	974	1,827	8,541
EFFINGHAM		20,208	10,061	1,690	1,209	5,708	14,766	53,642
FAYETTE	26	9,609	5,562	882	752	2,824	5,619	25,248
FORD	27	7,012	3,057	838	466	1,715	2,696	15,784
FRANKLIN	28	18,272	9,538	2,238	1,470	2,729	8,176	42,423
FULTON	29	15,563	8,959	2,837	1,308	2,905	6,550	38,122
GALLATIN	30	2,238	1,756	460	154	660	1,645	6,913
GREENE	31	6,076	3,795	977	444	1,483	2,721	15,496
GRUNDY	32	31,970	9,228	2,994	1,986	4,385	10,911	61,474
HAMILTON	33	3,551	2,792	345	217	1,012	2,858	10,775
HANCOCK	34	9,124	5,506	1,317	681	2,334	4,996	23,958
HARDIN		1,482	1,151	304	123	255	1,000	4,315
HENDERSON	36	3,208	1,997	694	297	973	2,045	9,214
HENRY	37	26,340	11,141	3,460	1,836	5,049	10,239	58,065
IROQUOIS	38	14,818	6,689	1,754	805	3,481	8,122	35,669
JACKSON	39	23,872	9,119	3,306	1,161	3,199	9,296	49,953
JASPER	40	4,938	3,692	657	286	1,688	2,853	14,114
JEFFERSON	41	17,389	8,451	1,735	1,162	2,937	8,049	39,723

JERSEY	42	11,210	6,006	1,707	734	2,324	3,817	25,798
JO DAVIESS		13,665	5,425	1,821	849	2,583	4,224	28,567
JOHNSON	44	5,523	3,415	1,204	365	1,135	2,570	14,212
KANE		316,543	47,351	9,054	10,257	24,334	51,037	458,576
KANKAKEE	46	59,128	14,626	4,285	2,753	5,765	21,450	108,007
KENDALL		79,782	12,485	2,855	3,125	5,368	14,403	118,018
KNOX	48	24,474	9,264	2,995	1,656	3,409	7,084	48,882
LAKE		444,206	52,373	11,651	14,022	29,276	66,967	618,495
LA SALLE	50	61,230	20,388	6,480	4,563	7,920	19,864	120,445
LAWRENCE		6,215	3,761	1,010	405	1,353	3,747	16,491
LEE	52	19,010	6,831	2,457	1,240	2,898	6,148	38,584
LIVINGSTON		18,076	7,151	2,208	1,222	4,020	6,779	39,456
LOGAN	54	12,563	5,555	1,524	824	2,117	5,226	27,809
MC DONOUGH		12,005	5,179	1,439	629	2,245	5,126	26,623
MC HENRY	56	202,960	33,814	10,313	10,541	19,361	40,572	317,561
MC LEAN		89,765	20,073	5,572	3,846	15,449	25,934	160,639
MACON	58	52,078	16,569	4,949	2,712	6,285	15,904	98,497
MACOUPIN		23,922	11,972	3,402	1,841	4,707	13,505	59,349
MADISON	60	138,410	43,494	11,402	6,823	13,669	46,050	259,848
MARION		18,960	8,756	1,446	1,191	2,910	10,261	43,524
MARSHALL	62	6,495	2,833	1,031	457	1,482	2,479	14,777
MASON		6,595	3,810	1,404	573	1,379	3,010	16,771
MASSAC	64	6,698	3,573	891	496	850	2,366	14,874
MENARD		6,233	3,096	1,013	421	1,664	2,431	14,858
MERCER	66	8,114	4,413	1,208	524	1,884	3,606	19,749
MONROE		21,423	8,614	2,677	1,126	3,433	6,197	43,470
MONTGOMERY	68	13,868	7,182	2,102	1,264	3,289	5,098	32,803
MORGAN		15,648	7,629	1,848	1,058	3,070	6,257	35,510
MOULTRIE	70	6,827	3,268	1,162	527	1,982	3,349	17,115
OGLE		30,175	9,547	3,505	2,075	4,691	9,153	59,146
PEORIA	72	95,319	24,041	7,193	3,851	13,299	20,615	164,318
PERRY		9,334	5,077	1,335	552	1,517	3,835	21,650
PIATT	74	9,129	3,753	1,145	712	1,770	3,181	19,690
PIKE		6,908	4,939	1,107	419	2,300	4,912	20,585
POPE	76	1,694	1,224	340	116	388	1,147	4,909
PULASKI		2,667	1,315	402	126	436	1,455	6,401
PUTNAM	78	3,299	1,632	633	286	687	1,219	7,756
RANDOLPH		15,239	8,338	2,595	1,015	3,139	6,051	36,377
RICHLAND	80	7,702	4,701	979	659	1,502	4,352	19,895
ROCK ISLAND		73,954	19,985	5,504	3,363	6,138	18,753	127,697
ST. CLAIR	82	132,909	33,895	9,488	5,318	17,174	37,829	236,613
SALINE		10,541	6,395	1,877	669	2,037	5,097	26,616
SANGAMON	84	104,922	28,816	7,860	4,704	10,232	40,252	196,786
SCHUYLER		3,067	2,086	716	240	916	1,538	8,563
SCOTT	86	2,171	1,603	375	189	778	1,227	6,343

SHELBY	87	10,455	6,281	1,874	785	2,767	4,555	26,717
STARK	88	2,958	1,544	485	248	816	1,513	7,564
STEPHENSON	89	24,796	8,338	2,692	1,453	3,910	6,593	47,782
TAZEWELL	90	72,321	24,276	7,765	4,875	8,200	26,067	143,504
UNION	91	8,051	4,511	1,605	431	1,351	2,735	18,684
VERMILION	92	35,301	13,223	3,156	2,078	4,671	12,325	70,754
WABASH	93	5,429	3,299	927	370	949	2,152	13,126
WARREN	94	7,777	3,570	1,089	502	1,798	3,666	18,402
WASHINGTON	95	7,626	4,472	1,023	379	2,569	4,796	20,865
WAYNE	96	7,345	4,868	665	506	1,846	6,093	21,323
WHITE	97	6,583	4,564	906	389	1,461	5,216	19,119
WHITESIDE	98	31,107	11,057	4,200	2,139	4,344	8,459	61,306
WILL	99	426,538	62,697	14,036	15,766	31,716	95,159	645,912
WILLIAMSON	100	33,426	14,301	4,455	2,060	4,033	10,737	69,012
WINNEBAGO	101	163,382	30,642	9,317	6,927	12,065	26,847	249,180
WOODFORD	102	20,968	8,036	2,725	1,282	4,398	7,219	44,628
CITY OF CHICAGO	103	1,053,858	64,311	5,806	18,391	42,176	159,965	1,344,507
TOTALS		6,860,772	1,234,304	301,278	246,332	640,858	1,628,765	10,912,309

Complete data for 2024 will not be available until the system update is finalized later in 2025. The finalized data will be submitted to NHTSA upon availability.

Appendix F- FY26 Motorcycle Regions and Anticipated Training Locations

REGION A

The Region A (Northern Illinois) training region consists of 14 Counties: Boone, Carroll, Cook, DeKalb, DuPage, Jo Daviess, Kane, Lake, Lee, McHenry, Ogle, Stephenson, Whiteside, Winnebago

Region A Legislative and Congressional Districts - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 14, 16, 17

List of anticipated training locations:

- Cook Co. Locations – Bridgeview, Chicago (Elston Ave.), Chicago (MLK Drive), Cicero, Crestwood, Palatine, Prospect Heights, Chicago Heights
- DeKalb (DeKalb Co.), Elgin (Kane Co.), Freeport (Stevenson Co.), Grayslake (Lake Co.), Lake Villa (Livingston Co.), Rockford (Winnebago Co.)

REGION B

The Region B (Central Illinois) training region consists of 36 Counties: Bureau, Cass, Champaign, DeWitt, Ford, Fulton, Grundy, Hancock, Henderson, Henry, Iroquois, Kankakee, Kendall, Knox, LaSalle, Livingston, Logan, Macon, Marshall, Mason, McDonough, McLean, Menard, Mercer, Peoria, Piatt, Putnam, Rock Island, Sangamon, Schuyler, Stark, Tazewell, Vermilion, Warren, Will, Woodford.

Region B Legislative and Congressional Districts - 1, 2, 3, 11, 13, 14, 15, 16, 17, & 18

List of anticipated training locations

- Joliet (Will Co.), University Park (DeWitt Co.), Kankakee (Kankakee Co.), Pontiac (Livingston Co.), LaSalle (LaSalle Co.), Rock Island (Rock Island Co.), Galesburg (Knox Co.), Peoria (Peoria Co.), Bloomington (McLean Co.), Macomb (McDonough Co.), Champaign (Champaign Co.), Decatur (Macon Co.), Springfield (Sangamon)

REGION C

The Region C (Southern Illinois) training region consists of 52 counties: Adams, Alexander, Bond, Brown, Calhoun, Christian, Clark, Clay, Clinton, Coles, Crawford, Cumberland, Douglas, Edgar, Edwards, Effingham, Fayette, Franklin, Gallatin, Greene, Hamilton, Hardin, Jackson, Jasper, Jefferson, Jersey, Johnson, Lawrence, Macoupin, Madison, Marion, Massac, Monroe, Montgomery, Morgan, Moultrie, Perry, Pike, Pope, Pulaski, Randolph, Richland, St. Clair, Saline, Scott, Shelby, Union, Wabash, Washington, Wayne, White, Williamson

Region C Legislative and Congressional Districts – 12, 13, 15, 18

List of anticipated training locations:

- Quincy (Adams Co.), Jacksonville (Morgan Co.), Charleston (Coles Co.), Effingham (Effingham Co.), Litchfield (Montgomery Co.), Godfrey (Madison Co.), Olney (Richmond Co.), Edwardsville (Madison Co.), Belleville (St. Clair Co.), Mt. Carmel (Wabash Co.), Carbondale (Jackson Co.)



**ANNUAL GRANT
APPLICATION**
2026



Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Illinois

Fiscal Year: 2026

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
 - Unique entity identifier (generated by **SAM.gov**);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 ([15 U.S.C. 78m\(a\)](#), [78o\(d\)](#)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d](#) *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (*23 U.S.C. 324 et seq.*), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act* ([42 U.S.C. 12131-12189](#)) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) ^[1] in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

THE DRUG-FREE WORKPLACE ACT OF 1988 ([41 U.S.C. 8103](#))

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace;
 2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 1. Abide by the terms of the statement;
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
 1. Taking appropriate personnel action against such an employee, up to and including termination;
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act ([5 U.S.C. 1501-1508](#)), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (*e.g.*, "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180 and 1200](#). You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement ([23 U.S.C. 313](#)) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
 - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
 - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

DISCLOSURE REQUIREMENTS

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE **(applies to subrecipients as well as States)**

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with [Executive Order 13043](#), Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with [Executive Order 13513](#), Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. ([23 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. ([23 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
 - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under [18 U.S.C. 1001](#). I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

[Click here to validate form fields and permit signature](#)

Stephane B. Seck-Birhame  Digitally signed by Stephane B. Seck-Birhame
Date: 2025.08.01 10:26:22 -05'00'

8/1/25

Signature Governor's Representative for Highway Safety

Date

Stephane B. Seck-Birhame, P.E., PTOE

Printed name of Governor's Representative for Highway Safety

Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under [23 U.S.C. 405](#) or Section 1906, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: Illinois

Fiscal Year: 2026

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.



PART 1: OCCUPANT PROTECTION GRANTS ([23 CFR 1300.21](#))

*[Check the box above **only** if applying for this grant.]*

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at IL_FY26_405b (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at IL_FY26_405b (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at IL_FY26_405b (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at IL_FY26_405b (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

LOWER SEAT BELT USE STATES ONLY

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ (date) and last amended on _____ (date) and is in effect and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

▪ Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;

▪ _____
Coverage of all passenger motor vehicles;

▪ _____
Minimum fine of at least \$25;

▪ _____
Exemptions from restraint requirements.

Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at _____ (location).

The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at _____ (location).

The State's comprehensive occupant protection program is provided as follows:

- o Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);
- o Multi-year strategic plan: annual grant application or triennial HSP at _____ (location);
- o The name and title of the State's designated occupant protection coordinator is _____.
- o The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at _____ (location).

- The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on _____ (date) (within 5 years of the application due date);

PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

[Check the box above only if applying for this grant.]

ALL STATES

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- [*Fill in the blank below.*] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at
IL_FY26_405c _____ (location).

PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))

[Check the box above only if applying for this grant.]

ALL STATES

- The State will use the funds awarded under [23 U.S.C. 405\(d\)](#) only for the implementation of programs as provided in [23 CFR 1300.23\(j\)](#).

MID-RANGE STATES ONLY

[Check one box below and fill in all blanks under that checked box.]

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on 6/27/25 (date). Specifically:

- Annual grant application at _____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location) contains the list of names, titles, and organizations of all task force members;
- Annual grant application at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and continues to use this plan.

HIGH-RANGE STATE ONLY

[Check one box below and fill in all blanks under that checked box.]

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date). Specifically:
- Annual grant application at _____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
 - Annual grant application at _____ (location) contains the list of names, titles, and organizations of all task force members;
 - Annual grant application at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
 - Annual grant application at _____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
 - Annual grant application at _____ (location) contains the projects, in detail, for spending grant funds;

- Annual grant application at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the annual grant application at _____ (location).

PART 4: ALCOHOL-IGNITION INTERLOCK LAWS ([23 CFR 1300.23\(G\)](#))

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;

- Identify all alcohol-ignition interlock use exceptions.

The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

 - Identify all alcohol-ignition interlock use exceptions.

The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

 - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

 - Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

- Identify list of alcohol-ignition interlock program use violations;
-
- Identify all alcohol-ignition interlock use exceptions.
-

PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))

[Check the box above only if applying for this grant.]

[Fill in all blanks.]

- The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
-

[Check at least one of the boxes below and fill in all blanks under that checked box.]

- Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
-

- Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at _____ (location).
-

PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

DISTRACTED DRIVING AWARENESS GRANT

- The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at _____ (location).

DISTRACTED DRIVING LAW GRANTS

- Prohibition on Texting While Driving**
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on 1/20/12 (date) and last amended on 1/1/24 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on texting while driving;
625 ILCS 5/12-610.2
- Definition of covered wireless communication devices;
625 ILCS 5/12-610.2(a) ; 625 ILCS 5/12-610.2(b)
- Fine for an offense;
625 ILCS 5/12-610.2(c)
- Exemptions from texting ban.
625 ILCS 5/12-610.2(d)

- Prohibition on Handheld Phone Use While Driving**
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on 1/20/12 (date) and last amended on 1/1/24 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on handheld phone use;
625 ILCS 5/12-610.2
- Definition of covered wireless communication devices;
625 ILCS 5/12-610.2(a) ; 625 ILCS 5/12-610.2(b)
- Fine for an offense;
625 ILCS 5/12-610.2(c)
- Exemptions from handheld phone use ban.
625 ILCS 5/12-610.2(d)

- Prohibition on Youth Cell Phone Use While Driving**
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on 7/15/05 (date) and last amended on 1/1/24 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Prohibition on youth cell phone use while driving;
625 ILCS 5-12/610.1 ; 625 ILCS 5/12-610.2

 - Definition of covered wireless communication devices;
625 ILCS 5/12-610.1(a); 625 ILCS 5/12-610.2(a) ; 625 ILCS 5/12-610.2(b)

 - Fine for an offense;
625 ILCS 5/12-610.2(c)

 - Exemptions from youth cell phone use ban
625 ILCS 5/12-610.2(d)



Prohibition on Viewing Devices While Driving

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on 1/1/14 (date) and last amended on 1/1/17 (date), is in effect, and will be enforced during the fiscal year of the grant

- *Legal citations:*
 - Prohibition on viewing devices while driving;
625 ILCS 5/12-604.1 ; 625 ILCS 5/12-610-610.2

 - Definition of covered wireless communication devices;
625 ILCS 5/12-604.1 ; 625 ILCS 5/12-610-610.2



PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

[Check the box above only if applying for this grant.]

[Check at least 2 boxes below and fill in all blanks under those checked boxes only.]



Motorcycle Rider Training Course

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Illinois Department of Transportation, Bureau of Safety Programs & Engineering
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

[Check at least one of the following boxes below and fill in any blanks.]

- Motorcycle Safety Foundation Basic Rider Course;
- TEAM OREGON Basic Rider Training;
- Idaho STAR Basic I;
- California Motorcyclist Safety Program Motorcyclist Training Course;
- Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

- In the annual grant application at IL_FY26_405f (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.



Motorcyclist Awareness Program

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Illinois Department of Transportation, Bureau of Safety Programs & Engineering.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at IL_FY26_405f and IL_FY26_405f_Crash Stats (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at IL_FY26_405f, IL_FY26_405F_Cycle Rider Safety Training Manual, IL_FY26_405f_Crash Stats (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.



Helmet Law

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*



Reduction of Fatalities and Crashes Involving Motorcycles

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).



Impaired Motorcycle Driving Program

- In the annual grant application or triennial HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at _____ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

Reduction of Fatalities and Crashes Involving Impaired Motorcyclists

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

Use of Fees Collected From Motorcyclists for Motorcycle Programs

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a Law State—

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal citation(s):

625 ILCS 35/5 ; 625 ILCS 35/6 _____.

AND

The State's law appropriating funds for FY __ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal citation(s):

625 ILCS 35/5 ; 625 ILCS 35/6 _____.

Applying as a Data State—

- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at _____ (location).

PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at _____ (location(s)).
Nonmotorized Safety section of the 2026 Annual Grant Application

PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)

[Check the box above only if applying for this grant, then fill in the blank below.]

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at _____ (location(s)).
Preventing Roadside Deaths section of the 2026 Annual Grant Application

PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in required blanks under the checked box only.]

Driver Education and Driving Safety Courses

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
_____.

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

Peace Officer Training Programs

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):* _____.

- Applying as a documentation State—
 - The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
 - Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

- Applying as a qualifying State—
 - A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at _____ (location).
 - A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at _____ (location).

PART 11: RACIAL PROFILING DATA COLLECTION GRANTS ([23 CFR 1300.29](#))

[Check the box above only if applying for this grant.]

[Check one box only below and fill in all blanks under the checked box only.]

- The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at 625 ILCS 5/11-212 _____ (location).
- The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —

- I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

Click here to validate form fields and permit signature

Stephane B. Seck-Birhame Digitally signed by Stephane B. Seck-Birhame
Date: 2025.08.01 10:26:58 -05'00'

8/1/25

Signature Governor's Representative for Highway Safety

Date

Stephane B. Seck-Birhame, P.E., PTOE

Printed name of Governor's Representative for Highway Safety

Part 1: Occupant Protection Grants (23 CFR 1300.21)

The Illinois Department of Transportation, the lead State agency responsible for occupant protection programs, will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2025 and 2026.

The State's occupant protection program area plan for the upcoming fiscal year is provided in the 2024-2026 Triennial Highway Safety Plan (HSP) at [pages 26-30](#).

Occupant Protection Program Area and Plan:

Illinois' 3HSP contains the Occupant Protection program area and this is used as the plan for occupant protection. This area identifies the safety problems to be addressed, performance measures and targets, countermeasure strategies, and planned activities that Illinois will implement to address those problems.

The State will participate in the Click It or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the 3HSP at [pages 26-30](#).

Description of the State's planned participation in the Click It or Ticket national mobilization:

Illinois participated in the May 2025 Click It or Ticket (CIOT) campaign. The campaign consisted of both media and enforcement.

CIOT is a highly visible, enforcement effort designed to detect violators of Illinois traffic laws with special emphasis on occupant protection. Illinois will conduct an intense public information and education campaign which will run concurrently with enforcement campaigns. The goal of the CIOT campaign is to save lives and reduce injuries resulting from motor vehicle crashes by increasing the seat belt usage rates in Illinois. To complete this goal, we intend to educate the motoring public on the of the benefits of seat belt use and issue tickets for seat belt violations.

Illinois conducted both paid and earned media for the campaign. Paid media consists of advertising which has been purchased and strategically placed on multiple media platforms. Paid media will focus on media avenues most likely to reach the target population of 18-34-year-old males. Earned media is free media publicity, such as newspaper, television, or radio news stories, as well as community outreach activities that are typically completed by our participating law enforcement agencies. Additionally, Illinois will conduct earned media events during the CIOT campaigns and throughout the year by highlighting positive community traffic safety initiatives like "Saved by the Belt" and "Saved by the Car Seat."

The most effective tool in reducing injuries and fatalities is through increased high-visibility enforcement. IDOT encourages local, county, and state agencies to establish strong policies regarding enforcement. IDOT's enforcement grantees are required to participate in national campaigns and promote the campaigns by posting op-ed articles, sending email blasts, distributing education materials, and staffing booths at safety fairs. They are also required to conduct a minimum of 50 percent of their enforcement activities after 6 p.m. and before 6 a.m. for both the Thanksgiving and Memorial Day campaigns.

The enforcement of occupant protection laws reached Illinois residents by concentrating on the County Population Model. This model better directs resources to high-risk counties that account for the majority of crashes, injuries, and fatalities. This data-driven approach ensures consistent, high-quality instruction where it will have the greatest impact.

The main enforcement effort conducted by Illinois is the Sustained Traffic Enforcement Program (STEP). These grants focus on specific times of the year and on specific times of the day when data show alcohol-involved and unrestrained fatalities are the highest. STEP requires participation in the Thanksgiving, Christmas/New Year's, St. Patrick's Day, Memorial Day, Independence Day, and Labor Day Campaigns. Halloween and Super Bowl are optional campaigns. This creates a sustained, year-long emphasis on IDOT's high enforcement priorities consisting of impaired driving and seat belt usage.

Participating Agencies in Click It or Ticket (CIOT) National Mobilization:

Illinois has over 200 local law enforcement grantees that will be participating in the CIOT national mobilization along with the Illinois State Police and the Illinois Secretary of State Police. These planned activities are listed below.

Planned Activities for Participants & Organizations:

Unique Identifier	Planned Activity
04-02	STEP (local agencies)
04-05	STEP (Illinois State Police)
04-10	Occupant Protection Enforcement (Illinois Secretary of State)
19-01	Occupant Restraint Enforcement Program (Illinois State Police)

Countermeasure strategies and planned activities demonstrating the State's active network of child restraint inspection stations are provided in the 3HSP at [pages 26-30](#). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the 3HSP are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Full description of countermeasure and planned activities can be found in the Occupant Protection Program Area.

Countermeasure Strategy: Child Restraint System Inspection Station

Planned Activities: These planned activities together create the network of child passenger safety certification training and inspections.

Unique Identifier	Planned Activity
02-10	Child Passenger Safety Resource Center
02-02	Injury Prevention

(1) Total number of planned inspection stations and/or events in the State: 340

(2) Total number of planned inspection stations and/or events in the State serving:

Urban Populations served –175

Rural Populations served – 165

Total Inspection Stations – 340 of which 264 are for At-Risk Populations.

All inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Countermeasure strategies and planned activities, as provided in the 3HSP at [pages 26-30](#), and attachment IL FY25 405b.pdf, that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Countermeasure Strategy: Child Restraint System Inspection Station

Planned activities for recruiting, training, and maintaining sufficient child passenger safety technicians:

Unique Identifier	Planned Activity
02-10	Child Passenger Safety Resource Center
02-02	Injury Prevention

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: 97

Estimated total number of technicians: 1,697



Illinois

FY 2024-2026 Traffic Records Strategic Plan

FY 2026 Update

Submitted by the Illinois Traffic Records Coordinating
Committee

July 15, 2025

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Acknowledgements

The Illinois Traffic Records Coordinating Committee is a multi-faceted, multi-agency committee with the shared goal of increasing safety on Illinois roadways. Recorded below is a list of some of our major contributors. The Illinois TRCC would like to thank everyone listed for all the hard work they have contributed and continue to contribute to make Illinois roadways safer on all fronts.

Illinois Department of Transportation

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Illinois Secretary of State

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Federal Motor Carrier Safety Administration (FMCSA)

Christine Kobos, Federal Program Specialist

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Parry Frank, Associate Planner, Chicago Metropolitan Agency for Planning

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For any questions, comments, or concerns, please contact the Illinois Traffic Records Coordinator at DOT.TRCC@illinois.gov.

Introduction

Background of the Traffic Records Strategic Plan

The Illinois Department Transportation's (IDOT) Bureau of Safety Programs and Engineering (BSPE) supports the State's Traffic Records Coordinating Committee (TRCC). The State uses the advisement of the TRCC to guide resources used to improve the traffic records system. The [Code of Federal Regulations \(CFR\) Title 23 §1300.11](#) requires the State to have a multi-year strategic plan that performs the following:

- **Certification.** The State shall submit a certification that it has—
 - (i) A functioning *traffic records coordinating committee (TRCC)* that meets at least three times each year;
 - (ii) Designated a traffic records coordinating committee coordinator; and
 - (iii) Established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific, quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; and

- **Quantitative improvement.** The State shall demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing—
 - (i) A written description of the performance measure(s) that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress, using the methodology set forth in the “Model Performance Measures for State Traffic Records Systems” (DOT HS 811 441), as updated; and
 - (ii) Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

This flow chart helps visualize the strategic planning process.

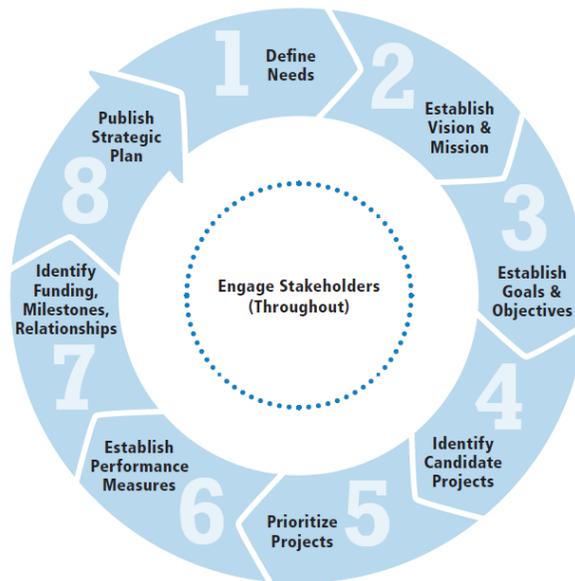


Figure 1. Strategic Planning Process

TRCC Background and Summary Reports on the Recent Traffic Records Assessment

Organization of the Traffic Records Strategic Plan

The Traffic Records Strategic Plan is organized into the following sections:

Traffic Records System Overview

The Traffic Records System Overview provides a snapshot of each of the six core components as determined by NHTSA: [Crash](#); [Vehicle](#); [Driver](#); [Roadway](#); [Citation or Adjudication](#); and [EMS or Injury Surveillance](#).

TRCC Background

The Illinois Department Transportation, Bureau of Safety Programs and Engineering, supports the State Traffic Records Coordinating Committee (TRCC). The State uses the advisement of the TRCC to guide resources used to improve the traffic records system.

- **Certification.** The State shall submit a certification that it has—
 - (i) A functioning *traffic records coordinating committee (TRCC)* that meets at least three times each year;
 - (ii) Designated a traffic records coordinating committee coordinator; and
 - (iii) Established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific, quantifiable and measurable

improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; and

- **Quantitative improvement.** The State shall demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing—
 - (i) A written description of the performance measure(s) that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress, using the methodology set forth in the “Model Performance Measures for State Traffic Records Systems” (DOT HS 811 441), as updated; and
 - (ii) Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Traffic Records Strategic Approach

The vision, mission, goals, and performance measures are an important part of the Traffic Records Strategic Plan (TRSP) submission to ensure a high-quality TRCC and overview of all available traffic records. While the mission of the TRCC remains the same as that of previous years, several updates to the strategic initiatives have been made based on the recommendations and considerations from the 2021 Assessment.

Traffic Records Projects

Traffic Records Projects are mainly funded through National Highway Traffic Safety Administration (NHTSA) 405c funds. These grants are listed in the Fiscal Year (FY) 24-26 Triennial Highway Safety Plan and/or the FY26 Annual Grant Application. State agency projects start July 1 and end June 30. Local agency grants start on October 1 and end September 30.

Two 405c grants will be funded in FY 25 for state agencies. The Fiscal Year (FFY) 25 grants (“FY25 grants”) will run from July 1, 2024, to June 30, 2025. These funds have already been approved for expenditure by BSPE. The FY 26 NOFOs have been posted and applications have been received and are currently being reviewed. View the [Traffic Records Projects](#) section for more information. The FY24-26 Illinois Triennial Highway Safety Plan and/or FY 25 Annual Grant Application contains the complete details.

Note: the state agency grants run on the State of Illinois fiscal year from July 1 through June 30. The State of Illinois fiscal year 2025 ran from July 1, 2024 through June 30, 2025. The State of Illinois fiscal year 2026 will run from July 1, 2025 through June 30, 2026. The State of Illinois fiscal year 2027 will run from July 1, 2026 through June 30, 2027. The federal fiscal year runs from October 1 through September 30. It is important to note that the state agency grants span two separate federal fiscal years given that they run on the state fiscal year calendar. As such, more information will be available in the corresponding FY24-26 Triennial Highway Safety Plan submitted in coordination with the Traffic Records Strategic Plan (TRSP) and the FY26 Annual Grant Application. The FY24-26 Illinois Triennial Highway Safety Plan will be made available

at: <https://idot.illinois.gov/transportation-system/transportation-safety/highway-safety-plan.html>.

Data Quality Management

The Data Quality Subcommittee reconvened during the April 19, 2022, Technical Committee meeting. Since the TRCC is made up of two separate subcommittees (the Executive and Technical Committees), the Data Quality Subcommittee is technically a sub-subcommittee as it falls under the jurisdiction of the Technical Committee. However, it is referred to and shall be referred to as simply the Data Quality Subcommittee or DQS. This sub-subcommittee will be a significant asset in increasing data quality of traffic records overseen by the TRCC. See the [Data Quality Management](#) section for more information.

Commitment to the Strategic Plan

The Illinois TRCC began the revamping process with the FY 24 TRSP. Continual improvement is an important part of every TRSP and as such, the TRSP Working Group. The working group, made up of TRCC volunteers, the Traffic Records Coordinator (TRC), and Subject Matter Experts (SMEs), began to lay the foundations with the submission of the FY24 TRSP. All knowledge gained through preparation of the FY 24 TRSP submission has been integrated into the creation of the FY 24-26 TRSP to create an enhanced model of how the TRCC will continue to proactively move forward in future years. For more information, see the full [Commitment to the Strategic Plan](#) section.

Traffic Records System Overview

Traffic Records System Component

Crash

Illinois made significant improvements to the Crash system since the 2016 Assessment. The 2021 Assessment shows an increased percentage of crash reports received electronically from 52% to 89%. This includes 100% of Chicago Police Department submitting electronically.

The Crash Information System (CIS) improves the quality and timeliness of crash data available by consolidating data into a single database. The Safety Portal is a secure web-based enterprise system designed to provide access to Illinois Traffic Crash Reports and crash data by state, county, and city agencies for highway safety research and studies. Illinois has the ability to populate Driver and Vehicle data through the Law Enforcement Automated Data Systems (LEADS) interface ([see Citation or Adjudication System for more information](#)). Another interface with the Roadway System data allows for population of centerline and roadway inventory data. Both interfaces allow for increased analytical capabilities across systems.

IDOT's Bureau of Data Collection has been awarded funds to upgrade CIS. These upgrades will allow for even greater efficiency while minimizing data errors.

The Traffic Records Coordinator began to communicate, starting in 2022, with the Illinois State Police and the Illinois Conservation Police (through the Illinois Department of Natural Resources) to begin reviewing possible funding opportunities and/or intergovernmental agreements to assist with updating and sharing crash databases, data inventory, and increasing electronic crash submissions.

Agency User/Owner: Illinois Department of Transportation

- CIS- created utilizing MMUCC and ANSI D.16 in 2019; ability to populate Driver and Vehicle data through LEADS interface.

Vehicle

As of the 2021 Assessment, the title and registration records of motor vehicles are maintained in two separate data bases and reside on the same enterprise server with the Illinois Secretary of State's Office. The separate data systems have different statutory requirements resulting in different business roles. Formal documentation is in place for collection, reporting, and posting procedures for registration, title, and title brand information. Additionally, LEADS is used to identify any stolen vehicles- positive identification will prevent the issuance of a title.

Under the FY 23 state agency grant, the Illinois Secretary of State's Office began the Data Lake project using Microsoft Azure. Given the contract negotiations and lack of full funding for FY23, this grant was extended through FY 24. While an ongoing project, the Data Lake will provide a

single platform for all data (including data from other departments) to sync. Additionally, cleaner data will be used, data will be available in a more consumable format, and AI will assist with detecting people relocating, fraudulent licenses, and identity fraud. While the Data Lake project did not apply for funds in FY 25, they are continuing with the project. They did apply for funds for FY 26.

This will require intergovernmental agreements to share data between state agencies as well as between states to allow for data exchange throughout the United States. These efforts require a plan architect and a database administrator. The Traffic Records Coordinator will work closely to assist with TRCC involvement and intergovernmental agreements throughout Illinois.

Agency User/Owner: Illinois Secretary of State

- Polk Data Services - validate VIN (including online vehicle information corrections). This software is referred to as RL Polk in the 2021 Traffic Records Assessment
- National Motor Vehicle Title Information System (NMVTIS)- State provided data from system in State title vehicle system queries.
- Performance and Registration Information Systems Management (PRISM) - State participation with this Federal Motor Carrier Safety Administration's (FMCSA) program; aides FMCSA's mission to reduce the number of commercial motor vehicle crashes, injuries and fatalities.
- Microsoft Azure (being implemented during FY 23-24 state agency grant)- will be used to create Data Lake to integrate data on a single platform.

Driver

The driver system for commercial and non-commercial drivers falls under the purview of the Illinois Secretary of State's Office. All driver data allow for interaction through systems such as Commercial Driver's License Information System (CDLIS) and Problem Driver Pointer System (PDPS).

The 2021 Assessment recommends Illinois consider requesting and posting all non-commercial driver data in CDLIS when a change state of record is complete to ensure integrity of driver history. Additionally, integration of a unified DUI Tracking System is strongly encouraged. The Traffic Records Coordinator will be working closely with the Impaired Driving Coordinator and Illinois Secretary of State's Office's TRCC members to review options.

Agency User/Owner: Illinois Secretary of State

- Commercial Driver's License Information System (CDLIS)- nationwide computer system used to ensure that each commercial driver only has one driver license and one complete driver record
- Problem Driver Pointer System (PDPS)- a NHTSA-developed system to provide "a centralized repository of information on individuals whose privilege to operate a motor

vehicle have been revoked suspended, cancelled, denied, or convicted of serious traffic offenses.”¹

Roadway

IDOT oversees thousands of roadways, highways, ramps, and bridges. Traffic data from all roadways overseen by the IDOT are tracked in the Illinois Roadway Analysis Database System (IROADS). This allows IDOT, working from the districts to the Bureau of Programming in the Central Office, to maintain a road inventory full of attributes based on crash data that is updated depending on growth to specific areas.

While Roadway is a strong component within Illinois, the Traffic Records Coordinator will work with the Office of Planning and Programming TRCC members to continue to enhance and share the data quality and controls.

Agency User/Owner: Illinois Department of Transportation

- Illinois Roadway Information System (IRIS) - a web-based application for IDOT personnel that utilizes Silverlight and SQL server as the backend database to maintain and review attributes (pavement data, condition, traffic, jurisdiction, etc). MIRE Fundamental Data Elements are translated from IRIS data elements. A data quality control process ensures information is complete, accurate, and up to date before being added into IRIS. All IDOT employees have access to view the attribute data. Select users in the Districts and Central Office have access to add/edit the attributes.
- Illinois Roadway Analysis Database System (IROADS) – GIS web based graphical application meshing data from IRIS (Roadway Inventory), ISIS (Structure Inventory), PPS (Annual and MYP programs), and TAMP (pavement & bridge State of Acceptable Condition) data items. The public can access the application and have maps that are related to the year-end files. IDOT personnel have access to the year-end and nightly extracts.
- GIS Shapefiles – GIS IRIS Inventory & Structure Inventory files can be downloaded by any user. Currently the site has year-end files going back to 1996.

Citation or Adjudication

Illinois currently does not have a statewide citation tracking system. There are several opportunities for growth and data linkage for operations, case management adjudication, citation data systems, data interfaces/integration, citation performance measures, adjudication performance goals, and DUI tracking/convictions.

¹ “National Driver Registry (NDR) Problem Driver Pointer System (PDPS) Pia,” U.S. Department of Transportation, March 4, 2019, <https://www.transportation.gov/individuals/privacy/national-driver-registry-ndr-problem-driver-pointer-system-pdps-pia>.

The Traffic Records Coordinator will use the Bipartisan Infrastructure Law (BIL) rules to look into enhancing and expanding tracking and data sharing options and/or updating the software system(s).

Agency User/Owner: Illinois State Police

- Criminal History Record Information (CHRI)- database uses identifying information such as fingerprints to run background checks. All Class A and B misdemeanors are required to be reported into the system pursuant to Criminal Identification Act (20 ILCS 2630). This is available through LEADS.
- Law Enforcement Automated Data Systems (LEADS)- “a statewide, computerized telecommunication system designed to provide services, information, and capabilities to the law enforcement and criminal justice community in the State of Illinois.”
- Computerized Criminal History (CCH)- database containing information such as fingerprints, previous misdemeanors or felonies, and warrant information.

EMS or Injury Surveillance

The Illinois Department of Public Health is responsible for EMS, emergency department, hospital discharge, trauma registry and vital records. It also includes the Violent Death Reporting system data that has a committee that consists of IDOT TRCC members.

The Trauma Registry has received 405c funding for the past several years and has received funds in FY24 and FY25 and has been selected to receive funding in FY26. The funding allows for the existence and upkeep of the Trauma Registry in Illinois. Without the Trauma Registry, the State of Illinois would lose an immense amount of data. While the trauma registry data dictionary was updated in 2020, only outdated data is available for researchers.

The Violence and Injury Prevention Section (VIPS) also receives 405c funding to implement a data linkage project. This project enables data integration by linking IDOT crash data to injury surveillance data. Injury data consist of IDPH Hospital Discharge, Emergency Medical Services, and Trauma Registry records. VIPS also receives federal funding from the U.S. Centers for Disease Control and Prevention (CDC) to utilize robust data and surveillance, strengthen strategic collaborations and partnerships, and conduct assessment and evaluation in four priority areas, including traffic safety. One of the strategies is to complement the data linkage project.

Agency User/Owner: Illinois Department of Public Health

- Illinois Prehospital Database - A state database managed by the Division of EMS and Highway Safety Prehospital Data Program and used to store EMS patient care report data. Roughly 1.8 million new records are added to this database each year. Illinois is fully compliant with the national standard for EMS data called NEMSIS (National Emergency Medical Services Information System). Although the program has not applied for TRCC funding in recent years, it was awarded funds for critical upgrades and other needed enhancements on multiple occasions in past.
- Emergency Department and Hospital Discharge (ED/HD)- this database is managed by the Illinois Hospital Association. While data is available, the issues with data quality

controls, lack of formal documented procedures, and lack of representation allow for errors and skewed results.

- Illinois Vital Records System (IVRS)- tracks fatalities and in-depth details such as whether the deceased was the driver/operator, a passenger, a pedestrian, or unknown and a description and location of the crash. This data dictionary is available for external analysis.

TRCC Background

TRCC Governance

The Illinois TRCC duties and responsibilities are charged by the Illinois TRCC Charter and MOU, Procedures and Guidelines, TRSP, and 23 CFR 1300.22. The TRCC may also contribute to the Triennial HSP, HSIP, and SHSP. Annually, the TRCC Technical Committee shall review, update, finalize, approve, and submit the TRSP annual updates to NHTSA. The TRCC Technical Committee (“Technical Committee”) shall annually review, update, finalize, and approve the TRCC Procedures and Guidelines. Biennially, the Illinois TRCC Executive Committee (“Executive Committee”) shall review, update, finalize, and approve the Charter and MOU. The current Charter and MOU are from 2007. However, the newly approved Charter and MOU are currently being routed for approval and signature through the agencies attending the annual TRCC Executive Committee meeting that took place in December 2022. The Traffic Records Coordinator, serving as the TRCC Chair, shall ensure compliance with [23 CFR 1300.22](#).

TRCC Membership

Illinois has a two-tiered TRCC. Formed as a multi-agency cooperative is, the TRCC is mandated by NHTSA as a requirement to approve the TRSP. The committee’s focus is identifying, refining, and linking data systems from various state, federal, and local agencies in order to create a complete, accurate, timely, accessible, integrated, and uniform Traffic Records System. The TRCC is organized as a two-tier entity comprised of an executive subcommittee (“Executive Committee”) and a technical subcommittee (“Technical Committee”). Both subcommittees are allowed the benefits of creating ad hoc or permanent sub-sub committees as warranted. Currently the Technical Committee oversees the Data Quality Subcommittee, which officially reconvened on April 19, 2022. Additional updates were made to the membership in calendar year 2023 to remedy findings from an audit internally completed by the IDOT Office of Internal Audit.

EXECUTIVE COMMITTEE:

The Executive Committee shall be comprised of the Agency Heads (or designees) representing the Illinois Department of Transportation and the Illinois Secretary of State. Also serving as voting members will be the Agency Heads (or designees) from each of the following agencies: Illinois Department of Public Health, Illinois State Police, and the Administrative Office of the Illinois Courts.

Representatives of the National Highway Traffic Safety Administration, Federal Highway Administration, and the Federal Motor Carrier Safety Administration will serve as ex-officio advisors.

The members of the TRCC Executive Committee may also serve as the members of the Executive Committee for the Illinois Strategic Highway Safety Plan.

The Executive Committee meets one (1) time per calendar year.

Table 1. Executive Level TRCC Membership

Name	Title	Agency	System
Gia Biagi	Secretary	Illinois Department of Transportation	All
Brendan F. Kelly	Director	Illinois State Police	Crash, Driver, Vehicle
Alexi Giannoulis	Secretary of State	Illinois Secretary of State	Driver, Vehicle, Data Integration
Marcia M. Meis	Director	Administrative Office of the Illinois Courts	Citation or Adjudication
Sameer Vohra, MD, JD, MA	Director	Illinois Department of Public Health	EMS or Injury Surveillance, Data Integration

TECHNICAL COMMITTEE:

The Technical Committee shall be comprised of a minimum of one (1) representative from each of the following state agencies: Illinois Department of Transportation; Illinois Department of Public Health; Illinois Secretary of State; Illinois State Police; and Administrative Office of the Illinois Courts. Additional representatives from those agencies or other entities may be invited to serve as voting members.

The Traffic Records Coordinator will act as a non-voting chair for the Technical Committee.

The Technical Committee has representatives from each of the core traffic records system components as well as critical stakeholders and data users representing State agencies, State boards and/or commissions, universities, local governments, local organizations, metropolitan planning organizations throughout Illinois, and national organizations and federal government representatives.

The Technical Committee uses resources and technical skills from their respective agencies to review and discuss the more day-to-day traffic record matters. The Technical Committee is primarily responsible for reviewing traffic safety information system data, processes, and evaluating those efforts to keep the systems up to date. The Technical Committee shall meet three (3) times per each calendar year at a minimum. However, the Technical Committee

typically meets once per quarter per each calendar year. Additional meetings may be required. To view the full TRCC Technical Committee Roster, go to [Appendix A](#).

Additionally, the Data Quality Sub-subcommittee (“Data Quality Subcommittee”) reconvened during the April 19, 2022, TRCC meeting. The Data Quality Subcommittee will consist of TRCC members and SMEs to remedy the numerous data quality issues found in the 2021 and 2016 Assessments. This will also allow the TRCC to remedy findings from an audit internally completed by the IDOT Office of Internal Audit. Therefore, the Data Quality Subcommittee will meet as often as necessary to address the finding in the assessments and the audit. In calendar year 2023, the Data Quality Subcommittee worked with a NHTSA GO Team to review and improve data quality.

Traffic Records Strategic Approach

The FY 24-26 TRSP submission required an in-depth look at all areas of the Illinois TRCC. Between the 2021 Assessment and the help of both NHTSA GO Teams, the TRCC has successfully operated for over a year and a half, submitting a high-quality TRSP for FY 23 and strategizing how to proceed through FY 24-26.

Traffic Records Strategic Plan Vision

The Illinois Traffic Records Strategic Plan strives towards implementing and enhancing data quality, increasing data availability, and ensuring compliance and changes to create a high-quality guide for the Traffic Records Coordinating Committee and all stakeholders throughout Illinois.

Traffic Records Strategic Plan Mission

- The TRCC Mission Statement

The Illinois Traffic Records Coordinating Committee is formed to provide strong coordinated leadership aimed at improving the efficiency and effectiveness of traffic safety related information systems in Illinois, with the ultimate goal of enabling the discovery of life-saving strategies by ensuring that complete and timely traffic safety data is available for in-depth relational analysis. The Illinois Traffic Records Coordinating Committee will enthusiastically support improved information systems and crash data reporting at all levels of government and strive to improve uniformity, integration, collection, access, and analysis of data to reduce the human and economic costs attributed to motor vehicle crashes.

- The Traffic Records Strategic Plan Mission

The Traffic Records Strategic Plan creates a collective approach to guide the Illinois Traffic Records Coordinating Committee and stakeholders to ensure high-quality traffic records. The TRSP is committed to a comprehensive approach to traffic safety including the 4Es of traffic safety: education; enforcement; engineering; and emergency medical and trauma services by using the six traffic records information systems- crashes, driver records, vehicle information, roadways, citation or adjudication, and EMS or injury surveillance - to ensure data quality, data availability, and increasing data collected throughout the state.

Traffic Records Strategic Plan Goals, Objectives, and Activities

The first NHTSA GO Team was completed in 2022 and identified several goals, objectives, and activities used to create the SWOT Analysis first used in the FY23 TRSP submission. Additional details are available in the [Action Plans](#) section. The second NHTSA GO Team was completed in 2023 and assisted with updating and elevating the traffic records data quality throughout Illinois as well as helpful training and information to collect data (e.g., data inventory, data schema, etc).

Traffic Records Strategic Plan Goals, Objectives, and Activities (cont.)

- Goal 1- Increase participation in the 405c grant program through outreach
 - Objective- Conduct outreach to increase 405c application submission(s)
 - Activity- Identify potential grantees and conduct at least three (3) meetings per fiscal year with potential grantees to discuss potential projects
- Goal 2- Improve data quality
 - Objective- Create a high-quality draft of a traffic records inventory for Illinois by the end of FY 26.
 - Activity- Use the information learned during the NHTSA GO Team to identify data quality issues throughout the known traffic records databases.
- Goal 3- Create comprehensive traffic records system
 - Objective- Create statewide traffic record system by the end of FY 26.
 - Activity- Use information learned from the second NHTSA GO Team focusing on data quality to create data inventory using the NHTSA-approved template provided by the NHTSA GO Team.

Table 2. SWOT Analysis

Strengths	Opportunities
<ul style="list-style-type: none"> ▪ NHTSA GO Team Strategic Plan Workshop ▪ Strong TRCC involvement ▪ TRCC website serves as “resource hub” ▪ New BSPE staff including new TRC 	<ul style="list-style-type: none"> ▪ Increase 405c funding opportunities for FY24 under BIL ▪ Expand data quality and availability ▪ Reconvene the Data Quality Subcommittee ▪ Establishing a set timeline and due dates for all future reports, plans, document reviews, etc. ▪ Expand TRCC involvement
Weaknesses	Threats
<ul style="list-style-type: none"> ▪ Several updates across board (manual, charter, audit finding fulfillment) all due in the same time-frame ▪ Inactive TRCC members ▪ Minimal time to create plan ▪ New BSPE staff including new TRC 	<ul style="list-style-type: none"> ▪ FY24 funding opportunity application period quickly approaching and may lack many qualified applicants ▪ Budgeting issues between available 405c funds, projects funded, and utilization of 402 funds ▪ No 405c applications for FFY23 local agencies ▪ Grant recipients not meeting performance measures

Traffic Records Projects

FY 26 Traffic Records Project Prioritization

The Notice of Funding Opportunity for FY23 traffic records grant used the email application submission method as used in years past. All applicants were to complete the required documents: Application; Programmatic Risk Assessment; Budget; Affidavit of Conflicts of Interest; and Traffic Records Project Proposal. The Traffic Records Project Proposal (BSPE 431) captures the program-specific content for each grant. All documents were to be submitted by emailing the documents to DOT.TSgrants@illinois.gov.

During the merit-based review of all FY24 state agency applicants, BSPE began to use an online portal-based application that serves as a grant management system and was created from the State of Illinois' contract with Amplifund. This Amplifund-created grant management system ("Amplifund") was used by all FY24 state agency grant applications and has incorporated all documents previously required to be submitted via email. This same application submission was used in FY25 and FY26.

Prior to the FY26 state agency deadline, three (3) traffic records applications were received. All traffic records grant applications were approved for funding (see Grant Management Methodology listed below). The FY26 state agency grants are set to begin July 1, 2025. Each application fulfills at least one (1) of the six core NHTSA data systems as required in the notice of funding opportunity.

Grant Management Methodology

BSPE oversees the solicitation, application, review, approval, and recommendation of NHTSA 405c grant projects to improve traffic records. BSPE currently has a bureau policy in place in the BSPE Policy and Procedures Manual for grant processing- located in the information below- concerning selection of the FY26 state agency grants. This policy may be updated throughout calendar year 2025 and the time period covered by this TRSP and may be made available upon request.

Given that the state agency grants span more than one federal fiscal year, more information will be available in the corresponding FY24-26 Triennial Highway Safety Plan submitted in coordination with the TRSP and the FY26 Annual Grant Application. The FY24-26 Illinois Triennial Highway Safety Plan is available at: <https://idot.illinois.gov/transportation-system/transportation-safety/highway-safety-plan.html>.

Trauma Registry

Project ID:	SA-26-0517
Year Entered into Plan:	Included in 2026 Annual Grant Application
Project Start Date:	July 1, 2025
Project End Date:	June 30, 2026

Core Traffic Records Systems Impacted:

Crash Driver Vehicle Roadway Citation or Adjudication EMS or Injury Surveillance

Data Quality Attributes Impacted

Timeliness Accuracy Completeness Uniformity Integration Accessibility

Project Budget

\$264,000.00

Funding Sources

State:	Federal:
• N/A	• 405c BIL

Point of Contact / Project Lead

Name: Adelisa Orantia, BSN, RN, MA
Title: State Trauma Registrar
Agency Name: Illinois Department of Public Health
Address: 535 W. Jefferson Street, Springfield, IL 62702
Phone: (217)-557-3467
Email: Adelisa.Orantia@illinois.gov

Project Information

The Illinois Trauma Registry is a repository of data collected from patients meeting the inclusion criteria as trauma patients. This grant addresses maintenance costs for the Illinois Trauma Registry. The funding covers several areas such as trauma data validation, shared data and maintenance with bordering states, technical support, calculation of Trauma Injury Severity Score (ISS) and trauma patient care.

Project Performance Measure

Performance measures are shown through the Monthly Help Desk Reports to provide insight on what part of the data components are reported to have issues or concerns and allow for resolutions to said issues. Regular reporting is submitted to BSPE throughout the duration of the grant.

As stated in the [2024-2026 Triennial Highway Safety Plan](#), the Trauma Registry is set to expand the current data reporting of violent injury patients (that meet the inclusion criteria) by working to have less than 50% of submitting trauma centers submitting with Level 1 or Level 2 errors.

Objectives

The objective of this grant is to reduce reported issues by June 30, 2026.

Continuation Statement

This grant is currently ensuring that the necessary areas listed under Project Information continue to be funded.

Motor Vehicle Data Linkage

Project ID: SA-26-0518
 Year Entered into Plan: Included in 2026 Annual Grant Application
 Project Start Date: July 1, 2025
 Project End Date: June 30, 2026

Core Traffic Records Systems Impacted:

Crash Driver Vehicle Roadway Citation or Adjudication EMS or Injury Surveillance

Data Quality Attributes Impacted

Timeliness Accuracy Completeness Uniformity Integration Accessibility

Project Budget

\$472,399.98

Funding Sources

State: N/A Federal: 405c BIL

Point of Contact / Project Lead

Name: Jennifer L. Martin, MSW
 Title: Injury and Violence Prevention Project Manager
 Agency Name: Illinois Department of Public Health
 Address: 535 W. Jefferson Street, Springfield, IL 62702
 Phone: (217)-558-4081
 Email: Jennifer.L.Martin@illinois.gov

Project Information

This grant is to expand upon IDOT's data, which is limited to crash only, to contained true outcome data such as medical and financial outcomes. Linking crash data to injury surveillance data enables the identification of specific injury types, injury severity, cost of injury, payment source, and medical system response.

Project Performance Measure

This grant shall increase data linkages by adding one (1) additional data source each year.

Objectives

The objective of this grant is to link data to further research for the State of Illinois.

Current Project Status:

This grant is currently linking data and allowing for data evaluation, resulting in research and associated studies.

Data Lake

Project ID: SA-26-0516
Year Entered into Plan: Included in 2026 Annual Grant Application
Project Start Date: July 1, 2025
Project End Date: June 30, 2026

Core Traffic Records Systems Impacted:

Crash Driver Vehicle Roadway Citation or Adjudication EMS or Injury Surveillance

Data Quality Attributes Impacted

Timeliness Accuracy Completeness Uniformity Integration Accessibility

Project Budget

\$852,489.65

Funding Sources

State:

- N/A

Federal:

- 405c BIL

Point of Contact / Project Lead

Name: Jamie Daley
Title: Information Technology
Agency Name: Secretary of State
Address: 501 S. 2nd Street, Springfield, IL 62756
Phone: (217)-782-5042
Email: JDaley@ILSOS.GOV

Project Information

This project will allow for the creation of a highly needed comprehensive system to collect, clean, and make high quality data available for business analytics. The data lake will serve as a source of data to all stakeholders both internal to the Illinois Secretary of State and externally with other state agencies

Project Performance Measure

There will be an overall increase in data quality which will include features such as dashboards, data intelligence, historical legacy data, and analyzation abilities via a cloud created through Microsoft Azure. Currently no such cloud exists, and Vehicle Services and Driver Services have two separate systems each comprised of multiple databases in different formats. This Data Lake will combine all the systems and databases from both Vehicles Services and Driver Services.

Objectives

This grant shall have built-in self-service identity implemented by June 30, 2026.

Current Project Status:

This is a multi-year project that began in 2022. It is currently scheduled to be completed by the end of this grant year, June 30, 2026.

Data Quality Management

Statewide Performance Measures and Metrics

The 2021 Assessment showed the excessive lack of performance measures in all six of the core NHTSA systems. This is impacted by the deficiency of data quality and integration. The staffing changes in BSPE and the vacancy of the TRC added the necessary lack of oversight also leading to the many issues. In order to help address the matter, the DQS members and TRC have completed a second NHTSA GO Team focusing solely on data quality management. This included a mandatory training session for DQS members. The recording of the training session and applicable materials are on the [TRCC website](#) to ensure ease of reference for all members.

Table 3. Establishing Performance Measures Tool

Goal	Objective(s)	Performance Measure(s)	Metric
Improve Data	Create statewide data inventory using existing data sources and information from the NHTSA GO Team training.	Create data inventory.	80% of data inventoried in Data Inventory
	Have one (1) solid draft for review by end of fiscal year 2026.	Create one solid draft using the tools and template from the NHTSA GO Team to create framework moving forward.	1 draft

Commitment to the Strategic Plan

Traffic Records Strategic Plan Implementation

The TRC shall oversee the many reviews, discussions, analyzations, and all additional courses of action needed to improve upon the many recommendations and considerations from the 2021 Assessment. Additionally, the TRC shall ensure the remediation to all audit findings from the IDOT Office of Internal Audit and adherence to the plan and due dates submitted to rectify the audit findings.

The Data Quality Subcommittee will continue to serve as a critical resource. Given the many data quality recommendations and considerations in the 2021 Assessment, the Data Quality Subcommittee will meet as often as necessary to review and research remedies. The TRC shall ensure that all possible remedies are put in place as stated in the Establishing Performance Measures Tool (see Table 3). As performance measures are identified along the way, deadlines will also be implemented as needed or determined to be useful.

The TRCC will be kept updated about all of the moving parts during each Technical Committee with an overview presented annually to the Executive Committee during their respective meetings. Reports, charts, SME speakers, presentations, and/or any other method deemed necessary for communicating any and all updates will be incorporated into the meetings. Additionally, the Executive Committee approved the updated Charter and MOU during the December 2022 meeting and the Technical Committee approved the TRCC Procedures and Guidelines document during the April 2023 meeting. All three documents are on track to be finalized in calendar year 2024 to remedy and address issues.

All updates, action plans, and goals met will be presented to the Executive Committee during the annual meeting.

Action Plans

Goal 1: Utilize existing data sources

Objective: Create statewide traffic record data inventory

Project Name: Data Inventory Creation and Expansion

Start	End	Dependents	Lead Agency	Lead Staff	Current Status
July 1, 2023	June 30, 2026	TRCC, outside stakeholders	IDOT	TRC, DQS	In progress
Notes	Work with TRCC members and review documents (e.g., Annual Reports); use assistance and templates provided by the NHTSA GO Team for data quality.				

Goal 2: Increase participation in the 405c grant program

Objective: Conduct outreach to increase 405c application submission(s)

Project Name: Increasing Grant Program Participation

Start	End	Dependents	Lead Agency	Lead Staff	Current Status
July 1, 2023	June 30, 2026	TRCC, outside stakeholders	IDOT	TRC	Outreach will resume later in calendar year 2024
Notes	Outreach to agencies emphasizing new spending allocabilities for 405(c) funds under BIL.				

Goal 3: Improve Data Quality

Objective: Increase data quality through enhanced accessibility and data cleansing.

Project Name: Data Quality Improvement

Start	End	Dependents	Lead Agency	Lead Staff	Current Status
July 1, 2023	June 30, 2026	TRCC, outside stakeholders	IDOT	TRC, DQS	In progress
Notes	Enhance accessibility by means of data inventory and associated data dictionaries, schema, flow charts, etc.; identify means of stopping distribution of dirty data before being made accessible.				

Appendix A: TRCC Roster

TRCC Executive Committee Roster

Name	Title	Agency	System
Gia Biagi	Secretary	Illinois Department of Transportation	All
Brendan F. Kelly	Director	Illinois State Police	Crash, Driver, Vehicle
Alexi Giannoulis	Secretary of State	Illinois Secretary of State	Driver, Vehicle, Data Integration
Marcia M. Meis	Director	Administrative Office of the Illinois Courts	Citation or Adjudication
Sameer Vohra, MD, JD, MA	Director	Illinois Department of Public Health	EMS or Injury Surveillance, Data Integration

TRCC Technical Committee Roster

Name	Title	Agency	System
Holly Bieneman	Director, Planning and Programming	IDOT	Crash, Roadway, Data and Integration
Stephane B. Seck-Birhame, P.E., PTOE	Bureau Chief, BSPE	IDOT	All
Janel Veile	Planning Services Section Chief, Bureau of Planning	IDOT	Crash, Roadway, Data and Integration
Jessica Keldermans	Bureau Chief, Bureau of Data Collection	IDOT	Crash
Dan Mlacnik, P.E.	Surveys, Mapping, & Modeling Section Chief	IDOT	Crash, Roadway
Martha Brown, P.E.	Safety Policy & Initiatives Engineer	IDOT	Crash, Roadway

William Morgan, PMP	Planning & Systems Section Chief	IDOT	Roadway
Brian Arnold	Evaluations Manager, acting Traffic Records Coordinator	IDOT	All
Juan Pava, P.E.	Highway Safety Programs Unit Chief	IDOT	Crash, Roadway
Mark Blankenship	Crash Information Section Manager	IDOT	Crash
Sarah C. Moore	Safety Programs Implementation Manager	IDOT	All
Tim Peters	Local Policy & Technology Engineer	IDOT	Roadway
Katherine Beckett Suter, P.E., RSP2B&I	Safety Design Unit Chief	IDOT	Crash, Roadway
Edgar Galofre, P.E.	Safety Design Engineer	IDOT	Crash, Roadway
Sharon Kelly	Enterprise Application Development Manager	IDOT	Data and Integration
Shannon Alderman	Impaired Driving Coordinator	IDOT	Driver, Crash
John Mellor	GIS Support Technician	IDOT	Crash, Roadway
Annie Prothro	Safety Design Evaluation Services	IDOT	Crash, Roadway
Patrick R. Provart	Mainframe Systems Specialist	IDOT	Data and Integration
Kelli Erickson	Safety Design Evaluation Engineer	IDOT	Crash, Roadway
Jacque Hayes-Rogers	Manager, Court Services Division	AOIC	Citation or Adjudication
Denise Bulat	Executive Director	Bi-State Regional Commission	Crash, Roadway, Data and Integration
Gena McCullough	Assistant Executive Director/Planning Director	Bi-State Regional Commission	Crash, Roadway, Data and Integration
Zachary Sutton	Planner	Bi-State Regional Commission	Crash, Roadway, Data and Integration

Rita Morocoima-Black	Planning & Development Director	Champaign County Regional Planning Commission	Crash, Roadway, Data and Integration
Abraham Emmanuel	Deputy Commissioner-Traffic Safety	Chicago Dept. of Transportation	Crash, Roadway, Data and Integration
Michael Kent	Coordinating Planner / Vision Zero Coordinator	Chicago Dept. of Transportation	Crash, Roadway, Data and Integration
John O'Neal	Coordinating Planner	Chicago Dept. of Transportation	Crash, Roadway, Data and Integration
Siddharth Shah	Planner and Engineer	Chicago Dept. of Transportation In-house Consultant	Crash, Roadway, Data and Integration
Parry Frank	Associate Planner	CMAP	Crash, Roadway, Data and Integration
Sam Cole	City Engineer	Danville, City of	Crash, Roadway, Data and Integration
Nathan F. Schwartz, P.E.	County Engineer	DeKalb-Sycamore Area Transportation Study	Crash, Roadway, Data and Integration
Chandra Ravada	Director of Transportation	East Central Intergovernmental Association	Crash, Roadway, Data and Integration
Rachel Pawlak	Senior Manager	East-West Gateway Council of Governments	Crash, Roadway, Data and Integration
Jim Wild	Executive Director	East-West Gateway Council of Governments	Crash, Roadway, Data and Integration
Alan Ho	Safety & Mobility Engineer	FHWA	Roadway
Todd Schmidt	Metropolitan Safety & Mobility Specialist	FHWA	Crash, Data, Integration and Roadway

Christine Kobos	Federal Program Specialist	FMCSA	Vehicle
Cary Minnis	Executive Director	Greater Egypt Regional Planning & Development Commission	Crash, Roadway, Data and Integration
Stephen Laffey	Railroad Safety Specialist	ICC	Crash
Geoffrey Olson	Transportation Planner	Kankakee Area Transportation Study	Crash, Roadway, Data and Integration
Sgt. Stuart Fraser	Sergeant	IDNR	Driver, Vehicle, Roadway, Citation or Adjudication
Adelisa Orantia, BSN, RN, MA	State Trauma Registrar	IDPH	Crash, Driver, EMS or Injury Surveillance, Data Use and Integration
Dejan Jovanov	Discharge Data Manager/Senior IT Architect	IDPH	EMS or Injury Surveillance, Data Use and Integration
Jennifer L. Martin, MSW	Injury and Violence Prevention Project Manager	IDPH	Crash, EMS or Injury Surveillance, Data Use and Integration
Andrew Simmons	Project Manager	ILSOS	Driver, Vehicle
MSgt. Robert Mott	Master Sergeant	ISP	Driver, Vehicle, Roadway, Citation or Adjudication
MSgt. Todd Armstrong	Master Sergeant	ISP	Driver, Vehicle, Roadway, Citation or Adjudication
Adam Lintner	Geometrics Engineer	ITA	Roadway

Benjamin Wilson	Transportation and Development Division Manager	Kankakee County Regional Planning	Crash, Roadway, Data and Integration
Kaci Wray	Regional Program Manager	NHTSA	All
Shannon Ryder	Regional Program Manager	NHTSA	All
Michael Dunn	Executive Director	Region 1 Planning Council	Crash, Roadway, Data and Integration
Brandon Rucker	Planner	Region 1 Planning Council	Crash, Roadway, Data and Integration
Alex McElroy	Executive Director	Southeast Metropolitan Planning Organization	Crash, Roadway, Data and Integration
Michael Ziarnek, AICP, MURP	Director of Transportation Planning	Southern Illinois Metropolitan Planning Organization	Crash, Roadway, Data and Integration
Shannan Karrick	Senior Planner	Springfield-Sangamon County Regional Planning Commission	Crash, Roadway, Data and Integration
TJ Nee	MPO Coordinator	Stateline Area Transportation Study Metropolitan Planning Organization	Crash, Roadway, Data and Integration
Michael Bruner	Planner III	Tri-County Regional Planning Commission	Crash, Roadway, Data and Integration
Abolfazl Mohammadian	Professor of Transportation Systems and Head of the Department of Civil, Materials, and Environmental Engineering	UIC	Roadway
Dr. AJ Simmons	Research Director	UIS	EMS or Injury Surveillance, Data Use and Integration

Dr. Mickey Edwards	Research Specialist	UIS	EMS or Injury Surveillance, Data Use and Integration
Dr. Seunghoon Oh	Research Specialist	UIS	EMS or Injury Surveillance, Data Use and Integration
Jennifer Cifaldi, Esq.	Traffic Safety Resource Prosecutor	UIS	Driver, Crash
Dr. Imad L. Al-Qadi	Director	UIUC- Illinois Center for Transportation	Crash, Roadway, Data and Integration
Dr. Yangfeng Ouyang	Professor of Civil and Environmental Engineering	UIUC	Crash, Roadway, Data and Integration

Appendix B: Acronyms

Abbreviation or Acronym	Definition
3HSP	Triennial Highway Safety Plan
ANSI	American National Standards Institute
AOIC	Administrative Office of the Illinois Courts
BIL	Bipartisan Infrastructure Law
BSPE	Bureau of Safety Programs and Engineering (under IDOT)
CCH	Computerized Criminal History
CDC	Center for Disease Control
CDLIS	Commercial Driver's License Information System
CFR	Code of Federal Regulation
CHRI	Criminal History Record Information
CIS	Crash Information System
CODES	Crash Outcome Data Evaluation System
DUI	Driving Under the Influence
ED/HD	Emergency Department and Hospital Discharge
EMS	Emergency Medical System
FARS	Fatality Analysis Reporting System
FAST Act	Fixing America's Surface Transportation Act
FMCSA	Federal Motor Carrier Safety Administration
GHSA	Governors Highway Safety Association
GIS	Geographic Information System
HSIP	Highway Safety Improvement Program
HSP	Highway Safety Plan
IDNR	Illinois Department of Natural Resources
IDOT	Illinois Department of Transportation
IDPH	Illinois Department of Public Health
ILSOS	Illinois Secretary of State
IRIS	Illinois Roadway Information System
IROADS	Illinois Roadway Analysis Database System
ISP	Illinois State Police
IVRS	Illinois Vital Records System
LEADS	Law Enforcement Automated Data Systems
MMUCC	Model Minimum Uniform Crash Criteria
MOU	Memorandum of Understanding
NEMESIS	National Emergency Medical Services Information System
NHTSA	National Highway Traffic Safety Administration
NMVTIS	National Motor Vehicle Title Information System
NOFO	Notice of Funding Opportunity
PDPS	Problem Driver Pointer System

PRISM	Performance and Registration Information Systems Management
SME	Subject Matter Expert
SQL	Structured Query Language (standard database language under ANSI)
TBD	To Be Determined
TRC	Traffic Records Coordinator
TRCC	Traffic Records Coordinating Committee
TRSP	Traffic Records Strategic Plan
VIPS	Violence and Injury Prevention Section (under IDPH)

Effects of COVID and spatial demography on the reporting of cyclists struck by a motor vehicle

by

Mickey Edwards, MPA, PhD

University of Illinois at Springfield

Center for State Policy and Leadership

Motor Vehicle Data Linkage Project

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May of 2023

for

The Illinois Department of Public Health and Illinois Department of Transportation

Introduction

The equitable distribution of resources intended to mitigate the damage caused to communities when a cyclist is struck by a motor vehicle depends upon an accurate accounting of incidents. The need for accurate accounting applies not only to the total number of incidents, but upon whom the burden disproportionately befalls. By relying on crash data alone, policymakers may make allocation decisions using incomplete information. As a result, those communities most in need of resources to protect vulnerable road users may be missing out because of higher rates of unreported struck cyclists. By relying on police crash reports alone by officials, unreported struck cyclists may remain officially unseen.

The body of literature investigating unreported, or discordant, cyclist crash incidents is not robust. This is not due to a lack of interest in the subject but rather a dearth of reliable data – these are, after all, by definition cases for which a police report was never created. Even reliable hospital data that include injury classification codes and descriptions of the mechanism of injury provide no information regarding reporting status. Having access to crash data provided by the Illinois Department of Transportation *and* hospital discharge data provided by the Illinois Department of Public Health, the Motor Vehicle Data Linkage (MVDL) team at the University of Illinois Springfield (UIS) is uniquely positioned to investigate the burden of unreported cyclist crashes. This paper seeks to overcome prior data obstacles to investigate the incidence of unreported struck cyclists by first linking crash and hospital data files, and then by examining those incidents in the hospital file for which no corresponding report can be found.

Research Statement

This research is a follow up to a previously published manuscript which focused strictly on pedestrians (Edwards and Gutierrez 2023), here we focus strictly on cyclists. Additionally, this manuscript utilizes two more years of crash and hospital data, 2019 and 2020, totaling five consecutive years of linked files, 2016 through 2020. The addition of data from 2020 provides the opportunity to enhance this follow up study by examining the relationship between the onset of COVID and the propensity to report cyclists struck by a motor vehicle. With cause and means established, this manuscript asks and answers: (1) did the onset of COVID-19 and subsequent stay-at-home orders impact the reporting of cyclists struck by a motor vehicle? (2) If so, whom among the populace was disproportionately affected?

As further detailed in the Methods section of this manuscript, analysis takes the form of an interrupted time series with 2020 receiving treatment group designation. The intent of applying an interrupted time series analysis, in addition to a segmented binary logistic regression, is to investigate unreported struck cyclists during normal times and compare them to similar incidents following the onset of stay-at-home orders.

Related literature

Doggette et al. (2018) assert that this stream of research on pedestrian and bicycle crashes relies upon police and hospital data, while treating unlinked cases between the two data sets as those unreported to police. At issue is the underreporting of crashes can lead to ineffective policies and

interventions. The ten articles reviewed by Doggett et al. (2018) agree that pedestrian and cyclist crashes are commonly underreported across a wide sampling of geographies. This may be especially concerning during the COVID-19 pandemic, "... with less cars on the roads, people drive faster, making roadways less safe for drivers, passengers, pedestrians and cyclists" (McFarland 2021). The share of incidents reported is potentially quite low, Langley et al. (2003) estimate that only 22% of bicyclist crashes can be linked to a corresponding crash report – indicative of potentially systemic issues in the administration of record keeping.

Stutts and Hunter (1999) study pedestrian and cyclist crashes across a mix of urban, suburban, and rural sites in California, New York, and North Carolina. Results show that a high number of injured pedestrians and cyclists do not involve a motor vehicle, and some of them were injured in non-roadway settings, like sidewalks, parking lots, off-road trails, or private property (Ibid). Similarly, Langley et al. (2003) find that crashes on public roads involving non-motorized vehicles are rarely reported to the police. Tarko and Azam (2011) find that pedestrians are less likely to be included in the database if the crash took place on a state road, a Y intersection, or a divided highway. They also find crashes are more likely to be included if they happened while crossing a road, rather than walking or standing along a road.

Langley et al. (2003) find that pedestrian and bicycle crashes are less likely to involve insurance compensation, implying a lower propensity to report the incident to police. Similarly, Lujic et al. (2008) find that those entitled to insurance compensation were more likely to alert the police, since such a report is often required for remission by insurance companies. In those crash reports, injury classification judgements are made by police officers. Since police officers are not normally trained medical professionals, they may classify minor injuries as severe (like those that involve bleeding), or overlook more severe injuries like internal bleeding (Doggett et al. 2018).

Age, race/ethnicity, injury severity, and cumulative length of hospital stay have all been linked to whether crashes were likely to be reported (Langley et al. 2003). Tarko and Azam (2011) find that males and older pedestrians were particularly prone to the most severe injuries. They also find that vehicle type plays a role in injury severity, they assert, "size and weight of the vehicle involved in a pedestrian crash were also found to have an effect on the pedestrian injury level." Further, Edwards and Leonard (2022) find that children and seniors are significantly more likely to die when struck by an SUV and a pickup truck, respectively, than when struck by a passenger car. Along with age and sex, an association with race has been noted. Sciortino (2005) argues that Black males are less likely to be included in crash records because of a reluctance to call police, leading to an underreporting of injuries by an estimated 21%.

Sources and methods

This manuscript elevates the term *crash* over *accident* in accordance with the prevailing theory that using the latter term implies motor vehicle collisions, and resulting injury and death, are unavoidable and faultless. This choice of terms is not intended to be a normative one. But rather a more accurate description of events that allows appropriate and effective analysis and policy

intervention. Just as a medical professional must accurately diagnosis a disease for effective treatment.

Data linkage

Crash data from the Illinois Department of Transportation (IDOT) and hospital data from the Illinois Department of Public Health (IDPH) were obtained for the years 2016 through 2020 by the University of Illinois Springfield (UIS) by way of an interagency data use agreement. Upon receipt of the data files, UIS established a probabilistic linkage methodology appropriate for the type of variables common among the disparate files. Data file linkage was accomplished using the software LinkSolv – which applies methods developed in the early 2000’s by the National Highway Traffic Safety Administration’s Crash Outcome Data Evaluation System program (McGlincy, 2021). The LinkSolv software is especially useful for the type of data produced by states with a primate city – as Chicago is to Illinois. For example, Cook County, home to Chicago, is also home to some 40% of Illinois residents – rendering county a relatively indiscriminate field for data linking purposes.

Five data fields common to both files were determined to be those with the greatest linkage success rate: date of birth, county, crash date, age, and sex. Spatiotemporal tolerances were permitted and specified within the software between the crash and hospital files to allow for some lag between the incident (crash file) and subsequent treatment (hospital file). For example, crash date tolerances one day into the future were specified to allow for the passage of time before the crash victim could reach the hospital. Hospitals in counties bordering the county where the crash occurred were also tolerated for linking purposes, as those may have been the nearest appropriate facility.

The hospital files include rich (yet not personally identifying) individual patient data who were treated under urgent, emergency, and trauma admission types. Individual patient race, ethnicity, sex, and age are included as fields in the hospital files, among many others. A diagnosis of the presence of intoxicating substances conducted at the hospital is also included as a data field and investigated as it relates to cyclists being struck. Patient home zip code is also a field included in the files which permits the study of socioeconomic factors inferred by 2019 5-Year ACS estimates (U.S. Census Bureau 2019). All references to zip codes throughout the manuscript are made to the patient home zip code. References to average poverty and carless household rates were calculated at the zip code level to be 11.7% and 5.8%, respectively.

Data independence

Prior to data analysis, a check for independence between the linked and unlinked data files was performed. Several Chi-squared (χ^2) tests were performed on variables within, and common across, data sets that may affect discordance rates. The tested variables included two of the fields used in the data linkage process, age and sex, and were each found to have significant alpha values. A series of Cramer’s V (ϕ_c) tests were also performed to estimate the strength of association between the crash and hospital files using the same variables (**Table 1**).

Table 1: Chi-squared and Cramer's V tests of unlinked struck cyclists

Characteristic	χ^2	Φ_c	p
Age	498	.477	<.01
Race	88.4	.201	<.001
Sex	14.5	.081	.013

Discordance rate

Discordant, or unlinked, records present in the hospital file that were unable to be successfully matched with a corresponding record in the crash file were not necessarily unreported to police. In the interest and pursuit of privacy, personally identifiable information, which would enable a greater data linkage success rate, were omitted from the data files in accordance with our interagency data use agreement. Necessarily, our probabilistic linking methodology relies upon matching a combination of factors unique to each incident yet sufficiently general as to permit false positives and negatives – rendering such factors relatively indiscriminate. Still, false positives or false negatives are unlikely to exist in such great quantities as to corrupt the magnitude or direction of presented findings. The reader should be heartened by the presentation of statistical significance by several measures throughout the manuscript.

The share of discordant, or unlinked (sometimes referred to here as unreported), files is calculated using Equation 1 as applied by Watson et al. (2015) and among others elsewhere:

Equation 1

$$\text{Discordance \%} = \left(1 - \frac{c}{b}\right) \cdot 100$$

Where c is the number of cases successfully linked, and b is the number of candidate cases in the hospital file identified as a cyclist struck by a motor vehicle.

Interrupted time series

For public health researchers studying interventions imposed at the population level over a clearly defined time period, the interrupted time series (ITS) method of analysis is growing in its frequency of application (Bernal et al., 2017; Edwards, 2022). This manuscript builds upon and adds to those increasing uses of ITS by applying it to uncommon access to a half-decade of linked crash and hospital files to examine the burden of unreported incidents involving vulnerable road users.

Illinois based gubernatorial stay-at-home orders were issued effective March 21, 2020 to blunt the spread and “flatten the curve” of a novel coronavirus named COVID-19 just a month earlier. Those orders expired on May 29, 2020 and though no longer compelled, unless necessary most maintained the restricted movement and behavior learned during the period commonly known as the “lockdown.” These and myriad other actions helped to construct the circumstances, and potentially the outcomes, of a naturally occurring social experiment – or simply a natural experiment. The year 2020 has received treatment group designation as a natural experiment by

others studying suicide trends (Pirkis et al., 2021), HIV care (Dorward et al., 2021), elementary schoolers' physical activity (Burkart et al., 2022), and motor vehicle crashes (Doucette et al., 2021) among others. With the onset of stay-at-home orders in Illinois being treated here as an intervention at the population level in 2020, the prior study years of 2016 through 2019 receive placebo group treatment.

Weather (snow and rain events), holidays (consumption of alcohol and increased travel), and other social events (annual sporting events) can impact crash frequency and outcomes. To help control for seasonal and other time-confounding unobservable factors, data are stratified to coincide with the onset of stay-at-home orders. As many of the behaviors learned under the stay orders continued post-expiration, only crashes and injuries occurring prior to March 21 of each study year (2016-2020) are omitted. The remaining data for each of the five study years spans from March 21 through December 31.

Predictive modeling of cyclist characteristics

Roadway crashes are often statistically normalized by scientists by relating crash counts to some measure of exposure to risk, or opportunity for crashes – like fatalities per 100 million vehicle miles traveled. While in public health discourse disease, injury, and death are commonly communicated and related in terms of prevalence within the population, or per capita. The latter frames the issue of injury and death caused by a motor vehicle as a health concern in a manner easy to assess personal risk. The former frames the issue as a matter of a traffic problem and presents numbers too large for risk to be easily assessed. This manuscript employs the language of the latter, so a statistical predictive model is fitted to estimate the likelihood of a struck cyclist to reside in a zip code of above average incidents normalized per capita.

Two segmented binary logistic regression models were fitted, one for the years 2016-2019 and another for 2020. The binary response variable was specified as a struck cyclist's home zip code cohort designation: 1 indicates they live in a zip code of above average unreported struck cyclists, while a 0 indicates they do not. The independent, or predictive, variables take the following form (Equation 2): proportion of carless households in zip code (*crlshh*), poverty rate of zip code (*povrte*), childhood poverty rate of zip code (*chpov*), Hispanic binary of individual (*hisp*), White binary of individual (*white*), Black binary of individual (*black*), Asian binary of individual (*Asian*), "other" race of individual (*other*), median household income of zip code (*incme*), and binary interaction term for treatment group designation (*inter*).

Equation 2

$$N_k = \beta_0 + \beta_1crlshh + \beta_2povrte + \beta_3chpov + \beta_4hisp + \beta_5white + \beta_6black + \beta_7asian + \beta_8other + \beta_9incme + \beta_{10}inter + \varepsilon$$

The model for study years 2016-2019 was estimated to be statistically significant, and able to explain 22% of the variation (Nagelkerke R²) in cohort designation. For 2020, the model was also estimated to be statistically significant, and to explain a little more than 20% of the variation (Nagelkerke R²) in whether or not the struck cyclists resided in a zip code of above average incident rates. Full results are presented below in the Results section.

Results

Discordance rates across time

For the years 2016 through 2019 there were approximately 11,906 records of cyclists receiving hospital treatment following being struck by a motor vehicle, as identified through ICD-10 coding. For those same years, 3,138 of those incidents were able to be successfully linked to a corresponding crash record. The result is a discordance rate of 73.6% for cyclists struck by a motor vehicle across Illinois, similar to findings elsewhere (Langley et al., 2003). In 2020 alone, 2,887 records of struck cyclists were identified in the hospital file with 702 successfully linked to a corresponding crash file. The resulting discordance rate for cyclists in 2020 is 75.7%, or about two percentage points higher than the prior four-year mean. Pedestrians over the same time period of 2016 through 2019 had a discordance rate of 55.4%, with 15,820 struck pedestrians identified in the hospital data and 7,053 linked to a corresponding crash file. Some 3,398 struck pedestrians in 2020 received treatment at a hospital for their injuries, yet only 1,422 of those cases were able to be linked to a corresponding crash file. The result is a discordance rate for struck pedestrians of 58.2% in 2020, or 2.8 percentage points higher than the prior four-year mean.

These findings suggest two insights: first, cyclists struck by a motor vehicle are much less likely to report the incident to police compared to pedestrians – by a margin of up to 20 percentage points. Second, both pedestrians and cyclists were less likely to report being struck to police in 2020 compared to previous years.

Relative to pedestrian injuries

A reasonably intuitive explanation for the disparity in reporting between struck cyclists and pedestrians might simply be that being struck on foot results in elevated injury severity relative to those struck on a cycle (Monfort and Mueller 2023). The logic being that the greater the injury endured the greater the likelihood of the need of emergency services that results in the generation of a police report. The data somewhat support this logic, though the slim margins in injury severity differences likely do not rise to the scale of the disparity in reporting between the two cohorts. From 2016 to 2019 the average Maximum Abbreviated Injury Scale (MAIS; 0 implies no injury, 6 implies maximum injury) of discordant struck cyclists was 1.17, and 1.28 for the same cohort in 2020. The average MAIS of discordant struck pedestrians from 2016 to 2019 was 1.12, and 1.20 for the same cohort in 2020. So, unreported struck cyclists were actually reported by hospitals as having suffered a slightly more severe injury relative to unreported struck pedestrians. However, among reported incidents, struck cyclists from 2016 to 2019 averaged an MAIS of 1.19 and 1.28 in 2020. Reported struck pedestrians had an average MAIS of 1.27 from 2016 to 2019 and 1.38 in 2020, once more enforcing the notion of elevated injury severity among vulnerable road users following the onset of COVID-19. Though interesting to note, the differences in reported injury severity are slight enough that drawing definitive conclusions from this line of inquiry requires caution.

The built environment

Rural-urban commuting area (RUCA) codes are applied here at the zip code level to control for the differences in risk exposure a cyclist might face between varying built environments and traffic patterns. The U.S. Department of Agriculture (USDA) stratifies RUCA codes across four community types: metropolitan, micropolitan, small town, and rural commuting areas. USDA classifies communities based upon population density, urbanization, and the size and direction of prevailing daily commuting movement.

Table 2 disaggregates discordance rates by RUCA classifications (built environment type), cyclist demographics, and injury severity. Cell counts of 10 and fewer have been redacted to secure patient anonymity and remain in compliance with our interagency data use agreement. Writ-large, **Table 2** shows that discordance rates among struck cyclists balloons by more than 20 percentage points as geography transitions from denser metropolitan areas to more rural places. In other words, metropolitan cyclists struck by a motor vehicle are much more likely to report the incident to police than their rural counterparts. Still, there is variation and nuance among demographics and crash circumstances as they relate to a cyclists' propensity to report.

Injury severity

In the aggregate, discordance rates increased modestly in 2020 relative to the prior four-year mean regardless of built environment type. Though the picture is less clear in RUCA categories 4 through 10 because the numbers become small, in Metropolitan Areas (RUCA 1 through 3) more severe injuries consistently have greater rates of reporting. This is true for both head and thorax injuries, with head injuries of 3 on the MAIS scale climbing to a nearly 53% reporting rate – some 20 percentage points higher than the overall mean. Those increasing reporting rates for more severe injuries, especially the head, seem logical as the sense of urgency among those involved in the crash elevates.

Sex

However, the picture becomes less clear when the data are disaggregated, with some characteristics associated with higher reporting rates and others lower. For example, across geographical classifications females had a consistently higher discordance rate when compared to males. Further, the unreported rate among females generally increased following stay-at-home orders while simultaneously decreasing among males. It is not clear why a greater share of females would be less likely to report either before or after the imposition of stay-at-home orders. Though by raw counts, males typically outnumber females as an unreported struck cyclist by a factor of three to four. So, imparting meaningful insights from this line of inquiry should be accompanied with caution.

Race and ethnicity

Native Hawaiians or other Pacific Islanders had the highest discordance rate among all races in 2020, and American Indian or Alaska Natives had the highest in the prior four-years. Though shown to be statistically significant, these groups represent a small portion of all incidents so results should be interpreted carefully. The discordance rate among Black or African Americans

jumped 10 percentage points from Metropolitan to Micropolitan designated areas from 2016 through 2019, and nearly 18 points in 2020. Among Whites, discordance rates also jumped nearly 11 percentage points from Metros to Micros from 2016 through 2019, but only by 10 points in 2020. While it is clear that reluctance to report increases outside of urban areas, the issue appears most acute among Black struck cyclists.

Given the population share of Hispanics across Illinois, one would expect a somewhat proportionate representation among unreported cyclist crashes. Yet the Hispanic population is not proportionately represented. Some Hispanics may not identify with one of the presented options for race, prompting the data-collector to select “other.” The U.S. Census Bureau recently reported that almost 44% of Hispanics selected the other category in the 2020 Census or did not answer the race question at all because they did not identify with any of the categories (U.S. Census, 2023). This data collection failure would help explain the large share of “other” in the race field. Finally, the “other” race category accounted for 15.5% of unreported struck cyclists in the data file.

Intoxicating substances

Discordance rates among struck cyclists who later tested positive for one of six intoxicating substances (alcohol, cannabis, opioid, cocaine, hallucinogen, stimulant, and “other drug”) in 2020 were generally unremarkable relative to the prior four-year mean. Polysubstance use (a combination of any two or more substance categories) was up slightly, and opioid use among unreported struck cyclists was up almost eight percentage points in 2020. Though once more, the sample size is limited in numbers so results should be interpreted with care.

Table 2: Discordance rates by geography and demography

Cyclist characteristic	Metropolitan Area (RUC 1-3)						Micropolitan Area (RUC 4-6)						Small Town (RUC 7-9)						Rural Area (RUC 10)						
	Cases in hospital file		Unlinked hospital cases		Discordance rate		Cases in hospital file		Unlinked hospital cases		Discordance rate		Cases in hospital file		Unlinked hospital cases		Discordance rate		Cases in hospital file		Unlinked hospital cases		Discordance rate		
	2016-2019	2020	2016-2019	2020	2016-2019	2020	2016-2019	2020	2016-2019	2020	2016-2019	2020	2016-2019	2020	2016-2019	2020	2016-2019	2020	2016-2019	2020	2016-2019	2020	2016-2019	2020	
All	10,475	2718	7527	2001	71.9	73.6	733	157	620	135	84.6	86.0	563	143	507	131	90.1	91.6	104	16	95	15	91.3	93.8	
Age	<18	3471	929	2683	729	77.3	78.5	302	68	260	62	86.1	91.2	307	84	290	76	94.5	90.5	66	13	61	12	92.4	92.3
	18-64	6398	1589	4397	1046	68.7	65.8	401	78	337	58	84.0	74.4	230	55	195	43	84.8	78.2	32	-	29	-	90.6	-
	65+	606	200	447	133	73.8	66.5	30	11	23	-	76.7	-	26	-	22	-	84.6	-	-	-	-	-	-	-
Sex	Male	8070	2014	5748	1380	71.2	68.5	561	112	472	90	84.1	80.4	398	107	356	86	89.4	80.4	75	-	69	-	92.0	-
	Female	2403	704	1779	529	74.0	75.1	172	45	148	38	86.0	84.4	165	36	151	35	91.5	97.2	29	-	26	-	89.7	-
Ethnicity	Hispanic/Latino	1830	476	1263	329	69.0	69.1	26	-	23	-	88.5	-	20	-	14	-	70.0	-	-	-	-	-	-	-
	Non-Hispanic	8645	2188	6216	1580	71.9	72.2	707	151	620	125	87.7	82.8	543	140	493	119	90.8	85.0	103	16	94	15	91.3	93.8
Race	American Indian or Alaska Native	67	-	50	-	74.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Asian	280	73	191	52	68.2	71.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Black or African American	1870	439	1293	284	69.1	64.7	82	17	65	14	79.3	82.4	15	-	13	-	86.7	-	-	-	-	-	-	-
	Native Hawaiian or other Pacific Islander	54	14	39	11	72.2	78.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	White	6158	1713	4555	1238	74.0	72.3	591	129	502	106	84.9	82.2	518	129	470	109	90.7	84.5	91	16	84	15	92.3	93.8
	Other	1931	415	1326	287	68.7	69.2	50	-	43	-	86.0	-	22	-	18	-	81.8	-	-	-	-	-	-	-
	Two or more	72	29	48	19	66.7	65.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Declined or Unknown	43	25	25	14	58.1	56.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Substances	Alcohol	93	37	73	29	78.5	78.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cannabis	89	26	58	17	65.2	65.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Opioid	81	27	56	21	69.1	77.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cocaine	53	-	37	-	69.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Hallucinogen	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Stimulant	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Other Drug	38	-	31	-	81.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Polysubstance	55	15	40	11	72.7	73.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Head Injury	Severity 0	8080	2011	5861	1445	72.5	71.9	584	128	500	105	85.6	82.0	447	117	403	100	90.2	85.5	78	11	71	-	91.0	-
	Severity 1	1775	512	1292	349	72.8	68.2	121	20	98	16	81.0	80.0	91	20	83	17	91.2	85.0	22	-	20	-	90.9	-
	Severity 2	412	125	257	83	62.4	66.4	15	-	13	-	86.7	-	16	-	13	-	81.3	-	-	-	-	-	-	-
	Severity 3	201	68	113	32	56.2	47.1	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Severity 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Severity 5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Severity 6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Thorax Injury	Severity 0	9543	2444	6887	1731	72.2	70.8	654	139	561	111	85.8	79.9	508	129	461	110	90.7	85.3	94	15	88	14	93.6	93.3
	Severity 1	623	151	440	105	70.6	69.5	58	14	47	13	81.0	92.9	39	11	36	-	92.3	-	-	-	-	-	-	-
	Severity 2	257	94	174	56	67.7	59.6	16	-	-	-	-	-	12	-	-	-	-	-	-	-	-	-	-	-
	Severity 3	50	30	26	17	52.0	56.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Severity 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Severity 5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Severity 6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Socioeconomic indicators where discordant rates are high

The streets and neighborhoods comprising Logan and Palmer Squares and surrounding neighborhoods that constitute the 60647 zip code in Chicago, realized the highest number of unreported struck cyclists in Illinois for the years 2016-2019 at 126 such incidents. For 2020, 60622, a bordering zip code to the south comprising Wicker Park and Humboldt Park had the most unreported struck cyclists with 30 incidents. While those are both densely populated urban environments with elevated incidence counts, when evaluated on a per capita basis it is the low density, rural communities that stand out with high incidence rates. The 62626 zip code encircling Carlinville in rural southwestern Illinois had the most unreported struck cyclists per capita in the state for the years 2016-2019, most of the cases being among children. On a per capita basis for 2020 among zip codes with at least 10 incidents (to comply with our DUA), 62454 which encircles Robinson in rural southeastern Illinois had the highest rate.

A visible uptick in discordant struck cyclists within better-off zip codes following travel restrictions in 2020 suggests an increase in cycling within these communities following the onset of COVID relative to the prior four-year mean. **Table 3** shows remarkably similar standard deviations between year cohorts and by economic indicator, implying a shift in user demographic and an absence of meaningful outliers – which is also supported by the distribution of observations in **Figure 1**. The shift in unreported struck cyclists during the onset of stay-at-home orders appears to have been in the direction of those who live in more economically secure zip codes – or at least those zip codes with lower rates of poverty and carlessness. The typical poverty rate of the home zip code of an unreported struck cyclist in 2020 was nearly three percentage points lower than the prior four-year mean. The typical carless household rate was 2.2 percentage points lower in 2020 among unreported struck cyclists relative to the previous four-years.

Still, the typical unreported struck cyclist in 2016-2019 and 2020 lived in a zip code with 3 and 2.6 times, respectively, the rate of carless households compared to the Illinois state average. Compared to the average Illinois poverty rate, incidents occurred among residents of zip codes with an average rate nearly seven percentage points higher in 2016-2019, and just under four percentage points higher in 2020. So, while there was an adjustment in the profile of the typical unreported struck cyclist toward the economically better-off, incidents still disproportionately occurred among those in higher poverty areas with unreliable access to a car.

*Table 3: Descriptive statistics of discordant struck cyclists measured at the zip code level**

<i>Cohort</i>	<i>Mean</i>	<i>Median</i>	<i>Standard Deviation</i>
2016-19 Carless Household Rate	17.3%	14.5%	10.6%
2016-19 Poverty Rate	18.5%	17.6%	9.10%
2020 Carless Household Rate	15.1%	11.6%	10.7%
2020 Poverty Rate	15.6%	13.5%	9.01%

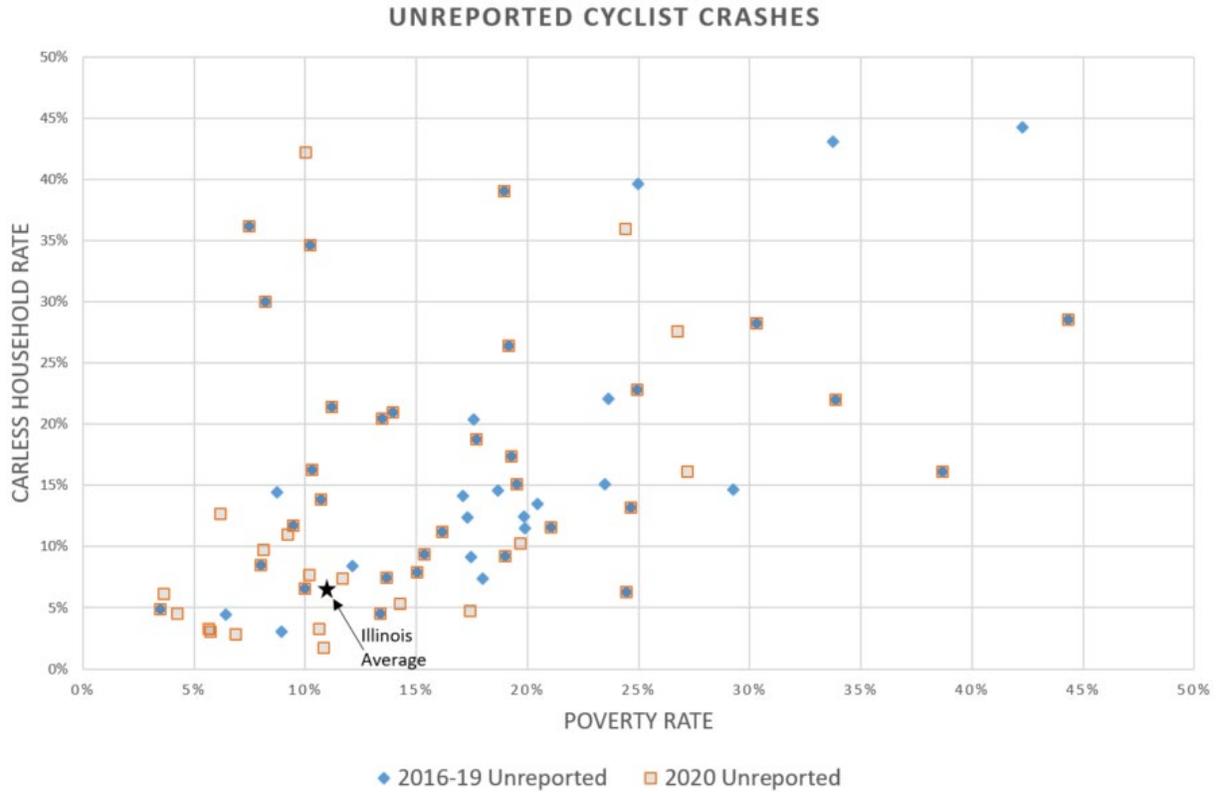
**2019 5-Year American Community Survey estimates*

Figure 1 plots poverty along the x axis and carlessness along the y of the 50 zip codes with the highest discordant rates – or roughly the highest 4% of zip codes in Illinois. The distribution of discordant struck cyclists cuts a much wider swath across socioeconomic status relative to discordant struck pedestrians. Without exception, the zip codes with the highest discordant pedestrian rates are among members of communities with poverty and carless household rates far above the Illinois average. Whereas, the zip codes with the highest discordant struck cyclists are much more evenly distributed across communities of both high and low rates of poverty and carlessness.

Figure 1 makes clear that some overlap exists between the placebo (2016-2019) and treatment (2020) groups. Several zip codes with high discordant rates from the placebo group were once more among the highest in 2020. However, upon closer examination, subtle differences in the distribution of unreported cyclist crashes begin to emerge. The highest discordant rate zip codes in 2020 are better off in a socioeconomic sense relative to those of the 2016-2019 cohort, though as discussed above on average these discordant struck cyclists are worse off than the typical Illinois resident. **Figure 1** shows how the 2020 cohort is distributed more frequently below and to the left of the Illinois average – implying less poverty and carlessness. Of note, especially among the 2020 cohort, are the high discordant rate zip codes with high (to very high) rates of carlessness but below average poverty rates.

Rather than being forced into alternative transport modes like cycling because of a financial inability to procure a reliable car – the *car-less*, some unreported strikes may be among the financially secure in pursuit of a *car-free* lifestyle (Brown 2017). In plain terms, some unreported cyclist crashes may be among people who can afford a car but choose not to. Incidents among residents of the 60610 zip code encircling the Near North Side and Gold Coast neighborhoods of Chicago with its easy access to lakeside paths and ample public transit may provide some examples of the *car-free* struck cyclist.

Figure 1: Poverty and carless household rates* of 50 most discordant struck cyclist zip codes in 2020 compared to 2016-2019



*2019 5-year American Community Survey estimates

Segmented binary logistic regression model

Table 4 displays the results of dual segmented binary logistic regression models in which the dependent (or response) variables take the binary form of above average incidence rates aggregated at the zip code level. Models are segmented two-dimensionally by time alone. First, data are segmented to conform to Illinois’ imposition of stay-at-home orders beginning March 21st of each study year. Second, year cohorts are segmented by pre-pandemic years dating to 2016 through 2019 as the placebo group, and the pandemic year of 2020 as the treatment group. **Table 4** presents the *B* coefficients for each variable along with the calculated odds ratio – which is simply the exponential value of *B*. The value added by including the odds ratio is ease of interpretation of results. It represents the estimated change in the likelihood of the event occurring (a 1 outcome in the binary dependent variable – here a zip code with above average incidents of unreported struck cyclists) for a unit change in the predictor variable. An odds ratio of 1 suggests a unit change in the predictor variable has no effect on the likelihood of the event occurring. While an odds ratio of less than 1 suggests a diminished likelihood, and an odds ratio of greater than 1 an increased likelihood, of event occurrence.

Since hospital data contain a field identifying the patient’s home zip code, each observation in the models represents information germane to that patient’s home neighborhood economic situation, including the prevalence of incidents involving unreported struck cyclists. Another factor controlled for in the model at the observation level is a proxy for exposure to risk based on the built environment and traffic flow intensity using RUCA classifications. Model results imply a modest increase to the likelihood of an unreported cyclist crash occurring as the built environment deurbanizes. The available data are silent on response times by emergency personnel, though it is conceivable that an anticipated prolonged arrival time due to sprawling terrain serves as motivation to seek unofficial means of transport for medical treatment.

Perhaps most surprising among results is the inverted effect of carless households on the propensity for incidents to go unreported. For the study years of 2016-2019 zip code carless household rate had a strong positive correlation with increased incidents per capita – more households without a car are related to more struck cyclists. This result seems logical since those without car access would disproportionately seek out alternative transportation modes, and in turn expose them to more risk from motor vehicles. For 2020 that effect reversed as the model estimates a strong negative relationship – more households without a car in a zip code is related to fewer struck cyclists. This inversion could be due to an increased interest in cycling throughout 2020 by high income earners pursuing a car-free lifestyle discussed throughout this manuscript.

Table 4: Unreported struck cyclist characteristics association with high incidence per capita: results of segmented binary logistic regression model

<i>Variable</i>	<i>Coefficient (2016-2019)</i>	<i>Odds Ratio (2016-2019)</i>	<i>Coefficient (2020)</i>	<i>Odds Ratio (2020)</i>
Built Environment	0.315*	1.37*	0.391*	1.48*
Carless Household Rate	5.63*	278*	-4.77*	0.008*
Poverty Rate	6.90*	988*	7.32*	1515*
Child Poverty Rate	-3.40**	0.033**	-0.430	0.651
Hispanic	-0.122	0.886	-0.657*	0.518*
White	-0.181	0.834	0.414	1.51
Black	-0.521*	0.594*	-0.167	0.846
Asian	-0.888*	0.412*	-0.311	0.732
Other (race)	-0.152	0.859	0.823***	2.28***
Median Household Income	0.00*	1.00*	0.00*	1.00*

Significant at 1%; **Significant at 5%; *Significant at 10%*

Proposal for weighting data

This section proposes using historical linked and unlinked data to weight, or adjust, the reported count of cyclists struck by a motor vehicle. Weighting the reported count is intended to more

accurately communicate the true number of cyclists struck by a motor vehicle by applying lessons learned through analyzing the linked and unlinked files. Generally, the crash data file contains an undercount of incidents. Two methods are developed depending on the needs of the user and data available to them. The methods described are of working status – that is, they are work in progress and not intended to be officially implemented or relied upon to make policy or allocation decisions.

Table 5 shows unreported cyclist crashes were consistently trending downward from 2016 through 2019; that changed in 2020, ticking up to the highest level since 2017. It is not clear what caused the trend to reverse or whether it will persist. Still, a potential contributing factor for the reversal in 2020 could have been a reluctance to engage with emergency personnel outside of a controlled hospital setting for fear of contracting the then-nascent COVID-19. The ongoing civil unrest and distrust in law enforcement manifest in American culture and street protests following the killing of George Floyd undoubtedly also played a role in a reluctance to engage emergency personnel. Interesting to note that for the year 2016 the crash file contained 105 additional cases than the annual estimated total.

Table 5: annual estimated total of struck cyclist by other data sources

Year	Linked	Unlinked	Crash File Total	Annual Estimated Total
2016	852	2403	3360	3255
2017	796	2205	2813	3002
2018	777	2090	2554	2867
2019	716	2070	2550	2786
2020	703	2185	2200	2888

Equation 3 can be applied to adjust the total number of linked struck cyclists over the course of a year for the entire state of Illinois.

Equation 3

$$ac = lc(wf) + lc$$

Where lc is the count of linked struck cyclists, wf is the weighting factor (current value of 2.79), and ac equals the adjusted annual count of struck cyclists. The weighting factor (wf) is calculated as the ratio of unlinked struck cyclists to linked cases; and should be updated and averaged annually as each new tranche of linked hospital and crash data sets become available. As was shown throughout this manuscript, 2020 was an abnormal year for reporting cyclist crashes and was subsequently left out of calculating the current value of wf – which used data from 2016 through 2019.

Alternatively, if the linked crash and hospital files are not available to apply as specified in *Equation 3*, a similar method can be applied to crash data alone using *Equation 4* below.

Equation 4

$$ac_1 = lc_1(wf_1)$$

Where lc_1 is the count of all cyclists in the crash file, and wf_1 is the ratio of the sum of linked and unlinked cyclist crashes (annual estimated total in **Table 5**) to the count of cyclists in the crash file (lc_1). In calculation, when the annual estimated total is known, the lc_1 variables cancel each other out and what remains is simply the annual estimated total. However, the intent is that wf_1 be used when the annual estimated total is not known and the user only has access to crash data. The variable wf_1 in this construct is intended to be greater than 1. Here the weighted average factor for the years of 2016 through 2019 comes out to $wf_1 = 1.06$. In a typical year dating back to 2016, the sum of linked and unlinked cyclist crashes was about 200 incidents greater than indicated in the crash file alone.

As proposed here the adjusted annual count of struck cyclists is broadly applied to data aggregated at the state level and calendar year. The weighting factor can be further refined to calculate the adjusted count of unreported struck cyclists with increased fidelity applied both spatially and temporally. For example, wf can be calculated for a specific zip code during a specified timeframe, like the school year.

Discussion

Not to be overlooked as a potential contributing factor to the trends outlined here is the fast-paced expansion of bikeshare and shared mobility infrastructure and participation across the Chicago region around the same timeframe of this study. The City of Chicago reports that in 2019 nearly 4 million bike and scooter trips were completed through the shared mobility company Divvy (CDOT 2023). In 2020 Divvy along with the City of Chicago further expanded their shared mobility network into large swaths of the southern region of the city – further increasing adoption and use. Though as discussed in the findings section, metropolitan cyclists were much more likely to report being struck by a motor vehicle compared to their rural counterparts.

Car ownership and access to reliable transportation plays an important role in exposure to vehicular violence by vulnerable road users. For example, there is an inequitable U-shaped distribution of carless households across Illinois: where the very low-income earners would like to own a car but cannot, and the very high income earners can own a car but choose not to while in pursuit of their preferred lifestyle. For example, the 60602 zip code bordering Michigan Avenue to the west and covering parts of Millennium Park in dense downtown Chicago has a median household income of over \$190,000, a very high carless household rate of nearly 45%, and plenty of nearby transit options including rail. While the less-dense 60624 zip code encompassing Garfield Park and a portion of Interstate 290 to the south has a median household income of just over \$23,000, also a very high carless household rate of a little over 44%, and fewer, further flung, transit options.

Discordant cyclist crashes when examined in the manner described within this manuscript can prove useful to policymakers, transportation planners and engineers, and community members

when conducting road safety assessments. Having more accurate data on the true scale of cyclists struck by a motor vehicle can result in a more equitable distribution of mitigation funding and efforts within the communities most in need. And those communities most in need are commonly of a low socioeconomic status, the impoverished and the carless, and across a diverse geography – among the urban and the rural.

Additionally, while this manuscript provides more accurate information on the burden of struck cyclists compared to relying upon crash data alone, it is unable to suggest motivating factors for the act itself of not reporting. As demonstrated above, less severe crashes are more likely to go unreported to police compared to more severe crashes, and the location of the crash also plays a role. Still, there are likely larger sociodemographic factors and economic motivations at work that lead some to decide not to report. Future studies should focus on investigating the dynamics underlying outlined factors and motivations in a manner that permits community outreach to encourage the reporting of all struck cyclists. Future work should also focus on the Hispanic population, in particular the manner in which race and ethnicity are recorded by medical professionals.

Conclusion

A commonly applied (in economic data) and virtually cost-free policy intervention would be to adopt a weighted, or adjusted, supplementary count of struck cyclists. A supplementary report of the estimated true count of struck cyclists that adjusts the count taken from the crash file by using historical data of unreported cases would empower communities and policymakers to address road safety head-on. An adjustment method as described in this manuscript, or similar method, would be a good first step in addressing transportation inequities by providing more accurate data regarding the true burden borne by communities. Once more, the official data can be adjusted across time and space so that communities can better understand which neighborhoods have elevated rates of cyclists being struck and whether any seasonal variations are in effect. Following a more complete understanding of the true scale of struck cyclists the important work can begin to prevent them from occurring altogether.

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Effects of Large Vehicles on Pedestrian and Pedal-Cyclist Injury Severity

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Abstract

Fatal pedestrian and pedal-cyclist crashes have been on the rise in the U.S. since 2009. This rise in fatalities coincides with the rise of large vehicles on American roadways, continuing a trend that began years earlier. Through rare access to both crash and hospital records, this report investigates the relationship between striking vehicle type and medical outcomes of pedestrian and pedal-cyclist cases. Results suggest that children are eight times more likely to die when struck by a SUV compared to those struck by a passenger car. Passenger cars were the striking vehicle in most fatal pedestrian and pedal-cyclist crashes, though they were underrepresented relative to the proportion of all crashes in which they were involved. Though pickup trucks were the striking vehicle in just 5.6% of pedestrian and pedal-cyclist crashes, they were involved in 12.6% of fatalities. SUVs were similarly overrepresented in fatalities relative to the proportion of their involvement in all crashes. SUVs struck 14.7% of the pedestrians and pedal-cyclists investigated here, but were involved in 25.4% of the fatalities. Head and thorax injury severities are examined by vehicle type and age. Hospital charges of pedestrian and pedal-cycle crash victims are also analyzed by striking vehicle type and victim age. Findings suggest larger vehicles are involved in pedestrian and pedal-cyclist crashes with more severe injuries that result in higher hospital charges. Blacks are also found to be overrepresented as pedestrian and pedal-cyclist crash victims.

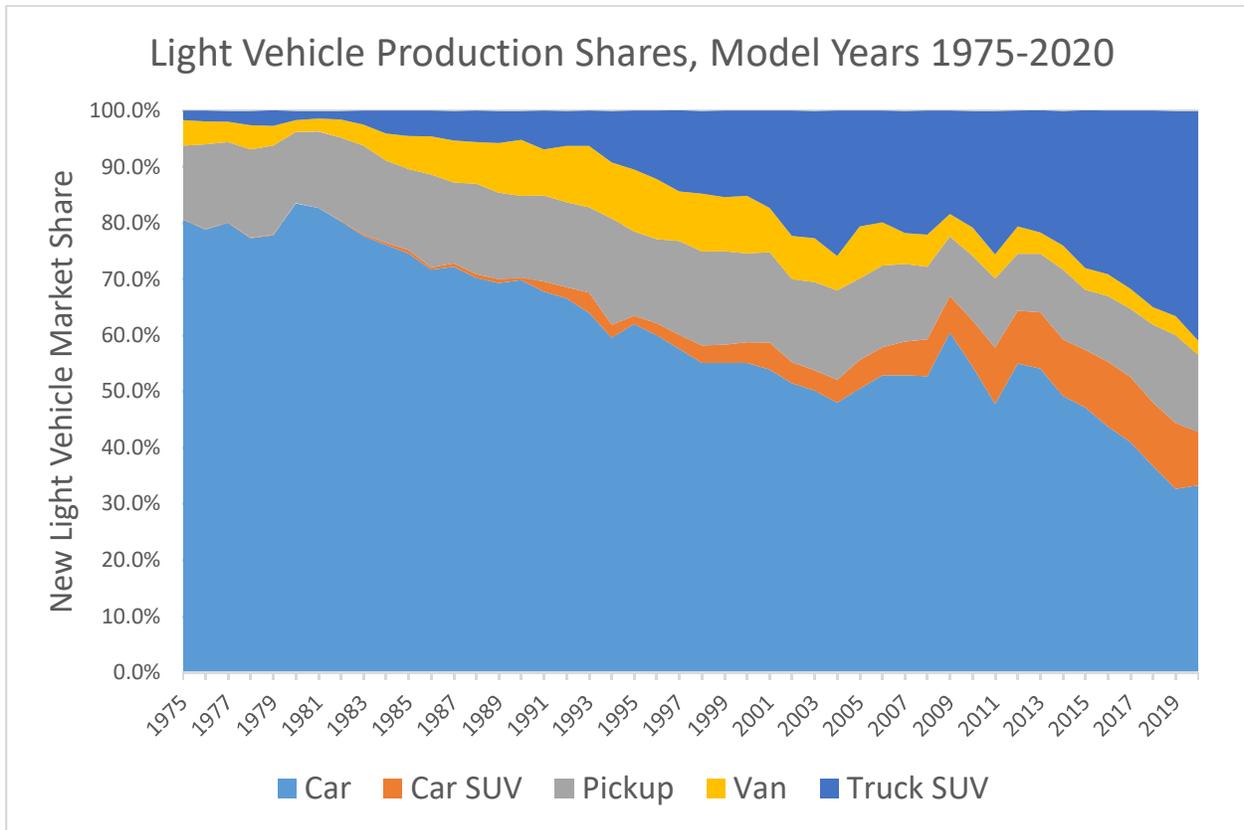
1. Introduction

Pedestrian and pedal-cyclist fatalities in the U.S. have been rising in recent years even as fatalities for motorists has declined or remained relatively flat (Coleman and Mizenko, 2018). Fatalities among motorists, pedestrians, and pedal-cyclists alike were on the decline in the U.S. starting around 1980. But in 2009 the data trend lines diverged as pedestrian and pedal-cyclist fatalities began rising (Arias et al., 2021). In fact, from 2010 to 2019 pedestrian fatalities increased by 46% to 6,301 deaths in 2019 (GHSA, 2021). Further, in 2016, which corresponds to this study's timeframe, 4,074 children were killed in motor vehicle crashes in the U.S. – making crashes the number one killer of American children (Cunningham, et al., 2018).

The 1980's saw the production and sales volume of large motor vehicles begin to command an increasing share of the U.S. automobile market (Figure 1). Large vehicles are commonly considered those classified as light trucks: pickup trucks, SUVs, and vans/minivans – a consideration also applied here. But is the growing American predilection for large vehicles associated with increased pedestrian and pedal-cyclist fatalities? By one estimate, the external cost of one person choosing to drive one large motor vehicle rather than a passenger car on pedestrian death risk alone is \$75, \$98, and \$114 per year for each SUV, pickup truck, and van/minivan respectively (Tyndall, 2021). Still, a growing number of Americans are choosing large motor vehicles over the traditional passenger car. Figure 1 depicts the diminishing share of car production over the past decades as it gave way to the growing “Truck SUV,” “Car SUV,” and “Pickup” categories. In fact, passenger car sales in the U.S. dropped at an annual rate of 2.4% from 2008 to 2018 alone, while pickup truck sales increased at an annual rate of 6.4% (Davis and Boundy,

2020). In 2008 light trucks were about 40% of light vehicles produced, in 2018 they were nearly half (Ibid).

Figure 1: Light vehicle production shares, model years 1975-2020*



*Created by authors using EPA data

Larger vehicles not only produce excess carbon emissions but may also pose a greater threat to pedestrian and pedal-cyclist safety. Tyndall (2021) uses pedestrian fatality data from across the United States to estimate that a 100kg increase in average motor vehicle weight correlates with a 2.4% increase in pedestrian fatalities for a median fatality rate region. He further finds that converting 10% of a regional vehicle fleet from cars to light trucks correlates with a 3.6% increase in fatal pedestrian crashes (Ibid). Desapriaya et al. (2010) estimate in their meta-analysis that pedestrians struck by a pickup truck were 50% more likely to be killed compared to those struck by a passenger car. Roudsari et al. (2004) find that those hit by light trucks (including SUVs, vans/minivans, and pickup trucks) had higher rates of severe brain injury (33%) relative to those hit by cars. In their review of the pedestrian safety literature, Doggett et al. (2018) find that unreported pedestrian and pedal-cyclist crashes underestimate injuries by 21%. They find that crashes are more likely to go unreported if the pedestrian or pedal-cyclist is less likely to receive an insurance payout, Black, or male. Crashes that happened on a state road, Y-intersection, or divided highway were also less likely to be reported. These studies imply the true scope of pedestrian and pedal-cyclist crashes is likely worse than can be estimated by relying only on crash

databases. What we *do* know by relying on crash databases is that pedestrian and pedal-cyclist crashes disproportionately affect poor and minority communities, though perhaps to a greater degree than previously believed (GHSA, 2021). Further, Braun et al. (2021) find that the health risks associated with cycling in Los Angeles (pollution, injury, fatality) are disproportionately high among communities of lower income, lower educational attainment, and greater proportions of racial/ethnic minorities.

There is still much to learn. This paper aims to contribute by utilizing uncommon government agency access to crash and hospital records to investigate those who are disproportionately affected by pedestrian and pedal-cyclist crashes – especially those most vulnerable among us.

2. Sources and methods

Linking crash and hospital data files

Funded by a grant from the Centers for Disease Control and Prevention, the Illinois Department of Public Health in collaboration with the Illinois Department of Transportation and the University of Illinois at Springfield successfully linked Illinois crash and hospital records for the years 2016 through 2018. The linkage was accomplished using an advanced method developed in the National Highway Traffic Safety Administration’s Crash Outcome Data Evaluation System program (McGlincy, 2021). Using LinkSolv software to complete the linkage, a combination of data fields were identified as those with the highest success rate: county, victim age, crash date, victim date of birth, and victim sex. Cook County, home to Chicago, is where some 40% of the Illinois population resides, effectively making county a relatively indiscriminate match field – which is a factor controlled for in the LinkSolv software. Two versions of data are applied here and communicated in the text of which version is used for each analysis. The report begins with an analysis of the crash file alone to investigate the effect of vehicle type on pedestrian and pedal-cyclist fatalities, as the crash file is considered the authoritative source for fatalities. The second half of the report employs only linked crash and hospital data, as this permits a higher fidelity investigation of bodily injury location, severity, and ultimately hospital charges. These linked files are critical in our understanding of the effects of motor vehicles on the lives of the citizens of Illinois. Such an investigation as presented here would not be possible without the successful linkage of the disparate crash and hospital files.

Data independence and strength of association

Some 69.4% of linked crash and hospital pedestrian and pedal-cyclist records occurred in Cook County, and an additional 11% of linked records are in counties bordering Cook County. This fact may result in some data bias, manifesting in the analysis results skewing toward the characteristics of Cook County. When appropriate throughout this paper cases are disaggregated between Chicago and the rest of Illinois for analysis. Given the nature of data linkage and innate inaccuracy in records, the data are likely incomplete and may contain mismatched records despite using advanced linking software and methods. Still, the Pearson’s chi-squared alpha value and Cramer’s-V are presented in each table to demonstrate both variable independence and the strength of association between variables.

Logistic regression model

A logistic regression was performed to estimate the effects of vehicle type, road conditions, and victim demographics on the likelihood of a fatal pedestrian or pedal-cyclist crash event occurring. Full results are presented below in the Results portion of this manuscript. The logistic regression model was statistically significant with a Chi-square value of 146, 18 degrees of freedom, and a p value of less than 0.000. The model correctly classified 98% of cases and explains about 14% (Nagelkerke R^2) of the variance in fatal pedestrian and pedal-cyclist crash events.

3. Results

Summary statistics

The analysis begins within the unlinked crash file, which contains an aggregated 23,090 pedestrian and pedal-cyclist cases across 2016, 2017, and 2018. Some 14,552 cases (63%) involved a pedestrian, and 8,538 cases (37%) involved a pedal-cyclist. Pedestrians were overrepresented in the 477 fatalities reported by police with 85.5% of deaths; the remaining 14.5% were pedal-cyclists. Of note, if not specified throughout this report pedestrians and pedal-cyclists are considered together. In 14,324 cases (62%) the striking vehicle was classified as a passenger vehicle, commonly referred to as a car. In 3,396 (14.7%) cases the striking vehicle was classified as a sport utility vehicle (SUV). Vans/minivans and pickup trucks were the striking vehicle classifications in 1,343 (5.8%) and 1,291 (5.6%) cases, respectively. Thirteen various other motor vehicle classifications comprised the remaining 11.8% of cases.

Injury severity by striking vehicle type

Taller and heavier vehicle types, like pickup trucks, SUVs, and vans/minivans combined to make up just 26.1% of pedestrian and pedal-cyclist crashes, but were the striking vehicle in 44.1% of fatalities (Table 1). SUVs were especially overrepresented in fatalities. Though SUVs were the striking vehicle in 14.7% of cases, they were involved in greater than one-in-four (25.4%) fatalities. Pickup trucks were also overrepresented in fatal pedestrian and pedal-cyclist crashes relative to the proportion of all cases. Of all pedestrian and pedal-cycle fatalities, 12.6% involved a pickup truck – some two and a quarter times the proportion of all cases involving a pickup. Conversely, though passenger cars were the striking vehicle in 62% of cases, they were involved in just 38.4% of fatalities. Though males made up about 62% of pedestrian and pedal-cyclist crash victims, they were overrepresented in fatalities at about 72% of cases.

Table 1: Injury severity distribution of pedestrians and pedal-cyclists by striking vehicle type cross tabulated and totaled by columns for Illinois 2016-18 (counts in parentheses)*

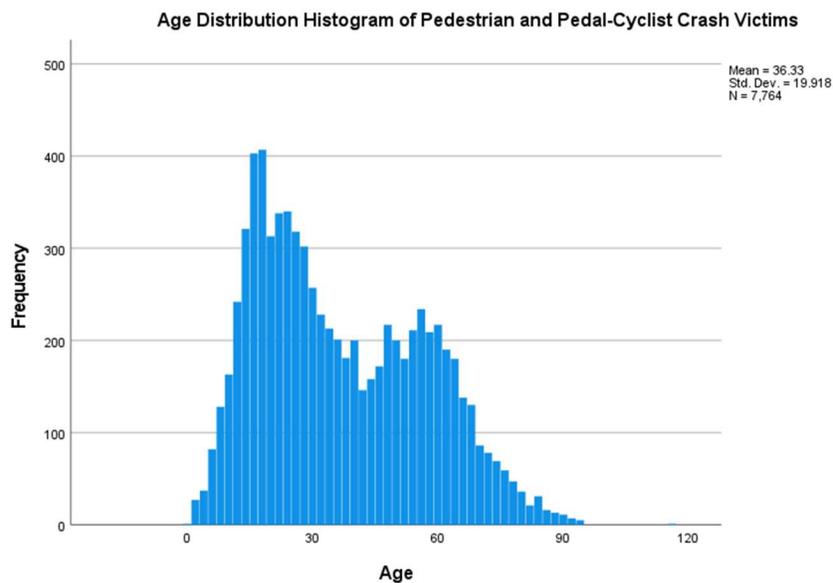
Vehicle Type	Injury Severity					% of all
	O	C	B	A	K	
Passenger Car	64.7% (534)	64.7% (4,099)	62.5% (7,257)	58.6% (2,251)	38.4% (183)	62% (14,324)
Pickup Truck	4.5% (37)	5.1% (323)	5.2% (603)	7.0% (268)	12.6% (60)	5.6% (1,291)
SUV	14.9% (123)	14.2% (897)	14.4% (1,673)	15.1% (582)	25.4% (121)	14.7% (3,396)
Van/Minivan	4.4% (36)	5.6% (353)	6.0% (693)	6.0% (232)	6.1% (29)	5.8% (1,343)

*Other vehicle types not presented in table (columns do not total 100%); K: Fatality, A: Incapacitating Injury, B: Non-incapacitating injury, C: Possible injury, O: No indication of injury; Pearson chi-square alpha value <0.01, Cramer's-V = 0.15

Injury severity by age distribution

Figure 2 demonstrates the bimodal age distribution of pedestrian and pedal-cyclist crash victims. Victim age distribution roughly follows the shape of age distribution across Illinois, though the peaks in either mode are taller here. One explanation, among others, for the tall bimodal distribution may be that those at the top and bottom of the age distribution have a diminished capacity to drive, and thus walk and cycle more frequently while increasing their exposure to motor vehicle traffic. Further, the most frequently occurring victim age was 15 followed by age 14, representing 2.8% and 2.7% of all pedestrian and pedal-cycle crash victims, respectively. The following section investigates the distribution of injury severity across age groups in more detail.

Figure 2: Age distribution of linked pedestrian and pedal-cyclist crash victims in Illinois 2016-18



Injury severity by age and striking vehicle type

A useful way to study the danger posed to pedestrians and pedal-cyclists by vehicle type is to investigate whether certain types cause more severe injuries more frequently. One would expect injury severity levels to be roughly evenly distributed across vehicle types in proportion to the frequency with which each vehicle type is involved in a pedestrian or pedal-cyclist crash. But injury severities were not roughly evenly distributed. Large and heavy vehicles caused much more damage to human bodies relative to passenger cars; though passenger cars also caused many severe injuries.

A child (under age 18) struck by a SUV was eight times more likely to be killed than a child struck by a passenger car (Table 2). An adult (aged 18-64) struck by a pickup truck was four times more likely to be killed than an adult struck by a passenger car. And a senior (aged 65 and over) struck by a pickup truck was nearly three times more likely to be killed compared to a senior struck by a passenger car.

In every age group passenger cars represented the greatest proportion of fatalities, though they were underrepresented relative to the proportion of cases in which they were involved. For example, passenger cars were the striking vehicle in almost 62% of pedestrian and pedal-cyclist crashes involving children, but just about 19% of childhood fatalities.

In contrast, the proportion of fatalities involving pickup trucks was more than double the overall proportion of pickup trucks involved in pedestrian and pedal-cyclist crashes for all age groups. For example, pickup trucks were the striking vehicle in 6.1% of all cases involving seniors, but represent 13.5% of all senior pedestrian and pedal-cyclist fatalities.

SUVs were particularly deadly for children. SUVs were the striking vehicle in greater than 40% of childhood fatalities, even though SUVs were involved in just 16.9% of childhood cases. Further, children represented 21% of all pedestrian and pedal-cyclist crash victims but 26.1% of cases involving SUVs – implying SUVs were not only more deadly, but also disproportionately struck children. Vans/minivans are also overrepresented in cases involving childhood fatalities. Just under 6% of child pedestrians and pedal-cyclists were struck by a van/minivan, but 12.5% of childhood fatalities involved a van/minivan. Together, SUVs, pickup trucks, and vans/minivans combined to cause two-thirds of fatalities involving child pedestrians and pedal-cyclists (Table 2).

Table 2: Injury severity distribution by striking vehicle type and age group*

Age Group	Vehicle Type		Injury Severity Scale					Total	
			K	A	B	C	O		
Under 18	Passenger Car	Within Cars	0.2%	12.9%	55.7%	28.1%	3.1%	100%	
		Within Severity	18.8%	57.8%	61.9%	64.8%	60.9%	61.8%	
	Pickup Truck	Within Pickups	1.4%	19.0%	52.0%	24.5%	3.1%	100%	
		Within Severity	12.5%	8.4%	5.7%	5.6%	6.0%	6.1%	
	SUV	Within SUVs	1.6%	14.3%	57.4%	23.6%	3.1%	100%	
		Within Severity	40.6%	17.5%	17.4%	14.9%	16.6%	16.9%	
	Van/Minivan	Within Vans	1.4%	15.9%	55.1%	25.1%	2.5%	100%	
		Within Severity	12.5%	6.8%	5.8%	5.5%	4.6%	5.9%	
	Counts			32	664	2,679	1,290	151	
	18-64	Passenger Car	Within Cars	1.2%	16.1%	50.4%	29.2%	3.1%	100%
Within Severity			36.9%	58.5%	62.7%	64.8%	65.5%	62.1%	
Pickup Truck		Within Pickups	4.8%	21.8%	45.3%	25.2%	2.8%	100%	
		Within Severity	12.6%	7.0%	5.0%	4.9%	5.2%	5.5%	
SUV		Within SUVs	3.6%	18.0%	47.9%	27.9%	2.7%	100%	
		Within Severity	23.7%	14.6%	13.3%	13.8%	12.7%	13.9%	
Van/Minivan		Within Vans	2.0%	16.8%	52.1%	27.1%	2.0%	100%	
		Within Severity	5.5%	5.7%	6.0%	5.6%	3.9%	5.8%	
Counts			325	2,657	7,776	4,364	458		
65+		Passenger Car	Within Cars	4.6%	22.4%	47.7%	23.9%	1.5%	100%
	Within Severity		47.7%	60.8%	62.7%	63.7%	60.7%	61.6%	
	Pickup Truck	Within Pickups	13.2%	16.7%	43.9%	25.4%	0.9%	100%	
		Within Severity	13.5%	4.5%	5.7%	6.7%	3.6%	6.1%	
	SUV	Within SUVs	9.8%	21.7%	45.8%	21.0%	1.7%	100%	
		Within Severity	26.1%	15.0%	15.3%	14.3%	17.9%	15.7%	
	Van/Minivan	Within Vans	5.5%	27.6%	40.9%	23.6%	2.4%	100%	
		Within Severity	6.3%	8.2%	5.9%	6.9%	10.7%	6.8%	
	Counts			111	426	881	435	28	

*Other vehicle types not presented in table (columns do not total 100%); K: Fatality, A: Incapacitating Injury, B: Non-incapacitating injury, C: Possible injury, O: No indication of injury; All Pearson chi-square alpha values <0.01, Cramer's-V: Under 18: 0.191, 18-64: 0.17, 65+: 0.15

Logistic regression model results

The logistic regression model used the linked data file, so both crash and hospital records were used to estimate the effects of crash characteristics on a fatal event occurring. Six variables are predicted to add significantly to the model at the 5% level: pickup truck, SUV, van/minivan, intersection, child, and senior. Since the explanatory variables are binary, the odds ratio value is the true value of the estimated effect on the likelihood of a fatal crash. For example, the model estimates that a pedestrian or pedal-cyclist struck by a pickup truck was 4.7 times more likely die

as a result. Those struck by a SUV or van were 3.37 times and 4.58 times more likely to be killed, respectively.

Difficulty in recording accurate crash data may contribute to some of the variables not significantly contributing to the logistic model. The day of week of the crash variable is a relatively easy data point to collect at the crash scene, yet does not add significantly to the model. Yet other crash factors that also do not add significantly to the model are relatively more difficult to accurately record in the crash report. Fields such as “distracted,” “impaired,” and “speed” are intuitively related to a higher propensity for a fatal crash event occurring, but the model does not reflect this. A driver could simply self-report to police at the crash scene that they were neither distracted nor speeding, and without sufficient evidence to the contrary the crash file would record such an assertion. Both the crash file and the hospital file record fields indicative of substance use impairment. Police at the crash scene record whether the evidence present warrants flagging the case as impaired. The hospital records reflect a medical substance test conducted at the hospital and the subsequent positive or negative diagnoses. Several variations of the impaired field variable from both the crash and hospital files were attempted in preparation for the logistic regression model, none were estimated to add significantly to the model. That impairment does not significantly add to the model is probably more indicative of administrative record-keeping shortcomings than of a diminished role of impairment on pedestrian and pedal-cyclist crash fatalities. The model results presented in Table 3 uses the binary impaired field from the crash file.

*Table 3: Logistic regression modeling the likelihood of a fatal pedestrian or pedal-cyclist crash occurring**

<i>Variable</i>	<i>Coefficient</i>	<i>Odds Ratio</i>	<i>Significance</i>
Passenger Car	.146	1.16	.651
Pickup Truck	1.55	4.70	.000
SUV	1.22	3.37	.000
Van/Minivan	1.52	4.58	.000
Weekend	.111	1.12	.609
Rural	-.309	.734	.271
Distracted	.187	1.21	.695
Impaired	.029	1.03	.952
Speed	.350	1.42	.128
Intersection	-.707	.493	.000
Female	-.366	.694	.077
Child	-1.13	.322	.005
Senior	1.55	4.72	.000
Race: White	.081	1.09	.760
Race: Black	-.687	.503	.063
Race: Asian	-.277	.758	.630
Ethnicity: Hispanic	-1.12	.326	.155

Variables that add significantly to the model at the 5% level appear in **bold*

The logistic regression model suggests that intersections are somewhat protective of pedestrians and pedal-cyclists – estimating a diminished likelihood of a fatal crash occurring at an intersection. Succeeding sections of this paper demonstrate that relatively large vehicles were deadlier for all crash victims, including children. Yet, intuitively, the model implies that being a child is associated

with a greater likelihood of surviving being struck by any vehicle type, while being a senior is associated with an increased likelihood (4.72 times) of death when struck.

Though the logistic regression model is useful in estimating statistically significant factors associated with an event occurring, fatal pedestrian and pedal-cyclist crashes in this case, it is somewhat of a blunt instrument. A finer, more nuanced investigation is necessary to achieve a richer understanding of the factors related to these fatal crashes. The following sections are an attempt at deepening that understanding.

Head and thorax injury severity by vehicle type

Similar to the logistic regression model presented above, this section uses only those pedestrian and pedal-cyclist cases in which the crash and hospital files were successfully linked (7,764 cases; 36%). Pedal-cyclists made up about 34% of linked cases, and were victims in about 37% of crashes reported by police. This proportionate representation of pedestrians and pedal-cyclists implies the linked data were not biased toward either transport mode.

Since large motor vehicles are commonly taller than a passenger car, one would expect more severe injuries to a pedestrian's or pedal-cyclist's thorax and head. This is because when a relatively short passenger car strikes a pedestrian it likely makes contact with the victim's legs while forcing the upper body onto the car hood. When a taller, heavier motor vehicle strikes a pedestrian it is more likely to strike the victim's body (thorax) and head while also knocking them to the street and potentially running them over (Roudsari et al., 2004).

Table 4 shows that each vehicle type studied is overrepresented in their proportion of non-minor head injuries relative to their overall involvement in striking pedestrians and pedal-cyclists. (Other vehicle types not analyzed here, like ATV or Farm Equipment, are likely underrepresented in non-minor head injuries.) For example, SUVs were involved in 13.5% of linked pedestrian and pedal-cyclist crashes but 16.2% of cases with a non-minor head injury. Looking at the proportion of non-minor head injuries within vehicle types offers a bit more insight. For example, greater than 11% of pedestrians and pedal-cyclists struck by a pickup truck had a non-minor head injury compared to 9.5% of those struck by a passenger car. For children, 12.7% and 11% of cases involving a van/minivan and a pickup truck resulted in a non-minor head injury, respectively.

Pedestrians and pedal-cyclists struck by a large motor vehicle were more likely to suffer moderate or worse injuries to their thorax compared to those struck by a passenger car (Table 4). Though the proportion of pickup trucks involved in all cases examined here was 5.6%, that proportion nearly doubles to 11.1% of all non-minor thorax injuries. Further, nearly 10% of all occurrences of a pickup truck striking a pedestrian or pedal-cyclists resulted in a non-minor thorax injury. For passenger cars, only 3.8% of occurrences resulted in such injuries. Finally, though passenger cars represent 54.1% of all cases here they are underrepresented as causing non-minor thorax injuries at 42.1% of all such injuries.

Table 4: Distribution of moderate (greater than or equal to 2 on the abbreviated injury scale) and worse head and thorax injuries by vehicle type*

Vehicle Type	Proportion Involved in Crashes	Head Injury Severity		Thorax Injury Severity	
		Proportion of all ≥ 2 Head Injuries	Proportion of ≥ 2 Within Vehicle Type	Proportion of all ≥ 2 Thorax Injuries	Proportion of ≥ 2 Within Vehicle Type
Passenger Car	54.1%	58.6%	9.5%	42.1%	3.8%
Pickup Truck	5.6%	7%	11.1%	11.1%	9.7%
SUV	13.5%	16.2%	9.9%	17.4%	6.3%
Van/Minivan	5.7%	8.2%	10.6%	7.6%	6.6%

*Other vehicle types not presented in table; Abbreviated Injury Scale (AIS) 1: Minor, 2: Moderate, 3: Serious, 4: Severe, 5: Critical, 6: Maximal (untreatable); Pearson chi-square alpha value < 0.01 , Cramer's-V = 0.142

Hospital charges by vehicle type and age

Figure 3 demonstrates that not only are pedestrians and pedal-cyclists more likely to be more severely injured when struck by a large motor vehicle relative to a passenger car, but those more severe injuries, intuitively, result in higher hospital charges. Both median and average hospital charges are presented to demonstrate the effect a few very high hospital bills can have on the calculation of a mean. So the typical pedestrian or pedal-cyclist crash victim struck by a large motor vehicle could expect an additional \$1,230 in median hospital charges compared to those struck by a passenger car; and an additional \$4,380 in average hospital charges. Further, those struck by a pickup truck could expect to be charged the most for hospital treatment. This finding is consistent with the above analysis which demonstrated that a greater proportion of cases involving striking pickup trucks resulted in non-minor injuries to both the head and thorax.

Figure 4 shows that hospital charges increase by nearly a factor of three from children to senior pedestrian and pedal-cyclist crash victims – a finding supported by the logistic regression presented above. One cause of higher charges is likely due to a greater likelihood of seniors suffering a more severe injury compared to other age groups, according the maximum abbreviated injury scale (MAIS) field in the hospital data file.

Figure 3: Average and median hospital charges of pedestrian and pedal-cyclist crash victims by vehicle type

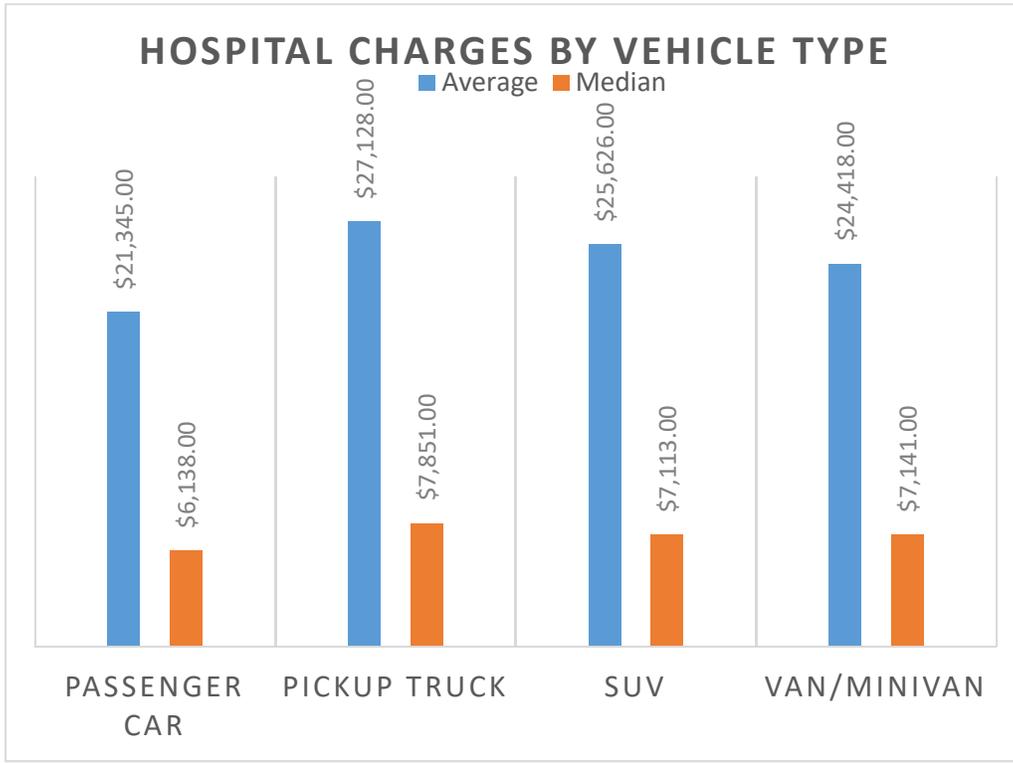
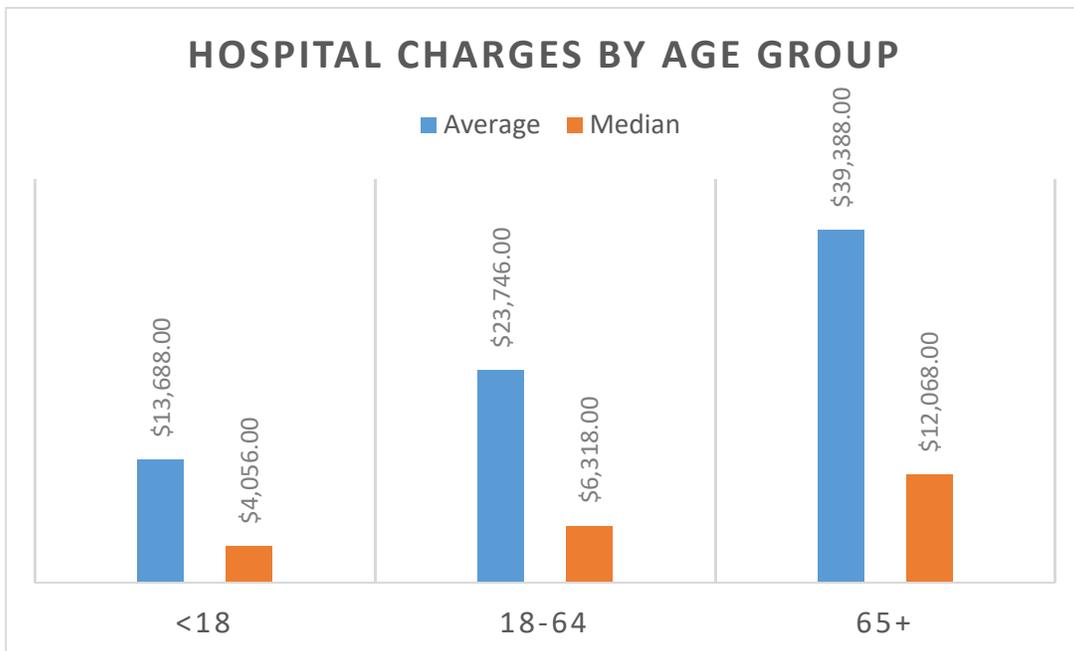


Figure 4: Average and median hospital charges of pedestrian and pedal-cyclist crash victims by age group



Race and ethnicity

Blacks were overrepresented as victims of pedestrian and pedal-cyclist crashes throughout Illinois. Outside of the City of Chicago 23% (945) of pedestrian and pedal-cyclist crash victims were Black, despite Blacks making up only about 10% of the population of Illinois outside of Chicago (ACS 2019 5-Year Estimates). Within Chicago 31% (1,154) of pedestrian and pedal-cycle crash victims were Black, where 29.6% of the population is Black (Ibid). Statewide (all of Illinois and Chicago), 27% (2,099) of victims were Black despite representing just 14.2% of the population (Ibid).

The Hispanic/Latino population was underrepresented as victims of pedestrian and pedal-cyclist crashes throughout Illinois. Some 20% (719) of crash victims were Hispanic/Latino within Chicago, despite making up about 29% of the population there (Ibid). And 14% (562) of pedestrian and pedal-cyclist crash victims in the rest of Illinois (exclusive of Chicago) were Hispanic/Latino where they make up 14.4% of the population (Ibid). Statewide, 16.5% (1,281) of victims were Hispanic/Latino despite representing 17.5% of the population. This finding of underrepresentation of the Hispanic/Latino population likely has several causes. One to note for this particular study is the potential for communication difficulties between a responding emergency professional and a Hispanic/Latino crash victim. If the crash victim lacks identification and their personal information is recorded incorrectly in the crash file, that case has a greater likelihood of not being linked with hospital data – from which the race/ethnicity fields are drawn.

Still, minority children were overrepresented as pedestrian and pedal-cyclist crash victims. Though 27% of cases involved a Black victim, closer to 30% of cases involving children were Black. And 16.5% of all crash victims were Hispanic/Latino, yet 23.2% of all cases involving children were Hispanic/Latino. White seniors were also significantly overrepresented as victims of pedestrian and pedal-cycle crashes. While Whites made up about 47% of cases, greater than 57% of crashes involving a senior was White.

4. Discussion

Three topic areas for future research are suggested: 1) A robust and nuanced understanding of the relationship between the rise of large vehicles and pedestrian/pedal-cyclist fatalities and severe injuries. Clearly part of the explanation is that large vehicles carry more momentum and more severely harm human bodies compared to passenger cars. Still, another factor may be socioeconomic. Pedestrian fatalities began rising in 2009 just as the Great Recession was taking hold, and those on the fringe of financial failure began to lose their grip on car ownership – leaving few transport choices but for walking and cycling. That same year also saw the first dip in national vehicle miles traveled for the first time since 1981, presumably leaving fewer opportunities for crashes. The right answer is likely a confluence of factors ranging from the physical (big vehicles) to the socioeconomic (more people walking during tough times) to the behavioral (feelings of security in a high-tech car that leads to speeding), as they commonly are in the social sciences. 2) Future research should investigate why Blacks are overrepresented and Hispanics/Latinos are underrepresented as pedestrian and pedal-cyclist crash victims in Illinois. One possible reason for the underrepresentation of the Hispanic/Latino population could be that their crash and hospital

files go unlinked because of miscommunication resulting in errors being recorded in a data field of either the crash or hospital file. Lack of state-issued identification may also contribute to the recording of erroneous patient information. Other possible explanations may simply be a distrust of police or lack of health insurance. 3) Future research should also examine the neighborhoods and communities in which cases are found to be most frequent. Findings in this area would provide powerful insights into interventions that may be tailored to narrowly target the most at-risk populations.

5. Conclusion

This paper has demonstrated the high cost of large motor vehicles on pedestrian and pedal-cyclist injury severity, fatalities, and hospital charges. And once more, the most vulnerable among us seem to bear the greatest burden. Various solutions have been proposed and/or are in the works to address the mounting danger posed to pedestrians and pedal-cyclists. The City of Chicago has taken aim at reducing all traffic injuries and fatalities, especially pedestrian and pedal-cyclist, through their Vision Zero Chicago (VZC) Action Plan. VZC (2017) articulates several goals: invest resources in communities equitably, foster a culture of safety, make streets safer for all users, and create safer drivers and vehicles. Accomplishing these stated VZC goals should go a long way in reducing death and injury on Chicago roadways. Though some Vision Zero U.S. cities, including Chicago, may have actually seen pedestrian deaths increase since implementation (Bliss and Montgomery, 2019). At the federal level, the Government Accountability Office (GAO) reports that something as simple as reducing posted speed limits could reduce injury and death, findings also reflected by Arias et al. (2021). The GAO (2021) finds that 81% of pedestrian and 78% of cyclist fatalities occurred on a road with a posted speed limit of at least 35 miles per hour. Tiwari (2020) also finds that lowering motor vehicle speed through enforcement has been effective at reducing pedestrian injuries and fatalities, while attempts at altering pedestrian behavior has largely not resulted in a reduction.

Other proposals are aimed directly at large motor vehicles. A bill originating in the New York State Senate would create a pedestrian rating system for motor vehicles that would be posted on the Department of Motor Vehicle's website (S7876, 2020). The intent there is to educate consumers of the danger posed to pedestrians and pedal-cyclists by rating motor vehicles 1-5 based on the relative frequency of which they strike people. The rating system may also be used by insurance companies to charge drivers of high incidence vehicles higher premiums. Another more direct method of internalizing the external societal cost of driving large motor vehicles has been proposed by Tyndall (2021), among other economists and social scientists. Such proposals include implementing a Pigouvian tax at the federal, state, or local level equivalent to the marginal cost each example places upon society.

The widespread application of advanced automotive technology also has a role to play in harm reduction. Auto-braking and blind spot monitoring technology is not yet standard equipment on all motor vehicles sold in the U.S., and the automakers' technologies do not all perform equally. One study found Subaru's EyeSight crash avoidance system with pedestrian detection reduced pedestrian-related insurance claims by 35% (HLDI, 2017). While another study of the Chevrolet Malibu, Honda Accord, Tesla Model 3, and Toyota Camry equipped with automatic emergency

braking systems found their pedestrian detection systems were “significantly challenged” (AAA, 2019 p 4) in detecting pedestrians in three key metrics. Regulators should consider requiring detection technology to be standard vehicle equipment that also meets a minimum performance threshold for crash reduction.

As articulated here and in the VZC Plan, the identification of neighborhoods, roads, and intersections with a high frequency of occurrences is an important first step in the reduction of pedestrian and pedal-cyclist injuries and fatalities. Arming communities with the knowledge, resources, and agency they require to address this important public health crisis is critical in achieving the goal of making our roads safe for all. Left to fester, the problem of pedestrian and pedal-cyclist injuries and fatalities is certain to worsen.

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TITLE PAGE

“Pediatric restraint use and injury across race, ethnicity, and class in Illinois”

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Pediatric restraint use and injury across race, ethnicity, and class in Illinois

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Abstract

The top killer of children in America is motor vehicle crashes. For children 12 years and younger the proper use of a child restraint could make the difference between moderate and severe injury, and even death. Through uncommon access to both crash and hospital records, this manuscript investigates the circumstantial and socioeconomic characteristics associated with a child being properly restrained at the time of a motor vehicle crash. Zip code level data of the childhood crash victims are also aggregated and studied to learn of the community factors related to restraint use. Results suggest that 10.5% of children during the study period were either not restrained at all or improperly restrained at the time of the crash. Properly restrained children were between 10 and 20 times less likely to die compared to unrestrained or improperly restrained children. Black children were some nine percentage points, and Hispanic children were almost six percentage points, less likely to be properly restrained compared to White children. Children of all races covered by Medicaid were also nearly seven percentage points less likely to be properly restrained compared to others. Unrestrained children suffered worse injuries that resulted in higher hospital charges and Medicaid bills compared to restrained children. Children residing in zip codes with relatively high rates of poverty and carelessness are especially overrepresented as not being properly restrained. A binary logistic model estimates that children aged four through eight are also significantly less likely to be properly restrained. Recommendations are made for targeted interventions and for regulatory changes to ensure greater pediatric restraint compliance.

Introduction

Motor vehicle crashes are the number one killer of American children – those under age 18 (Cunningham et al., 2018). Many of those childhood deaths occur after reaching driving age, when they may operate motor vehicles either alone or while accompanied by peers, while also exercising a degree of autonomy in safety restraint use. Children aged 12 and under commonly require a modified seating arrangement, like a booster seat, since their bodies are too small for the standard seat belt to be effective in crash events. Children aged four to eight are especially at risk, since by then many have physically outgrown their car seat, yet still require a booster in order for seat belts to properly function. However, Arbogast, et al. (2009) and Lee et al. (2008) find that four to eight year olds are often prematurely buckled in vehicles without adequate boosters – and the available data support this. According to a CDC analysis of 2018 data, 636 children aged 12 years and younger died in motor vehicle traffic crashes, and an additional 97,000 were injured. In crashes where restraint use was known, 33% were not restrained. The report also found that proper use of car seats saved 325 children aged four years and younger. Finally, the study reports that car seats can reduce the risk of injury by 71–82% for younger children, and booster seat use reduces the risk of serious injury by 45% for children aged four to eight (CDC, 2020).

Safety seats and boosters provide better protection for children during crashes than standard seat belts alone. At least one study from some 20 years ago noticed a pivot of the public's attention toward the risk car crashes pose to children placed in front seats – especially if the vehicle was equipped with airbags (Berns and Vaca 2001). Yet the issue of unrestrained or improperly restrained children is especially troubling in the Black and Hispanic communities. According to Gunn et al. (2005) 24% percent of Black children were completely unrestrained, compared to 13% of White child passengers (aged 4–10 years). Additionally, some 64% of Black children were restrained in some fashion but inappropriately, and all child passengers aged four to eight years were found to be at an increased risk of being inappropriately restrained (Gunn et al. 2005). Berns and Voca (2001) report that some parents shared with the researchers that one of the reasons why children travel unrestrained or improperly restrained is because booster seats were just too difficult to use or because they thought their child was large enough to use the standard seat and seat belt. Similarly, Gunn et al. (2005) assert that a lack of knowledge about booster seats, age, and weight requirements drive adults to ineffectively restrain children. This may be especially problematic in Black communities where researchers note that almost twice as many Blacks as Whites lack both the general knowledge of, and resources to purchase, booster seats (Gunn et al. 2005).

Prince et al. (2019) highlight an important issue with safety regulations across motor vehicle types. In places like New York City, taxis and other ridehail transportation services are exempt from the restraint laws that apply to private motor vehicles. In their study they analyze rear-seat infant, child, adolescent, and teen restraint injuries in taxis compared to other private motor vehicles. Findings reveal that child restraint use for those aged eight years or younger was one-tenth that of other motor vehicles. They conclude that taxi and ridehail passengers are less likely to properly use restraints and are therefore more likely to suffer an injury, compared to those who travel in private motor vehicles (Prince et al. 2019).

Research statement

This paper seeks to answer the question of whether Black and Hispanic children, and those of low socioeconomic status, are disproportionately injured and killed in motor vehicle crashes. It uses uncommon access to Illinois Department of Public Health hospital data and Illinois Department of Transportation crash data to trace pediatric victims from the crash through their medical treatment and eventual discharge. Combined, these data help us learn which children are most likely to not be properly restrained during a motor vehicle crash and the medical consequences thereof.

Sources and methods

Data linkage

Funded by a grant from the Illinois Department of Transportation in collaboration with the Illinois Department of Public Health, the University of Illinois at Springfield successfully linked Illinois crash and hospital records for the years 2016 through 2018. The linkage was accomplished using an advanced method developed in the National Highway Traffic Safety Administration's Crash Outcome Data Evaluation System program (McGlinchey, 2021). Using LinkSolv software to complete the linkage, a combination of data fields were identified for optimal matching of the crash and hospital data sets: county, victim age, crash date, victim date of birth, and victim sex.

Cook County, home to Chicago, is where some 40% of the Illinois population resides, effectively making county a relatively indiscriminate match field – which is a factor controlled for in the LinkSolv software.

The data set analyzed here was limited to crash victims aged 12 years and younger whose crash files also had the “restraint use” field completed. It was also limited to complete data files – those crash and hospital files that were successfully linked. Access to data of this type and their successful linkage is critical in our understanding of the effects of motor vehicle crashes on the lives of the children and families of Illinois. Such an investigation as presented here would not be possible without the successful linkage of the disparate crash and hospital files. Findings enable policymakers to target at-risk communities with interventions intended to prevent injury and death.

Child restraint use field

One of three responses were possible for the completed child restraint field: used, not used, and used improperly. Used and not used responses are fairly clear in their interpretation and analysis. The response of used improperly is less clear. This response was determined by the police officer completing the crash report and left open to interpretation – and many scenarios could solicit such a response. For example: a child prematurely placed in a booster seat according to the manufacturer’s recommended use, a child facing the wrong direction according to statute, and a child properly restrained but placed in the front passenger seat may all be determined to be improperly restrained. However, since improper use of a restraint (however it was determined to occur) likely increases the risk of injury, not used and used improperly are sometimes considered in the aggregate throughout the analysis.

Strength of association, independence of data

For each cross-tabulation analysis and table formulation a Pearson Chi-squared test of independence was performed and level of significance (p value) is reported. Additionally, to quantify the strength of association between variables analyzed, a Cramer’s-V test was conducted and reported in presented tables. Still, given the nature of data linkage, the files may be incomplete or include mismatched records despite the use of advanced methodology and software.

Logistic regression model

A logistic regression model was fitted and performed to estimate the effects of crash characteristics and victim characteristics on the likelihood of a child being properly restrained at the time of a motor vehicle crash. Complete analysis results are presented just below in the Findings section of this manuscript. The logistic regression model was statistically significant with a Chi-square value of 292, 12 degrees of freedom, and a p value of less than 0.000. The model correctly classified about 90% of cases and explains almost 14% (Nagelkerke R^2) of the variance in whether or not a child was properly restrained during a motor vehicle crash event. The findings section begins with a summary of the data and then progresses from there with incremental depth culminating in a discussion of the logit model results.

Findings

Summary statistics

Greater than one-in-ten (10.5%, 442 cases) pediatric (12 and under) crash victims in Illinois between the years 2016 and 2018 for which the data exists, was either not properly restrained (3.2%) or not restrained at all (7.3%). This of course implies that only 89.5% of Illinois childhood crash victims were properly restrained at the time of the crash. And those children not properly restrained suffered more severe injuries as a result, as assessed by responding police officers and medical professionals upon hospital arrival.

Table 1 presents injury severities associated with pediatric restraint use. In cases where a child restraint was used properly, 54.5% of children escaped with no indication of injury. The proportion of uninjured children was cut in half to 27.1% among children not properly restrained, and 31.4% among completely unrestrained children. The proportion of non-incapacitating injuries (injury severity of B) more than doubled among unrestrained and improperly restrained children relative to those properly restrained. The same trend holds true for incapacitating injuries (injury severity of A) as the proportion of children un, or improperly, restrained more than doubled compared to restrained children. Finally and tragically, improperly restrained children were 23 times, and unrestrained children were 10 times, more likely die in a motor vehicle crash in Illinois relative to restrained children. Though mercifully, we are working with a relatively small yet tragic number of fatal childhood crashes (10) in which the crash file reported the use or disuse of a restraint.

Table 1: restraint use and injury severity among pediatric motor vehicle crash victims*

Child Restraint Used?	Injury Severity**				
	O	C	B	A	K
Yes	54.5%	22%	19.4%	3.9%	0.1%
No	31.4%	21%	38.2%	8.4%	1.0%
Improperly	27.1%	18.8%	42.1%	9.8%	2.3%

* Pearson chi-square = 175, $p < .000$; Cramer's $V = .144$, $p < .000$ **KABCO injury scale: K = fatality; A = incapacitating injury; B = non-incapacitating injury; C = reported/not evident; O = no indication of injury

Age stratification

Akin to previously published research on pediatric restraint use the majority, some 64.3% ($p < .000$), of unrestrained children were between the ages of four and eight – probably because these children were prematurely placed in seatbelts (Lee et al., 2008). Some of these children may have outgrown their car seat which was then not replaced with an appropriate belt-positioning booster seat (Arbogast, et al., 2009). Four to eight year olds represent the majority (nearly 2/3) of the unrestrained in this data set even though they represent just about 38% of childhood crash victims. Children aged zero and one were the most consistently properly restrained at 96% and 93.8% of the time, respectively. Still, this implies that 4% of children under one, and 6.2% of children aged one, were not properly restrained at the time of a motor vehicle crash. Further, only about 82% of seven year olds were properly restrained during a crash – the lowest proportion age group among children.

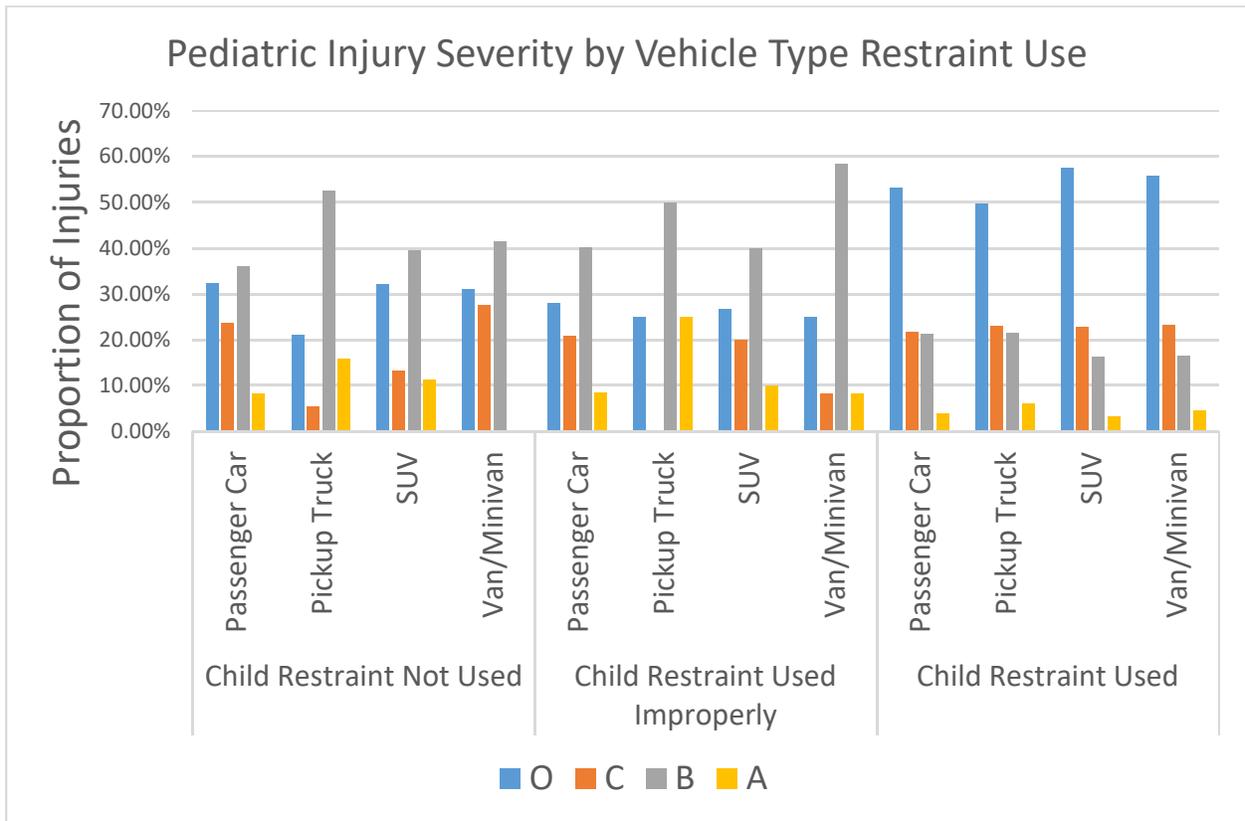
Vehicle type, restraint use, and injury severity

Some parents may opt for a larger, heavier vehicle in which to transport their children under the assumption that heft and height would be more protective in the event of a crash. Figure 1 shows that among properly restrained children, vehicle type is not strongly associated with injury severity. Injury severity is relatively evenly distributed across vehicle types among the properly restrained. The same is not true for those not properly restrained. Among the unrestrained and improperly restrained, children in SUVs, pickup trucks, and vans may actually experience worse medical outcomes than those in passenger cars. Though these findings are not definitive and require further research.¹

Across restraint uses, pickup trucks disproportionately represent incapacitating injuries (KABCO scale of A) among childhood crash victims relative to other vehicle types. Of interest in Figure 1 is the increased proportion of children who escape uninjured among those properly restrained regardless of vehicle type. Also of note is the decreased proportion non-incapacitating injuries (KABCO scale of B) among properly restrained children, and the relatively elevated proportion of such injuries among improperly restrained children. Finally, among properly restrained children, injury severity distribution across vehicle type was relatively more predictable and uniform – suggestive of the effectiveness of child restraints.

¹ A brief note about the absence of fatal crashes (K) in Figure 1: when the data are disaggregated and analyzed at the level as presented in Figure 1, cell counts get relatively small. So to protect patient privacy fatalities are not reported here.

Figure 1: Pediatric injury severity in motor vehicle crash by vehicle type and child restraint use*

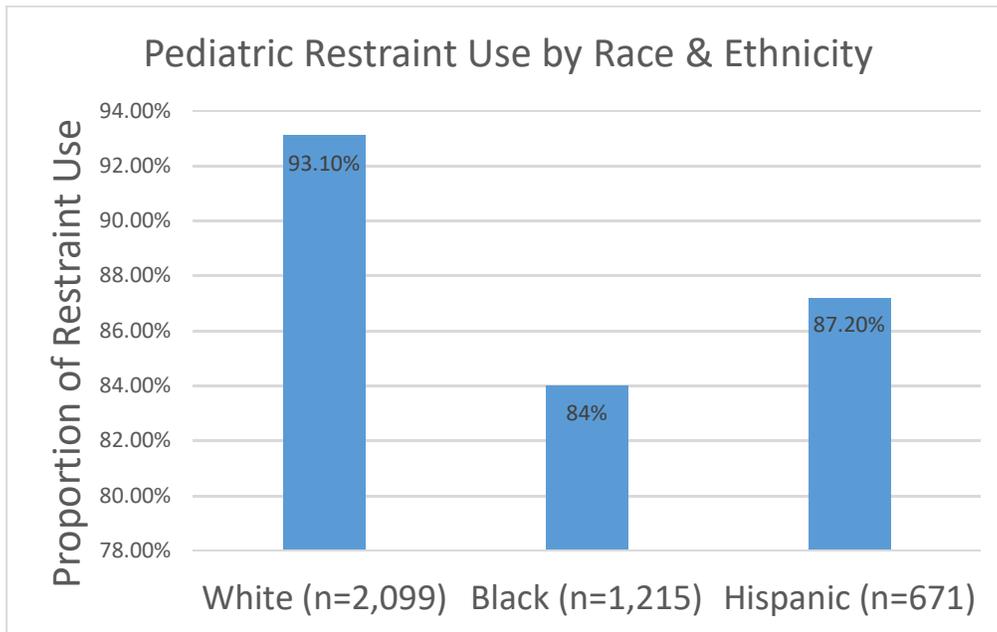


* Total Pearson chi-square = 47.5, $p < .100$; Total Cramer's $V = .106$, $p < .100$ **KABCO injury scale: A = incapacitating injury; B = non-incapacitating injury; C = reported/not evident; O = no indication of injury

The children less likely to be properly restrained

Figure 2 illustrates that pediatric restraint use, or disuse, is not evenly distributed across race and ethnicity in Illinois. Black childhood crash victims were greater than nine percentage points more likely to not be properly restrained compared to their White peers. And Hispanic childhood crash victims were nearly six percentage points more likely to not be properly restrained compared to Whites, but greater than three percentage points more likely relative to Black children.

Figure 2: Pediatric restraint use by race and ethnicity in Illinois*

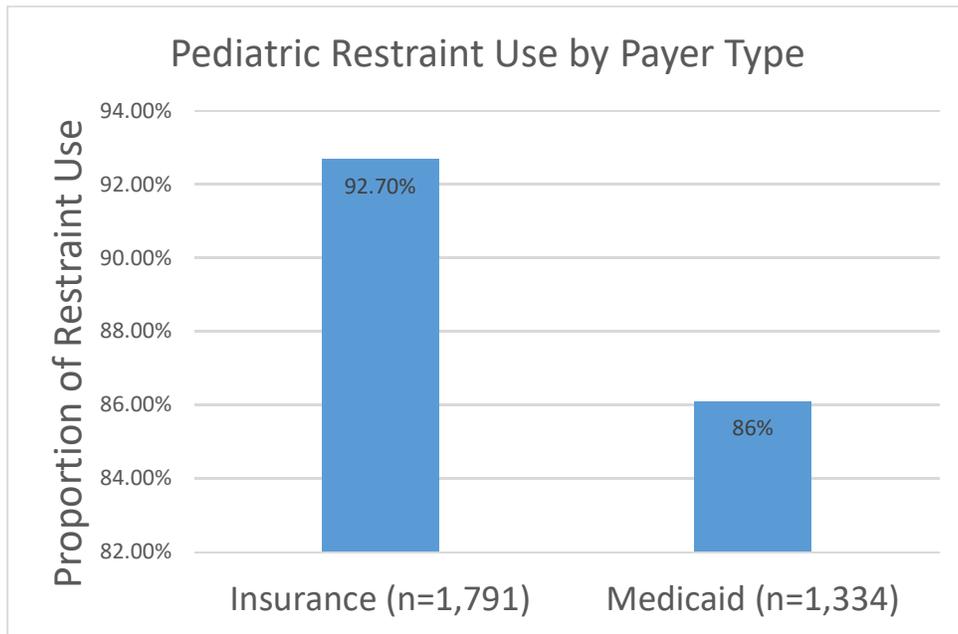


* Pearson chi-square = 102, $p < .000$; Cramer's $V = .110$, $p < .000$

The data comparing pediatric restraint use across race and ethnicity are stark, though the social class into which the child was born likely plays a more influential role in whether or not that child will be properly restrained during a motor vehicle crash. This is especially true in the U.S. where race and ethnicity are pretty good proxies for social class. Another good proxy in the U.S. for social class is between those who qualify for Medicaid and those who do not. Eligibility for this medical assistance program is limited to, among other requirements, those households characterized as either very low income, or low income. For example, in Illinois, Medicaid eligibility for a household of two (the minimum household size to have an eligible dependent child: caregiver + child) is limited to those with an annual income of no more than \$24,040 ([Benefits.Gov](#)). Given this low income threshold for eligibility, cases billed to Medicaid are assumed to be made by the socioeconomically disadvantaged.

A cross-tabulation analysis of restraint use and payer type reveals a similar relationship to that of race/ethnicity and restraint use. Figure 3 shows that children covered by Medicaid are significantly less likely to be properly restrained relative to those covered by insurance. These results imply that nearly 14% of children covered by Medicaid were not properly restrained at the moment in which they became crash victims. Both Figure 2 and Figure 3 are presented as zoomed in on the top of the bars, rather than starting at zero, in order to highlight the differences between restraint use, race, and payer type.

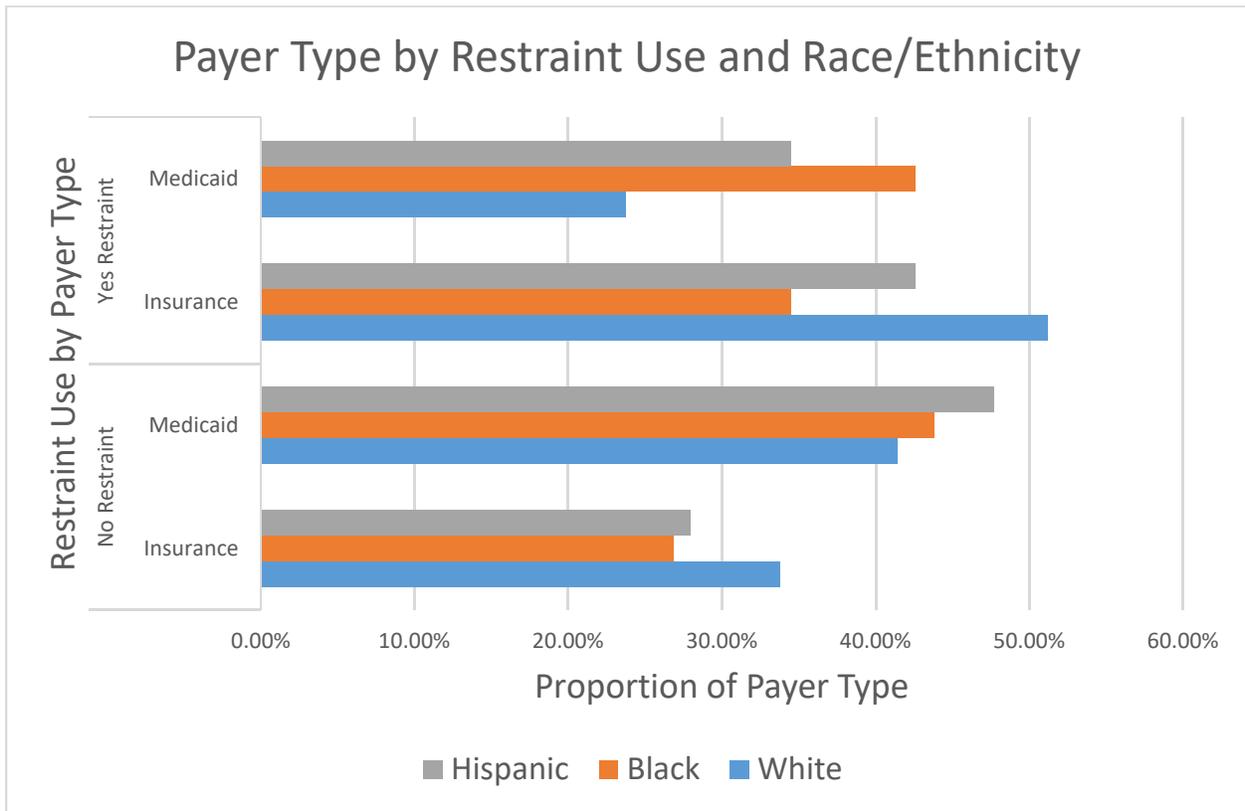
Figure 3: Payer type by pediatric restraint use*



* Pearson chi-square = 45.3, $p < .000$; Cramer's $V = .104$, $p < .000$

But that is not the whole story, looking more closely at the nuances of payer type, race/ethnicity, and restraint use the relationship with social class becomes a little clearer. Figure 4 presents the proportion of payer type, Medicaid or insurance, for childhood crash victims by restraint use and race/ethnicity. For example, among children who were not properly restrained, payer type may be a better predictor of restraint use than race or ethnicity. Figure 4 shows the relatively tight clustering across race and ethnicity around payer type among unrestrained children. That is, those cases billed to Medicaid in which a restraint was either not used or used improperly ranged from 41.4% to 47.7% - a spread of about six percentage points between race/ethnicity. Those cases billed to insurance in which a restraint was either not used or used improperly ranged from 26.8% to 33.8% - a spread of about seven percentage points between race/ethnicity. The gap between race/ethnicity and payer type widens to nearly 19 percentage points among properly restrained children billed to Medicaid. Of properly restrained children whose cases were billed to insurance, a gap of almost 17 percentage points emerges between race/ethnicity. So while race and ethnicity are related to whether a child was properly restrained during a motor vehicle crash, eligibility for at least one social assistance program – Medicaid – appears to be more so.

Figure 4: Proportion of payer type by restraint use and race/ethnicity*



* Total Pearson chi-square = 137, $p < .01$; Total Cramer's $V = .088$, $p < .01$

Pediatric injuries and hospital charges

So what does the appropriate use, or disuse, of restraints mean for pediatric injury and subsequent hospital charges? A reasonable assumption would be that unrestrained children end up with increased injury severities. It follows that since children covered by Medicaid are less likely to be properly restrained it would be those children who suffer the most severe injuries and Medicaid that pays the greatest share of hospital charges. It further follows that payer type would be a strong predictor of pediatric medical outcomes of Illinois childhood crash victims. It turns out the data generally follow these reasonable assumptions.

Table 2 shows that 93.1% of the children who escaped a motor vehicle crash uninjured (MAIS of 0; see Table 2 for a description of MAIS) were properly restrained, and just 6.9% of uninjured children were not properly restrained. Of properly restrained children, 64.6% were uninjured. And of children not properly restrained, just 40.7% were uninjured. Table 2 also demonstrates that all injury severities, especially the most severe, were significantly more common among improperly restrained children relative to the properly restrained. Finally, children not properly restrained were nearly four times more likely ($p < .000$) to suffer a moderate or more severe injury (MAIS of 2+) compared to restrained children.

Table 2: Pediatric restraint use and injury severity using MAIS*

Child Restraint Used?		MAIS						Total
		0	1	2	3	4	5	
Yes n=3,772	Within Yes	64.6%	33%	1.9%	0.5%	-	0.1%	100%
	Within MAIS	93.1%	84.9%	78%	48.6%	-	50%	100%
No n=442	Within No	40.7%	50%	4.5%	4.1%	-	0.7%	100%
	Within MAIS	6.9%	15.1%	22%	51.4%	-	50%	100%
Total		100%	100%	100%	100%	-	100%	100%

* Pearson chi-square = 155, $p < .000$; Cramer's $V = .192$, $p < .000$; MAIS, the maximum abbreviated injury scale, is a score of the most severe injury of a patient with multiple possible injuries; 0: no injury, 1: minor, 2: moderate, 3: serious, 4: severe, 5: critical, 6: maximal (untreatable); there were no MAIS 4 ratings

For the three years 2016-18 hospital charges of pediatric motor vehicle crash victims in Illinois totaled \$13,909,657. Medicaid was billed \$5,778,000 of that, and \$3,367,961 of that Medicaid bill was to care for improperly restrained or unrestrained children. Irrespective of payer type, hospital charges totaled \$4,696,098 for children not properly restrained.

Average and median hospital charges among children not properly restrained was much higher, as might be expected to accompany a greater likelihood of severe injury. In fact, average charges were nearly four and half times that of properly restrained children: \$10,624 (median = \$1,579) compared to \$2,442 (median = \$993). Illustrative of the effect of more severe injuries and subsequent hospital charges among those covered by Medicaid is their average and median hospital charges. The average hospital charge for a childhood crash victim to Medicaid was \$4,331, compared to \$3,005 for those billed to insurance. But their median charges are practically statistically identical: \$1,035 for Medicaid and \$1,039 for insurance. So a few very high charges among severely injured un-or improperly restrained children pulls the average Medicaid charge up. This is also evident in the standard deviation of Medicaid charges, which is nearly three times that of insurance charges: \$61k compared to \$20.3k.

Children in low socioeconomic status zip codes have worse outcomes

Just as payer type is a decent predictor of whether or not a child in Illinois will be properly restrained in a motor vehicle crash, so too is the zip code in which the child resides. Within Illinois, 791 zip codes in which a childhood crash victim resided were identified, and 233 in which the child was un-or improperly restrained.

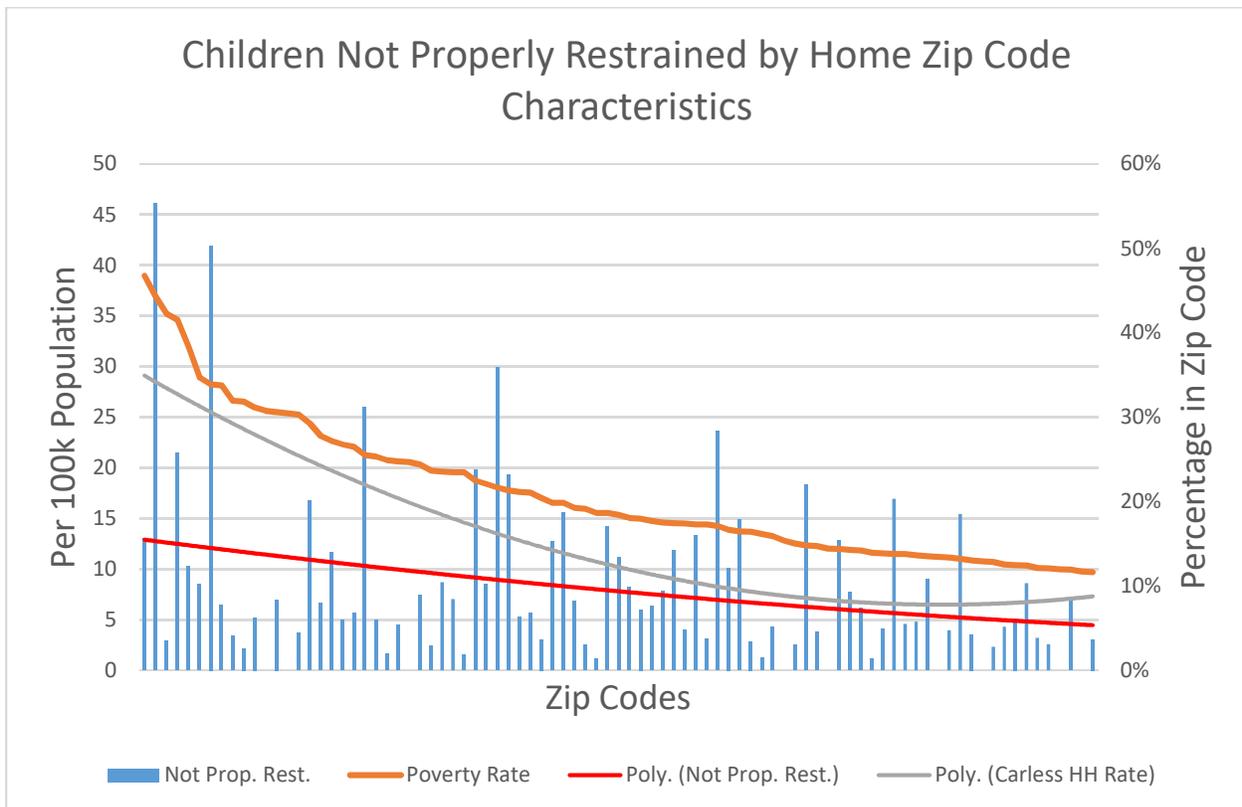
Pediatric restraint use, and disuse, are not evenly distributed across class in Illinois. Those in zip codes with high poverty and high carlessness are generally less likely to properly restrain their young when motoring. Figure 5 graphically portrays the distribution of children not properly restrained across the child's home zip code by poverty and carless household rates. The occurrences are normalized to per 100k population for ease of communicating outcomes, as is common practice with the public dissemination of medical data. Figure 5 focuses on those zip codes in which a childhood motor vehicle crash victim lived and had a poverty rate at or below the

Illinois average of 11.5% (2019 ACS 5-Year Estimates). This yielded 87 zip codes and 1,676 crashes with which to further investigate the relationship between where children live, the socioeconomic circumstances thereof, and their likelihood of being properly restrained in a motor vehicle crash. Findings at the zip code scale also enable targeted interventions within the communities most in need, such is the intent with this analysis.

Zip codes with poverty rates at or below the Illinois average were fit into a combined clustered column chart, ordered with respect to poverty rate, with carless household rate displayed as an order-two polynomial trend line of the data. This means that Figure 5 displays from left to right zip codes with the highest poverty rate to zip codes with the lowest poverty rate. And because poverty and carlessness are often correlated, the household carless rate is also generally ordered from highest to lowest, left to right.

What Figure 5 makes apparent is that children who live in zip codes with relatively high rates of poverty and carlessness are disproportionately not properly restrained when involved in a motor vehicle crash. This is made clear through the clustered columns representative of occurrences of children not properly restrained and adjusted to 100k population for the 87 zip codes at or below the average Illinois poverty rate. The red-colored order-two polynomial trend line of children not properly restrained also helps to clarify the disproportionate representation of the impoverished and the carless.

Figure 5: Proportion of children not properly restrained involved in motor vehicle crashes in Illinois from 2016-2018 by their home zip code poverty and carless household rates



However, it is also true that not all zip codes with a high poverty and carless rate experienced disproportionate occurrences of children not properly restrained. For example, the 60612 zip code, which constitutes an area of West-Central Chicago centered on Interstate 290 and Western Avenue, experienced 12 children involved in crashes – all were properly restrained. This is true even though this zip code has a carless household rate more than four times greater than the state average; and a poverty rate nearly three times the state average. Still, as demonstrated near the left side of Figure 5, those zip codes with the highest proportions of children not properly restrained are among the most disadvantaged. Peoria, Illinois is an example of this disadvantage. The 61605 and 61603 zip codes of Peoria rank among the most impoverished, most carless, and most occurrences per 100k population of children not properly restrained across all of Illinois.

Binary logistic model results

For a more robust understanding of the relationship between crash characteristics and the propensity of children to be properly restrained in Illinois, a binary logistic model was fitted to the data. The logit model is a statistical method used to estimate the effect select variables have on the likelihood of an event occurring, in this case the event is a child being properly restrained. A binary logistic model is the most appropriate application in this circumstance because the (binary) dependent variable has a response of either yes or no (1 or 0, respectively). An estimated odds ratio of one implies that particular variable has no effect on the likelihood of an event occurring. This is evident in Table 3 where the variables close to one are predicted to not significantly add to the model. Significant variables with an estimated odds ratios of less than one are implied to reduce the likelihood of the event occurring. And conversely, significant variables with an odds ratio greater than one are assumed to increase the likelihood of an event occurring. This corresponds with the positive and negative sign of the estimated coefficient factor and is simply the exponentiated version of the coefficient – which is done for convenience of interpreting the results since the coefficients are in log-odds units.

Eight of the selected variables are estimated to add significantly to the model: poverty, Medicaid payer, Hispanic, non-White, Black, being aged four to eight, increased injury severity as measured by the MAIS, and propensity for head injury. In other words, each of these variables is estimated to have a statistically significant effect on whether or not a child was properly restrained during a motor vehicle crash, when controlling for other variables. The model estimates that being covered by Medicaid is associated with a reduction in the likelihood of a child being properly restrained. In fact, the model implies that being covered by Medicaid is associated with a reduction in a child's chances of being restrained by a factor of about 0.72. It also estimates that each percentage point increase in the poverty rate at the zip code level correlates with a reduction in the likelihood of being appropriately restrained by a factor of 0.083.

A child who is either Hispanic, Black, or just non-White was less likely to be properly restrained in a crash, according to the logit model. The estimated effect is roughly similar across race/ethnicity, which is associated with a reduction in these children's chances of being restrained by a factor of about 0.6. Also important to highlight is a phenomenon mentioned above, which is that children aged four through eight are significantly less likely to be properly restrained. Lee et al., 2008 suggest that some of these children may be prematurely put in a standard seatbelt. The

model results in Table 3 imply that being aged four through eight correlates with a decrease in a child’s likelihood of being properly restrained by half, similar to findings by Arbogast, et al. (2009).

Table 3: Logistic regression modeling the likelihood of a child being properly restrained during a motor vehicle crash event*

<i>Variable</i>	<i>Coefficient</i>	<i>Odds Ratio</i>	<i>Significance</i>
Carless Households	1.23	3.41	.164
Poverty Rate	-2.49	.083	.003
Medicaid Payer	-.331	.718	.002
Hispanic	-.487	.614	.002
Non White	-.473	.623	.002
Black	-.623	.563	.000
Male	.042	1.04	.688
Rural	-.069	.933	.569
Weekend	-.159	.853	.154
Aged 4 to 8	-.694	.500	.000
Injury Severity (MAIS)	-.650	.522	.000
Head Injury	-.326	.722	.006

*Variables that add significantly to the model at the 1% level or better appear in **bold**; dependent variable is restraint use

More severe injury and injury to the head are both estimated to correlate with a reduced likelihood of being restrained. Injury severity in this context is interpreted a little differently compared to the other variables in the model. Injury severity here is treated more as a correlate, rather than a factor influencing an event outcome – the logit model is not chronologically dependent after all. For example, a child sustaining a head injury is correlated with a 0.72 factor reduction in restraint use. And each iteration in MAIS escalation correlates with a 0.52 factor reduction in restraint use. In other words, the model implies that children not properly restrained are significantly more likely to suffer a head injury and/or a more severe injury.

Discussion

Where an analysis of this manner falls short is we are limited to identifying correlating characteristics with children not properly restrained during a motor vehicle crash. For a more nuanced understanding of the causes of such outcomes, research must be conducted within the zip codes and neighborhoods most affected. Community and faith leaders must be engaged to facilitate an understanding by researchers of the unique challenges faced by residents there. Surveys, interviews, and even casual conversations with caregivers of children within targeted communities will help policymakers address the inequity of poor, minority, and carless children going unrestrained and suffering the consequences thereof.

Buckle Up for Life, which is a child safety initiative of Cincinnati’s Children’s Hospital and funded through a grant from Toyota, has a partnership with Chicago’s Ann and Robert H. Lurie Children’s Hospital to distribute car seats. In addition, many hospitals have programs in place that provide new mothers an appropriate child restraint before leaving the hospital with baby. Further, many hospitals will not release mothers and/or children until staff verifies the newborn(s) are placed in an appropriately installed child seat. Organizations such as 211.org are available across Illinois to

assist caregivers in acquiring safety seats and other resources, including in the aforementioned zip codes in Peoria. Free child safety seats are also commonly available through Medicaid but typically require the recipient to complete some predetermined quantity of training.

With multiple resources and organizations in place giving away free equipment and training to the disadvantaged, why are so many disadvantaged children disproportionately unbuckled? We do not know for certain. But perhaps the required training of some programs, which is certainly useful and important for caregivers to understand how to properly restrain their children, may also erect a barrier for some would-be recipients. Being unaware that programs exist to provide child safety seats, or the importance of their use, also likely plays a role. Still, some researchers have found that difficulties with use, an uncomfortable child, or making many daily trips leads to children going improperly restrained (Kendi et al., 2021). Also, as ridehail (Lyft and Uber) use proliferates many parents, especially those without reliable access to a household car, are opting to take their children along for the ride, often without proper restraint (Edwards, 2021). This may disproportionately affect children aged four through eight who have outgrown a standard car seat, according to one study (Savage et al., 2021), and supported by findings reported in this manuscript.

Conclusion

The analysis presented in this manuscript demonstrates that, once more, the most vulnerable children among us are those most likely be hurt – and hurt the most. We know the zip codes in which children are most likely to go unbuckled across Illinois. We also know the logit model provides a decent idea of the socioeconomic characteristics correlated with unbuckled children. Resources must be physically provided for those caregivers in need where they are in their communities: at their places of worship, at their homes, and where they work. Such proactive outreach and initiatives would improve access to, and awareness of, child restraints and other resources available to caregivers.

Additionally, some insurance companies reimburse customers for a replacement car seat involved in a crash. And others may (*may* being heavily emphasized) preemptively provide a car seat at no cost. The codification that insurance companies must provide services and devices widely known to benefit child development is not without precedence. For example, the Patient Protection and Affordable Care Act of 2010 requires health insurance providers to supply breastfeeding support, counseling, and pump equipment to new mothers for the duration of breastfeeding (HealthCare.gov). A quite reasonable corollary would be the required provision of appropriate safety seats for dependent children. The reduction and ultimate elimination of childhood crash injuries and fatalities – especially among those not properly restrained – is an achievable goal that can be accomplished through thoughtful and targeted outreach and soft-touch regulation.

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*Polysubstance Use and Motor Vehicle Crashes in Illinois: An Exploration
of Linked Crash and Hospital Data*

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&
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Research statement

Throughout this manuscript references are made to impairment and intoxicating substances, though the available data are not definitive on whether those diagnosed as such were truly intoxicated – that is, unable to adequately and safely navigate the roadway. Rather, the data indicate whether or not a substance was detected. Additionally, the presence of an intoxicating substance does not necessarily imply fault or guilt in the events leading to the crash. This manuscript utilizes linked crash and hospital files to conduct analyses, and since it is not possible to link every corresponding incident, the scale of crashes presented are likely an undercount of the true scale. For that reason, an emphasis is placed on the size and direction of proportions rather than count. As demonstrated below, the linked data are shown to be an unbiased representation of the population data.

This manuscript is intended as a high-level report on the state of substance use among those involved in motor vehicle crashes on Illinois roads. Any effect of the legalization of recreational cannabis in Illinois on roadway crashes and injuries is not yet fully understood. Substance use data among road users was aggregated for the years 2016 through 2020 and analyzed as a single combined data set. So the results as presented include pre-and-post cannabis legalization that was effective as of January 1, 2020. Any attempt to extrapolate information regarding cannabis legalization on roadway injuries would be misguided.

Unless otherwise specified, as is done in **Table 3**, presented statistics and figures are in reference to all road users: drivers, passengers, pedestrians, and cyclists – as identified in the crash file. The term *polysubstance* is in reference to the presence of more than one substance in a single patient. The hospital discharge file contains two fields for alcohol, one indicates its presence while the other indicates a blood-alcohol concentration (BAC) level above the legal driving limit of 0.08%. This research uses the presence of any alcohol level in analyses because an operator in Illinois may be legally convicted of driving under the influence even if their BAC is under the legal limit (Office of the Illinois Secretary of State). The hospital file does not indicate bodily concentrations for any other substance.

Methods and sources

Data linkage

Crash data from the Illinois Department of Transportation (IDOT) and hospital data from the Illinois Department of Public Health (IDPH) were obtained for the years 2016 through 2020 by the University of Illinois at Springfield (UIS) by way of an interagency data use agreement. Upon receipt of the data files, UIS established a probabilistic linkage methodology appropriate for the type of variables common among the disparate files. Data file linkage was accomplished using the software LinkSolv – which applies methods developed in the early 2000's by the National Highway Traffic Safety Administration's Crash Outcome Data Evaluation System program (McGlincy 2021). The LinkSolv software is especially useful for the type of data produced by states with a primate city – as Chicago is to Illinois. For example, Cook County, home to Chicago, is also home to some 40% of Illinois residents – rendering county a relatively indiscriminate field for data linking purposes.

Five data fields common to both files were determined to be those with the greatest linkage success rate: date of birth, county, crash date, age, and sex. Spatiotemporal tolerances were permitted and specified within the software between the crash and hospital files to allow for some lag between the

incident (crash file) and subsequent treatment (hospital file). For example, crash date tolerances one day into the future were specified to allow for the passage of time before the crash victim could reach the hospital. Hospitals in counties bordering the county where the crash occurred were also tolerated for linking purposes, as those may have been the nearest appropriate facility.

The hospital files include rich (yet not personally identifying) individual patient data who were treated under urgent, emergency, and trauma admission types. Individual patient race, ethnicity, sex, and age are included as fields in the hospital files, among many others. A diagnosis of the presence of intoxicating substances conducted at the hospital is also included as a data field and investigated.

Data independence

Prior to data analysis, a check for independence between the linked and unlinked data files was performed. As commonly applied to large data sets, several Chi-squared (χ^2) tests were performed on variables within, and common across, the crash and hospital files that may affect the integrity of the linked data. The tested variables included two of the fields used in the data linkage process, age and sex, and were each found to have significant alpha values. A series of Cramer’s V (ϕ_c) tests were also performed to estimate the strength of association between the crash and hospital files using the same variables (**Table 1**). Results indicate the linked data set is free of significant biases that would corrupt the outcome of analyses performed.

Table 1: Chi-squared and Cramer’s V tests of unlinked struck cyclists

Characteristic	χ^2	Φ_c	p
Age	498	.477	<.01
Race	88.4	.201	<.001
Sex	14.5	.081	.013

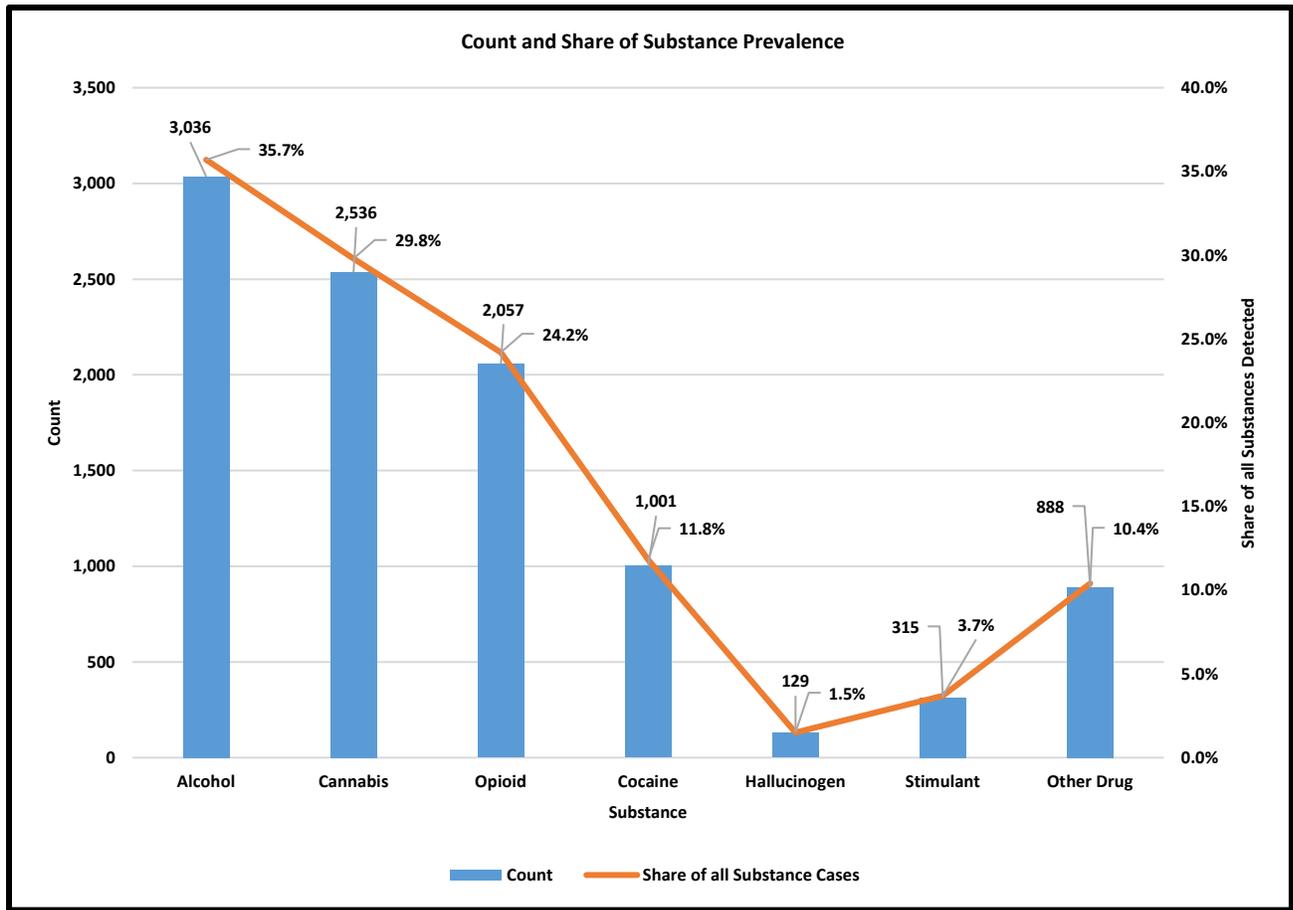
Results

The following sections utilize 337,418 linked crash and hospital discharge observations, or patients, from 2016 through 2020 to establish an understanding of the current state of substance use on Illinois roadways among those involved in a motor vehicle crash. Text analyzing and contextualizing the presented figures and tables accompanies each section. Though the reader is encouraged to study the details of presented figures and tables as the full extent of insights provided is not covered in the text alone.

Substance use and crashes

Figure 1 establishes the prevalence of individual substances for which a crashed road user was diagnosed. The alert reader will notice the sum of substance shares totals more than 100%, this is because the denominator used in the calculation is the number of crashes involving a substance. Since substances are used in combination with others, there are more substance uses than crashes involving substances. Alcohol is the most commonly used substance with nearly 2/3 of crashes, followed by cannabis with almost 30%, then by opioids at close to a quarter of crashes.

Figure 1: Prevalence of substances among all road users involved in a motor vehicle crash*



*Because of polysubstance use, shares do not add to 100%

Polysubstance use and crashes

Using linked Illinois crash and hospital discharge data from 2016 through 2020, 0.354% (1,193) of crashes involved drivers, passengers, pedestrians, and cyclists who were identified as having two or more intoxicating substances in their system. Though each road user type is represented in the data as testing positive for at least two substances, drivers accounted for more than ¾ of polysubstance crashes. **Table 2** shows that other vehicle occupants (passengers) represented the second greatest share, followed by pedestrians and cyclists, respectively, of road users testing positive for multiple substances. Additionally, some 2.52% (8,501) of linked crashes were identified in which a road user was diagnosed as positive for at least one intoxicating substance.

Polysubstance use by road user type

Table 2: Distribution of polysubstance use in crashes by road user type

Road User	Polysubstance Crash Count	Share of Polysubstance Crashes	At Least One Substance Count	Share of at Least One Substance
Driver	915	76.7%	6,568	77.3%
Passenger	180	15.1%	1,354	15.9%
Pedestrian	71	5.94%	435	5.11%
Cyclists	27	2.26%	144	1.69%

Where **Table 2** communicates the distribution of road user type across polysubstance crashes, **Table 3** digs a bit deeper by analyzing the types of substances commonly associated with road user types. For example, among drivers involved in crashes alcohol was the most common substance found at 38% of drivers with at least one intoxicating substance. Also among drivers, cannabis was second common at 28% followed closely by opioids at 25%. Among passengers, cannabis was the most frequently occurring substance at 41%, followed by alcohol at 28%. About a third of struck pedestrians who were identified as having an intoxicating substance in their system had used alcohol. Also among those pedestrians, some 28% had opioids, and a quarter had cannabis, followed closely by cocaine at 22%. Struck cyclists later diagnosed at the hospital as positive for an intoxicating substance most commonly had used cannabis, at 39% of such cases. Cocaine (27%), opioid (26%), and alcohol (26%) use split most of the remaining cases involving struck cyclists. Finally, among struck pedestrians, the share positive for cocaine was double that of drivers, and among struck cyclists, the share was nearly two and a half times the rate.

Table 3: Distribution of substance use by road user type*

Substance	Driver	Share of Drivers	Passenger	Share of Passengers	Pedestrian	Share of Pedestrians	Cyclist	Share of Cyclists
Alcohol	2470	38%	385	28%	144	33%	37	26%
Cannabis	1814	28%	556	41%	110	25%	56	39%
Opioid	1613	25%	286	21%	121	28%	37	26%
Cocaine	743	11%	133	10%	95	22%	39	27%
Hallucinogen	103	2%	18	1%	-	-	-	-
Stimulant	240	4%	58	4%	12	3%	-	-
Other Drug	727	11%	120	9%	29	7%	12	8%

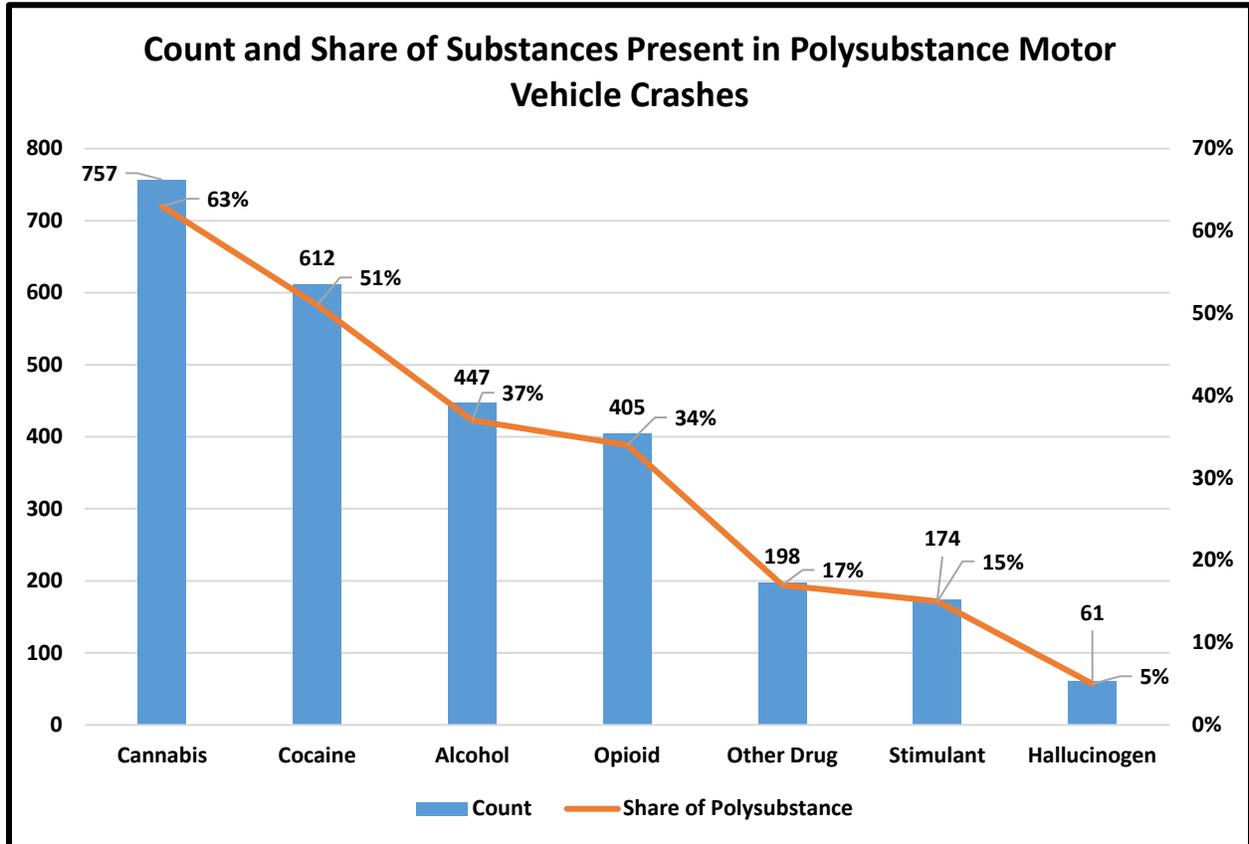
*Because of polysubstance use columns do not add to 100%; “-” denotes cell count less than 10

Substance combinations

Figure 2 shows the frequency and share of all polysubstance crashes for the six substances for which patients are tested and data available in the hospital discharge file. The most frequently combined substance was cannabis, with nearly two-thirds, or 757 incidents, of polysubstance crashes involving the drug. Cocaine was the second-most frequently occurring at 51%, 612 incidents, of crashes. Alcohol and

opioids had a similar frequency and share among polysubstance crashes at 447 cases or 37%, and 405 cases or 34%, respectively.

Figure 2: Count and share of substances present in polysubstance motor vehicle crashes among all road users



Frequency of combined substances

Figure 3 (and supplemental Table 3.1) shows the distribution and frequency for which substances were used in combination among all road users involved in a motor vehicle crash. Some 960 crashes involved a combination of two substances, 199 involved three, and 33 involved four substances present in a single road user.

The combination of cannabis and cocaine was the most frequently occurring dual substance among those treated for injuries sustained in a motor vehicle crash at 33% of cases (318) with two substances present. Cannabis and alcohol was the second most frequently detected at just over a quarter (246) of dual substance cases. Opioids and cocaine, cannabis and opioids, and alcohol and cocaine are the third, fourth, and fifth most frequently occurring combinations, respectively. Of the top five most frequently occurring combinations cannabis and cocaine are both involved in three, followed by alcohol and opioids which are both involved in two. Further, cannabis is involved in half of the top ten substance combinations. Opioids and cocaine are involved in four of the top ten combinations and alcohol is

involved in three. These findings as presented in **Figure 3** and **Table 3.1** suggest that cannabis is the most frequently dually combined substance among those involved in a crash.

Figure 3: Distribution and frequency of combined substances among all road users

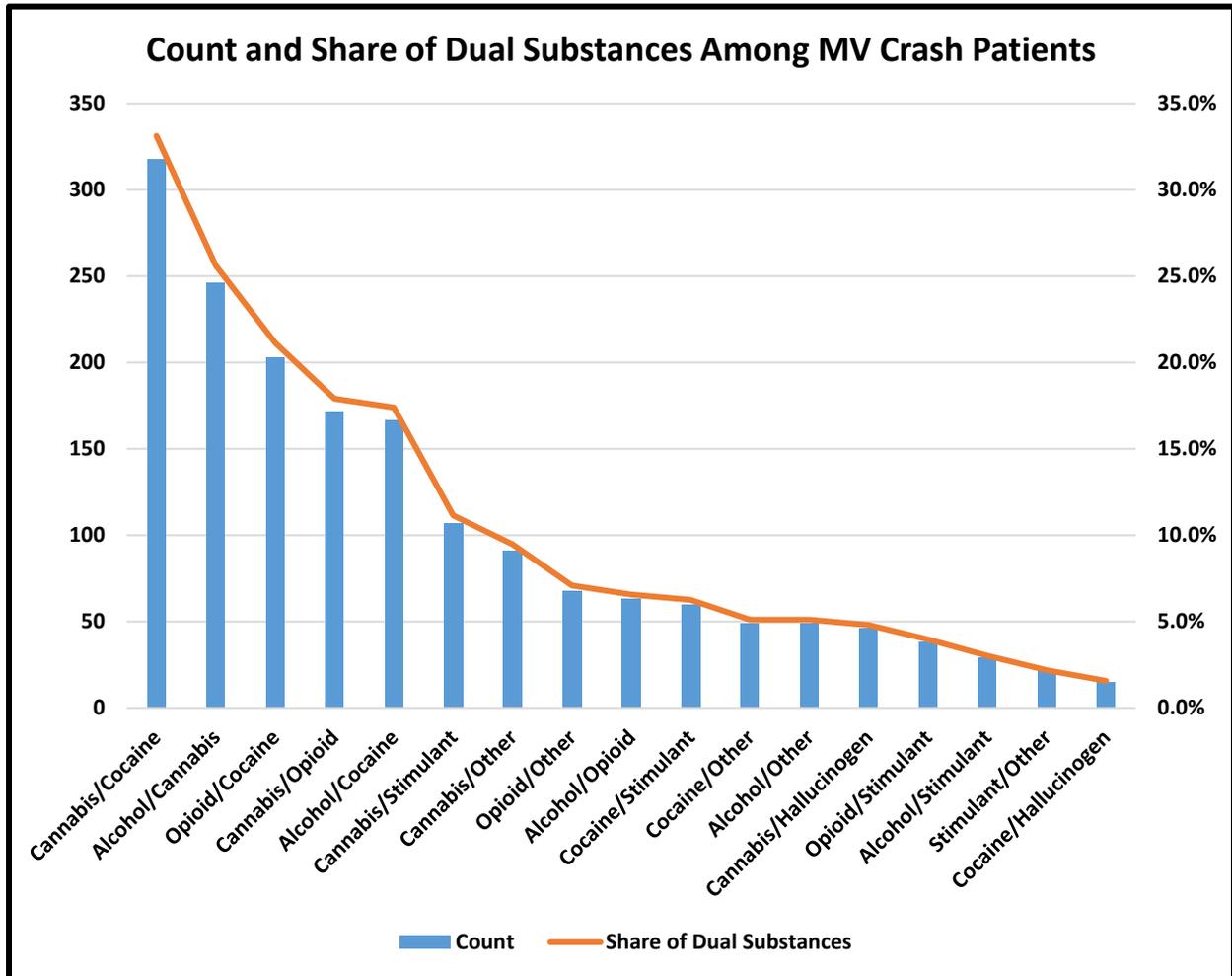


Table 3.1: Count and share of dual substances among MV crash patients*

	Cannabis/ Cocaine	Alcohol/ Cannabis	Opioid/ Cocaine	Cannabis/ Opioid	Alcohol/ Cocaine	Cannabis/ Stimulant	Cannabis/ Other	Opioid/ Other	Alcohol/ Opioid	Cocaine/ Stimulant	Cocaine/ Other	Alcohol/ Other	Cannabis/ Hallucinogen	Opioid/ Stimulant	Alcohol/ Stimulant	Stimulant/ Other	Cocaine/ Hallucinogen
Count	318	246	203	172	167	107	91	68	63	60	49	49	46	38	29	21	15
Share	33%	26%	21%	18%	17%	11%	9.5%	7.1%	6.6%	6.3%	5.1%	5.1%	4.8%	4.0%	3.0%	2.2%	1.6%

*Four combinations involving hallucinogens were omitted to comply with the interagency DUA

When the analysis is taken one step further to explore combinations of three substances among those involved in a crash, cannabis stands out yet again. Of the 199 cases involving three substances, cannabis was one of the combined drugs in 164 of them. The prevalence of cocaine was close behind at 145 cases, opioids at 94, and alcohol at 85 of the tri-substance incidents. Among all road users involved in a motor vehicle crash who were positive for four substances, cannabis was present in 28 of the 33 patients. Cocaine was present in 26, opioids 24, stimulants 18, and alcohol 13 of the crash patients. Finally, the “other drug” category showed up in 17 of the patients who had four substances detected.

Polysubstance combinations by road user type

Table 4 displays the distribution of the count and share of dual-substance combinations by road user type. Among crashed drivers who had at least two substances present in their system, the combination of cannabis and cocaine was the most prevalent at almost 35% of such drivers. The combination of cannabis and alcohol was the second most frequently occurring combination at almost 28% of cases, followed by cannabis and opioids at 19%, and finally alcohol and cocaine at 18.3%. Among passengers involved in a crash with a combination of at least two substances, a statistical tie emerges between cannabis and alcohol at 23.9% (38 cases) and cannabis and cocaine at 23.3% (37 cases). Also among passengers, cannabis and stimulants (15.7%, 25 cases) and cannabis and opioids (15.1%, 24 cases) come up third and fourth, respectively. All but three substance combinations for pedestrians are redacted for DUA compliance reasons, yet opioids and cocaine (38%, 23 cases), cannabis and cocaine (34%, 21 cases), and alcohol and cocaine (23%, 14 cases) represent the most frequently occurring substances. Another statistical tie emerges among cyclists struck by a motor vehicle with at least two substances present between cannabis and cocaine (55%, 11 cases) and opioids and cocaine (50%, 10 cases).

*Table 4: Dual-substance combinations by road user type**

		AlcCan	AlcOpi	AlcCoc	AlcHal	AlcSti	AlcOth	CanOpi	CanCoc	CanHal	CanSti	CanOth	OpiCoc	OpiHal	OpiSti	OpiOth	CocHal	CocSti	CocOth	HalSti	HalOth	StiOth
Driver	Count	198	48	132	-	24	42	137	249	34	76	72	149	-	36	62	12	52	40	-	-	20
	Share of Drivers	27.5%	6.7%	18.3%	-	3.3%	5.8%	19.0%	34.6%	4.7%	10.6%	10.0%	20.7%	-	5.0%	8.6%	1.7%	7.2%	5.6%	-	-	2.8%
Passenger	Count	38	-	19	-	-	-	24	37	-	25	13	21	-	-	-	-	-	-	-	-	-
	Share of Passengers	23.9%	-	11.9%	-	-	-	15.1%	23.3%	-	15.7%	8.2%	13.2%	-	-	-	-	-	-	-	-	-
Pedestrian	Count	-	-	14	-	-	-	-	21	-	-	-	23	-	-	-	-	-	-	-	-	-
	Share of Pedestrians	-	-	23%	-	-	-	-	34%	-	-	-	38%	-	-	-	-	-	-	-	-	-
Cyclist	Count	-	-	-	-	-	-	-	11	-	-	-	10	-	-	-	-	-	-	-	-	-
	Share of Cyclists	-	-	-	-	-	-	-	55%	-	-	-	50%	-	-	-	-	-	-	-	-	-

* "-“ Denotes cell count of less than 10; shares do not add to 100%

Hospital charges and substances

Figure 4 portrays the distribution of hospital charges of linked data for the treatment of all road users involved in a motor vehicle crash between 2016 and 2020 stratified by the presence of intoxicating substances. A clear association is made evident between the presence of one or more intoxicating substances and increased hospital charges. The average hospital charge to treat a patient with three substances present was nearly \$75,000, or more than seven times the cost to treat someone involved in a crash with no substances present. When looking at median charges the contrast between zero and three substances becomes even starker. The median charge to treat a patient with three substances present was over \$36,000, or 9.5 times the median cost to treat a patient with no substances present. The quite large standard deviations, and long right tails in the distribution curves, reflect the unpredictable nature of motor vehicle crashes. That is, some suffered severe injury requiring extensive medical treatment while others escaped with relatively minor injuries. Those with four substances present represented a relatively small sample of 33, which may have contributed to that cohort having a relatively lower average and median treatment cost but similar standard deviation.

Figure 4: Distribution of hospital charges by number of substances present in crash patient

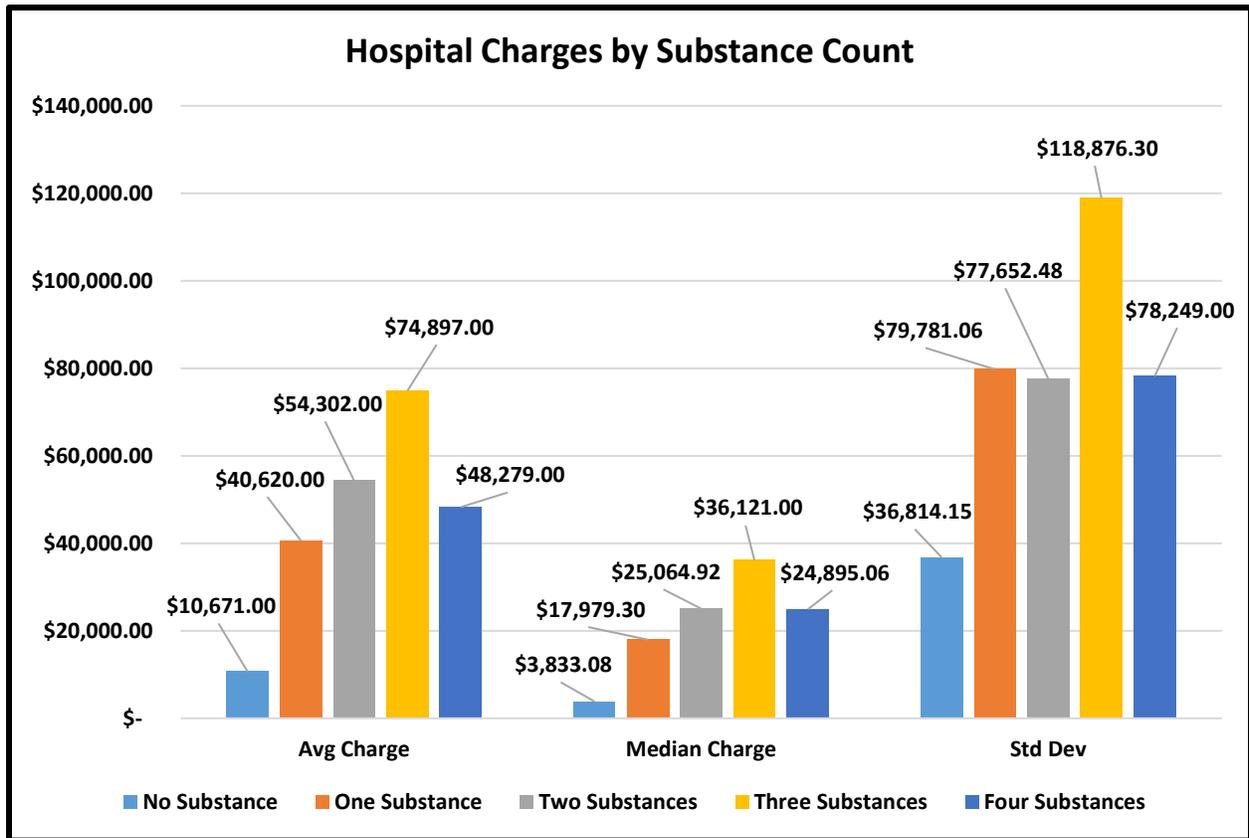
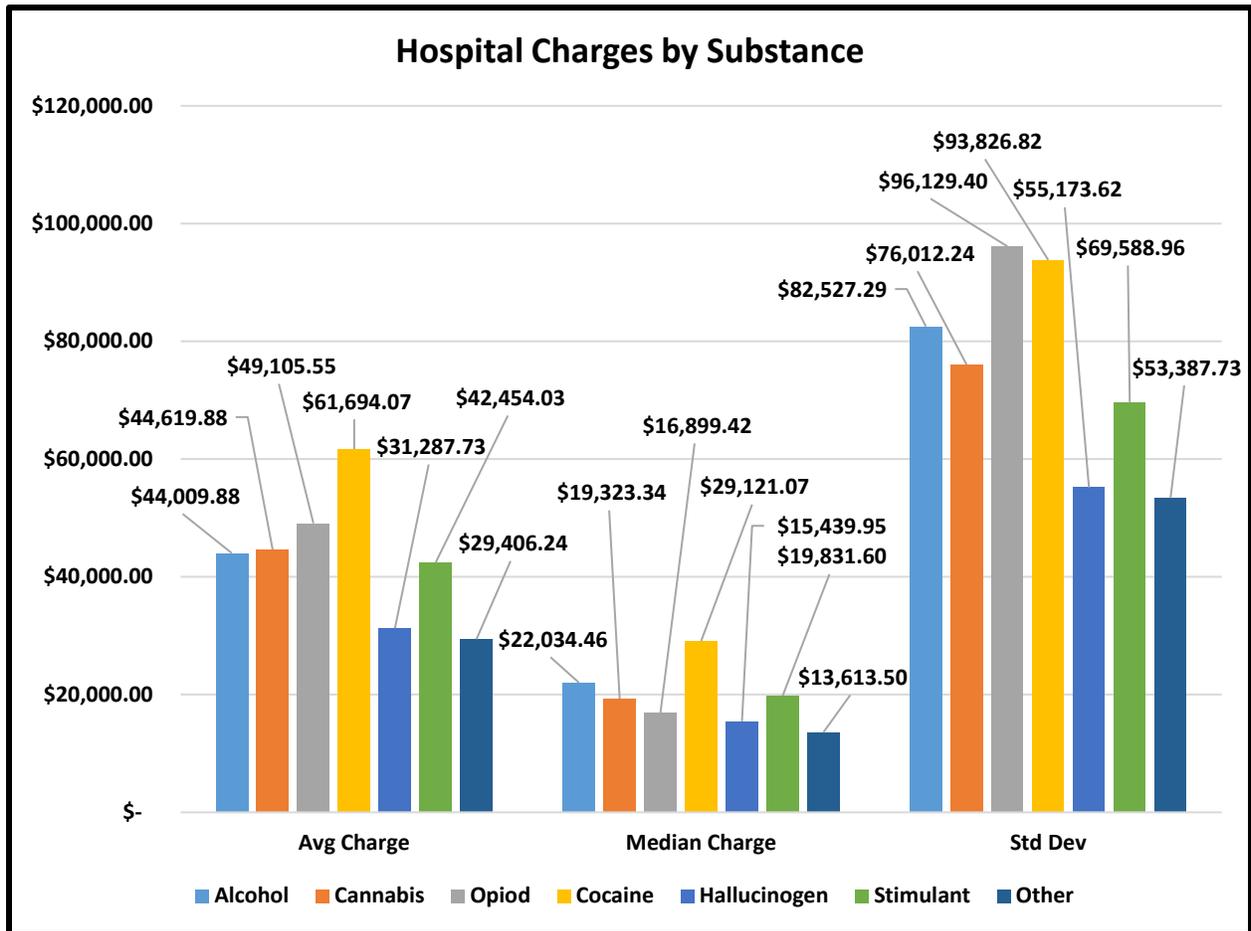


Figure 5 depicts the distribution of hospital charges by substance type present in the motor vehicle crash patient receiving treatment. Patients positive for cocaine (n=1,001) had the highest average and median hospital charges at nearly \$62,000 and almost \$30,000, respectively, across all substances. Patients positive for opioids (n=2,057) had the second highest average treatment charge at greater than \$49,000, or \$12,500 (20%) less than cases involving cocaine. Though cocaine cases remain among those with the highest charges both by average and by median, the other substances change rank positioning a bit between the measures. The standard deviation of charges by substance type plays a key role in interpreting the results in Figure 5. Once more, charge distributions have a long right-sided tail and large standard deviations. Those large standard deviations combined with big averages and smaller median charges imply wide variation in charge distribution, along with some very high outlier charges that work to inflate averages.

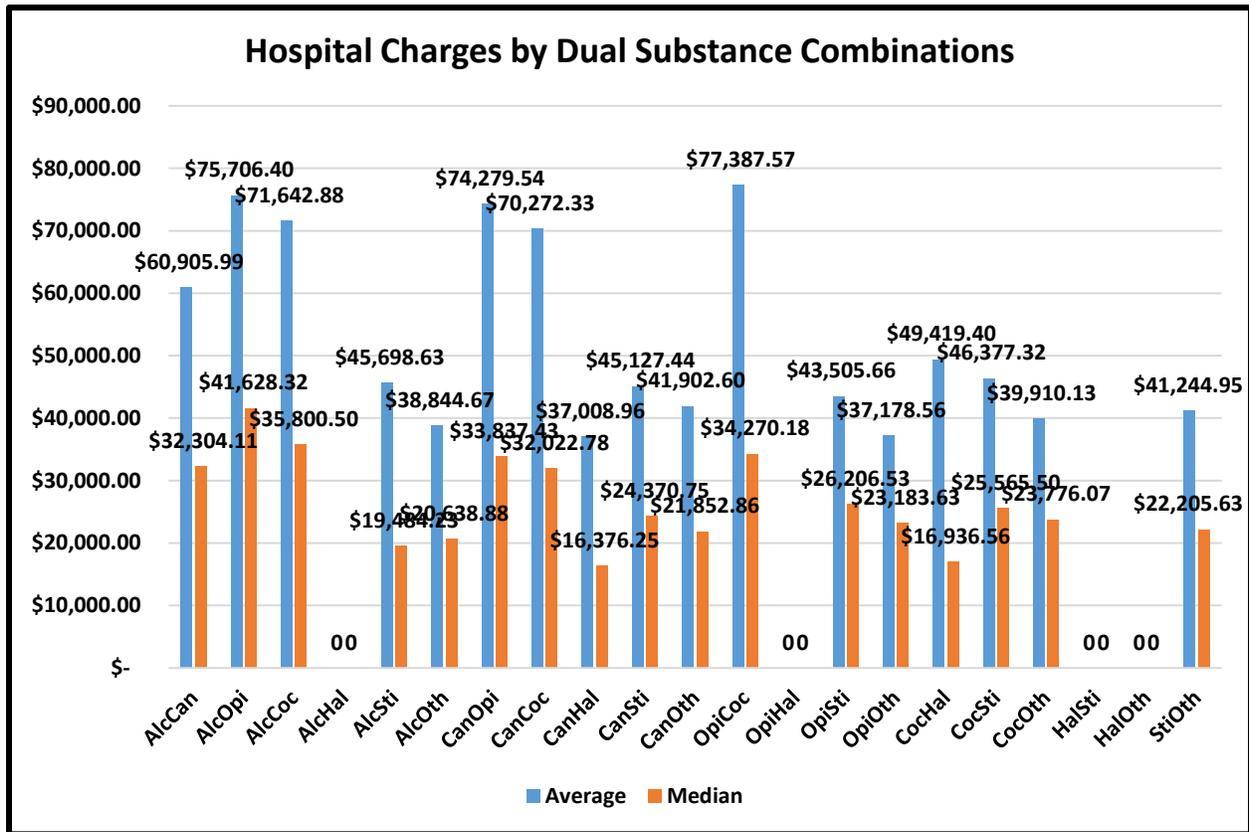
Figure 5: Distribution of hospital charges by substance*



*Alcohol n = 3,036; Cannabis n = 2,536; Opioid n = 2,057; Cocaine n = 1,001; Hallucinogen n = 129; Stimulant n = 315; Other Drug n = 888

Figure 6 (and supplemental Table 6.1) displays the distribution of hospital charges by dual substance combinations of all road users involved in a motor vehicle crash. Once more, averages are much higher than median charges, reflective of some very high individual cases – also resulting in quite large standard deviations. Sample sizes here are smaller than those presented in Figure 5 above, which may permit some of those averages to be artificially inflated. Still, substance combinations with the highest charges are among those with the largest sample size – opioid and cocaine average the highest hospital charge and have the third largest sample size of 203.

Figure 6: Hospital charges by dual substance combinations of motor vehicle crash patients*



*Alcohol and Hallucinogens, Opioids and Hallucinogens, Hallucinogens and Stimulants, and Hallucinogens and "other" were omitted for cell counts of less than 10

Table 6.1: Supplemental table to Figure 6

	AlcCan	AlcOpi	AlcCoc	AlcHal	AlcSti	AlcOth	CanOpi	CanCoc	CanHal	CanSti	CanOth
Average	\$60,905.99	\$ 75,706.40	\$ 71,642.88	-	\$45,698.63	\$ 38,844.67	\$ 74,279.54	\$ 70,272.33	\$37,008.96	\$45,127.44	\$ 41,902.60
Median	\$32,304.11	\$ 41,628.32	\$ 35,800.50	-	\$19,484.23	\$ 20,638.88	\$ 33,837.43	\$ 32,022.78	\$16,376.25	\$24,370.75	\$ 21,852.86
Std Dev	\$76,913.56	\$ 86,924.21	\$100,100.64	-	\$69,434.46	\$ 45,077.43	\$123,800.54	\$107,069.54	\$70,926.89	\$64,246.65	\$ 55,967.95
n =	246	63	167	-	29	49	172	318	46	107	91

	OpiCoc	OpiHal	OpiSti	OpiOth	CocHal	CocSti	CocOth	HalSti	HalOth	StiOth
Average	\$77,387.57	-	\$ 43,505.66	\$37,178.56	\$49,419.40	\$ 46,377.32	\$ 39,910.13	-	-	\$41,244.95
Median	\$34,270.18	-	\$ 26,206.53	\$23,183.63	\$16,936.56	\$ 25,565.50	\$ 23,776.07	-	-	\$22,205.63
Std Dev	\$123,891.5	-	\$ 48,413.52	\$48,640.29	\$103,082.5	\$ 73,307.48	\$ 42,021.35	-	-	\$56,555.96
n =	203	-	38	68	15	60	49	-	-	21

Injury severity by substance type

Figure 7 (and supplemental Table 7.1) shows the injury severity of all road users involved in a motor vehicle crash by the substance found in their system. For this analysis the linked KABCO injury severity score native to the crash file was used. The far-right column of Table 7.1 displays the total number (n) of observations for each severity level – by which the injury severity share was calculated.

As made clear in **Figure 7**, the share of cases involving substances generally increases as injury severity becomes more severe. Though the linked data unfortunately become less useful when examining fatal incidents, of which this data set contains 1,842 cases according to the crash file. The lack of fidelity regarding fatal crashes could be due to any number of complicating treatment and/or administrative factors resulting in the decedent going untested for substances.

Figure 7: Share of KABCO injury severity scores by substance

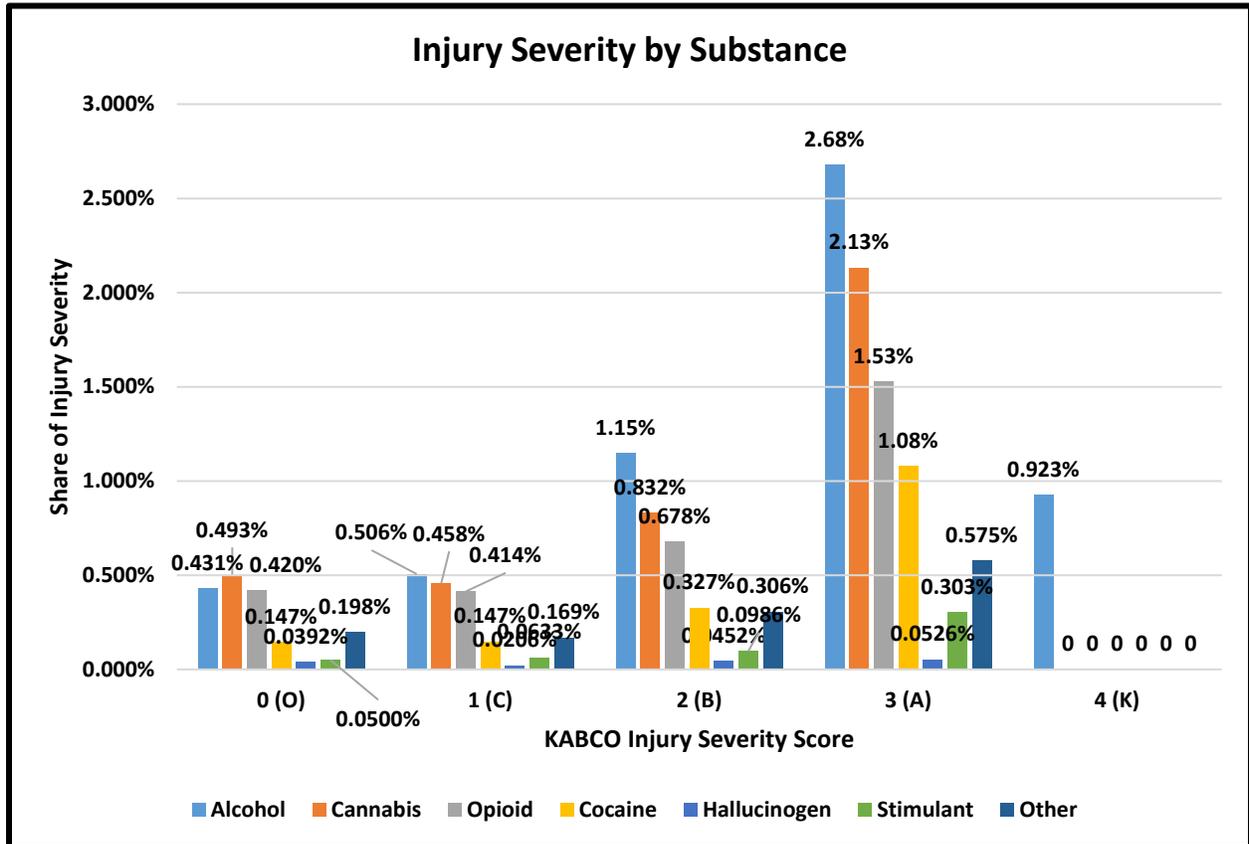


Table 7.1: Supplemental table of injury severity by substance type*

Injury		Alcohol	Cannabis	Opioid	Cocaine	Hallucinogen	Stimulant	Other	n
0 (O)	Count	517	591	504	176	47	60	237	119,975
	Share	0.431%	0.493%	0.420%	0.147%	0.0392%	0.0500%	0.198%	
1 (C)	Count	368	333	301	107	15	46	123	72,715
	Share	0.506%	0.458%	0.414%	0.147%	0.0206%	0.0633%	0.169%	
2 (B)	Count	1,268	920	750	361	50	109	338	110,558
	Share	1.15%	0.832%	0.678%	0.327%	0.0452%	0.0986%	0.306%	
3 (A)	Count	866	689	494	349	17	98	186	32,328
	Share	2.68%	2.13%	1.53%	1.08%	0.0526%	0.3031%	0.5754%	
4 (K)	Count	17	-	-	-	-	-	-	1,842
	Share	0.923%	-	-	-	-	-	-	

*0 (O) = No apparent injury; 1 (C) = reported/not evident; 2 (B) = non-incapacitating injury; 3 (A) = incapacitating injury; 4 (K) = fatal; “-“ indicates cell count of less than 10

Injury severity by substance count

Figure 8 (and supplemental **Table 8.1**) shows the relationship between the number of distinct substances present in a single patient and that patient’s injury severity level suffered during a motor vehicle crash. Beginning with road users who suffered no apparent injury as a result of their crash, the blue bar in **Figure 8**, we see the share who escape uninjured diminishes quickly as substance count increases. Nearly 36% of road users suffered no injuries from their crashes when they had zero substances in their system. Among road users with three substances present, the share of the uninjured fell to just 17.6% - less than half of those without substances present. A similar trend holds for those with minor injuries (KABCO scale of C, the orange bars in **Figure 8**) – as substance count increases the share of minor injuries decreases in turn.

Among moderate, non-incapacitating injuries (KABCO scale of B, the gray bars in **Figure 8**) an increase in share is clear by moving from zero substances to one – a greater share of moderate injuries as substances become present. Yet moving up to additional substances beyond one does not seem to have a significant effect on this classification of injury. However, the share of severe, incapacitating injuries (KABCO scale of A, yellow bars in **Figure 8**) increases significantly as the quantity of substances present increases. Findings suggest a positive relationship between severe injury and the quantity of substances used among all road users involved in a motor vehicle crash.

Figure 8: Injury severity (colored bars) by quantity of substances present in motor vehicle crash patient

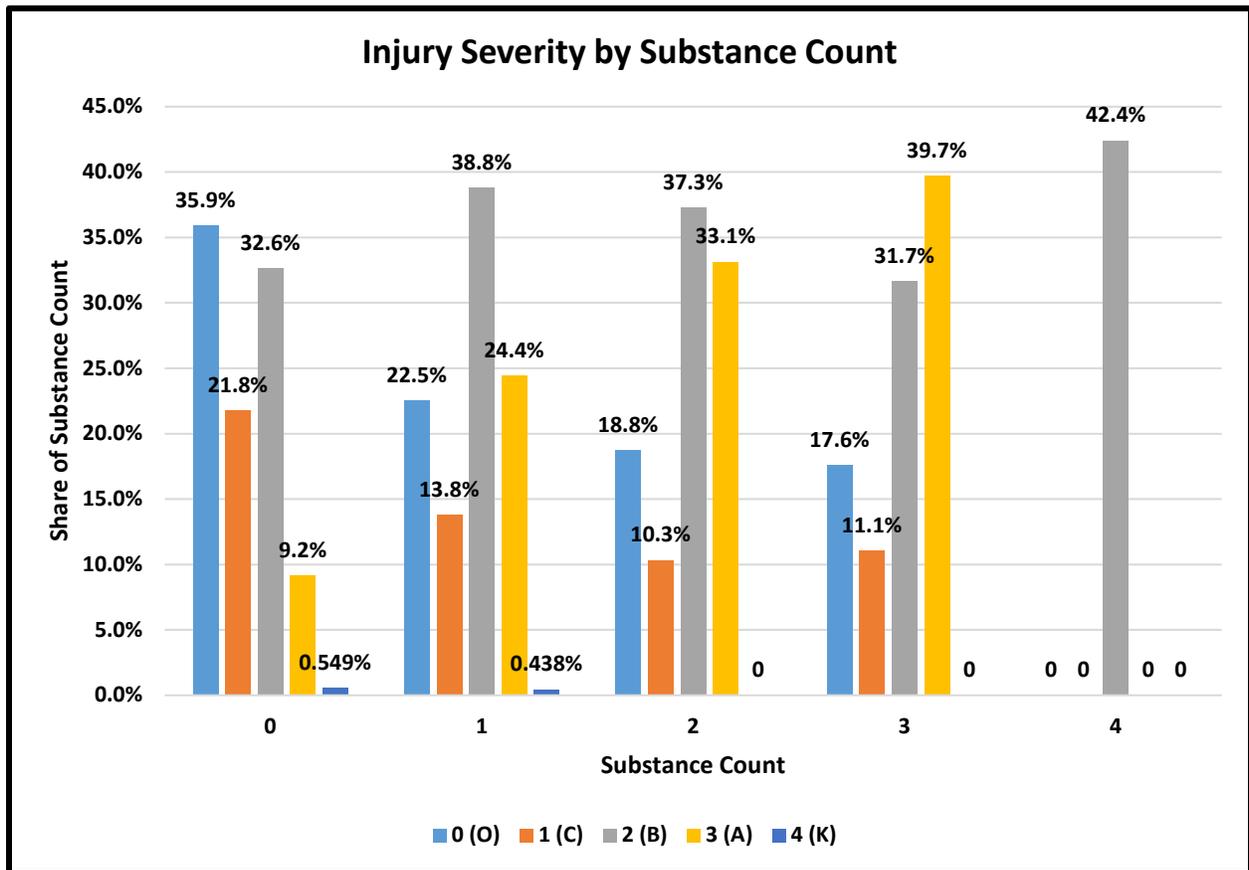


Table 8.1: Supplemental table of injury severity by substance count*

		KABCO Injury Severity					
Substance Count		0 (O)	1 (C)	2 (B)	3 (C)	4 (K)	n
0	Count	118,108	71,580	107,288	30,136	1,805	328,917
	Share of Substance	35.9%	21.8%	32.6%	9.16%	0.549%	
1	Count	1,647	1,009	2,835	1,785	32	7,309
	Share of Substance	22.5%	13.8%	38.8%	24.4%	0.438%	
2	Count	180	99	358	318	-	960
	Share of Substance	18.8%	10.3%	37.3%	33.1%	-	
3	Count	35	22	63	79	-	199
	Share of Substance	17.6%	11.1%	31.7%	39.7%	-	
4	Count	-	-	14	-	-	33
	Share of Substance	-	-	42.4%	-	-	

*0 (O) = No apparent injury; 1 (C) = reported/not evident; 2 (B) = non-incapacitating injury; 3 (A) = incapacitating injury; 4 (K) = fatal; “-“ indicates cell count of less than 10

Injury severity by polysubstance combinations

Figure 9 (and supplemental **Table 9.1**) displays the relationship between polysubstance combinations and the injury severity of the road user involved in a motor vehicle crash. When analyzed in this fashion, some of the cell counts become relatively small and must be redacted – which explains why **Figure 9** appears to be missing some bars. For example, some dual polysubstance combinations do not appear in **Figure 9** at all, like hallucinogens and stimulants – because there were fewer than ten crashes involving such a combination. For other combinations, like alcohol and stimulants, just one injury severity score within that combination had a large enough sample to be displayed.

Though the disaggregation of the data may create a few small numbers, the results are still useful and provide meaningful insight. For example, **Figure 9** makes clear that road users positive for two substances involved in a motor vehicle crash were much more likely to sustain more severe injuries (gray and yellow bars) than less severe injuries (light blue and orange bars). Trends in injury severity between substance combinations remained relatively steady with non-incapacitating and incapacitating injuries representing most of the crash outcomes. Results here generally reflect and support analyses presented above which examined hospital charges and substance combinations – more severe injuries resulted in higher hospital charges. **Figure 9** also complements **Figure 8** which showed that road users with no substances present were much more likely be uninjured in a motor vehicle crash. **Figure 9** shows the inverse: road users with the presence of any combination of substances were much less likely to be uninjured in a motor vehicle crash. Once more, no fatalities appear in **Figure 9** – this lack of data is likely due to difficulties in obtaining a chemical sample or assessing the behavior of the decedent.

Figure 9: Injury severity by polysubstance combinations

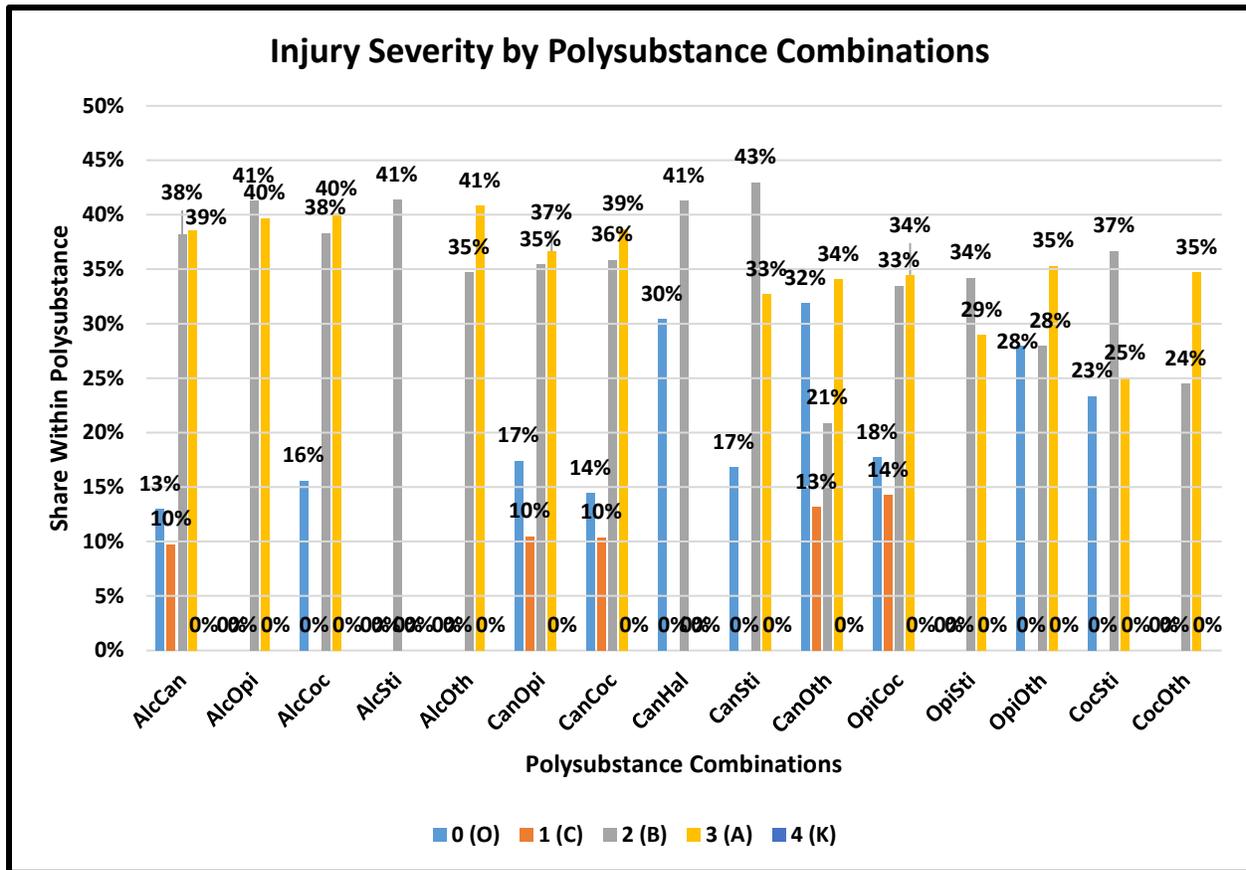


Table 9.1: Supplemental table of injury severity by polysubstance combinations

	AlcCan	AlcOpi	AlcCoc	AlcSti	AlcOth	CanOpi	CanCoc	CanHal	CanSti	CanOth	OpiCoc	OpiSti	OpiOth	CocSti	CocOth
0 (O)	13%	-	16%	-	-	17%	14%	30%	17%	32%	18%	-	28%	23%	-
1 (C)	10%	-	-	-	-	10%	10%	-	-	13%	14%	-	-	-	-
2 (B)	38%	41%	38%	41%	35%	35%	36%	41%	43%	21%	33%	34%	28%	37%	24%
3 (A)	39%	40%	40%	-	41%	37%	39%	-	33%	34%	34%	29%	35%	25%	35%
4 (K)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*0 (O) = No apparent injury; 1 (C) = reported/not evident; 2 (B) = non-incapacitating injury; 3 (A) = incapacitating injury; 4 (K) = fatal; “-“ indicates cell count of less than 10

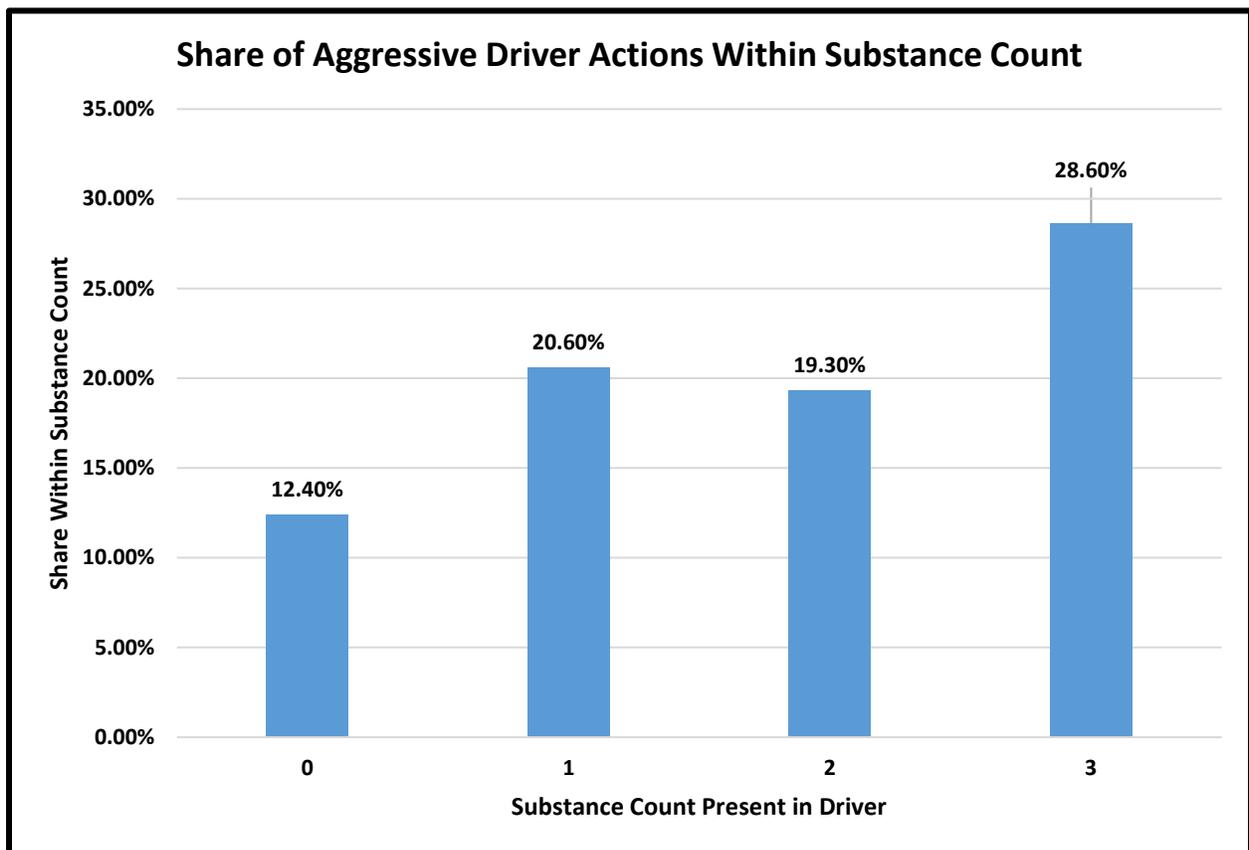
Substance use and aggressive driving

Another potentially useful line of inquiry lies in examining driving behaviors of those involved in motor vehicle crashes. The linked crash and hospital data provide an opportunity to study not just driving behavior like aggressive actions, but also the association between those actions and the presence of specific substances and substance combinations. Aggressive driver actions were considered the following: disregarded control devices, evading police vehicle, failed to yield, followed too closely, improper backing, improper lane change, improper passing, improper turn, too fast for conditions, and wrong way/side. Among the linked data, 42,376 cases were identified as a crash involving an aggressive

driver action. Among those, 1,754 (4.1%) were later diagnosed as positive for having an intoxicating substance in their system. Among those aggressive, crashed drivers with a substance in their system, 245 (14%) were positive for two or more substances. Some 185 had two substances, 57 had three, and 3 more made up the remainder.

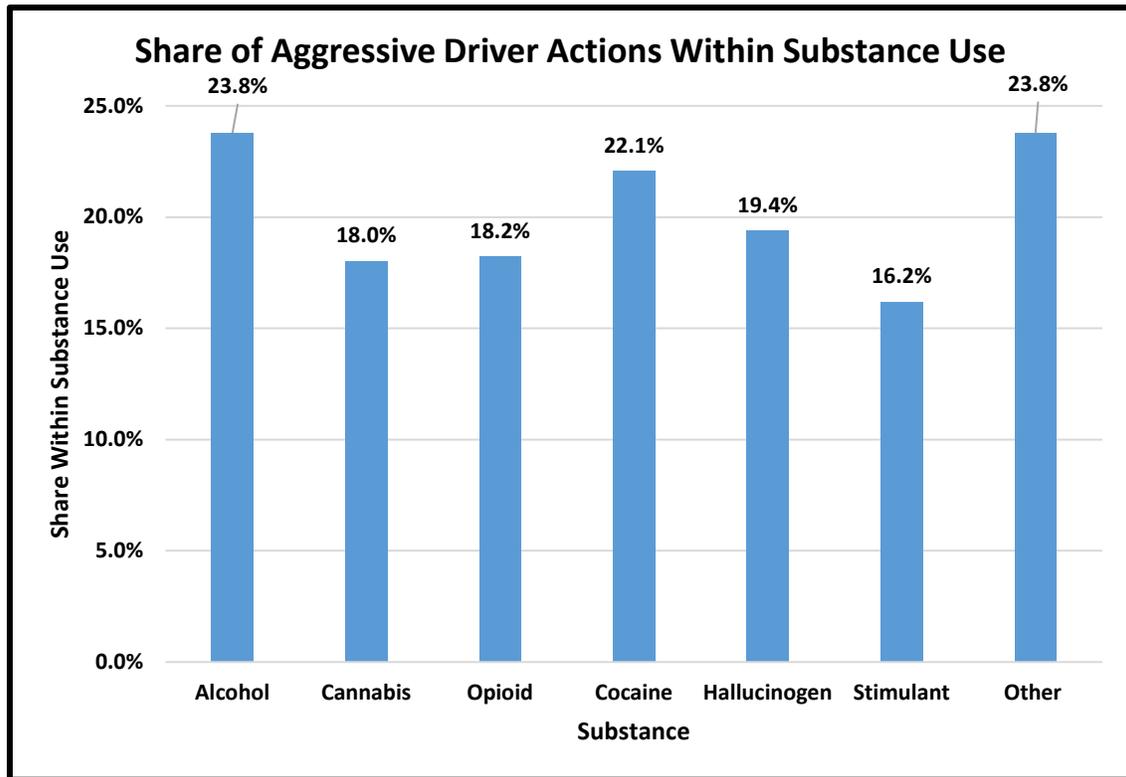
Figure 10 displays the share of drivers engaging in aggressive behavior by the number of distinct substances in their system who were involved in a motor vehicle crash. An association is clear between one or more substances and an increased occurrence of crashed drivers engaging in aggressive behavior. Crashed drivers with three substances in their system were four percentage points more than double the rate of other crashed drivers with no substances to have made an aggressive maneuver.

Figure 10: Substance count and share of aggressive driver actions



Where **Figure 10** conveyed aggressive driving by substance count, **Figure 11** conveys the share of aggressive driving behavior within substances. For example, nearly 24% of crashed drivers who had alcohol in their system were cited for taking an aggressive action. This is double the rate of crashed drivers who had no substances in their system (12.4%) as shown in **Figure 10**. Drivers with any substance present were significantly more likely to engage in aggressive behavior, with alcohol, cocaine, and “other” leading the pack.

Figure 11: Aggressive driver behavior by substance use

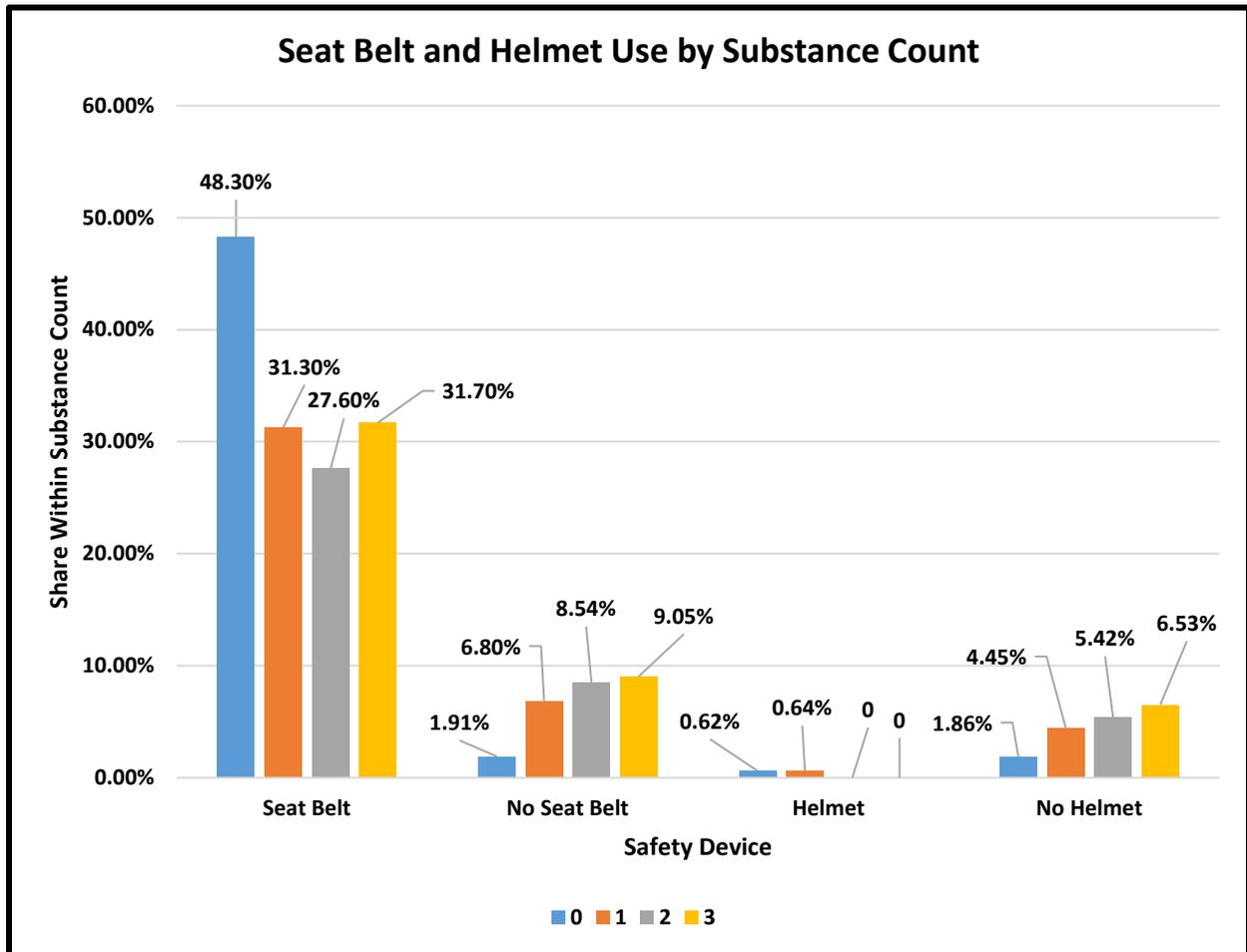


Substance use and risky behavior

Among motorcycle drivers who took an aggressive action prior to crashing, 729 (59%) were not wearing a helmet, while 505 were wearing a helmet. Among other motor vehicles 1,299 (3.8%) drivers who made an aggressive driving action were not wearing a seat belt at the time of the crash, while the remaining 34,103 were wearing one.

Figure 12 displays the proportional relationship between substances present in road users and their use of safety equipment. Shares were calculated using the entire population of each substance count cohort, rather than a qualifying attribute for a particular safety device – so the direction of trends in the data is more important than the magnitude of the share. This was done to more closely observe the effect substance use has on the propensity to engage in risky behavior. For example, beginning on the left side of **Figure 12**, close to 50% of all road users (not just those in cars) with no substances present were wearing a seat belt at the time of the crash. That share drops to around 30% with the presence of one, two, and three substances. Moving to the bar cluster second from the left of **Figure 12** we see that among all road users with one or more substances present, seat belt use becomes much less common. Not wearing a helmet is more common than wearing one, which is a fact that only grows with the introduction of substances. The far right bar cluster in **Figure 12** shows that not wearing a helmet increases in step with each additional substance. Road users with three substances present were three and half times more likely to not be wearing a helmet at the time of crash compared to those with no substances present.

Figure 12: Safety device use by substance count



Demographics of substance involved crashes

The final section of this report seeks to study the demographics of those involved in motor vehicle crashes. As this topic is expansive and complex, an exhaustive examination is not possible here. Instead, higher-level findings are presented to provide insights about the broader Illinois public and materials for further study.

Figure 13 (and supplemental **Table 13.1**) presents the presence of substances and polysubstances among all Illinois road users involved in a motor vehicle crash from 2016 through 2020. Each demographic is disaggregated by its share of those positive for polysubstances, the share of that individual demographic that was positive for polysubstances, its share of any substance, and the share of that individual demographic that was positive for any substance. For example, 3.8% of males in a crash were positive for a substance – but males made up over 69% of those who were in a crash and substance-positive. Males are also significantly overrepresented as positive for polysubstance crashes, taking up some 70% of incidents. The 25 to 34 age cohort has the largest share of its population that was positive for both any substance and polysubstance crashes. That same age cohort is also the largest age cohort in the linked data set, potentially contributing to its largest share of all substance and

polysubstance crashes. Finally, though only about 15% of the population of Illinois, Blacks represent 27.5% and 27.1% of all substance and polysubstance crashes, respectively. The share of Whites positive for any substance and polysubstance crashes took the majority of incidents and at 56.5% and 58%, respectively, or about their share of the Illinois population. The Hispanic population is somewhat underrepresented relative to their Illinois population of about 18% in these data at about 12% of each set of incidents. Regarding the underrepresentation, the U.S. Census Bureau recently reported that almost 44% of Hispanics selected the other category in the 2020 Census or did not answer the race question at all because they did not identify with any of the categories (U.S. Census, 2023).

Figure 13: Substance use among all road users involved in a crash by demographics

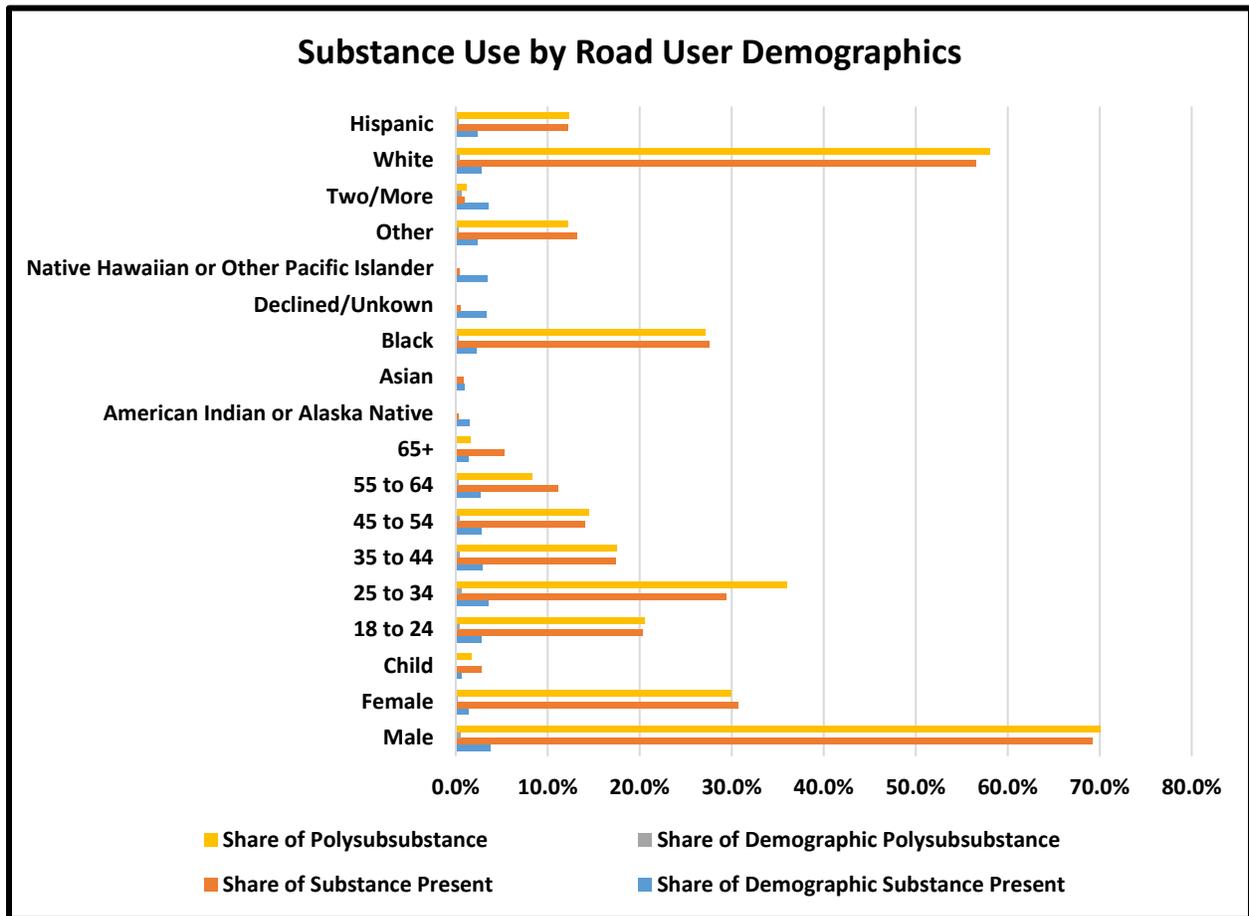


Table 13.1: Supplemental table of demographics

Variable	Population Total	Substance Present	Share of Demographic Substance Present	Share of Substance Present	PolySubstance	Share of Demographic Polysubstance	Share of Polysubstance
Male	156,185	5,885	3.8%	69%	835	0.5%	70.0%
Female	181,208	2,614	1.4%	31%	357	0.2%	29.9%
Child	39,905	234	0.6%	2.8%	20	0.1%	1.7%
18 to 24	62,896	1,722	2.7%	20.3%	245	0.4%	20.5%
25 to 34	72,270	2,496	3.5%	29.4%	429	0.6%	36.0%
35 to 44	50,457	1,476	2.9%	17.4%	209	0.4%	17.5%
45 to 54	44,436	1,190	2.7%	14.0%	172	0.4%	14.4%
55 to 64	36,810	945	2.6%	11.1%	99	0.3%	8.3%
65+	30,644	438	1.4%	5.2%	19	0.1%	1.6%
American Indian or Alaska Native	1,492	23	1.5%	0.3%	-	-	-
Asian	7,602	69	0.9%	0.8%	-	-	-
Black	104,006	2,340	2.2%	27.5%	323	0.3%	27.1%
Declined/Unkown	1,209	40	3.3%	0.5%	-	-	-
Native Hawaiian or Other Pacific Islander	1,014	34	3.4%	0.4%	-	-	-
Other	48,962	1,110	2.3%	13.1%	146	0.3%	12.2%
Two/More	2300	80	3.5%	0.9%	14	0.6%	1.2%
White	170418	4805	2.8%	56.5%	692	0.4%	58.0%
Hispanic	44585	1033	2.3%	12.2%	147	0.3%	12.3%

Discussion

This manuscript provides a high-level view of the state of substance use among those involved in a motor vehicle crash on Illinois roadways. Once more, the presentation of statistical analyses emphasizes the direction and proportionality of the presence of intoxicating substances in a road user involved in a crash. Though the data are representative of the population, they are likely undercounts of the true scale. This is especially true for fatal crashes, where the hospital file indicates just 37 of the 1,842 deceased were positive for a substance. The crash file indicates many more (314) of the deceased were impaired at the time of the crash, though the crash file provides no further substance use information. This lack of information regarding fatal crashes may be due to difficulties in testing and diagnosing substance use among the decedents.

By several measures the presence of any substance is related to increased risky behavior (decreased seat belt and helmet use, aggressive driving), more severe injuries, and higher hospital charges. The presence of additional substances (polysubstance use) intensifies the relationship as substance count increases.

Cannabis, alcohol, cocaine, and opioids are the most frequently found substances, and commonly found in various combinations among road users involved in a motor vehicle crash. Analysis suggests that alcohol followed by cannabis and then opioids are the most frequently used single substances among all road users. Analysis also suggests that cannabis followed by cocaine and then alcohol are the most commonly combined substances. Further, cannabis and cocaine, cannabis and alcohol, cocaine and opioids, and cannabis and opioids are the most frequently occurring dual-substance combinations, respectively.

Males are overrepresented as positive for substance and polysubstance use among all road users. Those aged 25 to 34 had the highest share of their cohort diagnosed as positive for both substances and polysubstances – this cohort also represented the largest age group of crashed road users. Blacks represent about 27% of substance and polysubstance crashes but only about 15% of the Illinois population. While Whites were roughly proportionately represented but accounted for the majority of substance and polysubstance crashes across Illinois.

Further research is needed to better understand how substance use among road users breaks down along social and demographic stratifications. The data imply a poor accounting of the involvement of Hispanics involved motor vehicle crashes – this may be improved by changing the language of how questions of race and ethnicity are posed to patients. The source of Blacks being overrepresented in substance use crashes also needs to be investigated.

Language in the 2021 Bipartisan Infrastructure Law (BIL) directs the National Highway Traffic Safety Administration (NHTSA) to draft regulation requiring new motor vehicles in the U.S. to be equipped with impaired driving prevention technology (United States Department of Transportation). Though NHTSA has no hard deadline for issuing the regulation and it is unclear how far the agency will take its authority. Important to note, impaired driving detection technology installed in motor vehicles does not need to be limited to the detection of the chemical presence of an intoxicating substance. Technology is available that detects any type of driver behavior or action that is deleterious to driving skills, like drowsiness caused by fatigue or even distracted driving. Yet even the toughest of regulations blocking impaired driving from occurring will do little to stop impairment among other road users like pedestrians, cyclists, and even passengers. Still, the implementation of such prevention technology would undoubtedly spare human suffering and save lives.

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TITLE PAGE

“Risky Roadway Behavior during the COVID-19 Pandemic of 2020”

by

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Introduction

The correlation between injury, death, vehicle speed, and traffic volume during the 2020 COVID-19 pandemic has received some much needed attention by researchers (Lee et al., 2020; Liao and Lowry, 2021; Stiles et al., 2021). Yet much remains to be learned regarding the rise in traffic violence and death on our roadways during the COVID-19 pandemic. This exploratory paper aims to build on that research and those cited below by investigating the prevalence of roadway behavior more broadly classified as risky. We use five years of linked crash and hospital data provided by the Illinois Departments of Transportation and Public Health from 2016 through 2020. Through the presentation of descriptive statistics we compare occurrences of risky behavior in the four preceding years to occurrences in 2020. Our purpose is to better understand the circumstances and contributing factors of linked crashes so they may be mitigated through action resulting in the prevention of injury and death.

Related literature

Speeding and the unbelted

Speeding and not wearing a seatbelt are two factors often associated with traffic related fatalities. The National Highway Traffic Safety Administration (NHTSA) found that speeding was a contributing factor in 26% of all traffic fatalities that occurred in the United States in 2019 (NHTSA, Oct. 2021). Further, NHTSA found that 47% of all individuals killed in traffic crashes in the United States were not wearing seatbelts at the time of the crash (NHTSA, 2021). Researchers find that men are more likely than women to engage in both behaviors (Liang et al., 1999). Specifically, young males and individuals under 34 are most likely to speed when compared to other age groups or demographics (Sartre Consortium, 2004). Although seat belt usage rates reached as high as 90.7% in the United States in 2019 (NHTSA, April 2020), there are a few groups of individuals who are less likely to wear a seatbelt. Seatbelts are more commonly worn in the developed world (Farooq et al., 2021). They are worn less by low-income individuals, (McCarrtt, 2004), taxi drivers (Farooq et al., 2021), and drivers from rural areas (Carter et al., 2014). Furthermore, government efforts to encourage seat belt usage, such as the “Click it or Ticket” campaign (NHTSA, May 2021) have appeared to be successful. In conjunction with seat belt laws across the United States, these campaigns have resulted in drivers penalized once to become 9.39 times more likely to wear their seatbelts (Farooq et al., 2021). Meanwhile, speeding has remained widespread, especially after the U.S federal government relinquished its power to enforce speed limits in 1995 (Friedman et al., 2009). Traffic stops are currently the primary way of enforcing speed limits in the United States, while traffic calming is a separate but growing method also being implemented (Sołowczuk, 2021).

Impaired driving

Every day in the United States around 32 people, or one person every 45 minutes, dies due to an alcohol impaired driver (NHTSA, 2020). Globally, about 17% of traffic fatalities are linked to alcohol (Shield et al., 2012). These figures have led the United States to consider lowering the BAC limit for drivers to 0.05 (National Transportation Safety Board, 2013). However, research by Benjamin Hansen suggests that instead of lowering the limit, more punishments should be

implemented along the BAC distribution to help prevent repeat offenders (Hansen, 2014). Impaired driving has been a public health concern for years, but a recent study revealed that being under the influence of either alcohol and drug usage while driving has increased since the COVID-19 pandemic began (Thomas et al., 2020). Historically, men have been more likely to drive under the influence of drugs and alcohol (Lipari et al., 2016). However, research suggests that the gender gap across DUI arrests has been narrowed in recent years, with female arrests increasing (Oh, 2020). Along with this, White (Romano et al., 2010) and high-income individuals (Calling et al., 2019) are more likely to drive drunk. Going forward, police will likely continue to use breathalyzers for alcohol related incidents, with 0.08 remaining the current standard for DUIs. Testing for drugs in a traffic stop situation can be more complicated, and law enforcement is hoping to streamline the process in the future. Research is currently being conducted on the plausibility of oral fluid testing devices for drug related incidents (Bloch, 2021). Issues persist with substances like opioids, which are often permissible while driving to a certain extent. One study found that individuals under long term opioid therapy may be able to drive effectively, provided that there is not a significant impact on the central nervous system or other side effects (Dhingra et al., 2015). Although this research has merit, it is also important to note that a study conducted at the University of Michigan found that driving under the influence of opioids is most common with individuals who misuse opioids (Carter et al., 2021). These trends are likely responsible for the steady increase in opioid detection in fatal car accidents since 1999 (Li, 2019). As it stands, marijuana remains the most common drug used while driving, but nearly 20% of drivers who received a DUI in 2016 tested positive for some type of opioid (Fatality Analysis Reporting System, 2016).

Distracted driving

The emergence of mobile phones has coincided with an increase in distracted driving in recent years. A study conducted in Iran found that 93% of drivers used their cell phone at least once while driving during the week, while 32.5% of drivers admitted to always using their cell phones (Kalantari et al., 2021). A study conducted by Selective Insurance, based in the United States, found that 70% of drivers had used a cellular device while driving during a 90-day period (Leondi, 2022). These numbers coincide with a study conducted by the Insurance Institute for Highway Safety, which found that cell phone usage while driving was up 57% in 2018, from the 2014 figures (Karush, 2019). The study goes on to suggest that the evolution of mobile phones to do much more than just call or text has increased usage while driving (Karush, 2019), with 15-20 year olds among the most common age of offenders (CDC, 2022). In fact, 9% of all 15–20-year olds involved in fatal crashes were distracted while driving, higher than any of the other age group (NHTSA, April 2020). Cellular phones can create visual, manual, or cognitive distractions (CDC, 2022) which inevitably leave drivers at a higher risk of being in a crash. According to a study conducted by Cambridge Mobile Telematics, 52% of all car crashes reported to their driving apps were linked to phone-related distractions (Balakrishnan, 2020). States exercise their own discretion when trying to limit phone usage while driving; 24 states ban hand-held phone usage, 48 states ban texting and driving, and 36 states ban all cell phone usage by teen drivers (Bloch, June 2021). Outside of this, rumble strips have been increasingly considered as a physical solution developed to counteract distracted driving (Federal Highway Administration,

2011). The “U Text, U Pay Campaign”, which happens every April is another way to prevent phone usage, as the police put more efforts toward cracking down on texting and driving (NHTSA, 2022).

Motorcycle helmets

The dangers of riding a motorcycle, particularly without a helmet, are evident based on existing research. Recent data trends point to the government’s decision in 1976 to repeal the 1966 Highway Safety Act, which had required all motorcyclists to wear helmets (Herlander, 2021). From 1999-2019, states with universal helmet laws had 33% less head-related fatality rates than states with loose or no helmet laws (Herlander, 2021). More generally, wearing a helmet has been found to reduce the risk of a severe head injury by almost 50% (Khor et al., 2017). However, as it stands, only 18 states and Washington D.C have universal helmet laws, while 29 states have laws that are directed toward young drivers (Insurance Institute for Highway Safety, 2022). Laws for young drivers are incredibly difficult to enforce though, as it is a complete judgment call of law enforcement to try and estimate the age of a rider (Insurance Institute for Highway Safety, 2022). Research suggests that helmet laws are very efficient in increasing helmet usage rates. In fact, in 2021, 95.9% of motorcyclists wore helmets in states with laws that required helmets (National Center for Statistics and Analysis, 2022). An important aspect of this statistic is whether or not these helmets were compliant with Department of Transportation standards. In taking this into account, 86.1% of motorcyclists wore the proper DOT approved helmet when their state required it (National Center for Statistics and Analysis, 2022). On the other hand, only 56.9% of motorcyclists wore helmets in states where they weren’t required (National Center for Statistics and Analysis, 2022). Some 53.4% of motorcyclists in those states wore the correct DOT approved helmet (National Center for Statistics and Analysis, 2022). Among those most likely to not wear a helmet are individuals under the age of 29 and over the age of 50 (Insurance Institute for Highway Safety, 2020). These two groups alone made up around 62% of total motorcycle fatalities in 2020 (Insurance Institute for Highway Safety, 2020). Along with this, 92% of the motorcycle deaths in 2020 were men (Insurance Institute for Highway Safety, 2020). While these demographics do account for many of the fatalities, to some extent, the likelihood of death while riding a motorcycle can also be attributed to the type of bike. When evaluating the death rate per 10,000 motorcyclists, those who rode super sport motorcycles were 4 times more likely to die than those who rode standard or cruiser motorcyclists (Teoh et al., 2010). Super sport models tend to be lower in weight, which could be linked to riders being unable to control them in a collision situation.

Sources and methods

Crash and hospital data

Funded by a grant from the Illinois Department of Public Health in collaboration with the Illinois Department of Transportation and the University of Illinois at Springfield, Illinois crash and hospital records for the years 2016 through 2020 were successfully linked. The linkage was accomplished using the software LinkSolv – consisting of probabilistic methods developed in the National Highway Traffic Safety Administration’s Crash Outcome Data Evaluation System

program (McGlinchy, 2021). A combination of data fields common to both files were identified as those with the highest success rate of linking the crash and hospital files: county, victim age, crash date, victim date of birth, and victim sex. Geographical tolerances are permitted for nearby counties since the crash may have occurred in a county adjacent to the hospital location. Crash date tolerances are also permitted one day into the future to allow for the striking of midnight before a crash victim reaches the hospital for treatment. Cook County, home to Chicago, is where some 40% of the Illinois population resides, effectively making county a relatively indiscriminate match field – which is a factor controlled for in the LinkSolv software. These linked files are critical in our understanding of the effects of motor vehicles on the lives of the citizens of Illinois. Such an investigation as presented here would not be possible without the successful linkage of the disparate crash and hospital files. Still, linked cases represent only about 60,000 crashes annually out of the more than 300,000 annual crashes contained in the file.

The hospital files include rich (yet not personally identifying) individual patient data who were admitted under urgent, emergency, and trauma admission types. Individual patient race, ethnicity, sex, and age are included as fields in the hospital files, among many others. A diagnosis of the presence of intoxicating substances conducted at the hospital is also included as a data field and investigated as it relates to contributing crash factors. To better understand the distribution of hospital charges among crash victim characteristics and contributing factors, total charges are investigated. Patient home zip code is also a field included in the files which permits the study of socioeconomic factors inferred by 2019 5-Year ACS estimates. All references to zip codes throughout the manuscript are made to the patient home zip code.

Interrupted time series

As successfully done elsewhere (Doucette et al., 2021), 2020 received treatment group designation in recognition of the natural experiment that transpired following the imposition of stay at home orders. As is common with natural experiments, an interrupted times series analysis is applied to the linked Illinois crash and hospital data for the five years of 2016 through 2020 (Bernal et al., 2016; Craig et al., 2017). Data for the years 2016 through 2020 are limited to the timeframe around when the stay at home order took effect (March 21, 2020) and continue through to December 31 for each year of the study period. For example, for 2016 the data range from March 21, 2016 through December 31, 2016. The analysis conducted here also contains just those data from crashes that were successfully linked to a corresponding hospital file, so the numbers may be an undercount.

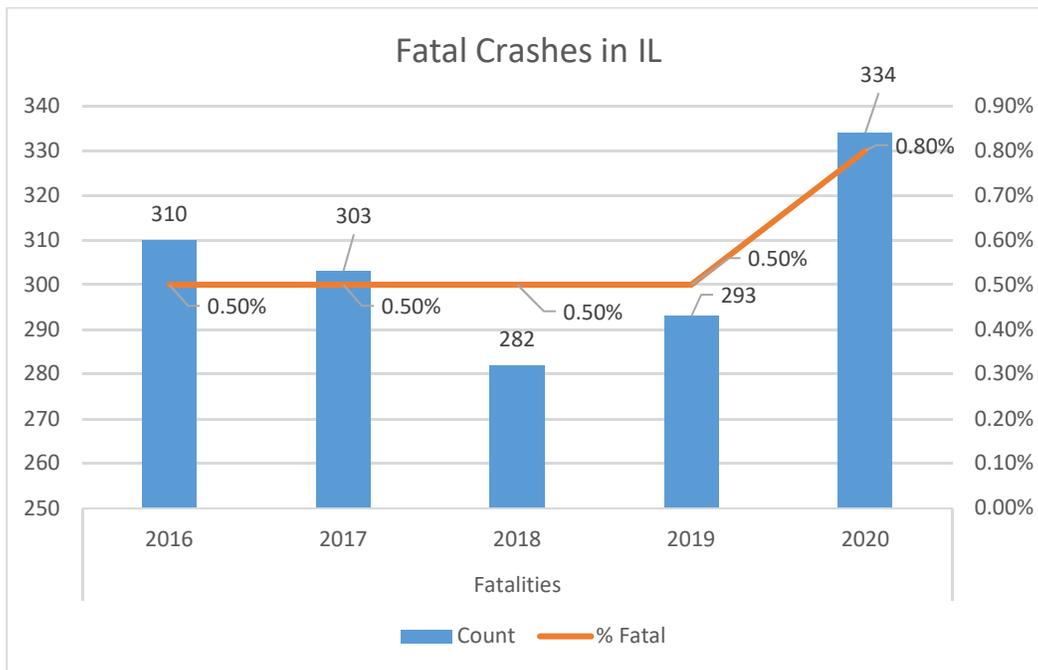
Findings

Unless otherwise stated, proportions are calculated as a percentage of all linked files as a way to foster clarity throughout the analysis. A more nuanced analysis may benefit from calculating proportions strictly using the sample rather than the population. For example, calculating the proportion of un-helmeted motorcyclists of just crashes involving a motorcycle, rather than of all crashes, provides clarity on the share of helmeted motorcyclists. Still, there is analytical merit in both methods.

Fatal crashes

The analysis begins by examining the distribution of linked fatal motor vehicle crashes across the five study years. **Figure 1** shows there were 37 more fatal crashes than the previous four year mean in 2020, despite there being nearly 14,000 fewer crashes than is typical – implying a significant increase in fatal crashes. The share of fatal crashes was also up to 0.8% of linked crashes, up from the consistent share of 0.5% of the previous four years. So the number and proportion of fatal crashes were both up significantly in 2020; the following sections investigate the prevalence of common contributing factors.

Figure 1: Incidence counts and percentages of fatal crashes among all linked Illinois crashes for 2016 through 2020



Injury severity

This section examines the distribution of injury severity among those involved in motor vehicle crashes across the five study years (Table 1). Following the March 21st stay at home order in Illinois, there were nearly 14,000 fewer crashes in 2020 than the average of the previous four years. Yet, the crashes that did occur were of a more serious nature. The proportion of minor injuries (MAIS of 1) in 2020 was almost seven percentage points lower than the previous four year average – implying the prevalence of more severe injuries. The share of moderate and serious injuries (MAIS of 2 and 3, respectively) in 2020 were also up. Moderate injuries were up more than three percentage points, and serious injuries were up 1.5 percentage points following four years of little variation. Severe and critical injuries (MAIS of 4 and 5, respectively) were up in both the number of cases (despite fewer crashes overall) and their share. The number of severe injuries sustained resulting from linked crashes reached 91 cases in 2020, nearly double the prior

four year mean. Those 91 severe injuries were also more than double the share of a typical year. The number of critical injuries sustained in 2020 reached 174, some 57 more cases than the previous four year mean. The share of linked critical crash injuries in Illinois also doubled to 0.4%, or about 1 out of 250 injuries – up from 1 out of 500 in previous years.

*Table 1: Maximum Abbreviated Injury Scale (MAIS) score of motor vehicle crash victims in Illinois by year**

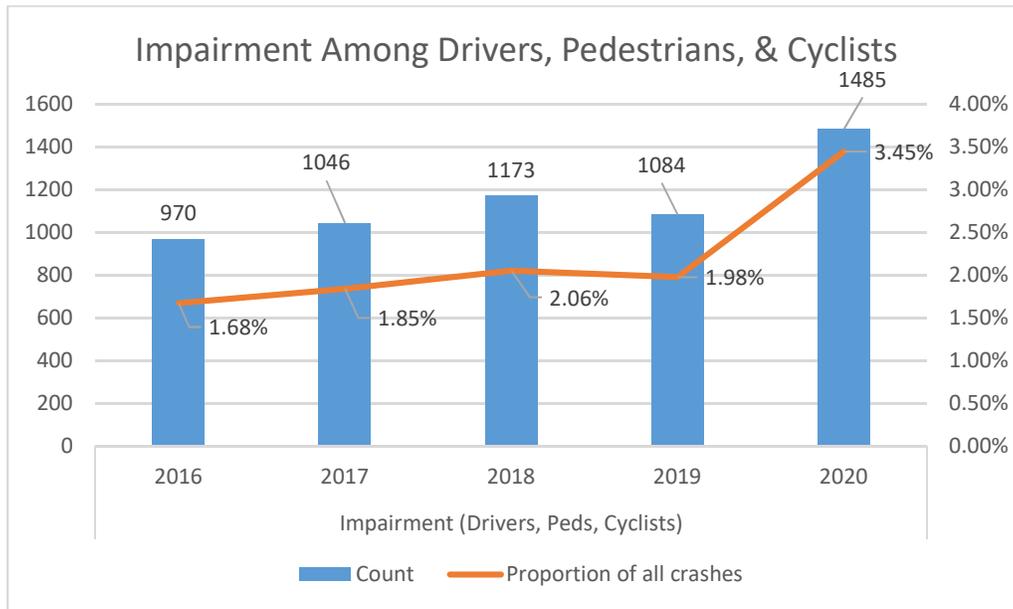
MAIS	2016		2017		2018		2019		2020	
0	17,538	30.3%	17,676	31.2%	18,568	32.5%	18,594	34%	14,375	33%
1	33,245	57.4%	31,869	56.2%	31,684	55.5%	29,460	53.8%	21,256	49%
2	5,675	9.8%	5,721	10.1%	5,440	9.5%	5,302	9.7%	5,568	13%
3	1,263	2.2%	1,264	2.20%	1,195	2.10%	1,230	2.2%	1,572	3.7%
4	48	0.10%	43	0.10%	54	0.10%	45	0.10%	91	0.21%
5	110	0.20%	113	0.20%	125	0.20%	121	0.20%	174	0.40%
Total	57,879		56,686		57,066		54,752		43,036	

**MAIS: 0 = No injury, 1 = Minor, 2 = Moderate, 3 = Serious, 4 = Severe, 5 = Critical, 6 = Maximum; MAIS scores of 6 were 10 or fewer cases for each year, per the governing data use agreement these cases have not been reported*

The linked hospital file contains patient test results for the presence of six common intoxicating substances, along with an “other drug” classification for substances that fall outside of normal reporting. Those six substances include: alcohol, cannabis, opioid, cocaine, hallucinogens, and stimulants. This section classifies a positive test result of any of the six named substances, including the “other drug” classification, as impaired. This classification applies to the following road users: drivers, pedestrians, and cyclists. Passengers are excluded from this particular analysis since impairment among this quasi-autonomous group is unlikely to cause a crash with injury.

Crashes involving impairment were up significantly in 2020 following four years of relatively modest growth in occurrences. **Figure 2** shows linked crashes for which impairment was determined, with incidents aggregated among drivers, pedestrians, and cyclists for the five years of 2016 through 2020. Beginning at the imposition of the COVID-19 stay at home order, there were 417 more impaired crashes in 2020 compared to the prior four year mean. This increase in impaired cases occurred despite there being nearly 14,000 fewer total linked crashes in 2020 relative to the previous four year mean. Impaired crashes in 2020 represented nearly 3.5% of all linked cases, which is more than double the rate of 2016 and up by a factor of 1.8 compared to the prior four year average.

Figure 2: Incidence counts and percentages of impaired drivers, pedestrians, and cyclists among all linked Illinois crashes for 2016 through 2020

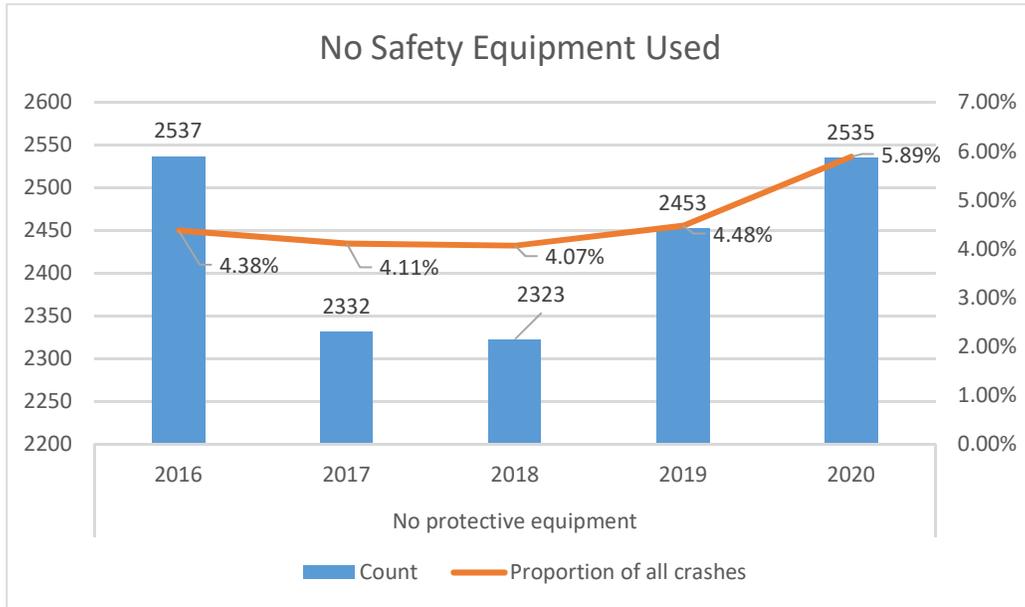


All safety features

A useful measure of risky driving behavior is the broad use, or lack of use, of safety equipment across road users. This section examines the following cases in which no safety equipment was used: drivers or passengers who did not wear a seat belt, children who had either no car seat or the car seat was used improperly, drivers or passengers of motorcycles without a helmet, and pedal-cyclists without a helmet. Beginning in 2019 a field named “not DOT compliant helmet” was added to the crash data. This field was not included in the figures for 2019 and 2020, so these years could actually be an undercounting of the true number.

Crashes in which no safety equipment was used was at its highest rate in five years in 2020. **Figure 3** shows that for people involved in linked crashes in 2020, close to 6% of them did not use, or were not provided in the case of children, safety equipment. Again, despite 2020 witnessing nearly 14,000 fewer linked crashes on average, the count of no safety equipment used (2,535) is essentially the same as the worst year in the study, that of 2016 (2,537). It should be noted that motorcyclists without helmets constitute over 1,000 of these cases alone. Motorcyclists are examined in a succeeding section.

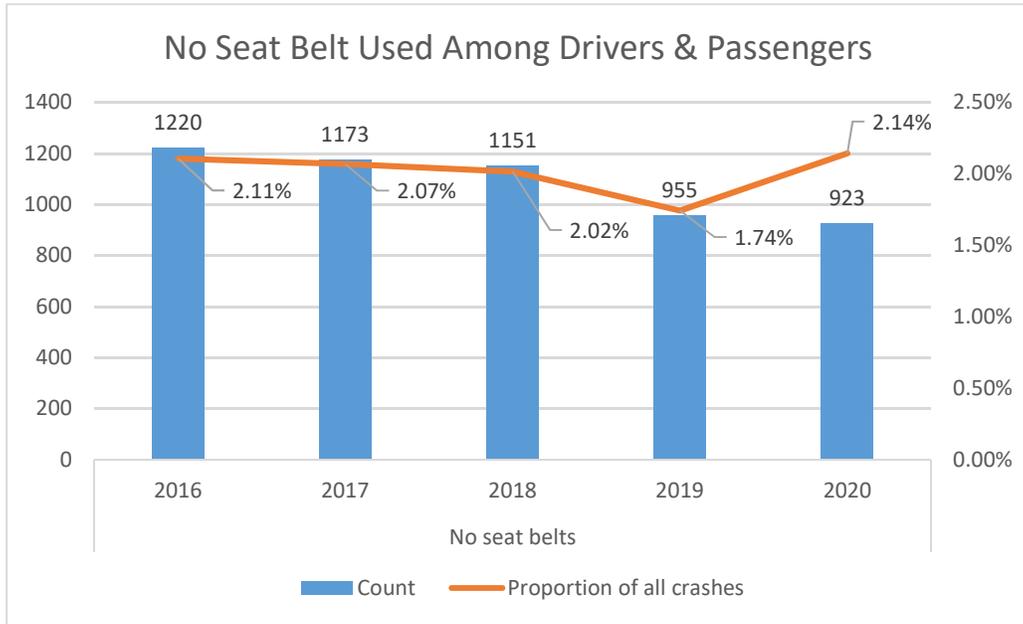
Figure 3: Incidence counts and percentages for crashes in which no safety equipment was used among all linked Illinois crashes for 2016 through 2020



Seatbelts

Despite three years of modest decline, the rate of no seatbelt used among drivers and passengers in crashes was at its highest rate in 2020 across the study period (**Figure 4**). Though the count of linked cases identified as not properly buckled-up was at its lowest level of all study years, since the total of all crashes was lower in 2020, proportionately 2020 had the highest rate dating to 2016. The differences between years among the unbuckled are relatively slight and could simply be the result of anomalies in the data. Still, higher rates of crashes involving the unbuckled is a part of the larger story of 2020 on Illinois roadways and as reported on here in other analysis sections.

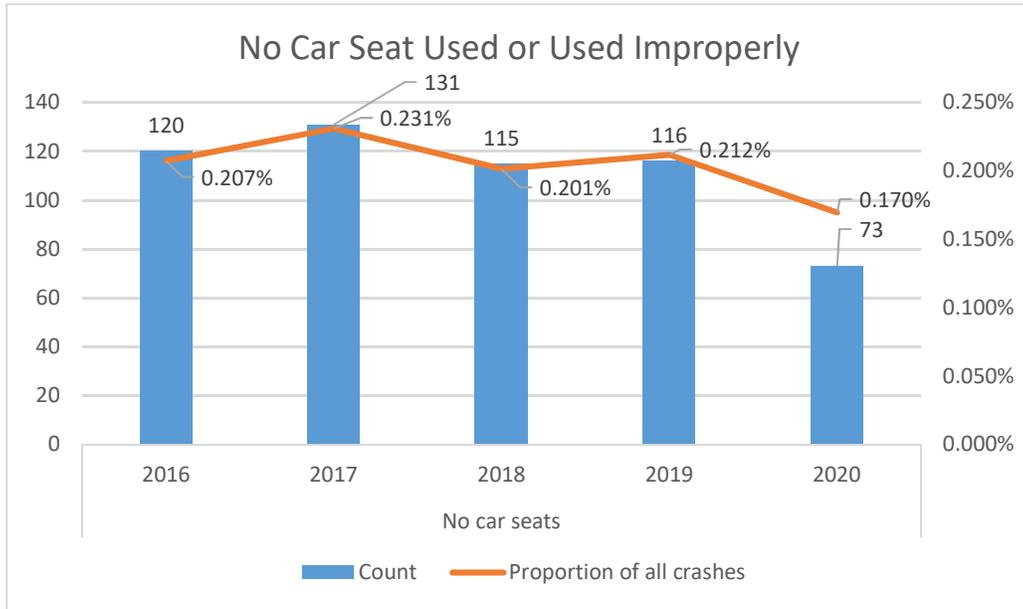
Figure 4: Incidence counts and percentages for crashes in which seatbelts were not used among all linked Illinois crashes for 2016 through 2020



Car seats

The rate of children involved in crashes with either no car seat, or the car seat was improperly used, was down in 2020 relative to previous years (**Figure 5**). This may be a positive externality derived from schools, daycares, and other closures – many children had nowhere to go and staying home appears to have kept them out of crashes.

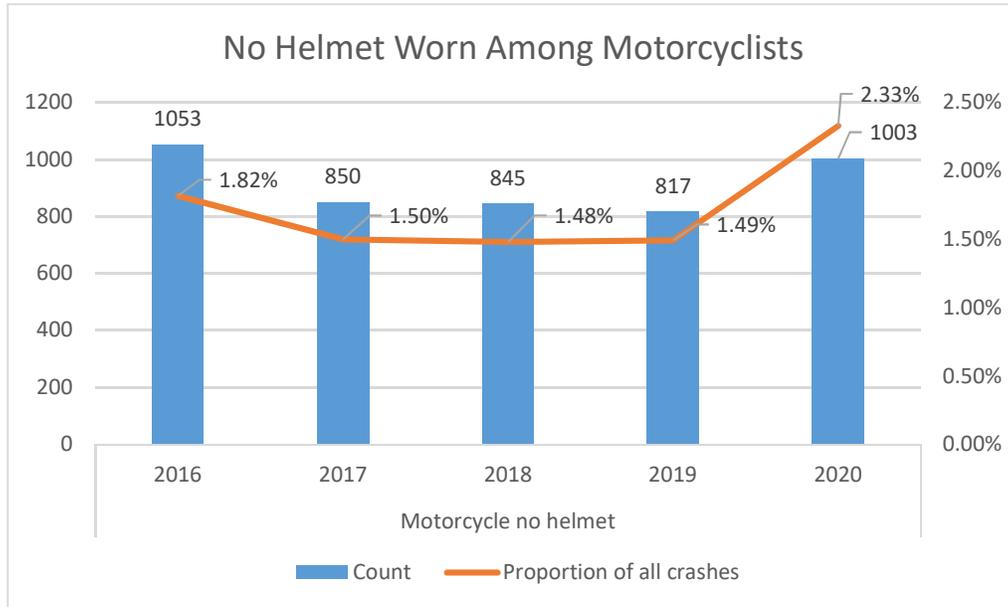
Figure 5: Incidence counts and percentages for crashes in which children were not properly buckled in a car seat among all linked Illinois crashes for 2016 through 2020



Motorcycle helmets

In 2020, the rate of linked crashes involving motorcycles in which either the driver or passenger was not wearing a helmet was at its highest level in five years (**Figure 6**). In this case, the denominator in the rate calculation is all linked crashes by year. But results show that the count of all linked motorcycle crashes in 2020 was actually higher than the prior four year mean (1,606 in 2020 compared to the four year mean of 1,439), despite other vehicle crash counts being down. The implication is that motorcyclists either maintained previous levels of riding, or they actually increased their amount of riding following the stay at home order. The reason for this outcome is not fully known. Perhaps since riding a motorcycle is considered by many an inherently dangerous activity, riders had a higher predilection of doing so during a public health emergency. Another contributing factor could be that with more women staying home due to increased domestic responsibilities, men, who disproportionately ride motorcycles (Insurance Institute for Highway Safety, 2020), had a disproportionate exposure to crashes. A third factor could be increased aggressive driving behavior by motorcyclists.

Figure 6: Incidence counts and percentages for crashes in which motorcycle drivers and passengers were not properly helmeted among all linked Illinois crashes for 2016 through 2020



Speeding

Figure 7 shows that the frequency of crashes in which speeding was involved as reported by police did not really change much in 2020. For the five years of the study period, including 2020, the proportion of crashes involving speed remained steadily just below the 40% mark. However, as shown in Figure 8, in 2020 there was an inversion of the share of fatal crashes involving speed. Figure 8 also shows the trend of increasing shares of fatal crashes involving speed began in 2017, but really took off in 2020. In fact, 2020 realized a nearly nine percentage point jump in the share of fatal crashes involving speed. So while even though the share of all crashes involving speed held steady, or was even down slightly, speeding apparently became more dangerous. Finally, as discussed above, there were 334 linked fatal crashes in 2020 from the beginning of the stay at home order – 24 more than the second highest year of 2016, and 37 more than the prior four year mean. So 2020 had significantly more fatal crashes, both proportionately and in total, despite there being some 14,000 fewer linked crashes on average overall.

Figure 7: Incidence counts and percentages for crashes in which speeding was involved among all linked Illinois crashes for 2016 through 2020

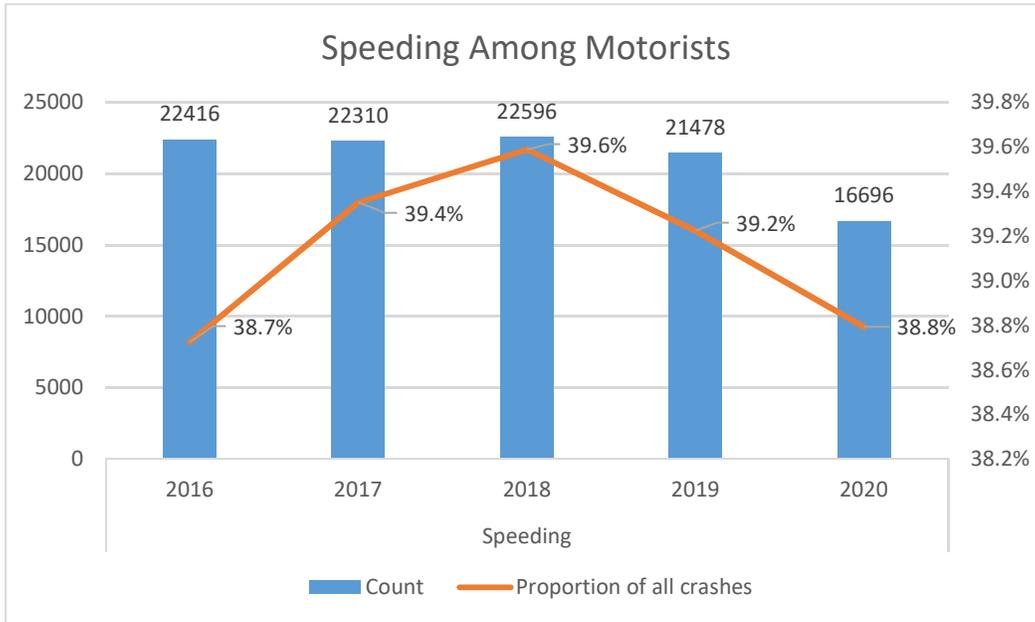
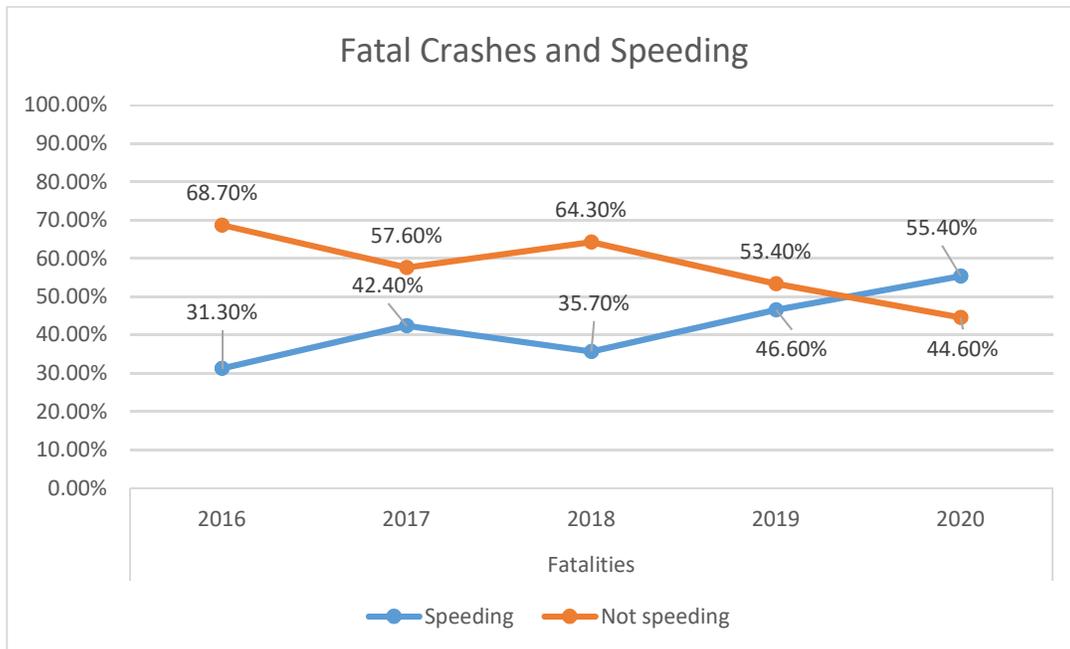


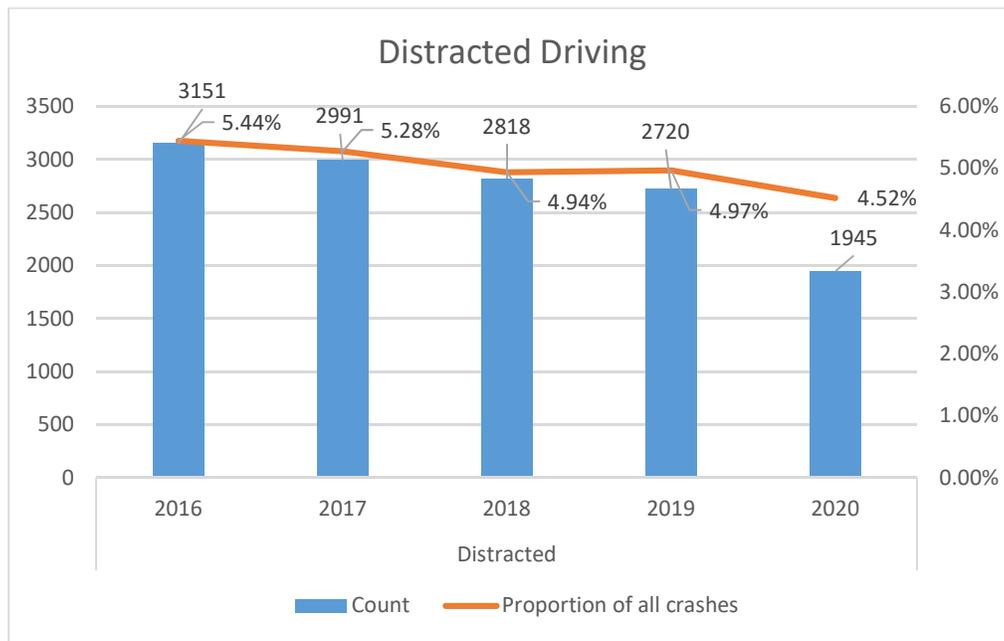
Figure 8: Percentages of fatal crashes in which speeding was involved among all linked Illinois crashes for 2016 through 2020



Distracted

Figure 9 shows that linked crashes in which distracted driving was involved have been on a steady decline dating back to 2016. In fact, the proportion of cases involving distracted driving and crashes in 2020 was the lowest of the study period. Upon examining fatalities among crashes involving distracted driving, no clear trends stand out there either. About 3.7% of fatal crashes involved a distracted driver in 2020, which is just about at parity with the prior four year mean of 3.6%.

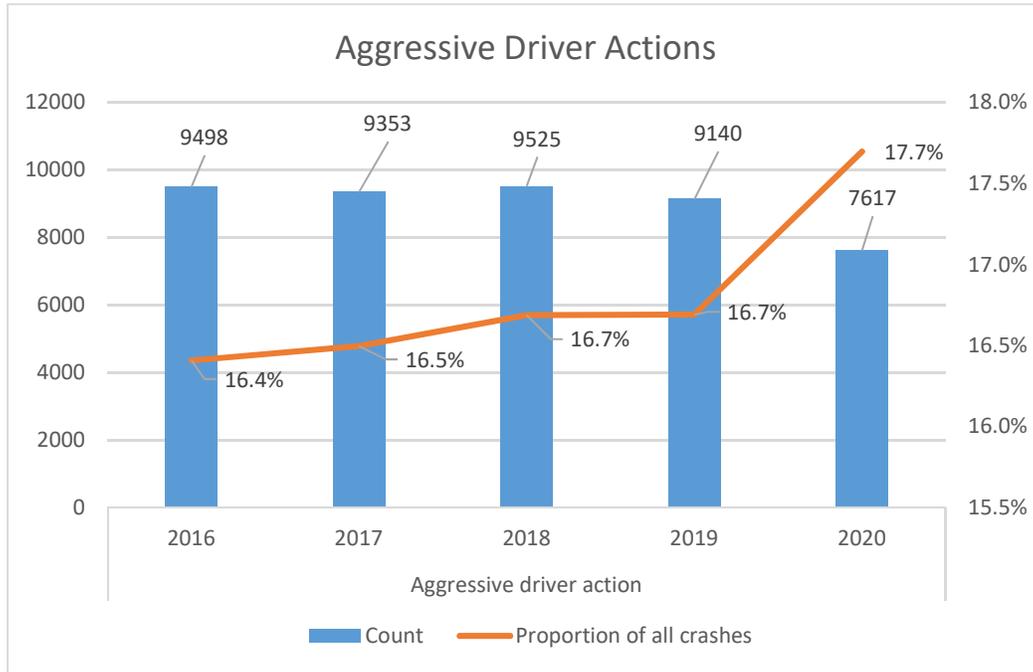
Figure 9: Incidence counts and percentages for crashes in which distracted driving was involved among all linked Illinois crashes for 2016 through 2020



Driver actions

Though acts of speeding appear to be down yet more deadly, and acts of distraction also appear to be down, what of aggressive driving behavior? There is no field in the data which explicitly flags aggressive driving, but there are descriptions of driver behavior that can be reasonably interpreted as aggressive. This section interprets the following driver actions to be aggressive: evading police, disregard control device, failed to yield, followed too closely, improper passing, too fast for conditions, and wrong way. Looking at the data in this way reveals those cases were up in 2020 by a modest 1 percentage point, following four years of very little variation – in the 1/10th of a percentage point range (**Figure 10**). So while the increase in aggressive actions is slight, it is about 5-10 times higher than the regular variation.

Figure 10: Incidence counts and percentages for crashes in which an aggressive driver action was involved among all linked Illinois crashes for 2016 through 2020



Hospital charges

As demonstrated throughout this text, risk taking and injury severity were at unprecedented high levels in 2020. An examination of the corresponding hospital charges to treat those more severe injuries also reveals unprecedented high levels (**Table 2**). Total hospital charges for linked crashes in Illinois reached nearly \$740 million in 2020, up 14.6% from 2019 or 5.4 times the typical year over year change, and about \$120 million over the prior four year mean. The average patient charge in 2020 was about six and a half thousand dollars over normal, and the median charge was about \$1,400 more than normal. The unpredictability and occurrence of extreme hospital charges is also evident in the inflated standard deviation of charges in 2020. The standard deviation for hospital charges to treat those injured in motor vehicle crashes in 2020 was over \$55K, or up about \$20K from prior years.

Table 2: Hospital charges of motor vehicle crash victims in Illinois from 2016 through 2020

	2016	2017	2018	2019	2020
Average	\$ 10,022.00	\$ 10,547.00	\$ 10,854.00	\$ 11,511.00	\$ 17,154.00
Median	\$ 3,459.00	\$ 3,771.00	\$ 3,886.00	\$ 4,102.00	\$ 5,294.00
Total	\$580,140,999.00	\$597,931,587.00	\$619,485,665.00	\$630,323,296.00	\$738,269,179.00
YoY Total Change	-	2.98%	3.48%	1.72%	14.6%

*Color scales relate values by rows; green indicates relatively small numbers, red indicates relatively large numbers

Discussion

Roadway behavior in Illinois typically classified as being of a risky nature appears to have been endemic in 2020. Though the data reveal it is not always as simple as counting the number or share of crashes involving any particular contributing crash factor. Crashes involving speed, for example, were down both in numbers and share. But a cross-tabulation of speed and fatal crashes reveals the share of fatalities involving speeding as a factor jumped nine percentage points in 2020 to over 55% of fatal crashes. So while occurrences of speeding and crashes were down, those that did occur had more severe consequences. Perhaps an increase of incidents of extreme speeding explains this, but the data fall short of providing supporting evidence.

Though to be sure, some outcomes of 2020 *really are* as simple as just counting numbers and shares. Impairment among drivers, pedestrians, and cyclists was up by 417 cases compared to the previous four year mean, despite there being almost 14,000 fewer linked crashes in 2020. Impaired road users in 2020 represented nearly 3.5% of all linked cases, which is more than double the rate of 2016 and up by a factor of 1.8 compared to the prior four year average. The presence of alcohol showed up in 602 cases, 510 of which were at or above the legal limit of 0.08%. Cannabis was involved in 511 cases and opioids another 441 – with some crossover impairment occurring.

There were 37 more fatal crashes than the previous four year mean in 2020, again despite there being nearly 14,000 fewer crashes than is typical. The share of fatal crashes was also up to 0.8% of linked crashes, up from the consistent share of 0.5% of the previous four years. Other injuries were also up in 2020 as measured using the MAIS. The number of severe injuries sustained reached 91 cases in 2020, nearly double the prior four year mean and double the share of a typical year. The number of critical injuries sustained in 2020 reached 174, some 57 more cases than the previous four year mean and double the typical share to 0.4% of crashes.

Conclusion

Much more research ideally utilizing diversified sets of data is required to better learn of the full extent of risky behavior that occurred on Illinois roadways in 2020. As well, more research is needed to better understand what caused such behavior. In the meantime, it is not entirely clear what would mitigate the damage being caused. A combination of lower speed limits and increased enforcement has been shown effective at reducing injuries and fatalities (Tiwari, 2020). Though the issue of impaired drivers, pedestrians, and cyclists is more complex. Enforcement and targeted campaigns could nab more impaired drivers and prevent some injuries from occurring, but what of pedestrians and cyclists? Investments in our transportation infrastructure, especially among car-alternative modes of transportation, would go a long way in keeping motor vehicles away from those on foot or cycle, impaired or not, but we leave answers to future research.

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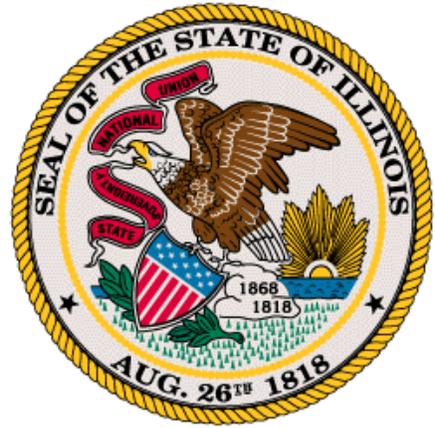
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Illinois

Impaired Driving Strategic Plan

Developed by:
The Illinois Impaired Driving Task Force

Approved 6/27/2025

Illinois Impaired Driving Task Force

This plan has been developed by the Illinois Impaired Driving Task Force (IIDTF) with a single purpose – save lives by preventing impaired driving and impaired driving crashes. The IIDTF is a group of dedicated professionals from a variety of organizations each of whom brings different perspectives and experiences on impaired driving issues.

The IIDTF first met in April 2016 and immediately began work on organizational specifics for the group. Establishing documents comprising the IIDTF’s mission, by-laws, membership, and objectives were drafted. The organizational details were refined over the next 15 months, as the task force involved itself with accomplishment of its main objective of developing and refining the Illinois Impaired Driving Strategic Plan (IIDSP).

Highway Safety Plan and Strategic Highway Safety Plan

The IIDSP is a five-year plan developed to work in conjunction with the Illinois Highway Safety Plan (IHSP) and the Illinois Strategic Highway Safety Plan (ISHSP), two additional federally required strategic plans that identify the state's highway safety problems, develop goals, and support initiatives that will help that state achieve the specified goals. Both the IHSP and ISHSP identify impaired driving as a high priority. The IIDSP enhances these plans by identifying specific objectives, strategies, and tactics to assist Illinois in reaching the outcome goals of the IHSP and ISHSP. The IIDSP accomplishes this by leveraging the considerable experience and knowledge of IIDTF members and by keeping focused on the guidelines set forth in *Highway Safety Program Guideline No. 8 – Impaired Driving*.

Primary Focus Areas

The creation of the Illinois IIDTF came about as the idea of a committed police chief in suburban Cook County and the state's two prominent impaired driving advocacy groups – Mothers Against Drunk Driving (MADD) and the Alliance Against Intoxicated Motorists (AAIM). This group's motives for doing so were very straightforward. They wanted to bring greater awareness to one of our state's prominent public safety problems and utilize experts to formulate innovative solutions to those problems.

Their vision resulted in the comprehensive makeup of the IIDTF that encompasses key stakeholders from the wide range of fields that play a role in preventing impaired driving and impaired driving crashes in Illinois. IIDTF members include key individuals from the Illinois State Highway Safety Office (IDOT), law enforcement (state, municipal, and county), criminal justice (judiciary, prosecution, and defense), probation, treatment, advocacy, law enforcement training, law enforcement forensic phlebotomy, Drug Recognition Expert/Standardized Field Sobriety Testing (DRE/SFST), driver license administration, victim advocacy, and DUI court administration.

This diversity allows the IIDTF to develop a strategic plan that gives all-inclusive treatment to Illinois impaired driving issues. The IIDSP covers the Primary Focus Areas of Program Management, Prevention, Criminal Justice System, Communication Programs, Alcohol and Drug Misuse, and Program Evaluation and Data.

Program Management

Objective 1

Develop, implement and maintain Illinois' Impaired Driving Strategic Plan (IIDSP).

Strategy 1

Utilize the Illinois Impaired Driving Task Force (IIDTF) to cultivate Illinois' priority impaired driving countermeasures.

Tactic 1

Expand the composition of the Impaired Driving Task Force to fill gaps in representation, including representation from alcohol and other drug treatment and prevention agencies, the alcohol and adult-use cannabis industries, under-served populations, and the Illinois High School & College Driver Education Association.

Tactic 2

Ensure that safety continues to be a priority for the Illinois Department of Transportation and includes an emphasis on both behavioral and engineering safety efforts.

Strategy 2

Develop Illinois Impaired Driving Strategic Plan via the IIDTF.

Tactic 1

Assign IIDTF members to working groups corresponding to each IIDSP focus area.

Tactic 2

IIDTF working groups develop priority objectives, strategies and tactics for each focus area.

Tactic 3

Priority objectives, strategies and tactics for each focus area presented to IIDTF for finalization into the IIDSP.

Strategy 3

IIDTF conducts an annual review of IIDSP and updates as deemed necessary; present updates to State Highway Safety Office (SHSO).

Tactic 1

IIDTF presents IIDSP to SHSO (IDOT).

Tactic 2

IIDTF work directly with IDOT as the SHSO to encourage federal funding support put forth in the Illinois Highway Safety Plan.

Objective 2

Implement priority countermeasures established in the IIDSP.

Strategy 1

Utilize the Illinois traffic safety network (represented on the IIDTF) to leverage personnel and funding.

Tactic 1

Provide regular opportunities for impaired driving partners and stakeholders to share information, participate in planning, and generate solutions to Illinois' impaired driving problems.

Strategy 1

Seek meaningful input from the public, advocates, and prevention experts in underserved communities disproportionately affected by impaired driving crashes.

Tactic 1

Leverage crash data, census information, hospital trauma data, and other relevant sources to identify underserved communities and age groups within those communities disproportionately impacted by impaired driving and impaired pedestrian crashes.

Tactic 2

Through various means, engage with community leaders, local organizations, and grassroots movements to build relationships and establish trust.

Tactic 3

Collect and analyze data gathered from public input to identify common themes, concerns, and suggestions.

Strategy 2

Collaborate with public and private professionals and secure public and private resources and funding.

Tactic 1

Work to secure federal funding support.

Tactic 2

Work to identify and secure private funding opportunities.

Tactic 3

Determine the amount of funds available from impaired driving convictions and reinstatement fees and identify whether the funds are used for impaired driving efforts as intended according to State statute.

Strategy 3

Require all project proposals to include a level of problem identification that is specific to the proposed coverage area and that documents the need for each individual project.

Prevention

Objective 1

Reduce underage drinking/drug misuse and prevent underage impaired driving.

Strategy 1

Create partnerships to help achieve initiatives to reduce excessive alcohol/drug use and impaired driving.

Tactic 1

Implement a 10 cent per drink tax and dedicate a portion of the proceeds to prevention and treatment of alcohol and other substance use disorder problems including impaired driving.

Tactic 2

Ensure the use of Illinois DUI Prevention and Education Fund resources by communicating with the DUI Prevention and Education Commission.

Strategy 2

Introduce innovative programs in middle schools and high schools.

Tactic 1

Provide prevention programs that involve schools, organizations, and agencies committed to helping reduce alcohol/drug related problems and behaviors.

Strategy 3

Require responsible alcohol and cannabis sales and service.

Tactic 1

Conduct an evaluation of the Beverage Alcohol Sellers and Servers Education and Training program.

Tactic 2

Provide training to licensees and employees in the industry to know their legal responsibility and liability regarding alcohol and cannabis sales and services.

Strategy 4

Control hours, locations, and promotions of alcohol and cannabis sales.

Objective 2

Develop and enhance coalitions in the prevention of underage drinking/drug misuse and impaired driving prevention programs.

Strategy 1

Improvement of parent and child communication helping to keep their children alcohol and drug-free.

Tactic 1

Provide parent programs to increase and assist families in the knowledge of how to encourage communication with their teens, set boundaries and monitor the activities of their adolescents.

Tactic 2

Educate families about the importance of being good role models.

Tactic 3

Provide facts on cannabis, alcohol, and other substance use problems and the consequences.

Tactic 4

Promote high-refusal assertiveness skills training to students to practice ways to say “no.”

Strategy 2

Extracurricular programs supervised by positive adult role models that also incorporate youth leadership for skill building in this area.

Objective 3

Promote community involvement to incorporate school strategies in the prevention of underage drinking and drug use.

Strategy 1

Develop innovative appropriate information about alcohol and other drugs as curriculum.

Tactic 1

Provide more research to promote the understanding of substance misuse disorder.

Tactic 2

Provide active community-based prevention programs.

Tactic 3

Involve community-based programs in the schools’ code of conduct curriculum.

Tactic 4

Involve the Secretary of State’s programs and policies in driver education programs.

Tactic 5

Consider priority recommendations 4.1.1 and 5.1.1. from the 2015 Technical Assessment of the Illinois Driver Education Program.

Criminal Justice

Objective 1

Utilize an Impaired Driving Task Force sub-committee to re-write all DUI-related statutes into a merged, user-friendly, comprehensible compilation.

Strategy 1

Amend the DUI cannabis law to a workable, enforceable, provable offense.

Objective 2

Effectively utilize limited law enforcement resources to combat impaired driving.

Strategy 1

Ensure law enforcement officers have the best tools and training to recognize and stop impaired drivers.

Tactic 1

Encourage Standardized Field Sobriety Testing (SFST) refresher training for all patrol officers every two years.

Tactic 2

Update police academy curriculums and curriculums used by Mobile Training Units to reflect the most current *NHTSA DWI Detection and Standardized Field Sobriety Testing Manual*.

Tactic 3

Within two years of the academy, departments should encourage their law enforcement patrol officers to attend Advanced Roadside Impaired Driving Enforcement (ARIDE) training

Tactic 4

Train selected law enforcement officers in Drug Recognition Expert (DRE) to detect and identify the drug impaired driver.

Tactic 5

Train selected officers regarding forensic phlebotomy.

Tactic 6

Fully implement electronic crash reporting to expedite data analysis and facilitate more efficient deployment of law enforcement resources.

Tactic 7

Train law enforcement officers to correctly complete crash reports.

Strategy 2

Enforce DUI Laws.

Tactic 1

Expand high visibility DUI enforcement saturations including Roadside Safety Checks.

Tactic 2

Expand trainings, including forensic phlebotomy, and technical assistance for law enforcement and prosecutors to implement DUI no-refusal electronic search warrant programs and processes in their communities.

Tactic 3

Conduct nighttime speeding, distracted driving, and seat belt enforcement to detect impaired drivers.

Tactic 4

Publicize and enforce zero tolerance and other impaired driving graduated driver license laws for drivers under age 21.

Objective 3

Encourage the enhanced availability and usage of in-state testing of blood specimens for drugs and reduce reliance on out-of-state testing labs.

Tactic 1

Support funding of laboratories equipped to conduct quantitative testing for cannabis and other drugs.

Objective 4

Prosecute, impose sanctions on, and treat DUI offenders.

Strategy 1

Develop and create more problem-solving DUI Courts.

Strategy 2

Assist Illinois Secretary of State's Office with administration and promotion of Illinois' Breath Alcohol Ignition Interlock Device (BAIID) Program.

Strategy 3

Provide training, technical assistance, and support to DUI prosecutors.

Tactic 1

Support a pilot study of oral fluid testing for the identification of drugs used by impaired drivers.

Tactic 2

Codify the current administrative rule which provides for the revocation of driving privileges of offenders charged with Leaving the Scene, DUI, or Aggravated DUI when a serious personal injury or death occurred because of a crash, pending trial.

Tactic 3

Design and develop a unified statewide electronic system to include search-warrant, sworn reports, and other DUI-related documentation.

Tactic 4

Provide continuing legal education classes for prosecutors regarding the prosecution of DUIs and the use of search warrants to obtain blood tests from individuals charged with DUI or Aggravated DUI.

Tactic 5

Re-establish a network of law enforcement officers and prosecutors to work on impaired driving issues.

Tactic 6

Educate medical facilities regarding no civil liability for the truthful reporting of blood and urine tests performed on individuals charged with DUI and Aggravated DUI and encourage reporting of those tests.

Tactic 7

Re-write and simplify the Warning to Motorist utilized in DUI arrests.

Tactic 8

Create and maintain a listserv and newsletter for prosecutors and law enforcement officers.

Strategy 4

Consider ways to reduce the frequency of rescissions of statutory summary suspensions.

Tactic 1

Support the concept of a bifurcated implied consent civil case and DUI criminal case by revising Illinois statutes to prohibit the rescission of a statutory summary suspension as part of a plea agreement.

Tactic 2

Encourage the Illinois Secretary of State's Office to resume control of all Petitions to Rescind to remove them from the hands/control of prosecutors so that they are not used as negotiating tools.

Strategy 5

Provide training for Illinois Judges.

Tactic 1

Continue and encourage further use of Victim Impact Panels.

Tactic 2

Conduct a study to determine how minor traffic offenses could be removed from the current Circuit Court structure to enable the Circuit Court to spend more time on serious traffic offenses.

Tactic 3

Encourage the Administrative Office of Illinois Courts to allow non-judges to conduct DUI law training.

Objective 5

Utilize law enforcement to educate the public about the enforcement and prosecution of DUI laws.

Strategy 1

Encourage law enforcement to utilize media to inform the public of local arrests and to promote public safety.

Strategy 2

Encourage law enforcement to inform the public of high enforcement and holiday emphasis campaigns and other public safety events.

Tactic 1

Increase public safety by encouraging law enforcement agencies to release highlights of DUI arrests and holiday emphasis campaigns through all forms of media.

Tactic 2

Encourage law enforcement to present impaired driving messages to community forums.

Tactic 3

Develop a law enforcement speaker's bureau to discuss successes achieved when addressing the DUI driver.

Tactic 4

Encourage law enforcement to present information about high visibility enforcement and holiday emphasis campaigns to school programs.

Tactic 5

Develop a curriculum similar to or based on Drug Impairment Training for Education Professionals (DITEP) to be utilized by law enforcement officers to educate students, teachers/school officials, and other community groups about the dangers of alcohol, cannabis, and other drugs and to enable them to make better decisions.

Communication

Objective 1

Utilize paid and earned media to maximize deterrence to impaired driving.

Strategy 1

Develop and execute a comprehensive impaired driving media plan.

Tactic 1

IDOT to hire a media vendor to create, develop and promote impaired driving messages on television, radio, and social media in selected markets throughout Illinois.

Tactic 2

Focus paid and earned media events during IDOT's impaired driving campaigns.

Tactic 3

Provide media releases to IDOT's grantees for impaired driving campaigns.

Tactic 4

Coordinate press events prior to each of IDOT's impaired driving campaigns.

Tactic 5

Utilize enforcement message during IDOT's impaired driving campaigns.

Tactic 6

Invite traffic safety partners to IDOT's impaired driving campaign news events.

Tactic 7

Develop statewide media release for each of IDOT's impaired driving campaigns.

Strategy 2

Develop impaired driving/distracted driving/seat belt ads.

Strategy 3

Develop an impaired motorcycle rider media campaign.

Strategy 4

Utilize crash data to determine demographics (ages 16-34, 35-44, 45-54) for targeted paid and earned messaging efforts.

Objective 2

Increase educational and outreach efforts regarding the consequences of alcohol, cannabis, and other drug-impaired driving.

Strategy 1

Work with traffic safety partners on developing ways to improve public awareness statewide.

Tactic 1

Promote partnerships with state law enforcement organizations.

Tactic 2

Promote law enforcement local action network meetings to provide impaired driving information and education.

Strategy 2

Develop a singular message for the impaired driving issue in Illinois.

Tactic 1

Promote the “Drive Sober or Get Pulled Over” messaging.

Tactic 2

Promote the “Drive High - Get a DUI.” messaging.

Tactic 3

Promote “If you feel different, you drive different” messaging.

Tactic 3

Promote law enforcement public safety campaigns.

Strategy 3

Review crash information and demographics to determine where to conduct educational efforts.

Strategy 4

Utilize Impaired Driving Task Force to increase awareness of the consequences of impaired driving and the importance of certain countermeasures.

Tactic 1

Fund the SFST/DRE/Coordinator to improve law enforcement training.

Tactic 2

Fund the Traffic Safety Resource Prosecutor program.

Tactic 3

Fund Law Enforcement Forensic Phlebotomy Program and Statewide Coordinator.

Tactic 5

Fund law enforcement liaison program.

Tactic 4

Promote DUI Courts.

Tactic 6

Promote ARIDE training.

Strategy 5

Publicize and educate the public, elected officials, and lobbyists regarding anti-impaired driving technology and its future potential.

Tactic 1

Demonstrate anti-impaired driving technology at conferences, events, and meetings.

Tactic 2

Draft media releases around holidays including Memorial Day, Fourth of July, Labor Day, and other time periods.

Tactic 3

Share victim stories.

Tactic 4

Share videos through social media to notify the public on a large scale.

Objective 3

Enhance and renew year-round comprehensive underage alcohol and drug-impaired driving prevention campaigns utilizing ads and public service announcements.

Strategy 1

IDOT to hire a media vendor to create, develop and promote the messages on television, radio, and social media in selected markets throughout Illinois.

Tactic 1

Develop ads focusing on education, awareness, and modifying behavior to decrease the incidents of underage drinking, cannabis, drug misuse, substance use disorder, and impaired driving.

Tactic 2

Implement ads and media events year-round on social media platforms.

Strategy 2

Increase coordination and collaboration of existing youth groups with relevant campaign messages.

Tactic 1

Implement peer leadership teams and mentorship programs to promote activities and projects that decrease behaviors that put themselves and others at risk.

Strategy 3

Introduce strategy meetings to brainstorm, develop, and implement fresh campaigns.

Strategy 4

Develop grassroots mentorship program.

Strategy 5

Encourage communities consisting of diverse representation to support substance use disorder and underage drinking, cannabis, and other drug misuse prevention.

Tactic 1

Increase visibility in town halls and with traffic safety forums.

Tactic 2

Provide facts on marijuana and other substance use disorders and the consequences of their use.

Strategy 6

Create an e-newsletter that will give parenting tips that can help with strategies to help deal with teens and substance misuse disorders.

Alcohol/Drug Misuse

Objective 1

Provide information to judges and prosecutors on the consistent use and interpretation of DUI evaluations.

Strategy 1

Provide information to Judges and Prosecutors.

Tactic 1

Inform judges on the requirements of 625 ILCS 5/11-501.1(h) requiring the court to monitor compliance with any education or treatment recommendations contained in the evaluation.

Tactic 2

Inform judges as to how to appropriately incorporate sentencing pursuant to the evaluation to enhance public safety and to impose appropriate requirements on specific offenders to reduce recidivism.

Tactic 3

Impress upon prosecutors to review evaluations prior to making a plea offer.

Objective 2

Certify DUI Courts in Illinois as Problem-Solving Courts.

Strategy 1

Establish DUI Courts in Illinois complying with the Illinois Supreme Court Problem-Solving Courts Standards.

Tactic 1

Provide information to judges, prosecutors, defense attorneys, and other stakeholders as to the concept of DUI Courts, evidence-based practices, and recidivism rates.

Tactic 2

Provide information as to the Illinois Supreme Court Problem-Solving Court Standards and certification process.

Tactic 3

Provide DUI Court Team training to stakeholders, All Rise and the Treatment Court Institute, will at times, provide such training, on location, to multiple teams at little or no cost to prospective teams).

Tactic 4

Coordinate with the Administrative Office of Illinois Courts Problem-Solving Coordinator to provide technical assistance from Illinois practitioners as to DUI Courts with regard to being certified by the Illinois Supreme Court.

Tactic 5

Establish DUI Mentor Court in Illinois (Treatment Court Institute will help train the trainers to provide local DUI Court practitioners to continue new DUI Courts).

Objective 3

Require Impaired Driving Assessment or other approved ancillary tools to determine Pre-trial risk for DUI offenders.

Strategy 1

Provide for the ability to detect drug use among DUI offenders both post-sentencing and pre-disposition.

Tactic 1

Subject DUI offenders, as a condition of their pre-trial release, to random urine analysis, portable breath tests, alcohol monitoring device or Breath Alcohol Ignition Interlock Device, depending on the prior record and/or facts of the case.

Tactic 2

Report any positive chemical test results to the DUI evaluator, leading to a more accurate evaluation; and report any positive screens to state's attorney's office and court services (if they have a pretrial monitoring program).

Tactic 3

Require those offenders with positive urine analysis, portable breath tests, alcohol monitoring device, or Breath Alcohol Ignition Interlock Device pre-disposition to test as a condition of their DUI sentence.

Objective 4

A DUI offender's progress in treatment must be monitored by the court.

Strategy 1

Conduct an evaluation of the current DUI Risk Education program and based on the findings, modify the program or replace the current program with an evidence-based program.

Tactic 1

Educate and encourage the use of chemical testing in all levels of treatment.

Tactic 2

Change DHS, Division of Substance Use Prevention and Recovery regulations to allow and require treatment providers to share treatment plans, conduct regular testing for alcohol and other drugs, and to report test results regularly to criminal justice departments such as probation, the state's attorney's office, or other monitoring agency.

Tactic 3

Support a pilot study of a 24/7 Sobriety Court.

Program Evaluation and Data

Objective 1

Utilize the Illinois Highway Safety Plan's (IHSP) core outcome measures and goals as a primary measure of the Illinois Impaired Driving Program.

Strategy 1

Evaluate Illinois' progress towards achieving IHSP goals annually.

Tactic 1

IDOT shares annual IHSP outcome measures and goals with IIDTF.

Tactic 2

IIDTF provides input to IDOT regarding outcome measures and goals.

Objective 2

Optimize Illinois' traffic records system.

Strategy 1

Fund and implement projects in support of establishing an effective DUI Tracking System.

Tactic 1

Explore the further proliferation of e-citations.

Tactic 2

Explore ways to obtain more alcohol and drug test results in impaired driving arrests and crashes.

Tactic 3

Continue to explore ways to maximize electronic crash data collection.

Tactic 4

Develop a comprehensive traffic safety data dictionary.

Tactic 5

Replace the antiquated COBOL/CICS/DB2.

Tactic 6

Explore ways to insure a clear delineation between crashes and DUI arrests pertaining to alcohol, cannabis, drugs/substances, or poly-drug use.

Objective 3

Streamline Illinois' highway safety grant application process.

Strategy 1

Work towards the development of an e-grant application process for IDOT's Highway Safety Grant Program.

Strategy 2

Implement electronic reporting for IDOT highway safety grantees.

Illinois Impaired Driving Strategic Plan

Full Members			
Name	Title	Agency/Organization	Group
Chairwoman			
Nancy Easum, Esq.	Attorney	Easum Law Office	Criminal Justice System
Assistant Chairwomen			
Rita Kreslin	Executive Director	The Alliance Against Intoxicated Motorists	Communications/Community Engagement/Advocacy
Erin Peyton	Executive Director	Mothers Against Drunk Driving - Illinois/Iowa/Wisconsin	Communications/Community Engagement/Advocacy
Secretary			
Shannon Alderman	Impaired Driving Program Coordinator	Illinois Department of Transportation, Bureau of Safety Programs and Engineering	State Highway Safety Office
Stephane Seck-Birhame, P.E.	Chief, Bureau of Safety Programs & Engineering	Illinois Department of Transportation	State Highway Safety Office
Sarah Moore, MPA	Chief, Safety Programs Implementation Manager, Bureau of Safety Programs & Engineering	Illinois Department of Transportation	State Highway Safety Office
Dr. William Watson, M.D.	Director of Trauma	Advocate Condell Medical Center	Medical Profession
Larry Shelton	Toxicology Program Manager	Illinois State Police, Division of Forensic Services	Toxicology
Hon. Patrick Kenneally, Esq.	State's Attorney	McHenry County	Criminal Justice System
Richard Krajewski, MA, LCPC	Supervisor, DUI Evaluation Unit	Eighteenth Judicial Circuit Court of Illinois	Criminal Justice System
Larry Davis, Esq.	Criminal Defense Attorney	Davis Law Group/Illinois State Bar Association	Criminal Justice System
Nicole Sanders	Industry Education Manager	Illinois Liquor Control Commission	Alcohol Beverage Regulation - Server Training
Andrea Winner, MS, CADC	DUI Manager / Compliance and Monitoring Specialist	Illinois Department of Human Services, Division of Substance Use Prevention and Recovery	Public Health - Treatment
Paul Petty	Manager, In-Service Training	Illinois Law Enforcement Training and Standards Board	Law Enforcement - Training
Craig Beiermann	State Trooper	Illinois State Police	Law Enforcement
Sgt. Ari Briskman	DRE Instructor	McHenry County Sheriff's Department	Law Enforcement
Ofc. Brian Greenwald, D.R.E.	D.R.E. Instructor	Riverside Police Department	Law Enforcement
Jennifer Cifaldi, Esq.	Traffic Safety Resource Prosecutor	University of Illinois - Springfield	Criminal Justice System
Judge Mark Shaner (Ret.)	Illinois State Judicial Outreach Liaison	American Bar Association	Criminal Justice System
Doug Petit	Victim Advocate	Parents And Teens Together	Community Engagement/Advocacy
Brenda Glahn, Esq.	Legislative Liaison, Driver Services Department	Office of the Illinois Secretary of State	Driver Licensing
Sgt. Lee Graham	Supervisor, Patrol	St. Clair County Sheriff's Department	Law Enforcement
Master Patrol Officer Larry Brooks, D.R.E. Instructor	Illinois Law Enforcement Forensic Phlebotomy Coordinator	Decatur Police Department	Drug-Impaired Driving Countermeasures
Dan Hunt (non-voting)	Director, Probation Services	Administrative Office of the Illinois Courts	Criminal Justice System - Probation
Bill Blundell (non-voting)	Manager, Problem Solving Courts, Probation Services	Administrative Office of the Illinois Courts	Criminal Justice System - Problem Solving Courts
Contributing Members			
Jennifer Bash, D-ABFT-FT	Forensic Scientist		Toxicology
Lindsay Simpson, M.S.	Forensic Scientist	Northeastern Illinois Regional Crime Laboratory	Toxicology
Lisa Rogers	Director, Court Watch Program	The Alliance Against Intoxicated Motorists	Criminal Justice System/Community Outreach
Scott Kristiansen	Supervisor, Illinois Law Enforcement Liaison Program	Illinois Association of Chiefs of Police	Law Enforcement
Bonnie Jones	Manager, Court Monitoring Program	Mothers Against Drunk Driving	Criminal Justice System/Community Outreach
Sheila Lockwood	Victim Advocate	Mothers Against Drunk Driving	Legislation/Community Outreach
Samantha Gallagher-Gannon	Prevention Specialist	The Alliance Against Intoxicated Motorists	Community Outreach
Hon. Mark Shaner (Ret.)	Illinois Judicial Outreach Liaison	American Bar Association	Criminal Justice System



Illinois Department of Transportation Committee Charter

ILLINOIS IMPAIRED DRIVING TASK FORCE

Effective Date:

September 11, 2019

Approved By:

Omer Osman

Version: 1.0

1. COMMITTEE TITLE

The title of this committee shall be The Illinois Impaired Driving Task Force.

2. PURPOSE

The purpose of this committee is to save lives by the elimination of senseless motor vehicle crashes and resultant injuries or deaths caused by impaired drivers in Illinois.

3. MEMBERSHIP

The committee shall be comprised of members representing the Department of Transportation (“internal”), as well as the Governor’s Office, the General Assembly, the Illinois Judicial System, other state agencies, and advocacy groups. Internal members will be appointed by the Bureau Chief of the Bureau of Safety Programs and Engineering, with external members appointed by the Governor’s Office, the General Assembly, the Illinois Judicial System, other state agencies, and advocacy groups. The Task Force membership shall include, but not be limited to:

Internal

- IDOT Bureau Chief of Safety Programs and Engineering (or designee)
- IDOT Unit Chief, Bureau of Safety Programs and Engineering, Safety Project Implementation Unit
- IDOT Impaired Driving Program Coordinator

External

- Local and or County Police Representative(s)

- Illinois State Police Representative(s)
- Illinois Department of Human Services, Division of Substance Use Prevention & Recovery Representative
- Judicial Representative
- Prosecutorial Representative
- Probation and/or Court Services Representative
- Mothers Against Drunk Driving and the Alliance Against Intoxicated Motorists Representative(s) or other Advocacy Group(s)
- Illinois Secretary of State's Office Representative
- Illinois Law Enforcement Training and Standards Board Representative
- Governor's Office Representative
- General Assembly Representative

4. AUTHORITY, OBJECTIVES & ACTIVITIES

A. Authority. Each state fiscal year (July 1 through June 30) the Task Force will appoint new members as appropriate and elect a Chairperson. During the first fiscal year of operations, the Task Force will develop and/or update a Statewide Impaired Driving Strategic Plan, which will be reviewed on a state fiscal year basis to provide for updates and enhancements, as necessary.

B. Objectives. The Task Force's mission is to eliminate motor vehicle crashes and resultant injuries or deaths caused by impaired drivers through collaboration of individuals, agencies and organizations who possess the expertise to: (1) formulate prevention strategies; (2) develop and implement improvements to Illinois laws that pertain to enforcement of highway safety, driver's licensing, prosecution and adjudication; and (3) enhance communication to the public about motor vehicle crashes and public safety.

To accomplish this mission, the Task Force will leverage the expertise of its members to develop a Statewide Impaired Driving Strategic Plan that will aid in the creation of the Illinois Strategic Highway Safety Plan and the annual Highway Safety Plan (HSP).

Items the Task Force will discuss include, but will not be limited to, (1) current and potential Illinois law; (2) ways to enhance prosecution and adjudication of offenders; (3) law enforcement methodologies; (4) treatment and monitoring of offenders; and, (5) prevention, intervention, and education of the public on the issue of impaired driving.

C. Meeting Frequency.

Each state fiscal year (July 1 through June 30), the Task Force will determine a schedule of regular meetings. Meetings will alternate between upstate and downstate locations and shall utilize conference calling whenever appropriate.

D. Meeting Recorder.

The Task Force will appoint a Secretary who will be responsible for recording minutes for each meeting.

E. ACCOUNTABILITY

The Task Force will report on its activities and recommendations annually to the Illinois Governor's Highway Safety Representative (or designee). By March 1 each year, as necessary, the Task Force will produce or update an Illinois Statewide Impaired Driving Strategic Plan the contents of which will be considered by inclusion in the Strategic Highway Safety Plan and the Highway Safety Plan.

5. CHARTER MAINTENANCE

The Bureau of Safety Programs & Engineering is responsible for the maintenance of this charter and shall notify the Bureau of Business Services of changes to the charter and/or membership.

6. REVISION HISTORY

At a minimum, this charter shall be reviewed for continued use and updated biennially.

Changes to this charter are as follows:

- new charter

The current version of this charter is available on the Committee Charters page on InsideIDOT.

Archived versions of this charter may be examined by contacting the Document Services Unit in the Bureau of Business at DOT.Policy@illinois.gov.

7. CLOSING NOTICE

For more information regarding committee establishment and function, see DO 02-04: Committee Establishment & Function.

Supersedes: This is a new charter.

Motorcyclist Safety Grants (23 CFR 25)

List of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant.

- The Region A (Northern Illinois) training region consists of 14 Counties: Boone, Carroll, Cook, DeKalb, DuPage, Jo Daviess, Kane, Lake, Lee, McHenry, Ogle, Stephenson, Whiteside, Winnebago
 - Region A Legislative and Congressional Districts - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 14, 16, 17
- The Region B (Central Illinois) training region consists of 36 Counties: Bureau, Cass, Champaign, DeWitt, Ford, Fulton, Grundy, Hancock, Henderson, Henry, Iroquois, Kankakee, Kendall, Knox, LaSalle, Livingston, Logan, Macon, Marshall, Mason, McDonough, McLean, Menard, Mercer, Peoria, Piatt, Putnam, Rock Island, Sangamon, Schuyler, Stark, Tazewell, Vermilion, Warren, Will, Woodford.
 - Region B Legislative and Congressional Districts - 1, 2, 3, 11, 13, 14, 15, 16, 17, & 18
- The Region C (Southern Illinois) training region consists of 52 counties: Adams, Alexander, Bond, Brown, Calhoun, Christian, Clark, Clay, Clinton, Coles, Crawford, Cumberland, Douglas, Edgar, Edwards, Effingham, Fayette, Franklin, Gallatin, Greene, Hamilton, Hardin, Jackson, Jasper, Jefferson, Jersey, Johnson, Lawrence, Macoupin, Madison, Marion, Massac, Monroe, Montgomery, Morgan, Moultrie, Perry, Pike, Pope, Pulaski, Randolph, Richland, St. Clair, Saline, Scott, Shelby, Union, Wabash, Washington, Wayne, White, Williamson
 - Region C Legislative and Congressional Districts – 12, 13, 15, 18

AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

- this information is retained by the Illinois Secretary of State

The name and organization of the head of the designated State authority over motorcyclist safety issues is Illinois Department of Transportation, Bureau of Safety Programs and Engineering.

- [\(625 ILCS 35/\) Cycle Rider Safety Training Act](#)

The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

- [\(625 ILCS 35/\) Cycle Rider Safety Training Act](#)

In the annual grant application at Illinois Department of Transportation, Bureau of Safety Programs and Engineering, performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

- Performance standards are also established in in the *Cycle Rider Safety Training Program Manual* (see IL_FY26_405f_Cycle Rider Safety Training Program Manual) and addressed by two types of evaluations:

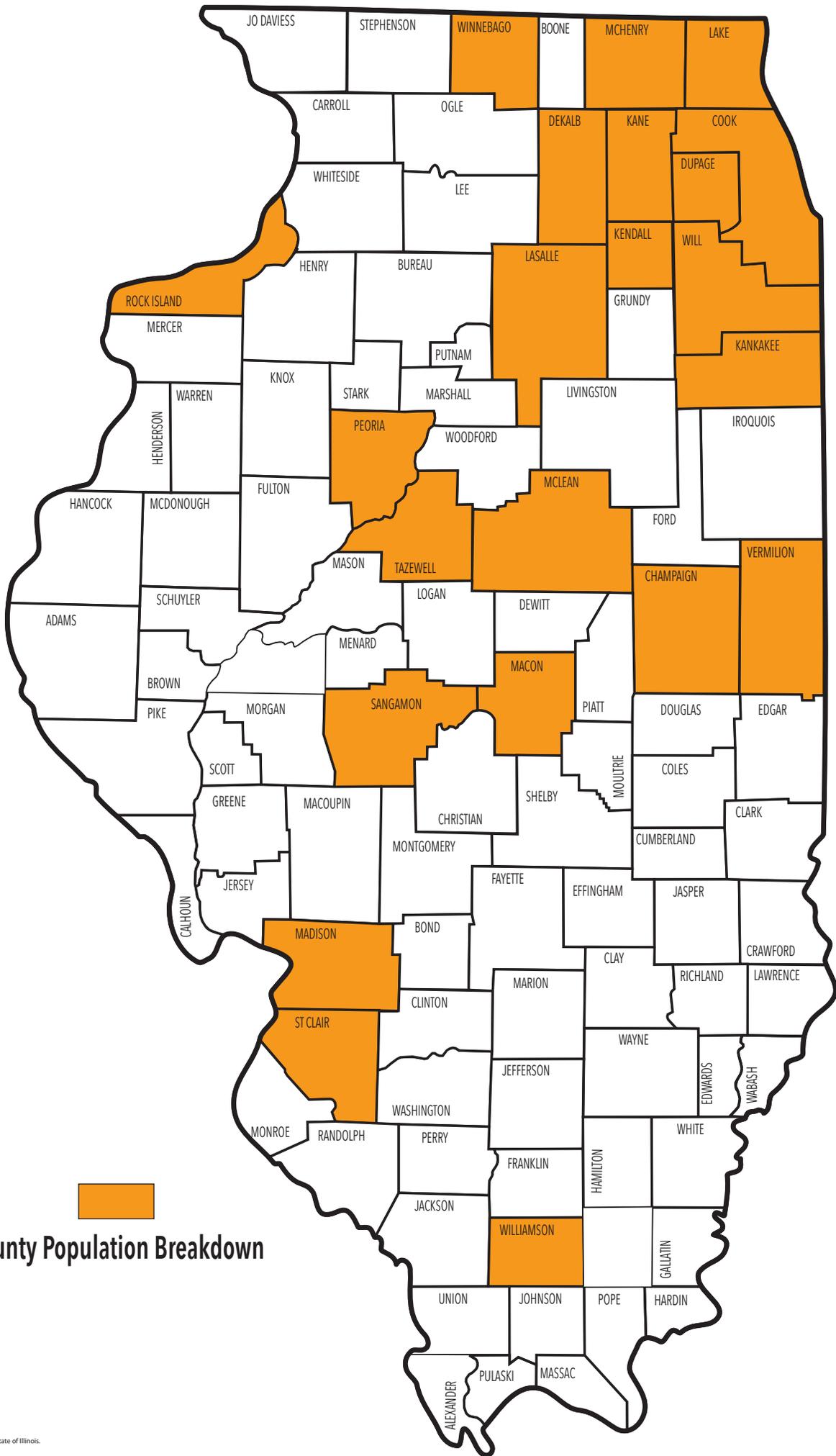
1. An administrative evaluation based on the actual activities compared with the plans and/or unit costs.

- The number of students listed in Exhibit B DELIVERABLES or MILESTONES to be trained vs. the actual number of students trained.
- The number of planned courses vs. the number of completed courses.
- Cost analysis of the planned costs of training or other aspects or operations efficiency vs. actual.

2. An evaluation of the Grantees training output from data collected through their weekly and monthly report submittal to determine the extent of which Southern Illinois University's Motorcycle Rider Program has changed crash and/or injury severity within Region C and an overall analysis of student training numbers and the relationship between the grantee, including any program costs and benefits.

- Evaluation of instructors by students and staff, Quality Assurance visits, Incident rates, Customer service complaints, and resolution.
- Average number of students per course and per site, Number of courses held at each site, Pass/Fail/Drop rates, Measuring results of preventative maintenance on motorcycles, No show rates, Student demographic information, and Instructor turn-over rate.
- Training goals, including both the number of each type of the courses offered in each Region (BRC, BRC2, ARC, 3WBRC and Instructor Preps) and the number of students trained per course type.

**The Illinois Department of Transportation will define the method of evaluation, data to be collected, records necessary for data collection, criteria for the administrative and impact evaluations and responsibilities of those involved in the evaluation. A Department evaluation plan will be distributed to everyone directly involved. - Grant programs must be completed within the time frame of the grant agreement and the grantee must demonstrate integrity, honesty, and responsibility in the performance of all tasks.*



County Population Breakdown





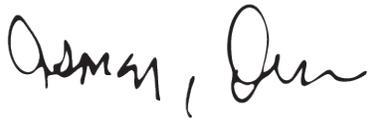
2023 ILLINOIS
**CRASH FACTS
& STATISTICS**



Illinois Department
of Transportation

2023 Illinois Crash Facts & Statistics

The Illinois Department of Transportation's Office of Planning and Programming, Bureau of Data Collection, extends its appreciation to local, county and state law enforcement agencies for their assistance in investigating and reporting traffic crashes and to county coroners and the medical examiner of Cook County for providing pertinent information. Without their efforts and cooperation, this publication would not have been possible.



Omer M. Osman, P.E.
Secretary

Compiled by: Illinois Department of Transportation
Office of Planning and Programming
Bureau of Data Collection
Crash Information Staff
Crash Records Staff

2023 Illinois Crash Facts & Statistics

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Key Terms

BLOOD ALCOHOL CONCENTRATION (BAC)

On July 2, 1997, a BAC of 0.08 or greater became the level at which a driver is considered legally intoxicated in Illinois. Prior to July 2, 1997, the level was 0.10.

CRASH

An occurrence that takes place on public roadways, involves a moving motor vehicle and produces death, injury or damage in excess of \$1,500 to any one person's property when all drivers in the crash are insured. If any driver does not have insurance, the threshold is \$500. (The change in threshold took effect on Jan.1, 2009.)

DRIVER

An occupant who is in actual physical control of a motor vehicle or, for an out-of-control vehicle, an occupant who was in control until control was lost. When the term driver is used, it includes drivers of all types of motor vehicles, including cars, vans, pickup trucks, motorcycles, tractor-trailers, emergency vehicles and buses.

FATALITY VS. FATAL CRASH

A fatality is a death that results from a traffic crash. A fatal crash is a motor vehicle crash (single or multiple) that results in the death of one or more people.

INJURY CRASH

Any motor vehicle crash that results in one or more non-fatal injuries.

A-INJURY (incapacitating injury)

Any injury, other than a fatal injury, that prevents the injured person from walking, driving or normally continuing the activities he/she was capable of performing before the injury occurred. Includes severe lacerations, broken limbs, skull or chest injuries, and abdominal injuries.

B-INJURY (non-incapacitating injury)

Any injury, other than a fatal or incapacitating injury, that is evident to observers at the scene of the crash. Includes a lump on the head, abrasions, bruises and minor lacerations.

C-INJURY (possible injury)

Any injury reported or claimed that is not either an "A," "B" or fatal injury. Includes momentary unconsciousness, claims of injuries not evident, limping, complaints of pain, nausea and hysteria.

LOCATION (URBAN)

Includes location in or adjacent to a municipality or other urban area with a population greater than 5,000.

LOCATION (RURAL)

Includes all locations not classified as urban.

MILEAGE DEATH RATE

Fatalities per 100 million vehicle miles of travel.

MOTORCYCLIST

Any occupant, either operator (driver) or passenger, of a motorcycle.

PEDALCYCLIST

Any occupant of a non-motorized vehicle that is propelled by pedaling. Includes bicycles, unicycles and tricycles.

PEDESTRIAN

Any person who is not in or on a vehicle.

TRACTOR-TRAILER

Alternative term for semi-truck.

TRAVEL

Vehicle miles driven.

WORK ZONE CRASHES

A motor vehicle traffic crash in which the first harmful event occurs within the boundaries of a work zone or an approach to or exit from a work zone, resulting from an activity, behavior or control related to the movement of the traffic units through the work zone. (For a full definition of a work zone, see page 15.)

Crash Data

The motor vehicle crash data referenced in this section reflect crashes. The data do not reflect people involved in these crashes, unless otherwise specified.

Crash Data Overview

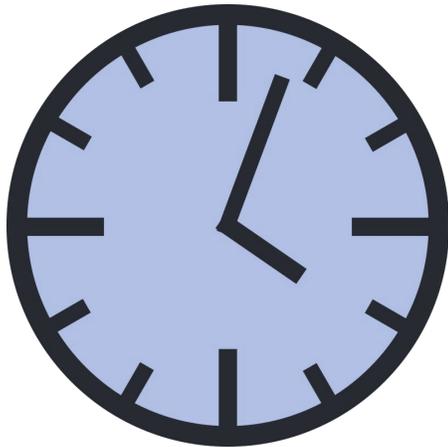
- ✦ In 2023, there were 299,133 crashes involving motor vehicles in Illinois. Injury crashes accounted for 20.6% of these crashes (61,547), while fatal crashes (1,142) accounted for less than 1.0% of these crashes.
- ✦ Crashes involving an A-injury accounted for 11.6% of injury crashes.
- ✦ Crashes involving pedestrians accounted for 1.5% of total crashes, 17.3% of fatal crashes and 6.8% of injury crashes.
- ✦ Crashes involving pedalcyclists accounted for less than 1.0% of total crashes, 3.6% of fatal crashes and 4.2% of injury crashes.
- ✦ Crashes involving speed accounted for 31.1% of total crashes, 44.9% of fatal crashes and 36.3% of injury crashes.
- ✦ Crashes involving motorcycles accounted for 1.1% of total crashes, 14.1% of fatal crashes and 3.6% of injury crashes.
- ✦ Crashes involving tractor-trailers accounted for 3.7% of total crashes, 9% of fatal crashes and 3% of injury crashes.
- ✦ Crashes occurring in work zones accounted for 2.1% of total crashes, 2% of fatal crashes and 1.8% of injury crashes.
- ✦ Crashes involving deer accounted for 5% of total crashes.
- ✦ There was an average of 1.1 deaths per fatal crash.
- ✦ 84.9% of fatal crashes occurred on dry roads.
- ✦ 44.7% of fatal crashes occurred during daylight hours.

2023 Illinois Crash Facts & Statistics

Registered Motor Vehicles*	10,611,031
Licensed Drivers*	9,175,653
Vehicle Miles Traveled (Billions)	103.08
Total Crashes	299,133
Total Injuries	87,573
A-Injuries	8,846
Total Deaths	1,240
Mileage Death Rate (Per Hundred Million Vehicle Miles Traveled)	1.2

*Source: Illinois Secretary of State's office.

Illinois' Highway Safety Clock



A total of 299,133 crashes occurred on Illinois roads in 2023.

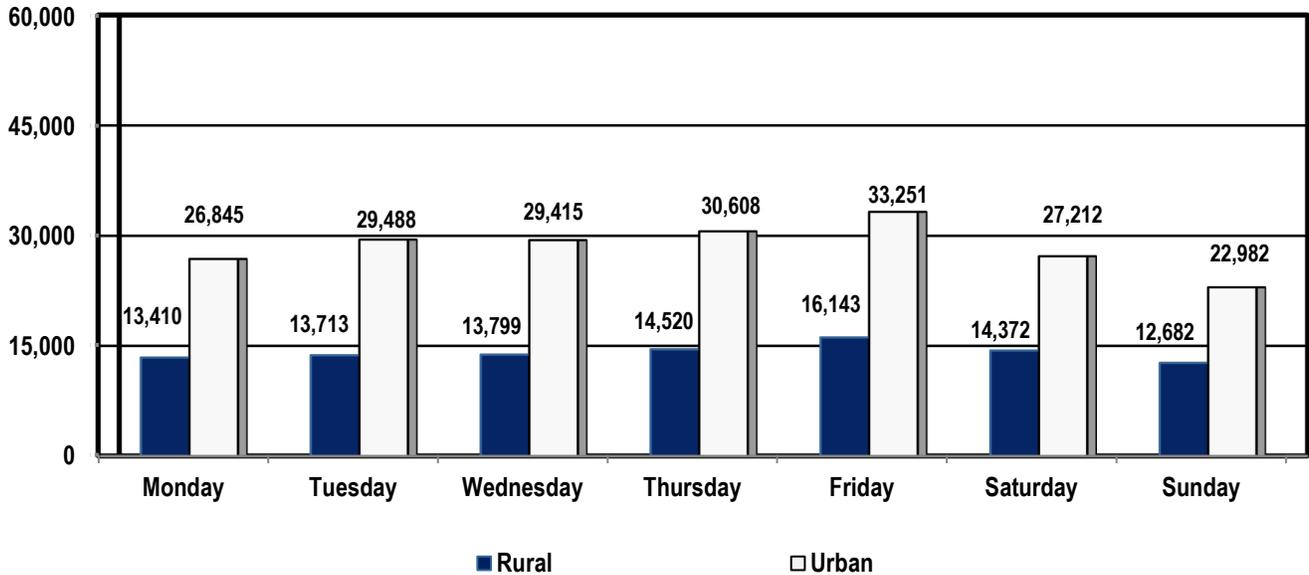
Approximately 820 traffic crashes occurred per day in 2023.

More than 3 people were killed per day in traffic crashes in 2023.

More than 9 people were injured per hour in 2023.

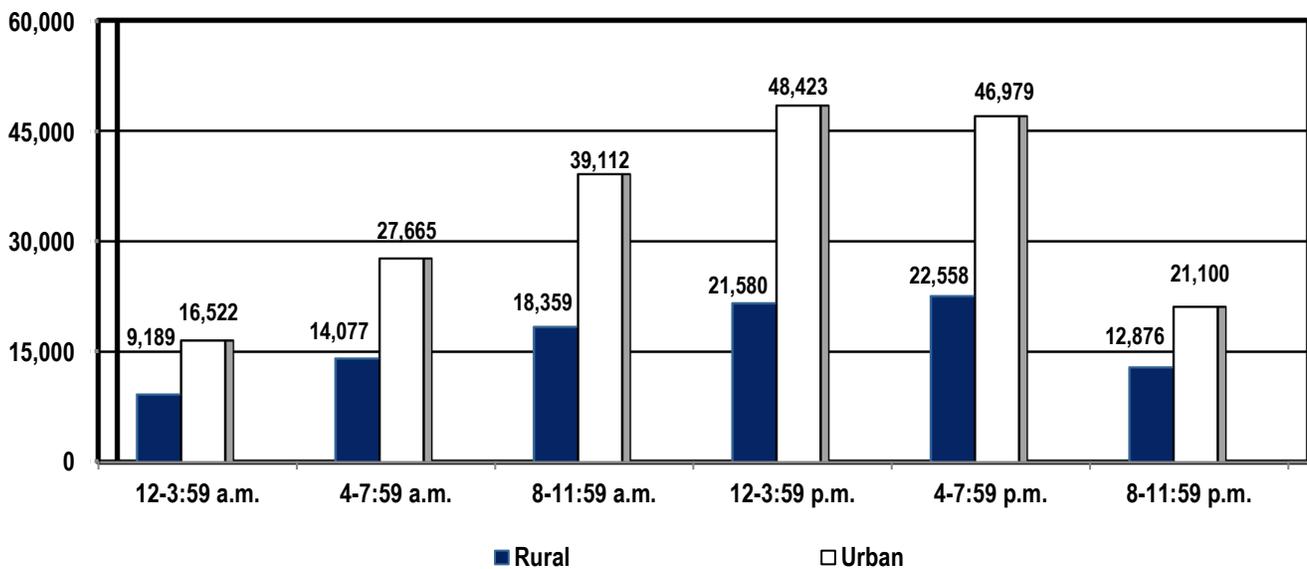
2023 Illinois Crash Facts & Statistics

Crashes by Day of Week*



*A total of 693 crashes occurred in an unknown location. The greatest number of crashes occurred on Fridays, with 33,251 crashes in urban locations and 16,143 crashes in rural locations.

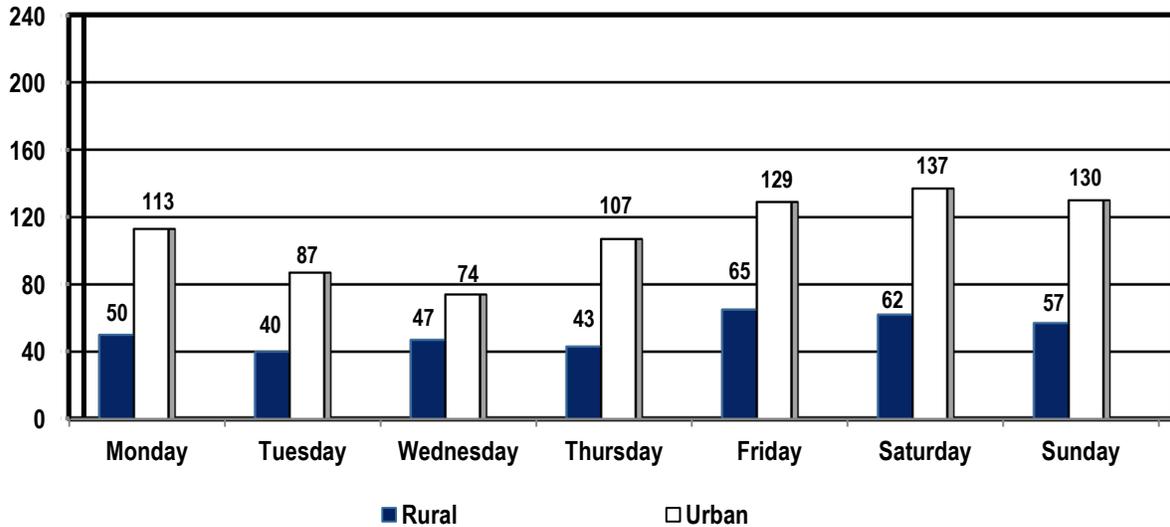
Crashes by Time of Day*



*A total of 693 crashes occurred in an unknown location. More than 66% of all crashes occurred between 8 a.m. and 7:59 p.m. Of these crashes, 68.1% occurred on urban roads.

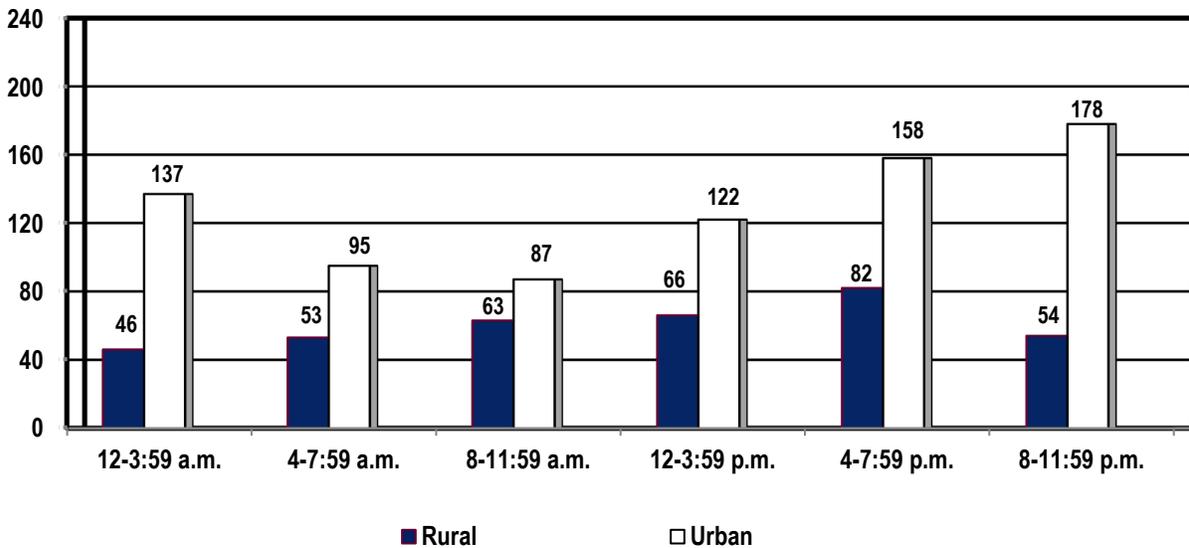
2023 Illinois Crash Facts & Statistics

Fatal Crashes by Day of Week*



*One crash occurred in an unknown location. The greatest number of fatal crashes occurred on Saturdays, with 137 crashes in urban locations and 62 crashes in rural locations.

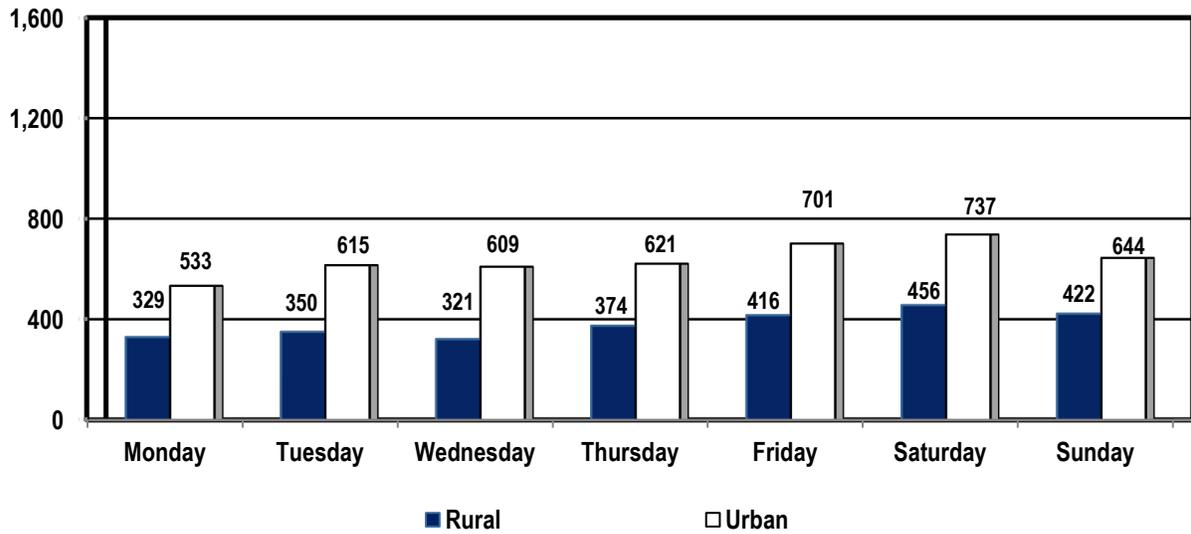
Fatal Crashes by Time of Day*



*One crash occurred in an unknown location. In all, 57.4% of all fatal crashes occurred between 4 p.m. and 3:59 a.m. Of these crashes, 72.1% occurred on urban roads (473 crashes).

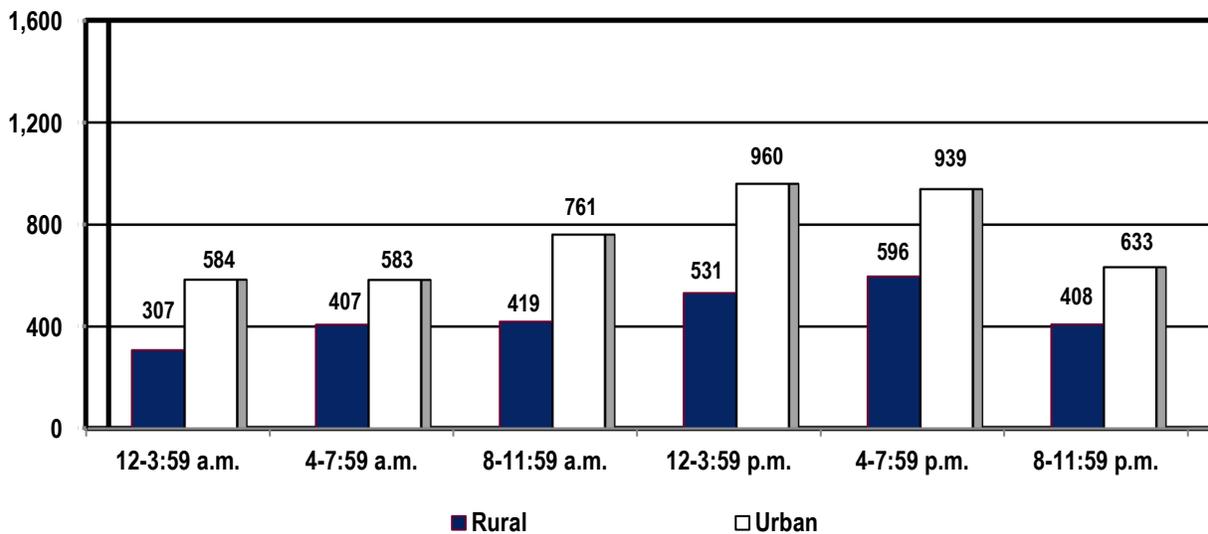
2023 Illinois Crash Facts & Statistics

A-Injury Crashes by Day of Week*



*A total of 15 crashes occurred in an unknown location. The greatest number of A-injury crashes occurred on Saturdays. The second-largest number of A-injury crashes occurred on Fridays.

A-Injury Crashes by Time of Day*



*A total of 15 crashes occurred in an unknown location. Approximately 57% of all A-injury crashes occurred between 12 p.m. and 11:59 p.m. Of these, 62.1% occurred on urban roads.

2023 Illinois Crash Facts & Statistics

Crashes by Type of Road

In 2023, there were 299,133 total crashes. Of these crashes, 66.79% occurred on urban roads, while 70.71% of all injury crashes occurred on urban roads.

TYPE OF ROAD	CRASH SEVERITY			Total
	Fatal	Injury	A Injury	
URBAN				
Freeway & Expressway/Toll	5	237	25	1,397
<i>Percent</i>	0.44	0.39	0.35	0.47
Interstate/Toll	96	4,639	432	32,116
<i>Percent</i>	8.41	7.54	6.05	10.73
Local Road or Street/Toll	76	7,014	743	36,546
<i>Percent</i>	0.00	0.00	0.00	12.22
Major Collector/Toll	110	6,116	628	25,547
<i>Percent</i>	9.63	9.94	8.79	8.54
Minor Arterial/Toll	220	11,570	1,202	45,184
<i>Percent</i>	0.00	18.80	16.83	15.10
Minor Collector/Toll	9	754	76	3,251
<i>Percent</i>	0.79	1.23	1.06	1.09
Other Principal Arterial/Toll	260	13,188	1,354	55,759
<i>Percent</i>	22.77	21.42	18.96	18.64
Unknown	1	0	0	1
<i>Percent</i>	0.09	0.00	0.00	0.00
Urban Total	777	43,518	4,460	199,801
<i>Percent</i>	68.04	70.71	62.44	66.79

2023 Illinois Crash Facts & Statistics

Crashes by Type of Road

In 2023, there were 299,133 total crashes. Of these crashes, 32.97% occurred on rural roads, while 31.87% of all fatal crashes occurred on rural roads.

TYPE OF ROAD	CRASH SEVERITY			Total
	Fatal	Injury	A Injury	
Rural				
Freeway & Expressway	2	15	2	91
<i>Percent</i>	<i>0.18</i>	<i>0.02</i>	<i>0.03</i>	<i>0.03</i>
Interstate/Toll	52	732	145	4,218
<i>Percent</i>	<i>4.56</i>	<i>1.19</i>	<i>2.03</i>	<i>1.41</i>
Local Road or Street/Toll	66	1,022	238	4,164
<i>Percent</i>	<i>5.78</i>	<i>1.66</i>	<i>3.33</i>	<i>1.39</i>
Major Collector	91	1,265	317	5,674
<i>Percent</i>	<i>7.97</i>	<i>2.06</i>	<i>4.44</i>	<i>1.90</i>
Minor Arterial	79	1,150	270	5,641
<i>Percent</i>	<i>6.92</i>	<i>1.87</i>	<i>3.78</i>	<i>1.89</i>
Minor Collector	12	194	49	795
<i>Percent</i>	<i>1.05</i>	<i>0.32</i>	<i>0.69</i>	<i>0.27</i>
Other Principal Arterial	62	858	200	4,090
<i>Percent</i>	<i>5.43</i>	<i>1.39</i>	<i>2.80</i>	<i>1.37</i>
Unknown	0	12,679	1,447	73,966
<i>Percent</i>	<i>0.00</i>	<i>20.60</i>	<i>20.26</i>	<i>24.73</i>
Rural Total	364	17,915	2,668	98,639
<i>Percent</i>	<i>31.87</i>	<i>29.11</i>	<i>37.35</i>	<i>32.97</i>
Overall Unknown	1	114	15	693
<i>Percent</i>	<i>0.09</i>	<i>0.19</i>	<i>0.21</i>	<i>0.23</i>
Total	1,142	61,547	7,143	299,133
<i>Percent</i>	<i>100.00</i>	<i>100.00</i>	<i>100.00</i>	<i>100.00</i>

2023 Illinois Crash Facts & Statistics

Crashes by Type of Collision

At 25.31%, crashes involving fixed objects comprise the largest number of fatal crashes in 2023. Front-to-rear collisions comprise the highest number of injury crashes.

TYPE OF COLLISION	CRASH SEVERITY			Total
	Fatal	Injury	A Injury	
Vehicle Overturned	61	1,552	416	2,773
Pedestrian	185	3,962	866	4,291
Train	5	17	4	62
Pedalcyclist	41	2,562	352	2,885
Animal	7	723	70	15,706
Fixed Object	289	6,893	1,224	27,059
Other Object	3	933	145	5,113
Other Non-Collision	13	576	115	2,372
Parked	15	2,093	264	35,097
Front to Rear	97	13,987	820	72,706
Front to Front	138	1,242	321	2,682
Sideswipe-Same Direction	23	3,135	235	37,319
Sideswipe-Opposite Direction	14	677	112	2,982
Angle	120	9,099	880	29,271
Turning	131	13,750	1,293	53,825
Rear to Side	0	142	11	1,834
Rear to Rear	0	17	0	422
Rear to Front	0	187	15	2,734
TOTAL	1,142	61,547	7,143	299,133

2023 Illinois Crash Facts & Statistics

Work Zone Crashes

A work zone is an area of a trafficway (right-of-way line to right-of-way line) where construction, maintenance or utility work activities are identified by warning signs, signals or indicators, including those on transport devices that mark the beginning and end of a construction, maintenance or utility work activity. It extends from the first warning sign, signal or flashing lights to the "END ROAD WORK" sign or the last traffic control device pertinent to that work activity. In Illinois, the first warning sign denoting the beginning of a work zone consists of an orange diamond sign displaying the message "ROAD CONSTRUCTION AHEAD" or "ROAD WORK AHEAD." Work zones also include roadway sections where there is ongoing, moving work activity, such as lane line painting or roadside mowing, only if the beginning of the ongoing, moving work activity is designated by warning signs or signals.

A work zone crash is a motor vehicle traffic crash in which the first harmful event occurs within the boundaries of a work zone or the approach to or exit from a work zone, resulting in activity, behavior or control related to the movement of the traffic units through the work zone.

Workers do not have to be present at the time of the crash for it to be considered a work zone crash.

Total Crashes	6,323
Fatal Crashes	23
Injury Crashes	1,101
A-Injury Crashes	105
People Killed	24
People Injured	1,573

CRASHES BY TYPE OF ROAD*

URBAN	
Freeway & Expressway	63
Interstate/Toll	3,021
Local Road or Street	241
Major Collector/Toll	220
Minor Arterial/Toll	680
Minor Collector	22
Other Principal Arterial	820
Unknown	0
Urban Total	5,067
RURAL	
Freeway & Expressway	6
Interstate/Toll	445
Local Road or Street	22
Major Collector	22
Minor Arterial	32
Minor Collector	0
Other Principal Arterial	51
Unknown	665
Rural Total	1,243

*13 crashes occurred at an unknown location.

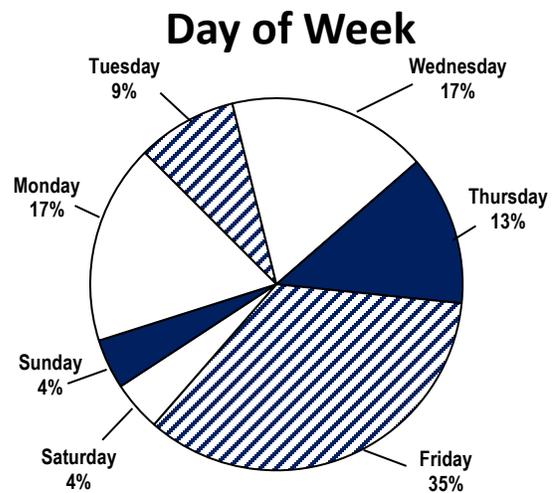
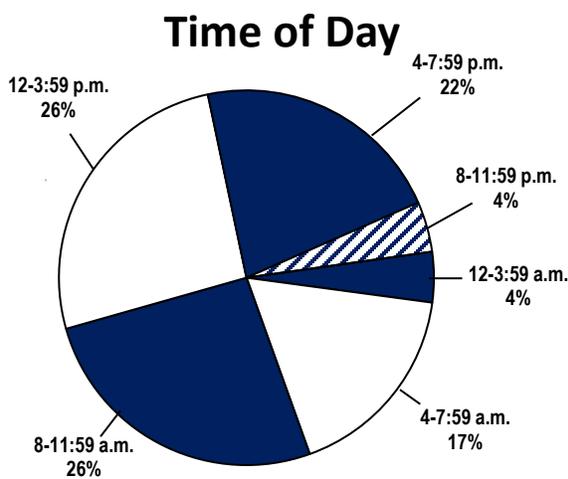
FATALITIES AND A-INJURIES BY PERSON TYPE

Person Type	Fatalities	A Injuries
Drivers	20	101
Passengers	3	19
Workers	1	6
Pedestrians	0	1
Pedalcyclists	0	1

Large Trucks Involved in Work Zone Crashes by Crash Severity

TRUCK TYPE	CRASH SEVERITY				Total
	Fatal	Injury	A Injury	Property Damage	
Truck Single Unit	2	69	4	274	345
Tractor with Semi-Trailer	17	161	25	1,149	1,327
Tractor without Semi-Trailer	1	15	2	55	71
Single Unit Truck with Trailer	0	17	0	85	102
TOTAL	20	262	31	1,563	1,845

Fatal Work Zone Crashes by Time of Day and Day of Week



2023 Illinois Crash Facts & Statistics

Deer Crashes

In 2023, there were 14,840 crashes involving deer. Deer crashes account for about 5% of total crashes.

A total of 20% of deer crashes occurred during daylight hours; 61.9% occurred in darkness. Approximately 69.6% of deer crashes were on rural roads, with 23.4% of the crashes on rural major collectors.

Total Crashes	14,840
Fatal Crashes	7
Injury Crashes	663
A-Injury Crashes	60
People Killed	8
People Injured	753

CRASHES BY LIGHT CONDITION

Daylight	2,967
Dawn	1,107
Dusk	589
Darkness	9,192
Darkness-Road Lighted	918
Unknown	67
TOTAL	14,840

FATAL CRASHES AND A-INJURY CRASHES BY TYPE OF ROAD*

Type of Road	Fatal	A Injury
URBAN		
Freeway & Expressway/Toll	0	0
Interstate/Toll	0	1
Local Road or Street/Toll	0	3
Major Collector	0	1
Minor Arterial	0	3
Minor Collector	0	0
Other Principal Arterial	0	6
Unknown	0	0
Urban Total	0	14
RURAL		
Freeway & Expressway	0	0
Interstate/Toll	0	2
Local Street or Road	2	4
Major Collector	2	10
Minor Arterial	1	7
Minor Collector	1	0
Other Principal Arterial	1	13
Unknown	0	10
Rural Total	7	46

2023 Illinois Crash Facts & Statistics

Pedestrian and Pedalcycle Crashes

	PEDESTRIAN			PEDALCYCLE		
Total Crashes	4,533			2,928		
Fatal Crashes	198			41		
Injury Crashes	4,169			2,592		
A-Injury Crashes	938			357		
Property Damage Crashes	166			295		
Number of Crashes by Type of Road*						
	PEDESTRIAN Crash Severity			PEDALCYCLE Crash Severity		
	Fatal	Injury	A-Injury	Fatal	Injury	A-Injury
Urban						
Freeway & Expressway/Toll	0	1	1	0	1	0
Interstate/Toll	13	36	17	1	6	0
Local Road or Street/Toll	15	730	136	5	459	55
Major Collector/Toll	32	529	97	6	372	53
Minor Arterial/Toll	53	729	182	10	474	70
Minor Collector	3	53	16	0	42	9
Other Principal Arterial/Toll	60	579	153	15	349	58
Unknown	0	0	0	0	0	0
Urban Total	176	2,657	602	37	1,703	245
Rural						
Freeway & Expressway	0	0	0	0	0	0
Interstate/Toll	6	9	6	0	0	0
Local Road or Street	4	9	3	0	15	5
Major Collector	5	4	2	2	12	5
Minor Arterial	1	11	6	2	5	2
Minor Collector	0	0	0	0	1	0
Other Principal Arterial	6	16	8	0	3	1
Unknown	0	1,454	308	0	848	99
Rural Total	22	1,503	333	4	884	112

*In 2023, there were 9 pedestrian injury crashes and 3 A-injury crashes at unknown locations. There were 5 pedalcycle injury crashes at unknown locations.

2023 Illinois Crash Facts & Statistics

Train Crashes

Train crashes are crashes in which motor vehicles are involved with trains. Pedestrians and pedalcyclists hit by trains are not included.

Fatal crashes and A-injury crashes involving trains account for less than 1% of all fatal and A-injury crashes combined in 2023.

Total Crashes	64
Injury Crashes	18
A-Injury Crashes	4
Fatal Crashes	5
People Killed	5
People Injured	22
People with A-Injuries	4

Crashes by Type of Traffic Control

	Fatal	A-Injury
RR Gates	1	3
Other RR Crossing	1	0
Warning Sign	0	0
Stop Sign/Flasher	0	0
RR Crossing Sign	0	0
No Control	2	1
Traffic Signal	0	0
Yield	1	0
TOTAL	5	4

Fatalities and A-Injuries by Type of Road

	Fatalities	A-Injuries
Urban		
Local Street or Road	1	0
Major Collector	0	1
Minor Arterial	0	1
Minor Collector	0	1
Other Principal Arterial	1	0
Urban Total	2	3
Rural		
Local Street or Road	3	1
Major Collector	0	0
Minor Arterial	0	0
Minor Collector	0	0
Other Principal Arterial	0	0
Rural Total	3	1

2023 Illinois Crash Facts & Statistics

County Motor Vehicle Crash Statistics

COUNTY	CRASHES	FATAL CRASHES	INJURY CRASHES	A INJURY CRASHES
Adams	1,143	5	242	33
Alexander	103	1	27	6
Bond	305	5	65	19
Boone	791	10	221	28
Brown	117	2	14	7
Bureau	625	8	110	12
Calhoun	93	0	9	5
Carroll	214	1	42	6
Cass	213	0	34	4
Champaign	3,005	14	831	113
Christian	524	4	135	31
Clark	356	4	61	16
Clay	227	2	53	9
Clinton	462	6	99	26
Coles	851	3	169	31
Cook	160,036	356	29,781	3,010
Crawford	411	2	55	13
Cumberland	270	4	47	8
DeKalb	1,445	15	382	68
DeWitt	304	2	51	8
Douglas	284	4	63	10
DuPage	17,203	45	3,925	290
Edgar	284	2	65	12
Edwards	57	0	10	2
Effingham	991	5	193	38
Fayette	428	4	80	18
Ford	173	4	43	7
Franklin	680	7	149	35
Fulton	711	6	132	42
Gallatin	87	0	32	6
Greene	131	3	24	5
Grundy	1,008	8	210	32
Hamilton	167	4	45	17
Hancock	315	2	42	9
Hardin	38	0	14	3
Henderson	196	3	27	1
Henry	802	2	167	29
Iroquois	489	9	102	20
Jackson	995	8	286	43
Jasper	175	3	35	10
Jefferson	974	8	229	48
Jersey	400	1	74	20
Jo Daviess	461	5	79	24
Johnson	237	2	54	16
Kane	10,286	43	2,442	229
Kankakee	2,173	13	389	47
Kendall	2,179	7	482	51
Knox	832	5	179	30
Lake	12,181	57	2,894	285
LaSalle	2,162	22	483	97
Lawrence	296	4	49	12

2023 Illinois Crash Facts & Statistics

County Statistics (continued)

COUNTY	CRASHES	FATAL CRASHES	INJURY CRASHES	A INJURY CRASHES
Lee	774	2	140	24
Livingston	580	5	137	24
Logan	542	4	109	17
McDonough	408	4	68	12
McHenry	4,212	10	1,084	136
McLean	3,013	22	640	57
Macon	2,020	20	498	48
Macoupin	725	1	117	24
Madison	5,236	32	1,229	219
Marion	735	6	126	16
Marshall	200	0	42	9
Mason	150	7	22	2
Massac	266	2	76	18
Menard	103	0	14	4
Mercer	238	2	38	7
Monroe	614	6	127	17
Montgomery	570	9	149	45
Morgan	558	5	131	24
Moultrie	249	2	41	7
Ogle	771	14	154	26
Peoria	3,771	15	1,042	160
Perry	360	1	80	21
Piatt	186	4	46	16
Pike	435	7	61	16
Pope	75	2	11	3
Pulaski	86	3	25	4
Putnam	163	1	20	10
Randolph	530	3	83	28
Richland	241	4	61	12
Rock Island	3,068	8	592	71
St. Clair	5,252	36	1,463	216
Saline	377	9	109	26
Sangamon	4,590	27	1,018	115
Schuyler	226	0	26	6
Scott	87	1	18	3
Shelby	318	3	61	21
Stark	54	1	11	2
Stephenson	825	12	171	25
Tazewell	2,341	11	543	78
Union	270	5	62	16
Vermilion	1,454	11	329	39
Wabash	133	2	29	10
Warren	366	0	68	10
Washington	309	3	74	22
Wayne	347	4	68	21
White	281	0	52	20
Whiteside	798	7	207	41
Will	13,707	36	3,086	274
Williamson	1,435	5	339	50
Winnebago	5,745	30	1,320	115
Woodford	449	8	104	15
TOTAL	299,133	1,142	61,547	7,143

Person Data

The data reflected in this section include all people injured, uninjured and killed in motor vehicle crashes by person type.

Person Data Overview

- ✚ 87,573 people were injured in motor vehicle crashes.
- ✚ 8,846 people had A-injuries occurring from these crashes. These A-injuries account for 10.1% of total injuries.
- ✚ 1,240 people were killed in motor vehicle crashes.
- ✚ 801 drivers were killed in motor vehicle crashes.
- ✚ 200 passengers of a motor vehicle were killed in crashes.
- ✚ 195 pedestrians were killed in motor vehicle crashes.
- ✚ 41 pedalcyclists were killed in motor vehicle crashes.
- ✚ 168 motorcyclists were killed in motor vehicle crashes.
- ✚ Teenagers, age 16-19, account for 8.6% of the total A-injuries and 7.2% of the total fatalities.
- ✚ The total estimated cost of crashes in Illinois for 2023 was \$8 billion.
 - ✚ Each fatality was estimated to cost \$1,945,935*.
 - ✚ An incapacitating injury (A-injury) was estimated to cost \$168,670*.
 - ✚ A non-incapacitating evident injury (B-injury) was estimated to cost \$43,730*.
 - ✚ A possible injury (C-injury) was estimated to cost \$27,070*.
 - ✚ A property damage crash was estimated to cost \$6,350*.

*Based on estimates made by the National Safety Council for 2023. The estimated costs are a measure of the dollars spent and income not received because of crashes, injuries and fatalities. The 2023 estimated cost of crashes in Illinois was calculated by using injury severity and costs for those particular injuries.

2023 Illinois Crash Facts & Statistics

Illinois Fatalities and Vehicle Miles Traveled* 2004-2023



YEAR	FATALITIES	TRAVEL
2004	1,355	108.91
2005	1,363	107.86
2006	1,254	106.81
2007	1,248	107.40
2008	1,043	105.64
2009	911	105.73
2010	927	105.74
2011	918	103.37
2012	956	104.46
2013	991	105.48

YEAR	FATALITIES	TRAVEL
2014	924	105.03
2015	998	105.37
2016	1,078	107.17
2017	1,090	108.16
2018	1,035	108.07
2019	1,010	107.61
2020	1,195	94.00
2021	1,341	102.22
2022	1,268	103.97
2023	1,240	103.08

*Travel is stated in billions of miles.

2023 Illinois Crash Facts & Statistics

Drivers Involved in Crashes by Age and Crash Severity

AGE	CRASH SEVERITY								TOTAL LICENSED DRIVERS
	Fatal Crashes	Rate	Injury Crashes	Rate	A Injury Crashes	Rate	Total Crashes	Rate	
15 or Younger	11	0.17	161	2.42	20	0.30	585	8.78	66,624
16	20	0.17	1,547	13.08	164	1.39	6,867	58.08	118,234
17	28	0.22	2,109	16.40	217	1.69	8,932	69.45	128,602
18	40	0.31	2,458	18.80	230	1.76	10,185	77.90	130,742
19	41	0.30	2,570	18.82	255	1.87	10,681	78.22	136,543
20-24	194	0.27	12,743	17.50	1,345	1.85	54,904	75.42	727,968
25-29	185	0.24	12,256	15.85	1,293	1.67	53,717	69.48	773,179
30-34	171	0.21	11,716	14.63	1,186	1.48	50,496	63.07	800,665
35-39	176	0.22	9,672	12.18	1,016	1.28	43,612	54.93	793,899
40-44	124	0.16	8,945	11.39	950	1.21	40,351	51.40	785,050
45-49	131	0.18	7,633	10.61	803	1.12	34,537	48.02	719,191
50-54	116	0.16	7,330	10.16	809	1.12	33,031	45.80	721,158
55-59	131	0.19	6,587	9.30	714	1.01	29,126	41.14	707,999
60-64	101	0.14	6,085	8.35	637	0.87	26,301	36.07	729,132
65-69	97	0.15	4,444	6.77	455	0.69	19,348	29.46	656,688
70-74	52	0.10	3,225	6.18	364	0.70	13,416	25.72	521,685
75 or Older	126	0.19	4,232	6.43	460	0.70	16,910	25.69	658,294
Unknown	72	--	8,105	--	828	--	70,676	--	--
TOTAL	1,816	0.20	111,818	12.19	11,746	1.28	523,675	57.07	9,175,653

Rates are expressed as the number of drivers involved in a particular type of crash per 1,000 licensed drivers.

2023 Illinois Crash Facts & Statistics

Drivers Involved in Fatal Crashes by Age and Location*

AGE	RURAL ROADWAYS		URBAN ROADWAYS		TOTAL	
	Drivers		Drivers		Drivers	
	Involved	Killed	Involved	Killed	Involved	Killed
15 or Younger	6	3	5	0	11	3
Percent	1.1	0.9	0.4	0.0	0.6	0.4
16	8	3	12	3	20	6
Percent	1.4	0.9	1.0	0.6	1.1	0.7
17	12	7	16	6	28	13
Percent	2.1	2.2	1.3	1.2	1.5	1.6
18	14	6	26	13	40	19
Percent	2.5	1.9	2.1	2.7	2.2	2.4
19	15	9	26	8	41	17
Percent	2.7	2.8	2.1	1.7	2.3	2.1
20-24	50	26	144	57	194	83
Percent	8.9	8.2	11.5	11.8	10.7	10.4
25-34	95	50	261	92	356	142
Percent	16.9	15.8	20.8	19.0	19.6	17.7
35-44	87	48	213	79	300	127
Percent	15.5	15.2	17.0	16.3	16.5	15.9
45-54	75	38	171	58	247	97
Percent	13.3	12.0	13.6	12.0	13.6	12.1
55-64	91	52	141	67	232	119
Percent	16.2	16.5	11.3	13.8	12.8	14.9
65-74	59	34	90	49	149	83
Percent	10.5	10.8	7.2	10.1	8.2	10.4
75 or Older	47	39	79	47	126	86
Percent	8.4	12.3	6.3	9.7	6.9	10.7
Unknown	3	1	69	5	72	6
Percent	0.5	0.3	5.5	1.0	4.0	0.7
TOTAL	562	316	1,253	484	1,816	801
Percent	100.0	100.0	100.0	100.0	100.0	100.0

*In 2023, there was one driver that was involved and one that was killed in crashes that occurred in unknown locations.

2023 Illinois Crash Facts & Statistics

Injuries by Person Type, Age and Gender*

Occupant: Any person who is part of a transport vehicle.

Non-Occupant: Any person who is part of a pedalcycle in transport (pedalcyclist) or any person who is not an occupant (pedestrian).

Drivers injured amount to 66.3% of all injuries for 2023.

Passengers represent 25.7% of the total number of injuries in 2023.

Pedestrians account for 5.0% of all injuries.

Pedalcyclists account for 3.0% of all injuries.

AGE	DRIVERS								PASSENGERS								TOTAL OCCUPANT INJURIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%				
	4 or Younger	0	0	0	0.0	678	663	1,341	6.0	678	663	1,341	1.7	678	663	1,341	1.7			
5-9	0	0	0	0.0	867	934	1,801	8.1	867	934	1,801	2.3	867	934	1,801	2.3				
10-14	3	0	3	0.0	783	971	1,754	7.9	786	971	1,757	2.2	786	971	1,757	2.2				
15-19	2,457	2,157	4,614	8.0	1,194	1,798	2,992	13.4	3,651	3,955	7,606	9.5	3,651	3,955	7,606	9.5				
20-24	3,644	3,372	7,016	12.2	934	1,498	2,432	10.9	4,578	4,870	9,448	11.8	4,578	4,870	9,448	11.8				
25-34	6,818	6,359	13,177	22.8	1,388	1,933	3,321	14.9	8,206	8,292	16,498	20.6	8,206	8,292	16,498	20.6				
35-44	5,116	4,925	10,041	17.4	872	1,273	2,145	9.6	5,988	6,198	12,186	15.2	5,988	6,198	12,186	15.2				
45-54	4,215	3,923	8,138	14.1	558	1,123	1,681	7.6	4,773	5,046	9,819	12.3	4,773	5,046	9,819	12.3				
55-64	3,738	3,260	6,998	12.1	466	1,039	1,505	6.8	4,204	4,299	8,503	10.6	4,204	4,299	8,503	10.6				
65-74	2,277	2,102	4,379	7.6	275	799	1,074	4.8	2,552	2,901	5,453	6.8	2,552	2,901	5,453	6.8				
75 or Older	1,296	1,235	2,531	4.4	185	568	753	3.4	1,481	1,803	3,284	4.1	1,481	1,803	3,284	4.1				
Unknown	491	346	837	1.4	662	802	1,464	6.6	1,153	1,148	2,301	2.9	1,153	1,148	2,301	2.9				
TOTAL	30,055	27,679	57,734	100.0	8,862	13,401	22,263	100.0	38,917	41,080	79,997	100.0	38,917	41,080	79,997	100.0				

AGE	PEDESTRIANS				PEDALCYCLISTS				TOTAL NON OCCUPANT INJURIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
	4 or Younger	35	27	62	1.4	5	5	10	0.4	40	32	72
5-9	71	40	111	2.6	39	15	54	2.1	110	55	165	2.4
10-14	145	121	266	6.2	259	52	311	12.0	404	173	577	8.3
15-19	211	193	404	9.3	288	65	353	13.6	499	258	757	10.9
20-24	182	217	399	9.2	202	53	255	9.8	384	270	654	9.5
25-34	439	367	806	18.6	398	117	515	19.8	837	484	1,321	19.1
35-44	342	255	597	13.8	267	70	337	13.0	609	325	934	13.5
45-54	253	204	457	10.6	206	47	253	9.7	459	251	710	10.3
55-64	294	226	520	12.0	203	37	240	9.2	497	263	760	11.0
65-74	182	180	362	8.4	119	16	135	5.2	301	196	497	7.2
75 or Older	77	85	162	3.7	43	3	46	1.8	120	88	208	3.0
Unknown	105	73	178	4.1	75	12	87	3.4	180	85	265	3.8
TOTAL	2,336	1,988	4,324	100.0	2,104	492	2,596	100.0	4,440	2,480	6,920	100.0

*The totals above do not include 342 drivers, 224 passengers, 12 pedestrians and 3 pedalcyclists whose gender was unknown. An additional 75 occupants of non-motor vehicles were also injured.

2023 Illinois Crash Facts & Statistics

A-Injuries by Person Type, Age and Gender*

Occupant: Any person who is part of a transport vehicle.

Non-Occupant: Any person who is part of a pedalcycle in transport (pedalcyclist) or any person who is not an occupant (pedestrian).

Drivers injured amount to 63.7% of A-injuries for 2023.

Passengers represent 21.3% of the total number of A-injuries in 2023.

Pedestrians account for 10.8% of A-injuries.

Pedalcyclists account for 4% of A-injuries.

AGE	DRIVERS				PASSENGERS				TOTAL OCCUPANT A INJURIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
	4 or Younger	0	0	0	0.0	33	32	65	3.5	33	32	65
5-9	0	0	0	0.0	43	40	83	4.5	43	40	83	1.1
10-14	2	0	2	0.0	48	52	100	5.4	50	52	102	1.4
15-19	274	147	421	7.5	134	183	317	17.0	408	330	738	9.9
20-24	440	258	698	12.4	108	113	221	11.9	548	371	919	12.3
25-34	812	456	1,268	22.6	154	184	338	18.1	966	640	1,606	21.5
35-44	618	340	958	17.1	89	127	216	11.6	707	467	1,174	15.7
45-54	534	287	821	14.6	64	102	166	8.9	598	389	987	13.2
55-64	462	213	675	12.0	42	93	135	7.2	504	306	810	10.8
65-74	271	173	444	7.9	26	64	90	4.8	297	237	534	7.1
75 or Older	148	101	249	4.4	13	41	54	2.9	161	142	303	4.1
Unknown	48	31	79	1.4	43	36	79	4.2	91	67	158	2.1
TOTAL	3,609	2,006	5,615	100.0	797	1,067	1,864	100.0	4,406	3,073	7,479	100.0

AGE	PEDESTRIANS				PEDALCYCLISTS				TOTAL NON OCCUPANT A INJURIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
	4 or Younger	8	5	13	1.4	2	0	2	0.6	10	5	15
5-9	18	11	29	3.0	8	2	10	2.8	26	13	39	3.0
10-14	18	27	45	4.7	30	4	34	9.6	48	31	79	6.0
15-19	44	33	77	8.1	25	1	26	7.3	69	34	103	7.9
20-24	44	42	86	9.0	22	9	31	8.8	66	51	117	8.9
25-34	90	75	165	17.3	54	12	66	18.6	144	87	231	17.7
35-44	74	54	128	13.4	38	12	50	14.1	112	66	178	13.6
45-54	56	41	97	10.2	50	4	54	15.3	106	45	151	11.5
55-64	82	56	138	14.5	38	4	42	11.9	120	60	180	13.8
65-74	51	39	90	9.4	21	4	25	7.1	72	43	115	8.8
75 or Older	27	28	55	5.8	8	0	8	2.3	35	28	63	4.8
Unknown	19	12	31	3.2	6	0	6	1.7	25	12	37	2.8
TOTAL	531	423	954	100.0	302	52	354	100.0	833	475	1,308	100.0

*The totals below do not include 24 drivers, 24 passengers and 2 pedestrians whose gender was unknown. An additional 9 occupants of non-motor vehicles were also injured.

2023 Illinois Crash Facts & Statistics

Fatalities by Person Type, Age and Gender*

Occupant: Any person who is part of a transport vehicle.

Non-Occupant: Any person who is part of a pedalcycle in transport (pedalcyclist) or any person who is not an occupant (pedestrian).

Drivers killed amount to 64.6% of all fatalities.

Passengers represent 16.1% of the total number of fatalities, a decrease of 2.2% from 2022 to 2023.

Pedestrians account for 15.7% of all fatalities, representing a 0.5% decrease from 2022 to 2023.

Pedalcyclists account for 3.3% of all fatalities.

AGE	DRIVERS								PASSENGERS								TOTAL OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%				
	4 or Younger	0	0	0	0.0	4	3	7	3.6	4	3	7	0.7	4	3	7	0.7			
5-9	0	0	0	0.0	3	2	5	2.5	3	2	5	0.5	3	2	5	0.5				
10-14	1	0	1	0.1	3	2	5	2.5	4	2	6	0.6	4	2	6	0.6				
15-19	44	13	57	7.1	18	9	27	13.7	62	22	84	8.4	62	22	84	8.4				
20-24	64	19	83	10.4	18	10	28	14.2	82	29	111	11.1	82	29	111	11.1				
25-34	120	22	142	17.8	14	16	30	15.2	134	38	172	17.3	134	38	172	17.3				
35-44	99	28	127	15.9	13	13	26	13.2	112	41	153	15.3	112	41	153	15.3				
45-54	84	13	97	12.1	4	7	11	5.6	88	20	108	10.8	88	20	108	10.8				
55-64	96	22	118	14.8	3	14	17	8.6	99	36	135	13.5	99	36	135	13.5				
65-74	61	22	83	10.4	5	9	14	7.1	66	31	97	9.7	66	31	97	9.7				
75 or Older	50	36	86	10.8	9	17	26	13.2	59	53	112	11.2	59	53	112	11.2				
Unknown	5	1	6	0.8	0	1	1	0.5	5	2	7	0.7	5	2	7	0.7				
TOTAL	624	176	800	100.0	94	103	197	100.0	718	279	997	100.0	718	279	997	100.0				

AGE	PEDESTRIANS				PEDALCYCLISTS				TOTAL NON OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
	4 or Younger	1	0	1	0.5	0	0	0	0.0	1	0	1
5-9	3	0	3	1.6	0	0	0	0.0	3	0	3	1.3
10-14	2	0	2	1.0	2	0	2	4.9	4	0	4	1.7
15-19	2	2	4	2.1	4	0	4	9.8	6	2	8	3.4
20-24	4	2	6	3.1	2	0	2	4.9	6	2	8	3.4
25-34	28	14	42	21.9	2	0	2	4.9	30	14	44	18.9
35-44	19	8	27	14.1	7	1	8	19.5	26	9	35	15.0
45-54	17	11	28	14.6	5	1	6	14.6	22	12	34	14.6
55-64	27	9	36	18.8	6	0	6	14.6	33	9	42	18.0
65-74	12	10	22	11.5	6	1	7	17.1	18	11	29	12.4
75 or Older	12	6	18	9.4	2	0	2	4.9	14	6	20	8.6
Unknown	1	2	3	1.6	2	0	2	4.9	3	2	5	2.1
TOTAL	128	64	192	100.0	38	3	41	100.0	166	67	233	100.0

*The totals above do not include 1 driver, 3 passengers, and 3 pedestrians whose gender was unknown. An additional 3 occupants of non-motor vehicles were also killed.

2023 Illinois Crash Facts & Statistics

Teen (16-19 Years Old) Fatalities by Age and Person Type

AGE	PERSON TYPE					TOTAL
	DRIVER	OCCUPANT	PEDESTRIAN	PEDALCYCLIST	OCCUPANT NON MOTOR VEHICLE	
16	6	8	1	2	0	17
17	13	7	1	0	0	21
18	19	8	2	1	0	30
19	17	3	0	1	0	21
TOTAL	55	26	4	4	0	89

Teen (16-19 Years Old) A-Injuries by Age and Person Type

AGE	PERSON TYPE					TOTAL
	DRIVER	OCCUPANT	PEDESTRIAN	PEDALCYCLIST	OCCUPANT NON MOTOR VEHICLE	
16	69	51	19	4	0	143
17	105	66	14	3	0	188
18	108	81	16	8	0	213
19	130	73	11	2	0	216
TOTAL	412	271	60	17	0	760

2023 Illinois Crash Facts & Statistics

Pedestrian

Pedestrians Injured			4,336
Pedestrians with A-Injuries			956
Pedestrians Killed			195
PERSONS KILLED AND INJURED IN PEDESTRIAN CRASHES BY TYPE OF ROAD*			
	Killed	A-Injuries	Injuries
Urban			
Freeway & Expressway	0	4	8
Interstate/Toll	14	22	49
Local Road or Street	15	144	796
Major Collector	32	105	590
Minor Arterial	53	193	809
Minor Collector	3	16	63
Other Principal Arterial	60	166	645
Unknown	0	0	0
Urban Total	177	650	2,960
Rural			
Freeway & Expressway	0	0	0
Interstate/Toll	8	6	19
Local Road or Street	4	3	12
Major Collector	5	2	4
Minor Arterial	1	6	11
Minor Collector	0	0	0
Other Principal Arterial	7	10	23
Unknown	0	316	1,589
Rural Total	25	343	1,658

*There were 9 additional injuries, including 3 A-injuries, that occurred at unknown locations.

2023 Illinois Crash Facts & Statistics

Pedalcyclist

Pedalcyclists Injured			2,599
Pedalcyclists with A-Injuries			354
Pedalcyclists Killed			41
PERSONS KILLED AND INJURED IN PEDALCYCLE CRASHES BY TYPE OF ROAD*			
	Killed	A-Injuries	Injured
Urban			
Freeway & Expressway	0	0	1
Interstate/Toll	1	0	6
Local Road or Street	5	58	478
Major Collector	6	55	388
Minor Arterial	10	72	484
Minor Collector	0	9	44
Other Principal Arterial	15	58	352
Unknown	0	0	0
Urban Total	37	252	1,753
Rural			
Freeway & Expressway	0	0	0
Interstate/Toll	0	0	0
Local Road or Street	0	5	15
Major Collector	2	5	13
Minor Arterial	2	2	5
Minor Collector	0	0	1
Other Principal Arterial	0	1	3
Unknown	0	100	873
Rural Total	4	113	910

*There were an additional 5 injuries that occurred at unknown locations.

Motorcyclist

Motorcyclists Injured			2,373
Motorcyclists with A-Injuries			917
Motorcyclists Killed			168
Non-Motorcyclists Killed			2
PEOPLE KILLED AND INJURED IN MOTORCYCLE CRASHES BY TYPE OF ROAD*			
	Killed	A-Injuries	Injuries
Urban			
Freeway & Expressway/Toll	0	7	14
Interstate/Toll	9	58	172
Local Road or Street	16	87	296
Major Collector	12	63	196
Minor Arterial	37	175	464
Minor Collector	1	12	35
Other Principal Arterial/Toll	46	176	519
Unknown	0	0	0
Urban Total	121	578	1,696
Rural			
Freeway & Expressway	1	0	1
Interstate/Toll	2	16	31
Local Road or Street	13	38	82
Major Collector	13	58	126
Minor Arterial	11	45	88
Minor Collector	5	12	24
Other Principal Arterial	4	30	60
Unknown	0	161	476
Rural Total	49	360	888

*There were an additional 8 injuries that occurred at unknown locations.

2023 Illinois Crash Facts & Statistics

Occupant Restraint Usage for People Killed and Injured*

TYPE OF RESTRAINT	DRIVER			PASSENGER		
	Fatal	A Injury	Injury	Fatal	A Injury	Injury
None Used/Not Applicable	218	585	2,577	65	283	1,267
Shoulder and Lap Belt Used	253	2,929	41,154	63	879	13,774
Shoulder/Lap Belt Used Improperly	4	10	53	1	10	23
Child Restraint – Rear	0	0	0	0	9	271
Child Restraint – Forward	0	0	0	3	17	594
Child Restraint – Unknown Type	0	0	0	0	5	199
Child Restraint – Used Improperly	0	0	0	2	8	54
Child Restraint – Not Used	0	0	0	1	13	111
Booster Seat	0	0	0	0	12	166
Stretcher	0	0	0	0	1	3
Wheelchair	1	1	1	0	0	7
Unknown	135	1,144	11,177	47	491	4,978
TOTAL	611	4,669	54,962	182	1,728	21,447

Occupant Restraint Usage for People with A-Injuries by Age*

TYPE OF RESTRAINT	AGE GROUPS						Unknown
	0 3	4 5	6 9	10 14	15 20	21 or Older	
None Used/Not Applicable	8	0	11	25	143	672	9
Shoulder and Lap Belt Used	8	3	29	42	436	3,235	55
Shoulder/Lap Belt Used Improperly	0	0	2	0	6	11	1
Child Restraint – Rear	8	1	0	0	0	0	0
Child Restraint – Forward	7	2	6	0	0	1	1
Child Restraint – Unknown Type	3	0	0	1	0	1	0
Child Restraint – Used Improperly	5	2	1	0	0	0	0
Child Restraint – Not Used	5	4	4	0	0	0	0
Booster Seat	0	6	6	0	0	0	0
Stretcher	0	0	0	0	0	1	0
Wheelchair	0	0	0	0	0	1	0
Unknown	7	5	11	22	213	1,280	97
TOTAL	51	23	70	90	798	5,202	163

*Excludes buses, motorcycles and miscellaneous vehicles.

Alcohol Data

The data referenced in this section are motor vehicle crashes occurring on Illinois public roadways in which at least one driver involved in the crash, either surviving or deceased, tested positive for alcohol.

2023 Illinois Crash Facts & Statistics

Alcohol-Related Fatal Crash Data Overview

- ✚ 1,142 fatal crashes occurred in 2023; 22.3% of these crashes involved alcohol.
- ✚ 1,240 people were killed in motor vehicle crashes.
- ✚ 801 drivers were killed in motor vehicle crashes. Of these drivers, 541 were tested for BAC and 37.3% tested positive with a BAC of 0.01 or greater.
- ✚ 195 pedestrians were killed in 2023. Of those, 88 were tested for BAC and 48.9% tested positive with a BAC of 0.01 or greater.
- ✚ 41 pedalcyclists were fatally injured in motor vehicle crashes. Of those, 21 were tested for BAC and 14.3% had a positive BAC of 0.01 or greater.
- ✚ Motorcycle operators accounted for 12.8% of the fatalities. Of those, 109 were tested for BAC and 33% tested positive with a BAC of 0.01 or greater.
- ✚ Teen drivers accounted for 4.4% of the overall fatalities. Of those, 40 were tested for BAC and 30% tested positive with a BAC of 0.01 or greater.

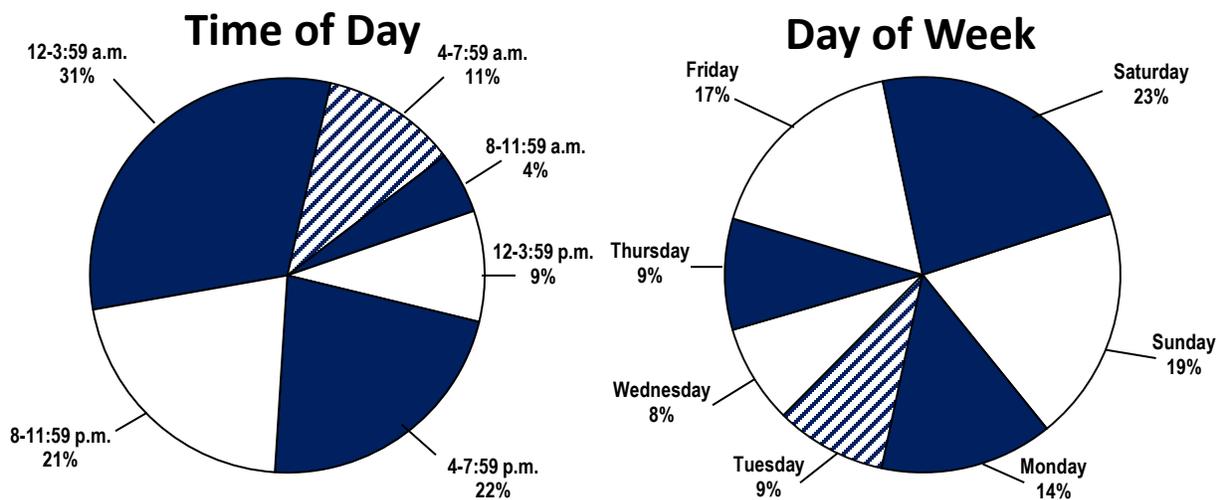
2023 Illinois Crash Facts & Statistics

Drivers Killed by Age and BAC

AGE	BAC TEST RESULTS					TOTAL TESTED	NOT TESTED OR UNKNOWN IF TESTED	TOTAL KILLED
	0.00	0.01	0.07	0.08	0.20			
15 or Younger	2	0	0	0	0	2	1	3
16-20	37	1	11	3		52	19	71
21-24	22	4	13	13		52	15	67
25-34	38	7	27	23		95	47	142
35-44	47	6	15	16		84	43	127
45-54	41	3	13	12		69	28	97
55-64	62	3	8	16		89	30	119
65-74	45	1	2	3		51	32	83
75 or Older	45	0	2	0		47	39	86
Unknown	0	0	0	0		0	6	6
TOTAL	339	25	91	86		541	260	801

Fatal Alcohol-Related Crashes by Time of Day and Day of Week

Fatal alcohol-related crashes are fatal crashes in which at least one driver (surviving or deceased) had a Blood Alcohol Concentration of 0.01 or greater.



2023 Illinois Crash Facts & Statistics

Fatal Crashes During the Holidays Total and Alcohol-Related*

HOLIDAY PERIODS	NUMBER OF DAYS	FATAL CRASHES			FATALITIES		
		Alcohol Related*	Total		Alcohol Related*	Total	
Memorial Day							
6 p.m. on 05/26/2023- 11:59 p.m. on 05/29/2023	3.25	3	of 15 20%		3	of 17 17.6%	
Fourth of July							
6 p.m. on 06/30/2023- 11:59 p.m. on 07/04/2023	4.25	4	of 15 26.7%		4	of 16 25%	
Labor Day							
6 p.m. on 09/01/2023- 11:59 p.m. on 09/04/2023	3.25	3	of 8 37.5%		6	of 11 54.5%	
Thanksgiving							
6 p.m. on 11/22/2023- 11:59 p.m. on 11/26/2023	4.25	6	of 16 37.5%		6	of 16 37.5%	
Christmas							
6 p.m. on 12/22/2023- 11:59 p.m. on 12/25/2023	3.25	2	of 9 22.2%		4	of 12 33.3%	
New Year's							
6 p.m. on 12/29/2023- 11:59 p.m. on 01/01/2024	3.25	1	of 5 20%		1	of 5 20%	

*Fatal crashes or fatalities resulting from crashes in which at least one driver (surviving or deceased) had a Blood Alcohol Concentration of 0.01 or greater.

2023 Illinois Crash Facts & Statistics

Pedestrians and Pedalcyclists Killed by Age and BAC

AGE	BAC TEST RESULTS				Not Tested Or Unknown If Tested	Total
	0.00	0.01 0.07	0.08 0.20	Over 0.20		
Pedestrians						
4 or Younger	1	0	0	0	0	1
5-9	0	0	0	0	3	3
10-15	1	0	0	0	1	2
16-20	3	1	0	0	2	6
21-24	0	2	1	0	1	4
25-34	6	3	3	7	24	43
35-44	5	1	7	3	11	27
45-54	8	2	1	2	16	29
55-64	9	1	3	3	20	36
65-74	4	0	1	2	15	22
75 or Older	7	0	0	0	11	18
Unknown	1	0	0	0	3	4
TOTAL	45	10	16	17	107	195
Pedalcyclists						
4 or Younger	0	0	0	0	0	0
5-9	0	0	0	0	0	0
10-15	2	0	0	0	0	2
16-20	1	0	0	0	3	4
21-24	1	1	0	0	0	2
25-34	1	0	0	0	1	2
35-44	5	0	2	0	1	8
45-54	2	0	0	0	4	6
55-64	3	0	0	0	3	6
65-74	3	0	0	0	4	7
75 or Older	0	0	0	0	2	2
Unknown	0	0	0	0	2	2
TOTAL	18	1	2	0	20	41

Vehicle Data

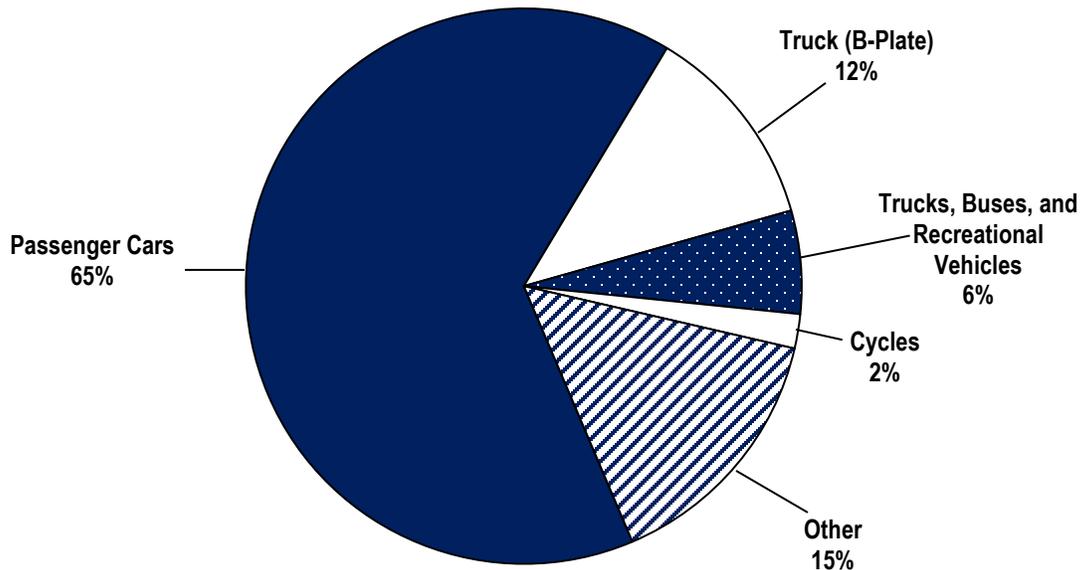
The data reflected in this section are crashes involving a specific vehicle type, including all vehicles involved in the crash as well as persons in those vehicles.

Vehicle Data Overview

- ✚ There were 3,147 motorcycle crashes in 2023.
- ✚ The number of motorcyclists killed increased by 15.9% from 2022.
- ✚ Motorcyclists injured decreased by 0.9% from 2022.
- ✚ There were 11,105 crashes involving tractor-trailers in 2023.
- ✚ Fatalities resulting from tractor-trailer crashes decreased by 21.3% from 2022.
- ✚ There were 1,026 crashes involving school buses in 2023.
- ✚ No school-age passengers on a school bus were killed in 2023, but 78 were injured.
- ✚ No school bus drivers were killed in 2023, but 40 were injured.

2023 Illinois Crash Facts & Statistics

Registered Motor Vehicles By Type



Motor Vehicles Involved in Crashes

TYPE OF MOTOR VEHICLE	CRASH SEVERITY			VEHICLE OCCUPANTS	
	Fatal	Injury	Total	Killed	A Injury
Passenger Car	871	70,179	334,235	488	4,218
Pickup Truck	218	8,616	42,450	102	608
SUV	330	22,185	103,607	150	1,148
Van	61	5,066	24,458	27	267
Other Single Unit Truck	47	1,457	9,144	10	60
Truck-Tractor with Semi-Trailer	121	1,957	11,980	16	80
Farm Tractor/Farm Equipment	2	74	280	0	6
School Bus	2	177	1,037	0	7
Other Bus	11	558	3,150	5	34
Motorcycle	162	2,261	3,214	168	917
Other or Unknown	81	3,641	34,142	35	182

2023 Illinois Crash Facts & Statistics

Tractor-Trailer Crashes

There were 11,105 crashes involving tractor-trailers in Illinois in 2023. Tractor-trailer crashes account for 3.7% of total crashes.

Fatalities resulting from tractor-trailer crashes decreased by 21.3% from 2022 to 2023. The number of fatal crashes also decreased by 25.4%.

Injury crashes involving tractor-trailers account for 3% of all injury crashes. A-injuries account for 14.2% of all injuries in tractor-trailer crashes.

Total Crashes	11,105
Fatal Crashes	103
Injury Crashes	1,831
A-Injury Crashes	270
Property Damage Crashes	9,171
Vehicle Miles Traveled (Millions)	12,530

PEOPLE KILLED AND INJURED BY PERSON TYPE

PERSON TYPE	Fatal	A Injury
Tractor-Trailer Occupants	16	80
Other Vehicle Occupants	93	263
Pedestrians	9	11
Pedalcyclists	1	3
Occupant of Non-Motor Vehicle	3	0
TOTAL	122	357

CRASHES BY TYPE OF ROAD BY CRASH SEVERITY*

TYPE OF ROAD	CRASH SEVERITY	
	Fatal	A Injury
URBAN		
Freeway & Expressway/Toll	1	2
Interstate/Toll	26	79
Local Road or Street/Toll	0	8
Major Collector/Toll	5	9
Minor Arterial/Toll	4	26
Minor Collector	1	1
Other Principal Arterial/Toll	16	34
Unknown	0	0
Urban Total	53	159
RURAL		
Freeway & Expressway/Toll	1	0
Interstate/Toll	24	47
Local Road or Street	2	2
Major Collector	6	9
Minor Arterial	11	21
Minor Collector	0	0
Other Principal Arterial	6	13
Unknown	0	18
Rural Total	50	110

*There was one additional A-injury crash that occurred in an unknown location.

2023 Illinois Crash Facts & Statistics

School Bus Crashes

In 2023, there were 1,026 school bus crashes. These crashes account for less than 1% of the total crashes for the year.

Injury crashes involving school buses increased by 39.7%, from 126 in 2022 to 176 in 2023. The number of injuries also increased by 17.2%. A-injuries account for 9.2% of these injuries.

Total Crashes	1,026
Fatal Crashes	2
Injury Crashes	176
A-Injury Crashes	21
Property Damage Crashes	848
Urban Crashes	666
Rural Crashes	359

One crash occurred in an unknown location.

PEOPLE KILLED AND INJURED BY PERSON TYPE

PERSON TYPE	Fatal	A Injury
School Bus Drivers	0	1
School Bus Passengers (School-Age)*	0	6
Other School Bus Passengers	0	0
Other Vehicle Occupants	2	21
Pedestrians (School-Age)*	1	1
Other Pedestrians	0	4
Pedalcyclists	0	1
Occupants of Non-Motor Vehicles	0	0
TOTAL	3	34

*School-Age = Children 5-19 years of age.

School Bus = Type 1 or Type 2.

CRASHES BY TYPE OF ROAD BY CRASH SEVERITY

TYPE OF ROAD	CRASH SEVERITY	
	Fatal	A Injury
URBAN		
Local Road or Street	1	4
Major Collector	0	2
Minor Arterial	0	5
Minor Collector	0	1
Other Principal Arterial	1	3
Unknown	0	0
Urban Total	2	15
RURAL		
Local Road or Street	0	0
Major Collector	0	0
Minor Arterial	0	0
Minor Collector	0	0
Other Principal Arterial	0	0
Unknown	0	6
Rural Total	0	6

2023 Illinois Crash Facts & Statistics

Motorcycle

Motorcycle crashes accounted for 1.1% of all crashes in 2023. The number of motorcyclists killed increased by 15.9%, from 145 in 2022 to 168 in 2023. These motorcycle fatalities accounted for 13.5% of all fatalities in 2023. The number of motorcyclists injured – 2,373 – decreased by 0.9% in 2023.

The figures below include motorcycles, motor scooters, motorbikes, mopeds and 3-wheeled motorcycles.

Total Crashes	3,147
Fatal Crashes	161
Injury Crashes	2,204
A-Injury Crashes	855
Motorcyclists Killed	168
Motorcyclists Injured	2,373
Motorcyclists with A-Injuries	917
Non-Motorcyclists Killed	2
Non-Motorcyclists Injured	185
Non-Motorcyclists with A-Injuries	15

MOTORCYCLES INVOLVED IN CRASHES BY TYPE OF MANEUVER

Motorcycle Maneuver	Motorcycles Involved
Going Straight Ahead	1,974
Passing/Overtaking	128
Making Left Turn	128
Making Right Turn	108
Slow/Stopped in Traffic	102
Skidding/Control Loss	246
Changing Lanes	75
Other	285
Parked	89
Disabled	1
Unknown	78
TOTAL	3,214

State of Illinois
Bureau of Safety Programs and Engineering
Cycle Rider Safety Training Program (CRSTP)
Training Program Manual
for the Administration of “The Cycle Rider Safety Training Act”



Illinois Department of Transportation
Cycle Rider Safety Training Program
Last updated: December January 3, 2024

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I. Introduction

A. History

The Illinois Department of Transportation established a motorcycle rider training program through selected state universities in 1976. It was supported solely with Federal Highway Safety Funds. Effective January 1, 1982, the Cycle Rider Safety Training Act was created. (625 ILCS 35/1 et seq.; Public Act 82-649). This Act also amended Section 2-119 and 3-806 of the Illinois Vehicle Code to assure continuous funding of this Illinois program. Following the creation of the Cycle Rider Safety Training Act, the following amendment to the law have been made:

1. Public Act 89-270 (effective January 1, 2024) any person that possesses a valid Illinois driver's license is exempt to complete a motorcycle road test and examination if proof is shown completing a motorcycle rider safety training course approved by the Illinois Department of Transportation providing a Student Completion Card not more than one year prior to the date of application or is an active-duty member of the United States Armed Forces issued a completion card by a Motorcycle Safety Foundation (MSF) course dated not more than one year prior to date of application. The completion card must be accompanied by an Illinois Secretary of State approved verification form (DSD A 319.1) completed by the applicant and examiner certified by the Motorcycle Safety Foundation before receiving a license with a class "M" endorsement.
2. Public Act 87-838 (effective January 24, 1992) allows transfer of excess funds to the general revenue fund.
3. Public Act 87-1217 (effective January 1, 1993) changed the Cycle Rider Safety Training Fund to a trust fund outside the State treasury and allowed the Illinois Department of Transportation to accept any federal, State, or private monies for the program.
4. Public Act 90-622 (effective January 1, 1999) changed the dollar amount of motorcycle registration fees to a percentage and created a fee for original and renewal of drivers' licenses with a class "M" or "L" endorsement, which shall be deposited into the Cycle Rider Safety Training Fund.

B. Legal Authority

1. The Cycle Rider Safety Training Act, 625 ILCS 35/1 et seq., hereinafter referred to as the "Act", states:

Sec. 1. - This Act shall be known and may be cited as the "Cycle Rider Safety Training Act." It is the policy of this State to promote safety for persons and property connected with the use and operation of motorcycles, motor driven cycles and mopeds.

Sec. 2. - As used in this Act, the terms specified in Sections 2.01 through 2.06 have the meanings ascribed to them in those Sections unless the context clearly requires a different meaning.

Sec. 2.01 "Cycle" means a motorcycle, motor driven cycle or moped, as defined in the Illinois Vehicle Code.

Sec. 2.02 "Cycle Rider" means every person who rides and is in actual physical control of a cycle.

Sec. 2.03 "Cycle Rider Safety Training Courses" and "Courses" means courses of instruction in the use and operation of cycles, including instruction in the safe on-road operation of cycles, the rules of the road and the laws of this State relating to motor vehicles, which courses meet the minimum requirements of this Act and the rules and regulations issued hereunder by the Department and which have been approved by the Department as meeting such requirements.

Sec. 2.04 "Department" means the Illinois Department of Transportation.

Sec. 2.05 "Driver's License" means any license or permit to operate a motor vehicle under the laws of this State.

Sec. 2.06 "Person" means every person, firm, partnership or corporation.

Sec. 3. The Department shall have the power, duty and authority to administer this Act.

Sec. 4. Any State or community college, State university or community agency (awaiting definition by IDOT's OCC providing implementation of JCAR rule changes) designated by the Department may organize a Regional Cycle Rider Safety Training Center and may offer Cycle Rider Safety Training Courses through such Training Centers which it operates. The curriculum and accreditation for the courses, and the geographic areas in which each Training Center may offer courses, shall be provided for by rules and regulations of the Department.

Instructors of such courses shall meet the qualification and certification requirements of the regulations of the Department and the college, university or community agency offering the program and may be employed on a calendar year rather than a school year basis. Such courses shall be open to all residents of the State who hold a currently valid driver's license and who have reached their 16th birthday without regard to whether such person is enrolled in any other course offered by said State or community college, State University or community agency. Such courses may be offered throughout the calendar year. The courses may be offered as credit or noncredit courses, but no fee shall be charged, except for a nominal registration fee, which will be refundable upon completion of the course.

Sec. 5. The Department may promulgate rules and regulations not inconsistent with the provisions of the Cycle Rider Safety Training Act for the administration of the Cycle Rider Safety Training Act.

Sec. 6. The Cycle Rider Safety Training Program shall be financed by a trust fund outside of the state treasury to be known as the Cycle Rider Safety Training Fund. The Department may accept any federal, state, or private monies for deposit into the Fund. The funds shall only be used for the expenses of the Department in administering the provisions of this Act, for funding of contracts with approved Regional Cycle Rider Safety Training Centers for the conduct of courses, or for any purpose related or incident thereto and connected therewith.

Sec. 7. The Department is authorized to and shall award contracts out of appropriations to the Department from the "Cycle Rider Safety Training Fund" to qualifying Regional Cycle Rider Safety Training Centers for the conduct of approved Cycle Rider Safety Training courses.

2. The Act complies with Title 92 Illinois Administrative Code, Sections 455.10 through 455.80

C. Manual Purpose and Revisions

The Cycle Rider Safety Training Program manual defines responsibility and establishes procedures for the administration and operation of the Illinois Cycle Rider Safety Training Program. While revisions are the responsibility of the Department, alterations of this manual may be made in consultation with appropriate committees, composed of Regional Center administrators (or their representatives), such as:

- Planning (Program Manual, Rules, Research and Evaluation)
- Curriculum (Licensing, Secretary of State related tasks)
- Public Relations
- Dealer Relations (Specific problems, grievances)
- Other

D. Definitions

See Administrative Code Title 92: Transportation, Chapter I: Department of Transportation, Subchapter e: Traffic Safety, Part 455.30 Illinois Cycle Rider Safety Training Program, Section: 455.30

II. Program Requirements

A. Regional Center

1. Operating Standards

The Regional Center shall meet the Department's standards, as set forth in this manual, for administering and operating a Cycle Rider Safety Training Program, hereinafter referred to as "CRSTP" or the "Program".

2. Grant Agreement Termination

The Regional Center may terminate the Grant Agreement by giving the Department a thirty (30) calendar day written notice. Any courses scheduled by the Regional Center during the thirty (30) day notification period may be completed. The Department shall reimburse the Regional Center for any students trained or authorized costs expended within the thirty (30) day notification period.

3. Nondiscrimination

The Regional Center agrees not to commit unlawful discrimination as that term is defined in the Illinois Human Rights Act and further agrees to take affirmative action to ensure that no unlawful discrimination is committed. The Regional Center agrees to comply with the Illinois Human Rights Act to prohibit discrimination on account of race, color, religion, sex, national origin, ancestry, age, order of protection status, marital status, physical or mental disability, military status, sexual orientation, or unfavorable discharge from military service. The provisions of the Illinois Human Rights Act apply to the Cycle Rider Safety Training program and are made part of this program by reference. (775 ILCS 5/ et seq.)

4. Program Employment

When recruiting for full time employment position that is CRSTP funded, prior to making a job offer, the Regional Center personnel engaged in the selection process shall submit to the Department a current job description of the position being filled, complete employment history for the candidate selected (including salary history) and the proposed entry salary for the candidate. In no circumstance shall a job offer be tendered prior to Department approval.

Full-time employees at your agency that work a percentage of their time on a grant, shall be paid on an hourly rate instead of a percentage of the overall salary. Part-time

employees shall be paid at an hourly rate. Instructional and Range Aide positions are not considered part-time employees.

a. Program Director, Dean or Equivalent Job Title

The Regional Center shall designate a person as the Program Director of the CRSTP. This position is on a part-time basis and functions as a liaison between the Regional Center and the Department. This position shall be responsible for overall program management and for reporting annually to the Department all leave time status used by any full-time program staff and payroll category classifications with job duties, if requested. The Program Director or equivalent job title should have technical understanding of the Program and be experienced in fiscal management, personnel management, and preparation of Program proposals.

b. Program Coordinator and Assistant Coordinator(s)

The Regional Center shall provide a Program Coordinator or Equivalent Job Title who shall manage the day-to-day operation of the Program.

The Regional Center may provide one or more Assistant Program Coordinator(s) or Equivalent Job Title(s) who shall assist the Program Coordinator in managing the day-to-day operation of the Program.

The Program Coordinator and Assistant Coordinator(s) shall have motorcycle safety knowledge, administrative and personnel knowledge, management experience, and shall be a Certified Rider Coach. These qualifications should be reviewed when considered for appointment.

The Regional Center shall certify for any Program Coordinator or Assistant Coordinator(s) that:

- i. Program Coordinator and Assistant Coordinator(s) job duties are primarily administrative. These activities are but not limited to: assisting with the preparation of Program proposals; managing Program costs; training, supervising and evaluating (on-site) instructors with a monitoring reports (Monitoring Reports (BSPE 700/BSPE 701), a copy of which shall be sent to the Department); selecting and equipping training sites; developing and distributing course schedules; procuring and managing motorcycles and other training equipment; preparing reports for course evaluation; acquiring and sustaining training ranges; personnel management; staff training; rider coach training; managing program income; and documenting costs for

reimbursement purposes.

- ii. The Program Coordinator and Assistant Coordinator(s) shall be a Chief Instructor or become a Chief Instructor within 18 months of employment.
- iii. The Program Coordinator and Assistant Coordinator(s) shall each teach at least one (1) Instructor Preparation Course and one (1) Basic Rider Course or four (4) Basic Rider Courses annually as a requirement of their base salary. This requirement is to maintain trainer certification. However, should the Program Coordinator and/or Assistant Coordinator(s) teach any additional courses beyond the aforementioned annual teaching requirement of (1) Instructor Preparation Course and one (1) Basic Rider Course or four (4) Basic Rider Courses, they shall be adequately compensated for those additional courses if allowed within current program budget.
- iv. When completing the teaching requirement, Program Administrative instructors may flex normal office hours or accrue compensation time when hours worked exceed their normally scheduled hours. This is at the discretion of the regional center and must follow their policy for the accrual and use of compensation time. Overtime payment is now allowed.
- v. The Program Coordinator and Assistant Coordinator(s) shall maintain all documentation as required by the curriculum provider. Documentation examples include but are not limited to range certifications and instructor certifications.

c. Basic Rider Course and Basic Rider Course II Instructors

Instructors for the basic course shall have met the following requirements:

- i. Possess a student completion card for a beginner course.
- ii. Have a valid Illinois driver's license with a class M endorsement or its equivalent from another state.
- iii. Have as a minimum valid Red Cross or military basic first aid card or a Department approved equivalent.
- iv. Have knowledge of basic motorcycle maintenance.

- v. Can operate a five (5) pound (minimum) dry-chemical (Type A, B, or C) fire extinguisher.
- vi. Have successfully completed an instructor training course that met all standards of the beginner course and demonstrated riding ability by successfully passing either the Motorcycle Operator Skills Test (MOST), the MOST II, the Alternate-MOST, or the beginner course Skills Test to the satisfaction of the Chief Instructor; and,

Have valid certified instructor card or have had Regional Center documentation (properly completed instructor preparation form and anonymous knowledge test answer sheets) of such completion submitted to the Department within two (2) weeks of completion of instructor certification requirements.

- vii. Have successfully practice taught at least two hours under the supervision and the presence of a Chief Instructor. The minimum of two (2) hours teaching which shall include at least one-half hour each of both classroom and range beginner course lessons. (Practicing instructor names shall be listed separately from student names on the appropriate Training Attendance Records).
- viii. Maintain certification by notifying the Regional Center and national curriculum provider of any address or name changes.
- ix. Complete an annual update seminar prior to teaching. To receive credit for the update seminar attendance, the update seminar attendance form (BSPE 706) must contain the following: 1) printed name, 2) signature, and 3) instructor number.
- x. Have a safe riding and driving record (out-of-state instructors shall furnish a copy of their driving record) which for purposes of this Program shall mean no more than two convictions for violations of traffic regulations governing the movement of vehicles committed within a 12-month period and no possibility that the instructors license could be suspended.

Instructors or Instructor Candidates convicted of serious traffic violations including, but not limited to, DUI (driving under the influence), DWS or DWR (driving while suspended or revoked) or reckless driving shall be disqualified

for a period of three years.

d. Advanced Rider Course / Three Wheeled Basic Rider Course Instructors

Instructors for the Advanced Rider Course (ARC) and/or Three Wheel Basic Rider Course (3WBRC) course shall have met the following requirements:

- i. Maintain beginner course instructor certification in accordance with the curriculum.
- ii. Have completed a seminar taught by a qualified Chief Instructor or an advanced course online update depending on curriculum provider requirements.

Have been submitted as a qualified Advanced Course Instructor and/or Three Wheel Basic Course Instructor to the Department and curriculum provider within two (2) weeks of ii. above.

- iii. Complete an annual update seminar prior to teaching. To receive credit for update seminar attendance, the update seminar attendance form (BSPE 706) must contain the following: 1) printed name, 2) signature, and 3) instructor number.

e. Range Aide

A Range Aide (R.A.) shall assist the course instructors when needed and as instructed by the instructors. They shall not instruct any student (unless certified to do so), including conducting exercise demonstrations.

R.A. shall have met the following requirements:

- i. Possess a Beginner Course Student Completion Card
- ii. Shall have and show evidence of a valid Illinois driver's license with a Class M endorsement or an equivalent license of another state.
- iii. Have knowledge of basic motorcycle maintenance and repair.
- iv. Range Aides are not required to attend an annual update seminar, however if they do so, they shall complete all the required information on the sign-in sheet (BSPE 706) but enter R.A. in place of Instructor Number.

5. Training Sites

The Program Coordinator shall select the training sites throughout the Region by consideration of an analysis of motorcycle crashes, the incidences of motorcycle registrations, the incidences of new M and L classifications, and the number of students requesting the courses.

- a. All training sites/facilities or range areas must meet all curriculum provider requirements and be documented as actively certified by the curriculum provider prior to its use by the regional center for the purposes of conducting courses on behalf of the CRSTP. These requirements shall include, but not limited to the following:

- i. Range Areas

A range area which shall be a paved surface free from traffic and surface obstructions and shall meet the standards of the curriculum provider. Adequate room must be provided on the range to conduct maneuvers.

Range area drawings of any site, intended to be used as a training site in the program, shall be submitted to the Department and the curriculum provider two (2) weeks prior to use. Range area drawings must include details of the range area's location, specifications of both the area's dimensions, and exercise layouts. Drawings must also include any indications of potential hazards on, or near the range area with a detailed explanation of those potential hazards.

If the range or adjacent area changes, an updated drawing shall be submitted to the Department and the curriculum provider within one (1) week of the Program Coordinator's knowledge of the change.

- ii. Classroom Facilities

A classroom which is accessible from the range area and shall be properly equipped with a seat and writing surface for each student, a desk or podium, and chair for the instructor and a table for audio-visual equipment.

- iii. Storage Facilities

A storage facility which shall be enclosed, secure, and have adequate space

to store any training equipment that is kept at the site overnight.

- iv. If the Regional Center is used as a training site, no more than forty (40) percent of the Region's beginner course students may be trained at that site. The Department may, at its discretion, change these requirements due to unforeseen circumstances.
- v. If site usage fees are requested, the request will be forwarded to the Department where it will be considered annually on an individual site basis.

b. Training Site Monitoring

The Regional Center Program Coordinator and/or Assistant Coordinator, shall conduct (a minimum of 4) on-site monitoring reviews and equipment inventory of active training sessions to ensure adherence to all Program requirements set herein. Completion of BSPE Forms 700 and 701 (On-site monitoring Report) are required. Monitoring by individuals other than those referenced above must be pre-approved by the Department. All Regional training sites will have a monitoring visit conducted at least once every two years coordinate, documented, tracked, and coordinated by State Coordinators.

If major safety violations are observed, the Regional Center staff shall intervene and correct the violation immediately.

6. Course Size

a. BRC / BRC II / 3WBRC:

- i. A minimum of six (6) registered students and a maximum of twelve (12) registered students at the first course session are required to conduct a basic rider course.
- ii. The course shall be limited to a number such that a motorcycle will be provided for every student during range sessions; and
- iii. Student/Instructor ratio for beginner course range training shall not be greater than six (6) to one (1). Every range session shall have a minimum of two (2) qualified persons (either an instructor and range aide or two (2) instructors) present at all times in accordance with the required student/instructor ratio. A range aide is recommended for all range sessions.
- iv. Student/Instructor ratio for beginner course classroom training shall have two instructors. In the case of an emergency, that can be reduced to one for a

limited amount of time. Instructors must notify the regional center for emergency scenario approval.

- v. Course cancellation policy for low enrollment, Instructors shall be allowed two hours pay for courses cancelled during the first session of class (due to low student turn out) to allow for setup up and tear down and completion of course paperwork. Instructors will not be compensated for courses administratively cancelled prior to the start date of their assigned course. This policy should be clearly listed in regional policy manual under instructor compensation.

b. ARC

- i. A minimum of six (6) registered students and a maximum of twelve (12) registered students at the first course session are required to conduct an advanced course.
- ii. Student/instructor ratio shall not be greater than six (6) to one (1). Every range session shall have at least two (2) advanced course instructors.
- iii. Course cancellation policy for low enrollment, Instructors shall be allowed two hours pay for courses cancelled during the first session of class (due to low student turn out) to allow for setup up and tear down and completion of course paperwork. Instructors will not be compensated for courses administratively cancelled prior to the start date of their assigned course. This policy should be clearly listed in regional policy manual under instructor compensation.

7. Safety Regulations

- a. The following protective equipment shall be worn by instructors, range aides, and students whenever on a motorcycle with its engine running or wheels turning. Instructors and range aides need not wear the following equipment when starting student motorcycles.
 - i. A helmet (furnished by the Regional Center or supplied by the student) which meets U.S. Federal Motor Vehicle Safety Standard 218 or Code of Federal Regulations 571.218 as a minimum. Only full face or three-quarter coverage helmets are allowed for use during basic CRSTP courses.
 - ii. Full-fingered gloves
 - iii. Long-sleeved clothing
 - iv. Long pants (made of a durable material such as denim)
 - v. Sturdy over-the-ankle footwear (not cloth or canvas)
 - vi. Eye protection

- b. The following emergency equipment shall be available at the range during training:
 - i. A minimum five (5) pound dry-chemical Type A, B, or C fire extinguisher
 - ii. A fully stocked, industrial-quality First Aid Kit
 - iii. Procedures for a crash (including telephone numbers)
- c. A telephone within easy access
- d. If training motorcycles are stored away from the range area, they shall not be ridden to or from the range area.
- e. Training will not be conducted during a thunderstorm, visible lightning, snowstorm, windstorm, ice on the range, or if the instructor(s) determine the safety of the students to be at risk.
- f. Student owned or borrowed motorcycles/scooters utilized in any Department sponsored training must meet all Illinois Vehicle Code requirements and pass what is commonly known as the "T-CLOCS" inspection.

8. [Crash Classifications and Crash Incident Reporting](#)

- a. Class One Crash - no injury, no motorcycle and/or property damage

Incidents classified as class 1 (no injury, no observable motorcycle and/or property damage), the instructor shall complete a crash/incident report which shall be submitted to the Regional Center with the class paperwork. The Regional Center shall submit these reports to the Department along with monthly reports. Telephone logs and email communications related to the above shall be retained in a hard copy file or electronic file where applicable.

- b. Class Two Crash – any verbal report of injury or visible injury such as a scrape, scratch, bruise, etc., and/or any observable motorcycle and/or property damage.

Incidents classified as class 2 (injury - any verbal report of/or visual injury such as a scrape, scratch, bruise, etc., and/or any observable motorcycle and/or property damage) the instructor shall complete a crash/incident report which shall be submitted to the Regional Center with the class paperwork. The Regional Center shall submit these reports to the Department within two days after receiving the report. Telephone logs and email communications

related to the above shall be retained in a hard copy file or electronic file where applicable.

- c. Class Three Crash – injury which requires professional medical treatment or significant motorcycle and/or property damage.

The instructor shall inform the Regional Center by email or telephone no later than the next business day following the crash.

- i. In the event the communication is made by telephone, the Regional Center shall keep a telephone log of all such calls detailing the specifics of the crash and the time and date the communication is received.
- ii. Receipt by the Regional Center of the Crash Reports (Department designated crash report form) from the instructor is required no later than the two days following the crash. These documents are to be date stamped by the Regional Center upon receipt.
- iii. The Regional Center shall inform the Department's Cycle Rider Safety Training Program by email to their IDOT Program Coordinator 24 hours following their initial notification of the incident.
- iv. Completed Crash Reports (Department designated crash report form), and the Waiver or Release of Liability (BSPE 702) shall be scanned and emailed to the Department within 3 business days following receipt by the Regional Center. Those documents shall be date stamped upon receipt by the Department.

9. Non-Vehicle Injury or Property Damage Reporting

Any non-vehicle related incident that occurs on either the training range or in the classroom setting shall be documented and filed according to procedures established for Class Two and Class Three Crash reporting. Incidents shall be classified with the same established classification as Class Two and Class Three crash reporting. These incidents shall be filed for any student incidents. Any non-vehicle related incident that involves program instructors or range aides shall be documented following the Regional Centers incident reporting policy.

10. Purchasing Training Vehicles and Dealer Loan Agreements

Two and/or three wheeled motorcycles may be purchased by the Department or by the Regional Center (through their grant agreement with the Department), or may be

obtained on loan from dealers within Regional Center boundaries (unless an exception is pre-approved by the Department). The Regional Center shall notify the Department in writing of any loan equipment that may require the expenditure of CRSTP funds.

11. Training Motorcycle Specifications

Training motorcycles must meet the following requirements:

- a. All standard 2-wheeled motorcycles shall be smaller than 351 cc in engine size.
 - i. Three-wheeled motorcycles used in the program shall be exempted from the 351cc engine size limitation due to the additional size, weight, and stability of the vehicle.
 - ii. Any three wheeled motorcycle that has an automatic or Constant Velocity Transmission (CVT), shall have a top speed of 28 miles per hour.
- b. Each Regional Center shall have a listing of all motorcycles/scooters being used, lending dealer's name and address, and serial numbers for each motorcycle/scooter. Information on when the motorcycle/scooter was received and returned to the dealer shall also be recorded.
- c. Repairs and maintenance for the loaned motorcycles/scooters shall be conducted according to procedures agreed upon between the Regional Center and the lending dealers. This agreement shall also be kept on file by the Regional Center.

12. Gifts

The Regional Center shall notify the Department in writing of the donation of any equipment that may require the expenditure of CRSTP funds.

13. Instructor's Manual

Each Regional Center shall provide each instructor the Instructor's Manual at the annual Regional Center update. The Instructor's Manual shall include:

- a. Introduction: A brief history of the CRSTP.
- b. Procedures:
 - a. Beginner Course Instructor Qualification - Section II, Part A, 4, c
 - b. Advanced Course Instructor Qualification - Section II Part A, 4, d
 - c. Range Aide Qualification - Section II, Part A, 4, e
 - d. Class Size and Instructor Range Aide Ratio - Section II Part A, 6
 - e. Safety Regulations - Section II Part A, 7

- c. Regional Boundaries: Include Regional Centers Map which identifies the counties to be served by each Regional Center.
- d. Public Relations: An explanation of the importance of a public relations program with examples of public relation materials. Instructional staff and range aides may work outreach and promotional events at the base compensation rate if the budget provides for this.
- e. Motorcycle Use: An explanation of the proper use of program motorcycles, such as not allowing the motorcycles to be operated for personal use.
- f. Conduct: Guidelines for the proper conduct of instructors, range aides and students (i.e., no smoking, drinking and eating on the range and the instructor shall have the authority to eject from the course any student who endangers any person or disrupts the course).
- g. Duties: See Section II Part A, 4 Program Employment
- h. Student Status – An explanation of curriculum criteria used to determine if a student passes, fails or drops the course. Section II Part C, 3.
- i. Course Documents: Guidelines and examples of the instructions for completing and returning all required forms (including Waiver or Release of Liability (BSPE 702), Cycle Rider Safety Course Attendance Sheet (BSPE 708), and Guide to Student Registration Reporting System.
- j. Student Identification Number System: Each student shall be assigned a Student Number using the following sequence. Example: Student #044000101 (04-year, 400 site, 01 course, 01 student).
- k. Method of Compensation: Shall include a statement of the method and amount of instructor and range aide compensation for each course. It shall also include documentation stating minimum compensation (two hours of pay) for classes cancelled during first class session due to low student turn out. This shall also include any allowance of working back-to-back courses, if permitted by regional center HR policies. No instructional staff or range aide may accrue overtime while working courses. Course compensation rates are as shown in Appendix II.
- l. Passing Criteria – See Section II, Part C, 3.
- m. Department Questionnaire: The regional center shall send all students the Department's pre and post course surveys. The Department may elect not to conduct surveys at any time.
- n. Instructional Plan: A plan which outlines what lessons are normally taught during each course session and how early instructors should arrive before each session. Schedules will be determined by regional center Coordinator and Assistant Coordinator based on demand in the specific geographic area. Course class sessions shall be defined as two day (hours), three day (hours), four day (hours), five day (hours), etc. Sample schedules are as shown in Appendix II.

- o. Program Policies: Information from Section II/Parts A – 7, 8, 9 Part B - 7, and Section III of this Cycle Rider Safety Training Program Manual.
- p. Instructor/Range Aide work hour policy shall be stated based on regional center Human Resources workplace policies. This shall include allowance of working back-to-back courses, if permitted by regional center.

14. Instructor Manual Update

The manual with any proposed revisions, shall be submitted to the Department for approval two (2) weeks prior to the first use. Once the revisions are approved by the Department, the approved updated manual shall be provided to the Department.

15. Insurance

The Regional Center shall provide liability insurance for each cycle used in the program that is not owned by the student.

Minimum insurance limitations and coverages shall be:

- Bodily injury and property damage liability;
- A combined single limit of \$1,000,000 for each occurrence and \$2,000,000 aggregate;
- \$500.00 deductible per crash (paid by the Regional Center);
- Comprehensive and collision coverage for motorcycles shall be based on their actual cash value as determined annually by the Regional Center using the most current edition of the Kelley Blue Book or National Automobile Dealers Association (NADA) values; and
- Excess medical coverage in the amount of \$10,000.00 per person

Certificate of Insurance shall be submitted to the Department prior to the start of any course and/or upon execution of a new insurance policy. It shall contain a thirty (30) calendar day written notice of cancellation clause. In lieu of the thirty (30) day cancellation clause, a Regional Center may issue a letter from their Risk Management Unit certifying that insurance in the prescribed amounts will be provided without interruption for the Grant Agreement insurance term.

The insured shall be:

- the Regional Center
- the Department, and its guests, officers, and employees;
- the owners of selected training sites; and
- the participating cycle dealers (if applicable).

All cycles used by advanced course students must be properly registered and insured for liability damage. All advanced course students must provide their own cycle or have the owner's written permission to use the borrowed cycle.

Three-wheel basic students electing to use their own or borrowed cycle must be properly registered and insured for liability damage. Borrowed cycles must have the owner's written permission.

Regional Centers carry excess medical insurance coverage for students enrolled in the Program. If a student is injured while participating in the Program, he/she must first submit the medical bills to his/her own insurance carrier. The Regional Center's coverage is considered the secondary policy. If the student does not have medical insurance, the Regional Center's medical coverage will be the primary insurer for the claim, up to the limit of its coverage.

16. Use of Personal Motorcycles During Courses

- Students using their own scooter in the Basic Rider Course or Basic Rider Course 2 shall provide proof of registration and insurance.
- Students using a borrowed scooter in the Basic Rider Course or Basic Rider Course 2 shall provide documentation by the registered owner, permitting its use by the student, as well as proof of registration and insurance.
- Students using their own 3-wheel motorcycle in the 3 Wheel Basic Rider Course shall provide proof of registration and insurance.
- Students using a borrowed 3-wheel motorcycle in the 3 Wheel Basic Rider Course shall provide the 3-wheeled motorcycle owner's permission documentation as well as proof of registration and insurance.
- Students using their own motorcycles in the Advanced Rider Course shall provide proof of registration and insurance.
- Students using a borrowed motorcycle in the Advanced Rider Course shall provide the motorcycle owner's permission documentation as well as proof of registration and insurance.

17. Public Relations

Each Regional Center may implement a multi-media public relations program. Appropriate opportunities to receive free promotion through any news media shall be fully utilized. Regional Center course schedules or any promotional materials that bear the program logo shall be approved by the Department prior to it being printed or produced.

18. Logo

The Department will approve an official Program logo. The official logo must be used on any Program materials (e.g., course schedules, informational brochures, web sites) used by Regional Centers. Each Regional Center may adopt a unique logo specific to its Region. The Regional logo may be used in addition to the Program logo. Program materials shall be approved by the Department prior to use.

19. Course Curricula

The curricula for the Basic Rider Course, Basic Rider Course 2, Three Wheel Basic Rider Course and Advanced Rider Course shall be current Department approved curricula. Students will retain a copy of the workbook when supplies allow.

- The Basic Rider Course shall be based upon the current basic course curriculum which is normally twenty (20) hours of instruction.
- The Basic Rider Course 2 shall be based on the current course curriculum which is normally twelve (12) hours of instruction.
- The Three Wheeled Basic Rider Course shall be based on the current course curriculum which is eighteen (18) hours of instruction.
- The Advanced Rider Course shall be the current advanced course curriculum which consists of eight (8) hours of instruction.

The Department shall have the option to make modifications to the curricula to improve the safety, effectiveness, or efficiency of the training. Program Coordinators shall have the option to make modifications to the curricula on an experimental basis in courses only under their direct supervision. Proposed modifications shall be reported in writing to the Department for approval at least two (2) weeks prior to the desired implementation date.

20. Grant Reporting

Regional Training Centers will utilize Rider Education Management System (REMS) for tracking data. These documents are required as part of the grant agreement to document grant activity and accomplishments. A detailed schedule of all reporting requirements is provided in Appendix II - Documentation reporting schedule.

a. Electronic Student Data

Comprised of data elements identified in "Guide to Student Registration Reporting System" shall be transmitted to the Department by the end of the month following training. This information will be uploaded into the Department's Student Information Data Base.

b. Weekly Course Updates

All regional centers provide a weekly summary of all course enrollment numbers for each training location providing a quick snapshot of current course enrollment numbers. Information should include training location, course date, no-shows, walk-ins, turn aways, students enrolled, pass, fail and drops. This Information is used to provide statistical data on class enrollment trends or to provide potential students where course availability might exist.

c. BSPE 703 Monthly Report

The written monthly report (BSPE 703) shall be submitted to the Department by the end of the month following training. It shall include all courses logs, Income Account logs and reconciliation reports. The data shall be in numerical order by site, course number, and course type.

d. BOBS 2832 Grantee Reporting

This report will be submitted monthly or quarterly. The Grantee shall submit the BoBS 2832 Grantee Required Reporting form on a regular basis pursuant to the regional center grant agreement. The required reporting of the BoBS 2832 is a requirement for all IDOT grantees regardless of the financial thresholds set forth by Public Act 096-0795 or the Federal Funding Accountability and Transparency Act (FFATA).

21. Course Completion Documents

a. Course Documentation Requirements

i. Student Registration Form

Each Regional Center shall ensure that each student who attends any portion of a course complete a student registration form.

ii. Cycle Rider Course Attendance - BSPE 708

Information from the student registration form shall be entered onto the BSPE 708. It shall indicate actual instructional hours to nearest tenth of an hour received by the student. It shall also include the names of all instructors, range aides, and the type of course scheduled.

iii. Waiver or Release of Liability - BSPE 702

A completed student waiver BSPE 702 for all students.

iv. Motorcycle Crash Incident Reports - Department designated crash report.

22. Reimbursement Process

Please see [JCAR Rules](#):

TITLE 92: TRANSPORTATION

CHAPTER I: DEPARTMENT OF TRANSPORTATION

SUBCHAPTER e: TRAFFIC SAFETY (EXCEPT HAZARDOUS MATERIALS)

PART 455

ILLINOIS CYCLE RIDER SAFETY TRAINING PROGRAM

Section 455.80 Reimbursement Process

23. Procurement

All Procurement of Program items and services are subject to the Procurement Regulations of the Regional Center and/or the Illinois Procurement Code, whichever is more stringent. In cases where goods and services are obtained under contract by the Regional Center and disseminated to the Program, evidence of procurement code compliance shall be furnished to the Department when available. Copies of the Regional Center's Procurement Regulations are required to be filed with the Department.

24. Budget Revisions

For all funding transfers between or among appropriated and allocated cost categories, Department approval is required. To secure approval, the Regional Center must submit a BSPE 02 as a written request to the Department detailing the amount of transfer, the cost categories from and to which the transfer is to be made and rationale for the transfer.

25. Budget Amendment

Increases and decreases to overall grant amounts and/or scope changes requires an amendment. To complete an amendment, Department approval is required. To secure approval, the grantee must submit a BSPE 02 as a written request to the Department detailing the amount of increase or decrease and or scope changes along with the rationale for the amendment. To execute an amendment, the BSPE will complete the required agreement amendment forms and return to grantee for required signatures. After grantee signatures, amendment will be returned to IDOT and processed for IDOT signatures. Amendment is not executed until all required signatures are complete and the grantee is notified.

26. Grant Agreement Extensions

If the Department chooses to issue a grant extension, the Regional Center will be notified to provide budgets and updated grant documents for the Department to review in order to execute the extension. When approved by the Department, grantees may be offered agreement extensions per their initial grant agreement.

27. Record Retention

All records shall be retained for six (6) years from the date of final payment from the Department for the agreement term, in accordance with the Department's State Records Retention Policy. A copy of the retention policy can be provided upon request. The Department shall have access including on-site inspection, to any program records.

28. Audits

The Department may at any time audit the program. The grantee shall comply with all requests for auditable information. In the event the grantee has an audit finding, the grantee must comply with all findings.

29. Grantee Program Income

The Department has a fiduciary responsibility in the administration of the Cycle Rider Safety Training Program and all program income derived as a direct result of the Program. The funds from the income account are to be used in the furtherment of the CRSTP. Program income shall only be used for items allowed per the Cycle Rider Safety Training Act at the discretion of the Department. The expenditures are required to be documented on BSPE Form 705 with identification of vendor, amount, transaction date, and purpose.

Most of the funds in the income account are derived from the student registration fee. The grantee is permitted to charge the student a nominal registration fee, which must be pre-approved by the Department and shall be refunded to the student upon completion of the course. The student may forfeit any registration fee after completion of the course. These forfeitures shall be deposited into the program income account.

All such income, regardless of source, shall be deposited into a program income account. More than one program income account is allowable in case receipts need to be isolated by source.

When using program income funds, prior approval from the Department is required utilizing BSPE Form 712 (Income Account Expenditure Request) effective 09/08/2023.

Inventorial equipment purchased from this account shall be added to the grantee's inventory. If the grantee or the Department terminates the Program, all funds held in the program income account shall be transferred to the Department or to another party, as directed by the Department, within forty-five (45) calendar days of the expiration or termination date of the grant agreement. If the grantee executes a new grant agreement with the Department for the following fiscal year, all funds held in the Program Income Account shall remain with the grantee and the grantee shall continue to be accountable for such account.

A quarterly "Program Income Account Activity Report" shall be submitted by the grantee to the Department in addition to the monthly report. This report shall be comprised of the following:

- Current Account(s) Balance(s).
- All program income received or refunded during the reporting month.
- Income account requests will utilize BSPE Form 712 (Income Account Expenditure Request).
- Monthly expenditures from the incomes account(s) must be completed as if you

were submitting a claim. The expenditures are required to be documented on the BSPE 705 with identification of vendor, amount, transaction date, and purpose.

- Copies of all receipts for purchases made from the income account.
- Documentation evidencing that expenditures/purchases made from the program income account were made in compliance with procurement regulations.

30. Property and Equipment

The Regional Center shall keep an inventory of all equipment and items of a non-expendable characteristic. They must follow the grantees or State of Illinois' (whomever is more restrictive) purchase threshold for inventorial items purchased with CRSTP funds. Any changes to the inventory (purchases and dispositions) shall be sent to the Department, in writing, as they occur. As an example, non-expendables are motorcycles, shop equipment, motor vehicles, trailers, etc. Expendable examples not necessary for inventory are but not limited to office supplies, paint, tape, oil, etc. If there is uncertainty about an item to be included, contact the Department.

All equipment and items of a non-expendable characteristic that meets the threshold cost for inventorial items must be documented to include serial number if applicable, item description, cost, mileage if applicable, and location. Documentation for any inventorial items purchased shall be included in the monthly claim.

The Department shall be sent a list of all inventory items with the last claim of the grant year. Additional inventory lists shall be submitted to the Department upon request.

31. Vehicle Maintenance/Mileage Logs

A systematic preventive maintenance program shall be kept for every vehicle (vans, trucks, trailers, motorcycles, etc.) and be kept current and available to the Department upon request. Drivers of all Program vehicles are required to maintain a trip log. These trip logs will include at a minimum the following information: vehicle equipment number, license number, month and year, date of trip, driver's name, beginning mileage, ending mileage, destination, and purpose of trip. Copies of these logs shall be forwarded to the Department along with monthly report and reviewed and kept on file.

32. Instructor Preparation Course

The Regional Center shall provide Instructor Preparation schedules to the Department prior to any course start date. No fee shall be charged for this course, except for a nominal registration fee approved by the Department, which will be refundable. The course shall be taught according to guidelines provided by the curriculum provider. Any deviations from these guidelines shall be pre-approved by the Department.

33. Travel

Personal vehicle use requests for mileage reimbursement for use of personal vehicles will not be considered if a Program vehicle is available. In the event a Program vehicle is not available, reimbursable personal vehicle use must be pre-approved by the Department. In emergency situations, telephone or email contact shall be made with the Department explaining the details necessitating personal vehicle use prior to use. Current approved personal vehicle mileage reimbursement rates vary based upon the type of vehicle used and can be accessed at <https://www2.illinois.gov/cms/Employees/travel/Pages/default.aspx>

34. Travel Reimbursements

Travel reimbursements shall be paid at appropriate State of Illinois approved rates. Travel reimbursements shall include appropriate supporting documentation with the request for reimbursement. Information that must be included; Travel start and end times for initial and final travel day, copies of all travel receipts, and if attending a conference or educational event a copy of the event brochure with all attended sessions marked. Documentation requirements are listed on the BSPE 705.

For out of state travel, each traveler must fill out and submit a BSPE 602 form or regional center equivalent to explain the benefits to the State of Illinois and the Program.

35. Training Goals

The Regional Center will establish training goals, based upon the anticipated regional need. Justification shall be established for the amount of training being offered. Rationale for training goals must take into consideration of demand, fatalities, serious injuries, etc.

B. Department

1. Designated Regional Centers

The Department will designate state or community colleges, state universities or other community agencies as Regional Centers to provide Cycle Rider Safety Training in defined regions of the state.

2. Regional Boundaries

The Department will define the territory assigned to the Regional Center. The major factors that the Department considers in the assignment of territory, are proximity to the Regional Center and its ability and willingness to provide training in the area assigned.

3. Regional Center Payment

The Department will process payment for expended costs when allowable and approved.

- a. Reimbursement for actual expenditures will be paid upon submission of proper supportive documentation within the time frame stated in the grant agreement. Copies of the original source records, including evidence all expenditures shall be submitted with claims for reimbursement of costs. Only those costs incurred within the approved program period and budget are eligible for reimbursement.
- b. Funds shall not be paid in advance.
- c. Timely Payment

The Department's Motorcycle Safety Unit will process all Regional Center claims within thirty (30) days from the date of receipt of the correct and complete claim.

- i. The claim is complete when evidentiary documentation and/or claim does not contain errors which require further investigation by the Department.
- ii. If issues occur, the Regional Centers will be notified of the claim deficiencies by email, and the thirty (30) processing day requirement will stop.
- iii. Once the issues are corrected, the Department has thirty (30) days to process.

4. Dealer Loaned Motorcycles

The Department may assist the Regional Center in obtaining dealer loaned training vehicles for the use of the Cycle Rider Safety Training Program. The Department shall review and approve all vehicle loan agreements before being executed.

5. Range Facilities

The Department shall approve facilities that meet the requirements of Section II, A - 5, of this manual. The Department may approve exceptions to the range requirements per Section II, A - 5. Range exceptions must also be approved by curriculum provider prior to use.

Conditions to be considered for an exception shall include but not limited to; whether the area provides adequate space to conduct all training maneuvers, is safe from street traffic, and all obstructions in the path of travel.

6. Monitoring

The Department's Cycle Rider Safety Coordinators shall conduct (a minimum of 6) on-site monitoring reviews of active training sessions to ensure adherence to all Program requirements set herein. On site inventory of training equipment will also be conducted during the monitoring visit. All Regional training sites will have a monitoring visit conducted at least once every two years coordinated, documented, and tracked by State Coordinators.

If major safety violations are observed, the Department shall intervene and correct the violation immediately.

7. Course Curricula

The Department shall review all changes made by the curriculum provider after consultation with all Regional Centers. Changes may be necessary to improve the safety, effectiveness, and/or efficiency of the training.

Curriculum changes that may affect any licensing and/or Secretary of State related tasks, the Illinois Secretary of State Division of Motor Vehicles shall be consulted prior to any changes being implemented.

8. Grant Agreement Termination/Cancellation

Please review grant agreement for information regarding termination and cancellation.

9. Vehicles, Property, and Equipment

The Department retains title interest in all vehicles, property, and equipment purchased under this Program including all Regional Program Income Accounts. If the Regional

Center does not comply with the Agreement provisions, terminates, or does not renew the grant agreement, the Department may take the following actions:

- a. Allow the Regional Center to purchase the property and equipment at fair market value or other mutually agreed upon amount; or,
- b. Require the Regional Center to transfer the property and equipment and titles, if any, to the Department, or to another party, as directed by the Department.

10. Program Income Accounts

The Department has a fiduciary responsibility in the administration of the Cycle Rider Safety Training Program and all Program Income derived as a direct result of the Program. The Department shall review the Regional Center's quarterly "Program Income Account Activity Report". The expenditures should be placed on the BSPE 705 with identification of vendor, amount, transaction date, and purpose.

All funds held in the Program Income Account shall be transferred to the Department or to another party, as directed by the Department, within forty-five (45) calendar days of the expiration or termination date of the grant agreement. If the grantee executes a new grant agreement with the Department for the following fiscal year, all funds held in the Program Income Account shall remain with the grantee and the grantee shall continue to be accountable for such account.

11. Program Evaluation

Program evaluation will be used to understand training needs and show the impacts of training. This evaluation will be presented through the CRSTP Annual Report and Pre and Post training survey analysis.

The Department may also examine the relative merit of individual Regional Center Programs. Two types of evaluations may be conducted. The administrative evaluation will be based on actual activities compared with the plans and unit costs (e.g., cost of training a motorcycle rider) or other aspects or operations efficiency. The impact evaluation will determine the extent to which the Program has affected crashes in Illinois.

12. Grant Agreement Violations

The Department reserves the right to deny reimbursement to the Regional Center should they be out of compliance with the grant agreement. The Department will notify the Regional Center of grant agreement violations before taking any action.

Examples of violation include but are not limited to:

- a. Failure to follow State of Illinois Travel guidelines.

- b. Failure to report a crash, property damage and/or any injury which required professional medical treatment to the Department.
- c. Pay to any unqualified individual.
- d. All costs for students trained at an unapproved training site.
- e. Purchases not approved in the Grant Agreement. Items purchased prior to any revision or amendment may not be reimbursed.
- f. Ineligible students

C. Students

1. Basic Course Student Eligibility

To participate in the Cycle Rider Safety Training Program a student must meet the following requirements:

- a. Be a resident of Illinois. A student is considered a resident of Illinois if he/she records an Illinois address for either the "Present Address" or the "Permanent Address" on the student registration form.
- b. Be at least 16 years old.

Any student 16 to 17 years of age must have a parent or legal guardian present, in person, to provide written consent. If the parent or legal guardian is not present, written consent must be notarized.

- c. Hold a valid driver's license or permit.
- d. Complete all required state and curriculum provider liability waivers.
- e. Instructors may attend no more than one (1) of each of the following BRC, BRC2, 3WBRC, and ARC courses per calendar year as a student, only if space is available. All other students will have priority in enrolling.

2. Advanced Course Student Eligibility

- a. Advanced course students shall have an appropriate motorcycle license or permit, valid registration, and proof of valid insurance for the motorcycle to be used.
- b. It is encouraged to have at least one (1) year and one thousand (1,000) miles of riding experience or six (6) months and five hundred (500) miles of riding experience if the student has previously passed a beginner course.

3. Student Status at Course Completion

Each registered student will be classified as a Pass, Fail, or Drop at the course completion based on the following:

Pass = Attends all sessions, attains a passing score on the riding and written evaluations.

Fail = Completes the course but fails one or more evaluations.

Drop = Any student who leaves the course before either evaluation for any reason.

4. Student Completion Card

Students who pass a course shall be issued a CRSTP official Student Completion Card by the Regional Center.

- i. Replacement cards shall be issued by the Regional Center upon request for a period not to exceed one year from course completion date.
- ii. Letters or certificates confirming completion shall be issued upon request in cases when course completion date exceeds one year but not more than three years.

When available, a reflective helmet decal and advanced rider course pin (for advanced course graduates only) may also accompany the Completion Card.

III. Appendix

1. Revision History and Document Control

Last updated 12/22/2023

The Cycle Rider Safety Training Program Manual for the Administration of the Cycle Rider Safety Training Act is reviewed and updated on an as-needed basis. The current version is indicated in the manual's title which displays the most recent version's calendar year. Manual revisions are reviewed and approved by the Manager of the Cycle Rider Safety Training Program.

Revision Date	Description	Approval
1998	<ul style="list-style-type: none">Minor terminology changes throughout manual.Added "Safety" to document title to read "Cycle Rider Safety Training Program".	Bill Nonneman
1999	<ul style="list-style-type: none">Minor terminology changes throughout the manual.Updated registration, attendance, and crash report forms.	Bill Nonneman
2000	<ul style="list-style-type: none">Changed funding information from \$8.10 per motorcycle registration to 27% of motorcycle registration fee.	Bill Nonneman
2001	<ul style="list-style-type: none">Increased from \$41.00 to \$53.00 the amount to be reimbursed to CRSTF for number of students below minimum number allowed in a training class.Adjusted allowable overage of budget line items from 1% to half of 1%.Added language relating to charging a refundable nominal registration fee for courses.Made other minor updates.	Bill Nonneman
2002	<ul style="list-style-type: none">Updated student qualification standards for course participation for both the beginner and experienced courses.	Bill Nonneman

2003	<ul style="list-style-type: none"> Revised pass/fail/drop definitions. Updated terminology throughout the manual to reflect changes in course names by the Motorcycle Safety Foundation. 	Bob Young
2004	<ul style="list-style-type: none"> Revised the pass/fail/drop definition. Made revision eliminating minimum number of hours for Instructor Preparation Course. 	Bob Young
2005	<ul style="list-style-type: none"> Established a student numbering system. Revised pre-registration form Made terminology changes in Instructor First Aid Training requirements. 	Bob Young
2006	<ul style="list-style-type: none"> Made revisions in Experienced Rider Course Instructor qualifications. 	Joe Lindsay
2007	<ul style="list-style-type: none"> Updated "Motorcycle Training Fact Sheet". Changed course designation from specific curriculum provider terminology to a more generalized designation. 	Joe Lindsay
2008	<ul style="list-style-type: none"> Made basic punctuation and grammatical changes. Updated attachment form numbers as required. Revised pass/fail/drop definitions. 	Larry Williams
2009	<ul style="list-style-type: none"> Added language disallowing half helmets in courses where the regional center provides the helmet. Establishes guidelines for Regional Center asset disposition in case of non-renewal of Grant Agreement. Made revisions in pass/fail/drop definitions. 	Larry Williams

2010

- Changed motorized pedal-cycle terminology to “Moped” pursuant to statutory change.
- Revised “Cycle” definition.
- Clarified responsibilities of (Assistant) Coordinators.
- Added language regarding requirements for student-owned motorcycles/scooters pertaining to mechanical condition, insurance coverage, and permission documentation in cases where motorcycle/scooter is borrowed.

Terry Redman

2011

- Revised pass/fail/drop definitions.
- Responsibilities of (Assistant) Coordinator are delineated.
- Involvement of the Department in the selection of “Personal Services” positions are defined.
- Insurance requirements are revised as well as direction on valuation of assets.
- Revisions on the issuance and distribution of completion cards are outlined.
- Claims procedures have been updated to comply with new statutory regulations.
- Course size requirements have been modified. Definitions of “commodities” and “equipment” have been modified to adjust for inflation.
- New requirements have been added that mandate information sharing by the Grantee with the Department on Regional Center Donation/Income Accounts and their uses.

Terry Redman

	<ul style="list-style-type: none"> • New regulations requiring Instructor Preparation Courses to be taught according to the guidelines established by the curriculum provider are instituted with deviation requiring pre-approval by the Department. • New guidelines are established for the monitoring of courses. • Provisions are instituted providing for a three-year (3) disqualification for instructors convicted of certain serious driving offenses. • Revisions have been made in the method of payments for claims to comply with new statutory regulations 	
2012	<ul style="list-style-type: none"> • Language is added referencing information required by the Department relative to equipment inventory records. • Procedures for the purchase of pieces of equipment with an individual cost of \$2,500 or more are detailed. • New regulations related to personal vehicle use for program purposes are enshrined. • Reference to Guide to Student Registration Reporting System is made. • New language relative to cost category transfers to cure overages in line items is delineated. • Requirements related to vehicle mileage logs is added 	Terry Redman
2015	<ul style="list-style-type: none"> • The Nondiscrimination clause was revised to include sexual orientation as a protected class. • The requirement that states that an (Assistant) Coordinator shall become a 	Terry Redman

Chief Instructor within 18 months of hire was modified to allow, at the Department's discretion, an extension of the time period should insufficient training opportunities exist.

- Under instructor requirements, a modification was made regarding notification of change of address and/or names. The Regional Center becomes the point of notification instead of the Department.
- Postage was moved from the budget category of commodities to contractual services.

The Motorcycle Unit underwent an Internal Audit in the recent past that required manual revisions to address audit findings.

- Modifications have been made concerning elements of the annual update attendance forms which must be completed by the attendee in order to receive credit for attendance at the mandatory update.
- Procedures were changed regarding crash/accident reporting.
- Revisions to program insurance requirements were made.
- Requirements related to the timeliness of monthly reporting have been modified.
- Claim Procedures have been altered to include documentation of compliance with the Host School's Procurement Regulations or the Illinois Procurement Code, whichever is more stringent, in order to be eligible for reimbursement.
- Modifications of Requirements related to

Vehicle Maintenance Mileage Logs were made with the intent of accomplishing statewide uniformity of records related thereto.

- Changes have been made to equipment inventory procedures.
- The approval process for the acquisition of equipment costing \$2,500.00 or more has been modified.
- Reporting of Program Income Account Activity and balances as well as purchase documentation have been initiated.
- These reports are to be filed with monthly reports commencing at the beginning of the 2015 training year.
- The paragraph regarding “Timely Payment” of claims has been modified to require notification to the Regional Center by email of any missing or otherwise deficient documentation which must be provided prior to processing. Upon receipt of such documentation, the 21day clock will be reset.

2017

- Modifications were made regarding CRSTP Manual Revisions.
- Formatting changes to Table of Contents to correct alignment issues.
- Added additional language to Section II., 1.0 Regional Center, regarding Program Coordinator and Assistant Coordinator annual teaching requirements and compensation for teaching additional classes beyond requirements.
- Made basic punctuation and

Terry Redman

grammatical changes.

- Updated attachment form numbers as required.
- Removed Range Aide attendance from instructor requirements, information duplicated under Range Aide.
- Changed advanced instructor qualifications requirements to include online training as noted by curriculum provider.
- Updated Audit Records Retention policy to align with State of Illinois minimum records retention requirements.
- Added BSPE form names and numbers where appropriate.
- Corrected minimum course enrollment to six.
- Adjusted terminology through document
- Added emergency contact list to Safety Regulations
- Added 3 wheeled motorcycle under Dealer Loans
- Added 3 Wheeled Motorcycles under Proof of Insurance for Student Owned vehicles.
- Added instructor/Range Aide compensation to Outreach
- Added compensation to course cancellation policy to Instructor policy manual
- Added payable hours and pay rates for all courses in Appendix II
- Added suggested course schedule

2019

Robert L Williams

examples to Appendix II

- Added and defined budget categories per the Grant Accountability and Transparency Act.
- Updated verbiage on Program and Assistant Coordinator minimum teaching requirements as a function of base salary to maintain trainer certification.
- Added quality assurance reports annually as part of Program and Assistant Coordinator's base salary requirements.
- Added course cancellation policy to minimum course number and regional instructor policy manual requirements.
- Added additional verbiage to travel reimbursement limits based on Governor's Travel Control Board.
- Added Instructor work hours policy based on regional center HR policy to regional instructor policy annual.
- Added suggested course schedules to regional instructor policy manual.
- Major document outline reformatting
- Adjusted terminology throughout document
- Combined all regional center employee roles under program employment
- Added classroom student/instructor ratios due to audit finding
- Added course cancellation policy for classes cancelled at official start time

2021

Lindsay Faulkner
Adam Gabany
Christopher Rector

due to low enrollment.

- Added non-vehicle related injury or property damage policy.
- Broke out Purchased Training Vehicle and Dealer Loan Agreements and Training Motorcycle Specifications into two separate policy categories.
- Added Three Wheeled Motorcycle maximum speed limitations on CVT transmissions.
- Separated Instructor Manual Updates into a separate policy.
- Clarified Regional Center Insurance requirements.
- Clarified Use of Personal Motorcycles During Classes.
- Public Relations and Logo usage broken into two specific policies.
- Added additional course hour information for all courses to Course Curricula.
- Added additional details and clarity to Grant Reporting.
- Clearly outlined Course Completion Document Requirements.
- Referenced the Reimbursement Process to Cycle Rider Safety Training Act.
- Separated Procurement from Claims Processing.

- Renamed Cost Category Transfer Request to Budget Revisions and added required forms for completion.
- Added Policy Category for Budget Amendments and included process for completing an amendment.
- Renamed Next Year Budgets to Grant Agreement Extensions and removed cost category details.
- Separated Records Retention and Audit policies.
- Added clarification on Grantee Income Accounts.
- Added details on purchase and reporting requirements to Property and Equipment.
- Added the required submission of BSPE 602 for Out of State Travel to Travel Reimbursement.
- Changed title of Departmental policy Students Trained to Training Goals.
- Outlined and clarified Regional Center Payment process.
- Clarified Departmental Course Curricula policy.
- Grant Agreement Termination/Cancellation changed to reference grantee agreement for termination policy.
- Clarified Departmental Program Income Accounts policy.

- Clarified Departmental Program Evaluation policy.
- Clarified Departmental Grant Agreement Violations.
- Clarified Student Basic Course Eligibility, moved instructors attending class as student to this policy.
- Clarified Student Advanced Course Eligibility, moved instructors attending class as student to this policy
- Created Reporting Schedule

2022

- Adjusted verbiage on administrative teaching requirements
- terminology throughout document
- Corrected grammatical errors throughout document
- Added link to JCAR rules

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2023

- Reviewed and updated terminology throughout document
- Updated Public Act 89-270 effective 01/01/2024
- Creation and implementation of form BSPE 712 (Income Account Expenditure Request) effective 09/08/2023
- Updated monitoring procedures and increased site monitoring visits for Regional Centers to four and Program Coordinators to six. On site training equipment inventory will be conducted during all monitoring visits.
- Updated weekly, monthly, and quarterly reporting measures

Todd A. Smith
Lindsay Faulkner

2. Forms and Attachments

Budget Revision Request & Approval BSPE 02	Out of State Travel Form BSPE 602
Monitor Reports BSPE 700 / BSPE 701	Waiver or Release of Liability BSPE 702
Monthly Report BSPE 703	Crash Reports (Department approved crash report)
Claim Forms BSPE 705	Update Attendance Form BSPE 706
Income Account Expenditure Request BSPE 712	Documentation reporting schedule
Cycle Rider Safety Course Attendance Sheet BSPE 708	Guide to Student Registration Reporting System
Regional Centers Map	Suggested course schedules (Days/Hours)
Compensation Rates and Course Hour Requirements	Motorcycle Training Fact Sheet
Program Logo	

All forms should be downloaded directly from links provided for the most recent versions.