

September 2019

# **Highway Safety Plan FY 2020 Illinois**

## Highway Safety Plan

**NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:**

- S. 405(b) Occupant Protection: Yes
- S. 405(e) Distracted Driving: Yes
- S. 405(c) State Traffic Safety Information System Improvements: Yes
- S. 405(f) Motorcyclist Safety Grants: Yes
- S. 405(d) Impaired Driving Countermeasures: Yes
- S. 405(g) State Graduated Driver Licensing Incentive: Yes
- S. 405(d) Alcohol-Ignition Interlock Law: Yes
- S. 405(h) Nonmotorized Safety: Yes
- S. 405(d) 24-7 Sobriety Programs: Yes
- S. 1906 Racial Profiling Data Collection: Yes

## Highway safety planning process

### Data Sources and Processes

Each year, IDOT identifies traffic safety problems using several existing databases such as crash reports, Fatality Analysis Reporting System (FARS), health care data, census data, vehicle miles traveled (VMT) data, survey data, and results of telephone and observational seat belt surveys. These databases are used for policy development and for the allocation of public funds to create effective and cost-effective highway safety projects and programs. A “traffic safety problem” is an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is statistically higher in collision experience than normal expectations. Problem identification through over-representation studies involves the relationships between crashes and the population, licensed drivers, registered vehicles, and vehicle miles of travel as well as characteristics of specific subgroups that may contribute to crashes.

For the FY 2020 Highway Safety Plan, the process used to identify traffic safety problems began initially by evaluating Illinois’ experience in each of the existing Illinois highway safety priority areas, seat belt and impaired driving. These two areas have been determined by NHTSA to be most effective in reducing motor vehicle-related injuries and deaths. Consideration for other potential traffic safety problem areas came from analyzing survey data and other anecdotal information. Over the last 16 years, Illinois has used the 23-County Model to enhance the existing problem identification process. Under this model, Illinois selected the top 23 counties where 86 percent of the population resided in 2018.

### 23-County Breakdown Facts

There were 93,534 persons injured in motor vehicles crashes in 2017, of these 88.9 percent occurred where 86 percent of the population resides.

12,007 persons had “A” type injuries resulting from these crashes with 79.7 percent of these “A” injuries in the 23 counties.

1,090 persons were fatally injured in crashes in 2017, 70.5 percent of these within the 23 counties.

There were 700 drivers fatally injured in motor vehicle crashes in 2017. 67.3 percent of these drivers



90.5 percent of the fatally injured pedestrians occurred in these 23 counties.

18 of the 26 pedalcyclists were fatally injured within these 23 counties.

125 of the 160 fatally injured motorcyclists, 78 percent, were killed within these 23 counties.

There were 998 fatal crashes in 2017, 31.9 percent of these crashes involved alcohol, with 71.3 percent of those crashes occurring within these 23 counties.

Of the 1,090 persons who were killed in motor vehicle crashes in 2017, 32.9 percent of these fatalities were alcohol-related and 70.9 percent of those alcohol-related fatalities occurred within the 23 counties.

Crashes involving pedestrians account for 1.6 percent of the overall crashes statewide. Pedestrian crashes within the 23 counties account for 96.7 percent of the total statewide pedestrian crashes, 89.9 percent of the total statewide pedestrian fatal crashes and 96.9 percent of the statewide pedestrian injury crashes in 2017.

Crashes involving pedalcyclists account for 0.9 percent of the overall crashes statewide. 95.4 percent of the total pedalcyclist crashes, 69.2 percent of the fatal pedalcyclist crashes and 95.6 percent of the pedalcyclist injury crashes occurred within these 23 counties.

Crashes involving speed account for 33.2 percent of the overall crashes, 36.8 percent of the fatal crashes and 37.9 percent of the injury crashes in 2017. Crashes involving speed within these 23 counties account for 91.7 percent of the total statewide speed-related crashes, 72.5 percent of the fatal speed-related crashes and 89.2 percent of the speed-related crashes involving an injury.

Crashes involving motorcycles account for 1.1 percent of the total crashes, 15.4 percent of the fatal crashes and 3.5 percent of the injury crashes statewide. 81.5 percent of these total crashes, 77.3 percent of the fatal crashes and 79.6 percent of the injury crashes occurred within these 23 counties.

Note: 2017 State data used. Data obtained 5/14/2019.

The highway safety problem areas identified and currently being addressed are: occupant protection, impaired driving, young drivers, pedestrian safety, bicycle safety, traffic records, and motorcycle safety. The main data sources that have been used in the problem identification process are:

Crash data (2013-2017)

FARS data (2014-2018)

VMT data (2013-2018)

Census data (2018, estimate)

Observational seat belt and car seat surveys (1985-2018)

Telephone surveys (2007-2017)

The main independent variables that IDOT has used in this process are: demographics (e.g., age, gender, region and county), crash results (e.g., fatalities, severe injuries), whether or not safety equipment was used, and other behavioral variables that are only available in the telephone surveys.

Highway Safety Core Performance Measures

In order to establish 2019-2020 targets for the core traffic safety performance measures in Illinois, five year rolling averages were generated using the 2010-2018 FARS data, crash data, annual safety belt survey data, Federal Highway Annual Vehicle Miles of Travel, and State Annual Vehicle Miles of Travel. The following steps were used to set 2019-2020 targets:

Rolling averages were calculated using the 2010-2018 FARS data, crash data, and observational survey data. The rolling averages for 2009-2018 are:

2014	2015	2016	2017	2018
2010-2014	2011-2015	2012-2016	2013-2017	2014-2018

For example, the rolling average of total fatalities for 2018 is 1025.6 and is based on the average of actual fatalities for 2014-2018.

The following methodologies were used to develop targets for 2019 and 2020:

Ordinary Least Squares (OLS) method was used to set targets for 2019-2020. This is a common methodology (also known as Regression Model) that is often used to project future fatality numbers and rates. Most spreadsheet software offers a Linear Trend function which projects what the fatalities would be in the future if the trend were to continue.

All rates for injuries for 2014-2017 were calculated using Federal Annual Highway Vehicle Miles of Travel. Since 2018 data was not available, State Vehicle Miles of Travel was used.

Five-year rolling averages were calculated for Fatality, Fatality Rate, Federal Annual Vehicle Miles of Travel, State Annual Vehicle Miles of Travel, Rural Fatality Rate, Urban Fatality Rate, Seat Belt Usage, Young Drivers Fatality, Unrestrained Passenger Fatality, Motorcyclist Fatality, Unhelmeted Motorcyclist Fatalities, Pedestrian Fatalities, Bicyclist and Other Cyclist Fatalities, and Pedestrian.

When data were not yet available, estimations were used. This occurred for Serious Injury, Serious Injury Rate, Driver and Motorcycle BAC of 0.08 or Higher, and Non-Motorized and Serious Injuries. For Serious Injury and Driver and Motorcycle BAC of 0.08 or Higher, the rolling averages for 2013-2017 were used to project 2018 using a trend line. 2014-2017 rolling averages were averaged with the value for 2018 to create the value used for 2018. 2019 and 2020 were then projected with a trendline.

## Processes Participants

The Highway Safety Plan (HSP) Committee was created within the Bureau of Safety Programs and Engineering to identify traffic safety problems, review Illinois' experience in the existing highway safety priority areas (e.g., occupant protection, impaired driving, speed, distracted driving, motorcycle safety, pedestrian safety), and review and select highway safety grant applications for funding. The Committee is made up of technical and professional staff representing each of our highway safety programs. Committee representatives may include: Occupant Protection Program Coordinator, Evaluation Unit Manager, Law Enforcement Liaison Coordinator, Impaired Driving Program Coordinator, At-Risk Program Manager, Legislative Affairs, Safety Programs Implementation Manager, Safety Projects Manager, Safety Program Coordinators, Motorcycle Program Manager, Safety Grant Administrators, National Highway Traffic Safety Administration Regional Program Manager, Communications Staff and Strategic Highway Safety Plan Emphasis Area Chairs.

Below is a listing of stakeholders that help drive our highway safety programs and focus areas.

### Law Enforcement Liaison Program

The Law Enforcement Liaisons (LELs) work closely with the State Highway Safety Office (SHSO) to provide a vital link to Illinois' law enforcement community. The LELs provide law enforcement expertise, encourage involvement in traffic safety initiatives, enhance communication between the SHSO and the law enforcement community, and assist the SHSO in developing effective grant opportunities for the law enforcement to reduce

Core Highway Safety Performance Measures Based on Rolling Average Using 2014-2018 FARS and Survey Data							
Selected Core Measures	Rolling Average				Baseline (Rolling Average)	Projected Measures for 2019 and 2020	
	2010-2014	2011-2015	2012-2016	2013-2017		2014-2018	2019
<b>NHTSA/FHWA Common Core Measures</b>							
Total Fatalities	943.0	957.0	989.4	1,017.6	1,025.6	1,054.3	1,076.8
Fatality Rate	0.90	0.91	0.94	0.96	0.95	0.98	0.99
Total Serious Injuries*	12,203.2	12,245.8	12,168.6	12,111.8	12,149.8	12,103.5	12,079.5
Total Serious Injury Rate*	11.65	11.70	11.54	11.41	11.24	11.18	11.07
Non-motorized Fatalities and Serious Injuries* (Pedestrian, Bicyclist, and Other Cyclist)	1,468.6	1,515.4	1,498.8	1,526.8	1,516.2	1,537.2	1,547.8
<b>NHTSA Only Core Measures</b>							
Rural Fatality Rate	1.54	1.60	1.64	1.65	1.63	1.68	1.7
Urban Fatality Rate	0.69	0.69	0.72	0.74	0.75	0.77	0.79
Unrestrained Passenger Vehicle Occupant Fatalities	268.2	266.8	266.8	264.6	254.8	255.5	252.6
Fatalities in Crashes Involving a Driver and Motorcycle Operator with BAC of 0.08 or Higher*	304.8	308.2	319.6	325.0	317.2	327.4	331.6
Motorcyclist Fatalities	138.8	142.0	143.8	146.6	140.0	144.3	145.0
Unhelmeted Motorcycle Fatalities	104.6	104.4	106.0	104.8	99.6	101.0	100.0
Speed Related Fatalities	407.2	395.0	390.6	405.6	407.8	404.8	406.0
Young Drivers Involved in Fatal Crashes (Under 21)	128.0	125.8	128.2	135.2	130.6	133.9	135.4
Pedestrian Fatalities	168.8	133.8	136.4	137.8	146.4	149.2	153.5
Bicyclist and Other Cyclist Fatalities	27.4	27.8	26.4	25.8	24.4	24.0	23.2
Seat Belt Usage	93.4	93.9	93.9	94.0	94.1	94.3	94.4

\* 2018 data are estimated. Preliminary data as of 5/14/19.

injuries and fatalities on Illinois roadways.

#### Impaired Driving Task Force

Illinois' Impaired Driving Task Force (IIDTF) aims to save lives by preventing impaired driving and crashes that result from impaired driving. The IIDTF is composed of professionals from a variety of organizations, each of whom brings a different experience and perspective on impaired driving issues.

The IIDTF first met in April 2016 and immediately began work on organizational specifics for the group. Establishing IIDTF's mission, by-laws, membership, and objectives were drafted. The organizational details were refined over the next 15 months as the task force worked toward accomplishing its main objective of developing the Illinois Impaired Driving Strategic Plan (IIDSPP).

The IIDSPP 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 federally required strategic plans that identify the state's highway safety problems, develop goals, and support initiatives that will help the state achieve specified goals. Both the IHSP and ISHSP identify impaired driving as a high priority. The IIDSPP enhances these plans by identifying specific objectives, strategies, and tactics to assist Illinois in reaching the goals of the IHSP and ISHSP.

#### Illinois Traffic Fatality Reduction Task Force

The Illinois Traffic Fatality Reduction Task Force ("Task Force") was established by the previous Secretary of

the Illinois Department of Transportation, Randall S. Blankenhorn, in February 2018 to identify solutions to reduce crash fatalities on Illinois roadways. Fatalities due to motor vehicle crashes on Illinois roadways have increased by 10 percent since 2015 according to the agency report on fatalities.

Although past efforts of outreach and engineering safety have succeeded in reducing Illinois Crash Fatalities, the numbers are increasing once more. To identify and propose solutions to reduce roadway fatalities, the Task Force has established five working groups on the following categories of traffic: Data, Behavior, Engineering, Communications, and Safety Enforcement/Legislation. Each working group researched and identified countermeasures explained in the Recommendations sections.

The Task Force conducted analysis of Strengths, Weaknesses, Opportunities, and Threats (SWOT Analysis) of the Communications, Data, Enforcement and Legislation, and Engineering working groups to identify the strengths, weaknesses, opportunities, and threats. The Behavioral Working Group conducted a root cause analysis to identify the causes where countermeasures can be applied to behaviors. Additionally, the Task Force reached out to various states, US cities, the country of Sweden, and other Illinois state agencies.

Upon completion of the analyses, the Task Force determined and prioritized strategies within each area and created an action plan to develop recommended strategies. After developing preliminary recommendations, the task force continued in brainstorming beyond known solutions in Illinois.

#### Traffic Safety Liaisons

Regional Traffic Safety Resource Centers (RTSRC) and Injury Prevention (IP) coalitions work continually with the BSPE to drive programming and planning. Safe Kids Coalitions, the Traffic Safety Liaison network, and other stakeholders develop activities and coordinate events locally to address specific traffic safety needs. These partners assist the BSPE with the implementation and evaluation of safety campaigns year-round.

### Description of Highway Safety Problems

Problem identification involves the study of relationships between collisions, population, licensed drivers, registered vehicles, and vehicle miles as well as characteristics of specific subgroups that may contribute to collisions. Each program overview contains a detailed analysis of motor vehicle fatalities and injuries controlling for selected characteristics, such as crash type and demographic characteristics using the last five recent crash reports (2014-2018). Problems identified are serious injuries and fatalities related to distracted driving, motorcyclists, alcohol, pedestrians, pedalcyclists, occupants, and speed.

The goals identified in this report were determined using several quantitative data (e.g., crash data, VMT). They were established for the various program priority areas (e.g., impaired driving, occupant protection, pedestrian, and motorcycle). The specific thresholds and target dates were set based on past trends (five-year rolling averages for the fatality and injury related goals using 2014-2018 FARS) and Police Reports. Starting in 2010, IDOT has used a GHSA recommended list of goals for 2010 and beyond. The projected figures are based on the linear models using the Statistical Analysis System (SAS) and Excel.

### Methods for Project Selection

In Illinois, the Grant Accountability and Transparency Act has been established and is guiding solicitation of proposals. Every December through January the BSPE issues two Notice of Funding Opportunities (NOFO). These are publicly posted to generate a transparent application process. The first NOSA issued is for local agencies and non-profits to submit proposals. The second NOSA issued is for State Agency proposals. The

NOSAs are published for approximately 60 days.

When NOFOs are available, [www.trafficsafetygrantsillinois.org](http://www.trafficsafetygrantsillinois.org) will have all of the required information for potential grantees on how to apply for grants. BSPE will post the Notice of Funding Opportunity for highway safety grants through a variety of methods including, but not limited to:

GATA website <https://www2.illinois.gov/sites/GATA/Pages/default.aspx>

IDOT's website [www.trafficsafetygrantsillinois.org](http://www.trafficsafetygrantsillinois.org)

Email blast

This blast if from the "subscribe" button on [www.trafficsafetygrantsillinois.org](http://www.trafficsafetygrantsillinois.org)

Email blast to current grantees

Meetings with Safety Grant Administrators and LELs

Meetings and conferences

Community outreach activities

Illinois has developed a process for selecting the appropriate projects after the applications have been received during the Notice of Funding Opportunity. The primary goal of the highway safety programs are to achieve a significant reduction in traffic fatalities and serious injuries on all public roads and meet our highway safety performance measures. All highway safety programs require a strategic, data-driven approach improving highway safety. In addition, all the local project specifications are revised in December annually to include new objectives, strategies and performance-directed measures to keep projects focused on reducing injuries and fatalities on Illinois roadways. The Evaluation Unit provides updated objectives and performance driven measures for local project.

All submitted grant applications will have a merit based review. Each applications will be scored by two separate individuals. Depending on the grant, the review may be done by the Safety Grant Administrator, Program Coordinator, Law Enforcement Liaisons, Safety Projects Manager, Safety Programs Implementation Manager, Bureau Chief, a member of the HSP Committee, or an executive staff member.

All applications are assigned for the initial review with a project evaluation template. Then the second review will be completed by a different individual as listed above. After the two reviews are complete, the final score will be calculated by averaging the two reviewer's scores.

For FFY 2020, Illinois received 284 local agency and 17 state agency grant applications. These applications fall into three types:

Existing Enforcement Grantees

New Enforcement Grantees

Non-enforcement (Education) Grantees

The following three tables show project selection criteria and their numeric scores based on preassigned weights. As shown below, the first column lists criteria; the second column indicates relative weight (percent); the third column depicts a numeric score of 1-6; and the last column totals the numeric score (Score=Assigned Score X Assigned Weight). The last two columns are repeated for a second review. The last row of each table shows the final score that ranges from the lowest level of 100 to the highest level of 600. Finally, the Average is calculated from the average between the first and second reviewer.

## Project Evaluation Form for Existing Enforcement Grantees

<b>Reviewer #1:</b>			<b>Reviewer #2:</b>			
Agency:						
Project Request Title:						
Project Request Number:						
Requested Funding Level:			Recommended Funding Level:			
Selection Criteria	Weight	Reviewer #1	Score	Reviewer #2	Score	Comments (Please continue on the next page)
1) Located within 23 County	40		0		0	
2) City/Unincorporated population size of 25,000+	5		0		0	
3) Over 500 crashes for the last 3 years	10		0		0	
4) Over 20 percent of crashes are fatality/serious injury	5		0		0	
5) Submitting acceptable reports and claims	5		0		0	
6) Below average cost of	15		0		0	
7) Total amount of expended vs amount awarded in	10		0		0	
8) Complies with the Illinois Traffic Stop Study	10		0		0	
<b>Total</b>	<b>100</b>		<b>0</b>		<b>0</b>	
*Rating (1-low 2 3 4 5 6-high)		High of 600				<b>Average: 0</b>

## Project Evaluation Form for New Enforcement Grantees

<b>Reviewer #1:</b>			<b>Reviewer #2:</b>			
Agency:						
Project Request Title:						
Project Request Number:						
Requested Funding Level:			Recommended Funding Level:			
Selection Criteria	Weight	Reviewer #1	Score	Reviewer #2	Score	Comments (Please continue on the next page)
1) Located within 23 County Model	50		0		0	
2) City/Unincorporated population size of 25,000+	10		0		0	
3) Over 500 crashes for the last 3 years	10		0		0	
4) Over 20 percent of crashes are fatality/serious injury crashes	15		0		0	
5) Complies with the Illinois Traffic Stop Study	15		0		0	
<b>Total</b>	<b>100</b>		<b>0</b>		<b>0</b>	
*Rating (1-low 2 3 4 5 6-high)		High of 600				<b>Average: 0</b>

Project Evaluation Form for Non-Enforcement Grantees						
Reviewer #1:			Reviewer #2:			
Agency:						
Project Request Title:						
Project Request Number:						
Requested Funding Level:		Recommended Funding Level:				
Selection Criteria	Weight	Reviewer #1	Score	Reviewer #2	Score	Comments (Please continue on the next page)
1) Located within 23 Counties	25		0		0	
2) Qualified/experienced staff to implement the proposed objectives OR a detailed plan to train/certify staff to carry out objectives	15		0		0	
3) Experience with Highway Safety Grants or grant related projects (If applicant was a grantee in the previous fiscal year, project file will be	15		0		0	
<input type="checkbox"/> File reviewed if applicable.						
4) Highway Safety Plan program area addressed (project outline)	10		0		0	
5) Goals are measurable, reasonable, and evaluable (deliverable & milestones/performance standards)	15		0		0	
6) Action plan to accomplish goals (performance measures)	15		0		0	
7) Reasonable budget	5		0		0	
<b>Total</b>	<b>100</b>		<b>0</b>		<b>0</b>	
*Rating (1-low 2 3 4 5 6-high)		High of 600			<b>Average: 0</b>	

The scores will be ranked for the project applications in their respective category by their average score of the two reviews. Then the HSP Sub-Committee will complete recommendations for approval of grant applicants to the HSP Committee. The Sub-Committee will also address funding and guidance for IDOT initiatives such as paid media, travel, racial profiling and P&A.

Recommendations for approval are based on the merit based review average score, available funding, benefit to the Highway Safety Plan, IDOT performance targets, short and long term targets, and initiatives that IDOT will fund and undertake to achieve success.

The HSP committee will be given the recommendations of the HSP Sub-Committee for review. They may recommend revisions (e.g., budget) to the original request. Reviewers may find unallowable costs or programs objectives that don't follow a highway safety program area. Reviewer may reach out to applicant for clarifying information and documentation.

On occasion, the LEL, Safety Grant Administrator, other IDOT staff, and even applicant agencies may be called in front of the HSP Committee to answer any questions the committee has regarding the project request. Due to limited funding, not all applications may receive funding.

Once the HSP Committee completes its recommendations for all the applications, a list of the approvals and denials will be presented to the Bureau Chief of BSPE. After Bureau Chief approval, the Governor's Highway Safety Representative will be presented the final recommendations for all project requests.

### List of Information and Data Sources

The 2020 project selection was based on the input of many different data sources and. Those that have been

used in the planning process are:

Crash data (2013-2017) (Safety Data Mart, IDOT)

FARS data (2014-2018) (<https://cdan.nhtsa.gov/SASStoredProcess/guest>),

Federal VMT data (2013-2017) (<https://www.fhwa.dot.gov/policyinformation/>)

State VMT data (2018) ([http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/OPampP/Travel-Stats/2017\\_ITS.pdf](http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/OPampP/Travel-Stats/2017_ITS.pdf)).

Census data (2018, population estimate)

Observational seat belt and car seat surveys (1985-2018)

([http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/Safety/Evaluations/SafetyBeltObservationReports/2017%20seat%20belt%20one%20sheet-jun2017%20\(July\).pdf](http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/Safety/Evaluations/SafetyBeltObservationReports/2017%20seat%20belt%20one%20sheet-jun2017%20(July).pdf)),

Telephone surveys (2007-2017)

Driver and vehicle data

Health care data

Transportation Research Board

Transportation Research Board

## Description of Outcomes

Illinois' safety planning efforts have been coordinated with the Strategic Highway Safety Plan (SHSP) which provides a clear strategic direction for the Highway Safety Plan (HSP) as required under Highway Safety Programs (23 U.S.C. 402(b)(1)(F)(v)). The main focus of the HSP is designed to reduce crashes, fatalities, injuries, and property damage by addressing several road user target groups (e.g., young and elderly drivers), behavioral issues (e.g., impaired driving, occupant protection, speeding, and aggressive driving), police traffic services, emergency medical services, motorcycle safety, and traffic records improvements. The Bureau of Safety Programs and Engineering (BSPE) at IDOT engage a wide range of state and local partners to focus on relevant SHSP emphasis areas and implement a range of strategies and countermeasures.

Overall the integrated HSP and other safety plans provide a comprehensive framework for reducing the number of deaths and serious injuries on all public roads. Integration of all safety plans is relevant and important to a State's planning process. The SHSP is the mechanism to bring these safety "parts" together to form a consistent and "whole" safety program for the State. For example, the common grant programs between HSP and SHSP include law enforcement and community traffic safety programs (CTSP) in addition to occupant protection, impairment, distracted driving, and speed programs. The HSP also implements statewide campaigns and initiatives to increase public recognition of safety issues. Both HSP and SHSP use similar problem identification, goals, objectives, countermeasure identification, project development process, and program evaluation techniques to determine the effectiveness of highway safety programs on motor vehicle related fatal and injury crashes.

Of the strategies that are included in the SHSP, many are coordinated with the efforts of the 2019 and 2020 HSP as each emphasis area has set specific strategies to address the objectives of the SHSP. For example, one objective under Unrestrained Occupant Crashes in Illinois is to conduct highly publicized enforcement campaigns with highly visible marketing to increase restraint use. In 2019, there are 164 enforcement grantees enforcing unrestrained occupant laws which is accompanied with a large paid media campaign to increase the

awareness and effectiveness of the campaign. For the 2019 HSP, there are approximately 214 enforcement grantees which will be accompanied with a large paid media campaign. This ties together with the following strategy in the SHSP of increasing enforcement for seat belt use. In the SHSP working groups, Illinois is devising new ways to recruit and build engagement with enforcement agencies. This is one example of how Illinois is combining the coordination of the HSP and SHSP.

## Performance report

### Progress towards meeting State performance targets from the previous fiscal year's HSP

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	Not Met
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	Not Met
3	C-3) Fatalities/VMT (FARS, FHWA)	Not Met
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Met
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Not Met
6	C-6) Number of speeding-related fatalities (FARS)	Not Met
7	C-7) Number of motorcyclist fatalities (FARS)	Met
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Met
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Met
10	C-10) Number of pedestrian fatalities (FARS)	Not Met
11	C-11) Number of bicyclists fatalities (FARS)	Met
12	C-12) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Met
13	Racial Profiling Data Compliance Level	In Progress
13	Completeness of Crash Data	Met
13	Data Integration of Crash Data	In Progress

13	C-13 Serious Injury Rate	Met
13	Timeliness of Crash Data	Met

### Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: Not Met

#### Program-Area-Level Report

Core Measure	Baseline2017	Projected 2018	Actual 2018	Met/Unmet
Traffic Fatalities	1,017.8	997.4	1,031	Unmet

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

### Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: Not Met

#### Program-Area-Level Report

Core Measure	Baseline2017	Projected 2018	Actual 2018	Met/Unmet
Serious Injuries	12,210.9	11,966.7	12,149.81	Unmet

1 2018 data are estimated.

Serious Injuries for 2018 were projected to be 11,966.7 based on a baseline rolling average from 2013-2017 and downward linear trend that was mainly reflected in previous years. Since the actual data for 2018 was estimated to be at 12,149.8, the target was not met.

### Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Progress: Not Met

#### Program-Area-Level Report

Core Measure	Baseline2017	Projected 2018	Actual 2018	Met/Unmet
Traffic Fatality Rate	0.96	0.94	0.95	Unmet <sup>2</sup>

<sup>2</sup> 2018 State Vehicle Miles Traveled used since Federal was not available.

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

### Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: Met

#### Program-Area-Level Report

Core Measure	Baseline 2017	Projected 2018	Actual 2018	Met/Unmet
Unrestrained Passenger	263.2	257.9	238	Met

Unrestrained Passenger Fatalities for 2018 were projected to be 257.9 based on a baseline rolling average from 2013-2017 and downward linear trend in recent previous years. The actual data for 2018 was 238 and as a result, the target was met.

### Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: Not Met

#### Program-Area-Level Report

Core Measure	Baseline2017	Projected 2018	Actual 2018	Met/Unmet
Driver and Motorcycle Operator with BAC 0.08 or Higher Fatalities	310	303.8	317.21	Unmet

1 2018 data are estimated.

For 2018, Driver and Motorcycle Operator with BAC of 0.08 or Higher Fatalities were projected to be 303.8. This projection derived from a baseline rolling average for 2013-2017 and downward linear trendline. Most of the data from recent previous years had shown a slight increase year after year. Actual Driver and Motorcycle Operator with BAC of 0.08 or Higher Fatalities were estimated to be 317.2, resulting in the target being not met.

### Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: Not Met

#### Program-Area-Level Report

Core Measure	Baseline2017	Projected 2018	Actual 2018	Met/Unmet
Speed Fatalities	405	396.5	432	Unmet

Speed Fatalities for 2018 were projected to be 396.5 based on a baseline rolling average from 2013-2017 and downward linear trend that was mainly reflected in previous years. Since the actual data for 2018 was 432, the target was unmet.

### Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: Met

#### Program-Area-Level Report

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

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

actual fatalities were 119.

### Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: Met

#### Program-Area-Level Report

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

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

### Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: Met

#### Program-Area-Level Report

Core Measure	Baseline 2017	Projected 2018	Actual 2018	Met/Unmet
Young Driver (<21) Fatalities	135.2	132.5	109	Met

Young Driver Fatalities for 2018 were projected to be 132.5 based on a baseline rolling average from 2013-2017. Due to the data showing only a slight downward trend from recent previous years, a two-percent reduction was added to create the 2018 value. Since the actual data for 2018 was 109, the target was met.

### Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: Not Met

#### Program-Area-Level Report

Core Measure	Baseline 2017	Projected 2018	Actual 2018	Met/Unmet
Pedestrian Fatalities	138	135.2	167	Unmet

For 2018, Pedestrian Fatalities of 135.2 were projected using a baseline rolling average from 2013-2017 and a two-percent reduction due to the data having an upward linear trend. Actual Pedestrian Fatalities were 167, resulting in the target being not met.

### Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: Met

#### Program-Area-Level Report

Core Measure	Baseline 2017	Projected 2018	Actual 2018	Met/Unmet
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Bicyclist and Other Cyclist Fatalities	25.8	25.3	23	Met
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Projected Bicyclist and Other Cyclist Fatalities for 2018 were 25.3 based on 2013-2017 rolling average in addition to a two-percent reduction due to the linear trend of the averages being on an upward slope. This target was met since the actual fatalities were 23.

### Performance Measure: C-12) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: Met

#### Program-Area-Level Report

Core Measure	Baseline2017	Projected 2018	Actual 2018	Met/Unmet
Seat Belt Usage	93.9	94.4	94.6	Met

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

### Performance Measure: Racial Profiling Data Compliance Level

Progress: In Progress

#### Program-Area-Level Report

As of 6/21/19 Governor Pritzker signed legislation to transfer Racial Profiling data collection and analysis from Illinois DOT to Illinois Criminal Justice Information Authority. Due to this, Illinois does not information on Racial Profiling for FFY19.

### Performance Measure: Completeness of Crash Data

Progress: Met

#### Program-Area-Level Report

### Performance Measure: Data Integration of Crash Data

Progress: In Progress

#### Program-Area-Level Report

### Performance Measure: C-13 Serious Injury Rate

Progress: Met

#### Program-Area-Level Report

Core Measure	Baseline2017	Projected 2018	Actual 2018	Met/Unmet
Serious Injury Rate	11.5	11.27	11.241	Met

1 2018 data are estimated.

For Serious Injury Rate, five-year rolling averages were divided by five-year rolling averages for VMT for 2013-2016. Since Federal VMT was not available for 2017, state VMT was used. Linear regression for the

projected values of 2018 only showed a slight downward trend in the reduction of Total Serious Injury Rate so instead a two-percent reduction was used, bringing the target to 11.27 serious injuries per 100 M VMT for 2018. The actual rate was estimated to be 11.24, resulting in the target being met.

## Performance Measure: Timeliness of Crash Data

Progress: Met

### Program-Area-Level Report

In terms of percent electronically reported as a timeliness measure, Illinois met its projected target.

## Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	985.0
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	11,668.70
3	C-3) Fatalities/VM T (FARS, FHWA)	5 Year	2016	2020	0.910
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	244.7
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	304.7
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	391.7

7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	134.5
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	95.6
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	125.4
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	140.6
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	23.2
12	C-12) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2016	2020	94.40
13	Racial Profiling Data Compliance Level	Annual	2020	2020	100.00
14	Completeness of Crash Data	Annual	2020	2020	5.00
15	Data Integration of Crash Data	Annual	2020	2020	1.00
16	C-13 Serious Injury Rate	5 Year	2016	2020	10.80
17	Timeliness of Crash Data	Annual	2020	2020	87

## Performance Measure: C-1) Number of traffic fatalities (FARS)

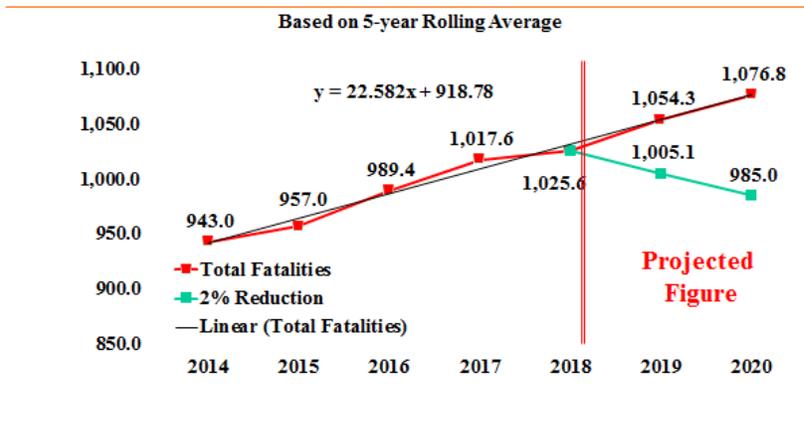
### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	985.0	5 Year	2016

### Performance Target Justification

Total traffic fatalities in Illinois are a main concern and reduction of total fatalities remains the primary goal. Data from 2010-2018 were utilized to create a five-year rolling average for each year. For example, the rolling average for 2013 was computed by averaging 2009, 2010, 2011, 2012, and 2013. A rolling average is commonly used to smooth out short-term fluctuations and highlight longer-term trends or cycles. To project performance targets for Illinois, a two-percent reduction was utilized. The goal for 2019 was computed by reducing 2018 by two-percent and 2020 was computed by reducing 2019 by two-percent. A two-percent reduction was used due to the fact the five-year rolling averages from 2014 to 2018 have an upward linear trend as seen through the linear regression line. The goal for Illinois is to reach zero fatalities per year and using a two-percent reduction will enable the state to reach its goal.

### C-1: Total Number of Traffic Fatalities



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

### Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

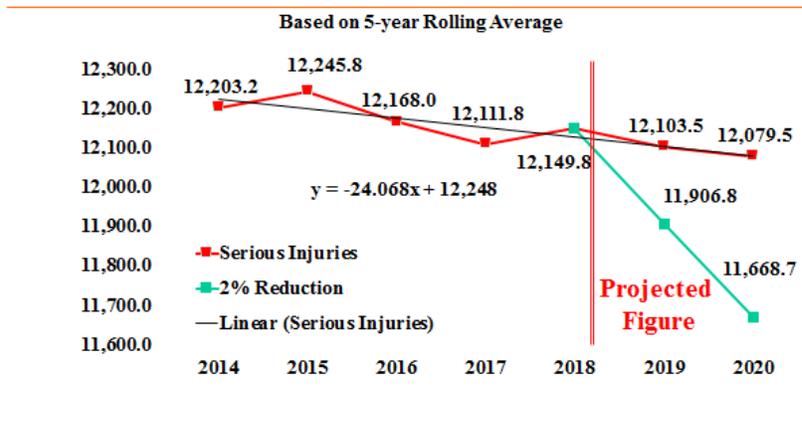
#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	11,668.70	5 Year	2016

## Performance Target Justification

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

### C-2: Serious Injuries in Traffic Crashes



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

## Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Numeric	0.910	5 Year	2016

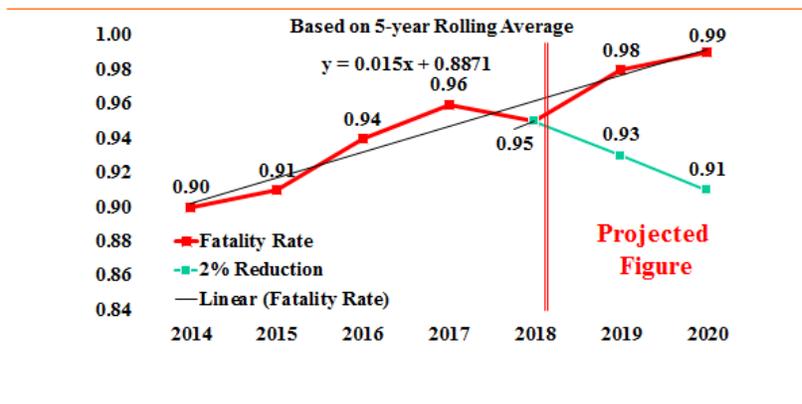
## Performance Target Justification

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

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

## Performance Measure: C-4) Number of unrestrained passenger vehicle occupant

### C-3: Total Traffic Fatality Rate per 100M VMT



### fatalities, all seat positions (FARS)

#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	244.7	5 Year	2016

#### Performance Target Justification

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

#### Performance Target details

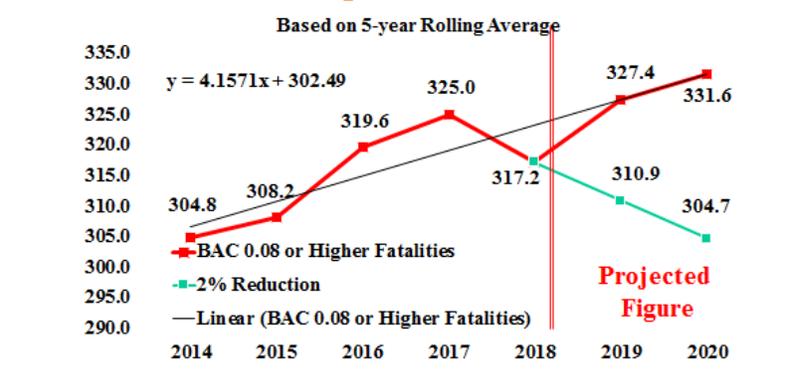
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	304.7	5 Year	2016

#### Performance Target Justification

Since fatalities for Driver and Motorcycle Operator with a BAC of 0.08 or Higher were not yet available for

2018, an estimate was calculated by using five-year rolling averages for 2013 through 2017 to create a linear regression line to project 2018. The total average for 2014, 2015, 2016, 2017, and 2018 was then used as the value for 2018. Again, the data display an upward trend in fatalities with 2020 at 331.6. Instead, the two-percent reduction was applied to set the 2020 target at a much lower 304.7 which is better aligned with the goal of working toward zero fatalities.

### C-5: Driver and Motorcycle Operator with BAC 0.08 or Higher Fatalities



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

### Performance Measure: C-6) Number of speeding-related fatalities (FARS)

#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	391.7	5 Year	2016

#### Performance Target Justification

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

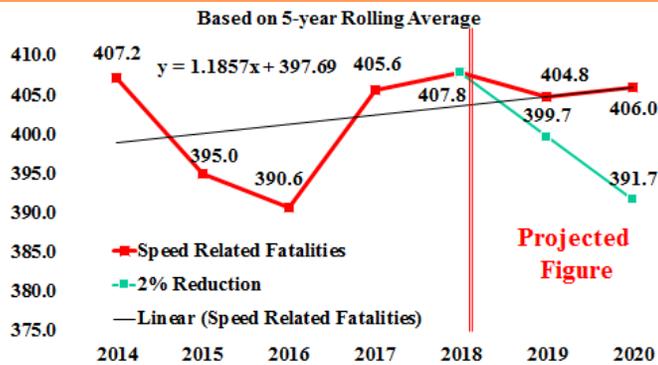
Goal: To reduce total number of fatalities in crashes involving speed from 407.8 (2014-2018 average) to 391.7 by December 31, 2020.

### Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
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### C-6: Speed Related Fatalities

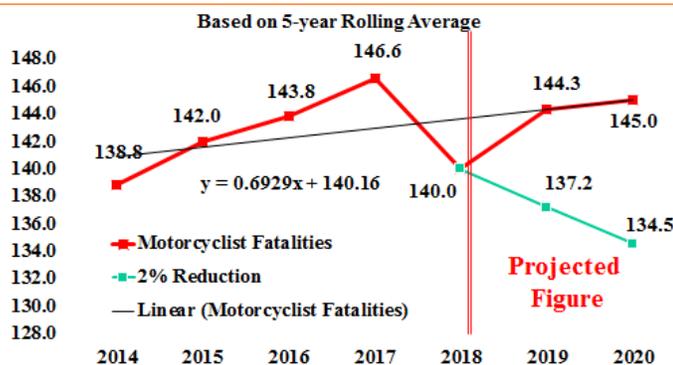


C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	134.5	5 Year	2016
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### Performance Target Justification

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

### C-7: Motorcyclist Fatalities



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

### Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

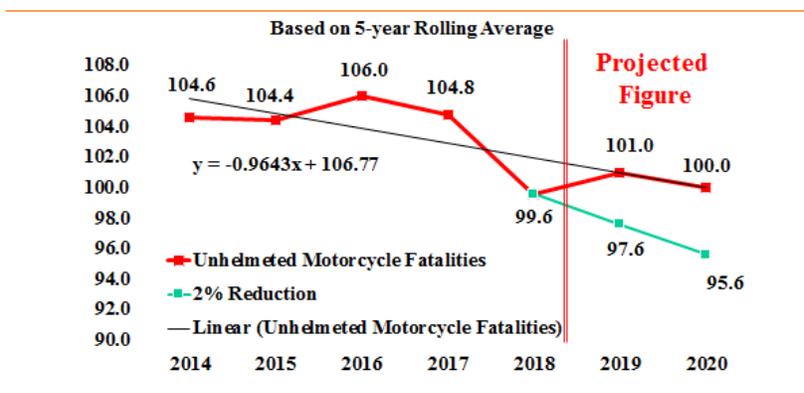
#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	95.6	5 Year	2016

### Performance Target Justification

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

### C-8:Unhelmeted Motorcycle Fatalities



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

### Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

#### Performance Target details

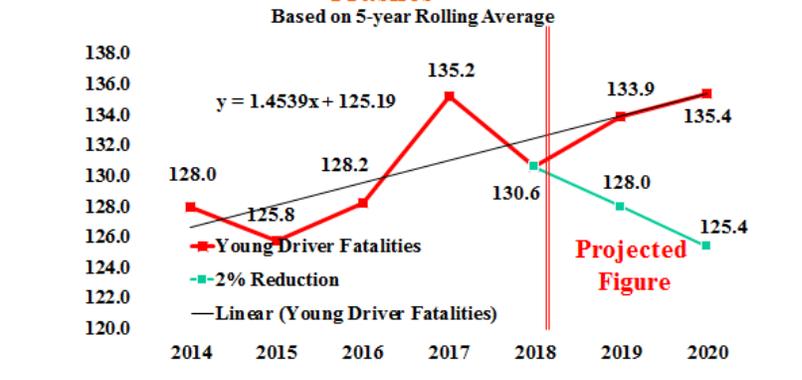
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	125.4	5 Year	2016

### Performance Target Justification

Rolling averages for 2014 through 2018 for Young Drivers (Under 21) Involved in Fatal Crashes were used in conjunction with a linear regression line to predict fatalities for 2019 and 2020. The projected value for 2020

was 135.4, higher than the rolling average for 2018 of 130.6. Due to this upward pointing trendline, the two-percent reduction was used. Using the two-percent reduction method, the projected value is now 125.4 which aligns with the goal of zero fatalities.

### C-9: Young Drivers (Under 21) Involved in Fatal Crashes



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

### Performance Measure: C-10) Number of pedestrian fatalities (FARS)

#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	140.6	5 Year	2016

#### Performance Target Justification

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

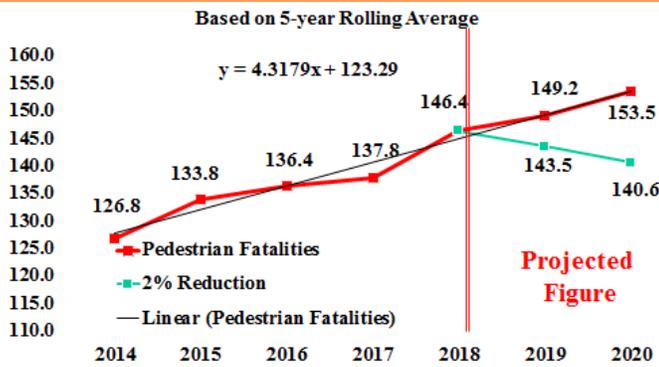
Goal: To reduce total number of fatalities in crashes involving a pedestrian from 146.4 (2014-2018 average) to 140.6 by December 31, 2020.

### Performance Measure: C-11) Number of bicyclists fatalities (FARS)

#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
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### C-10: Pedestrian Fatalities

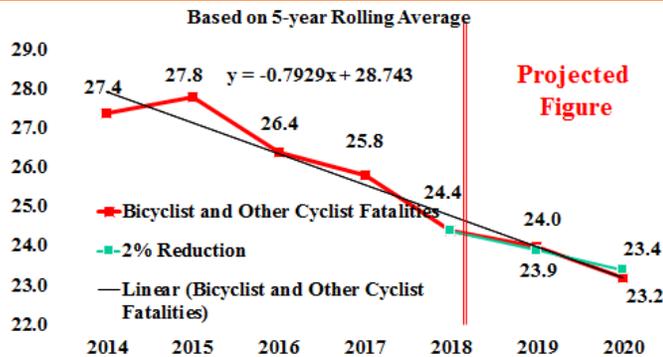


C-11) Number of pedalcyclist fatalities (FARS)-2020	Numeric	23.2	5 Year	2016
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### Performance Target Justification

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

### C-11: Bicyclist and Other Cyclist Fatalities



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

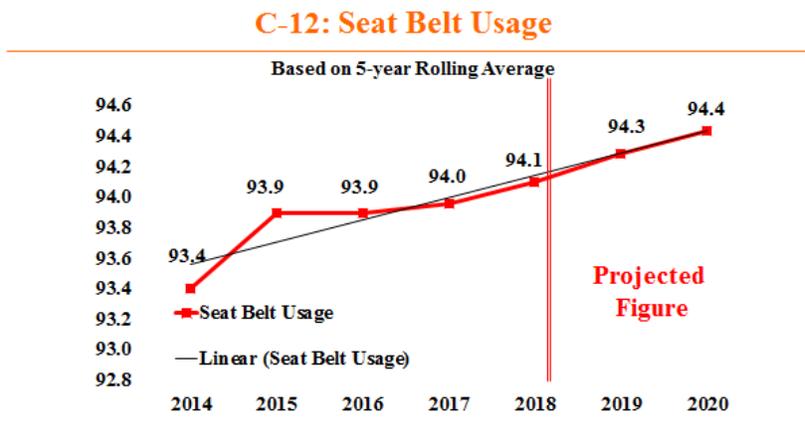
Performance Measure: C-12) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

## Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-12) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Percentage	94.40	5 Year	2016

## Performance Target Justification

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



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

## Performance Measure: Racial Profiling Data Compliance Level

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Racial Profiling Data Compliance Level-2020	Percentage	100.00	Annual	2020

## Performance Target Justification

Governor Pritzker has assigned the Illinois Criminal Justice Information Authority as the responsible agency for the Racial Profiling study. Due to this, IDOT will no longer have this as a performance measure.

## Performance Measure: Completeness of Crash Data

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Completeness of Crash Data-2020	Percentage	5.00	Annual	2020

Primary performance attribute: Completeness

Core traffic records data system to be impacted: Crash

### Performance Target Justification

Reduce “unknown” code is used in critical crash field\* for a non-fatal crash at an agency level (data based on agencies submitting an average of 2 reports per month) from 6.0% in 2018 to 5.0% in 2019. (Note: Critical crash fields for non-fatal crashes are defined as being: weather, light condition, traffic control device, traffic control device condition, road surface, vehicle type, vehicle usage, maneuver, driver apparent condition, driver date of birth, driver safety equipment used, and driver airbag deployed.

## Performance Measure: Data Integration of Crash Data

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Data Integration of Crash Data-2020	Numeric	1.00	Annual	2020

Primary performance attribute: Integration

Core traffic records data system to be impacted: Crash

### Performance Target Justification

Link the 2016 and 2017 crash data to hospital discharge data that has medical outcome and medical charge data (from the Illinois Department of Public Health). The linked database will be used to support local, regional and statewide highway safety decision-making to affect decreases in deaths, non-fatal injuries, and health care costs resulting from motor vehicle crashes. Illinois Department of Transportation. Data Integration Link the 2016 and 2017 crash data to Emergency Medical Services (EMS) that is called National Emergency Medical Service Information System (NEMSIS) that information on the crash victims who are transported to EMS center. The linked database will be used to support local, regional and statewide highway safety decision-making to affect decreases in deaths, non-fatal injuries, and health care costs resulting from motor vehicle crashes.

## Performance Measure: C-13 Serious Injury Rate

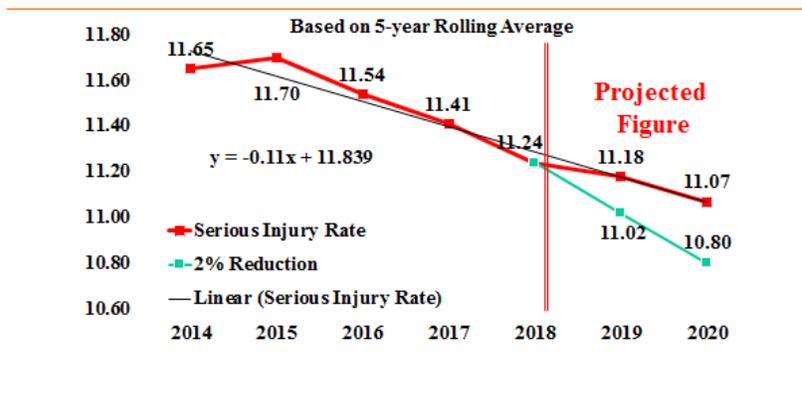
### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-13 Serious Injury Rate-2020	Numeric	10.80	5 Year	2016

## Performance Target Justification

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

**C-13: Serious Injury Rate per 100M VMT**



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

## Performance Measure: Timeliness of Crash Data

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Timeliness of Crash Data-2020	Percentage	87	Annual	2020

Primary performance attribute: Timeliness

Core traffic records data system to be impacted: Crash

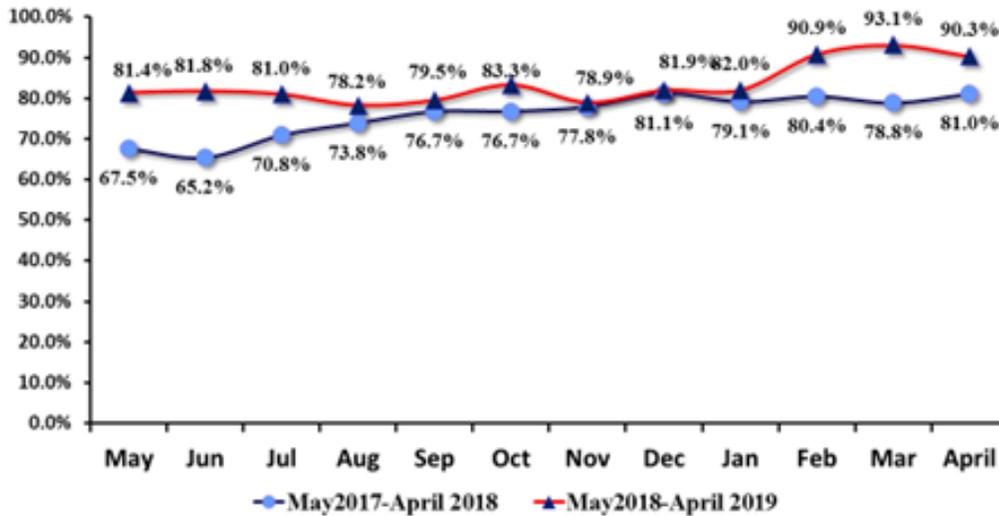
## Performance Target Justification

Based on the 2017 and 2018 crash data, the overall percent electronically reported crashes increased significantly. The percent increase ranges from 1.1% in November 2018 to 16.5% in June 2018. We expect the percent of electronic reporting to increase to 87 percent in by Dec 31st, 2020.

**Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.**

I certify: Yes

**Figure 1: Percent Crash Reports submitted Electronically to IDOT within 30 Days of Crash Occurrence in 2017 and 2018**



**A-1) Number of seat belt citations issued during grant-funded enforcement activities\***

Seat belt citations: 38,812

Fiscal Year A-1: 2018

**A-2) Number of impaired driving arrests made during grant-funded enforcement activities\***

Impaired driving arrests: 1,963

Fiscal Year A-2: 2018

**A-3) Number of speeding citations issued during grant-funded enforcement activities\***

Speeding citations: 22,003

Fiscal Year A-3: 2018

## Program areas

### Program Area: Distracted Driving

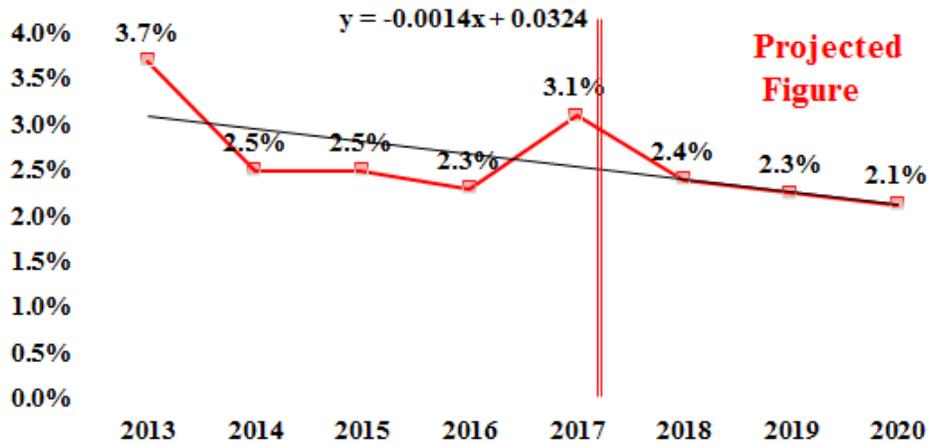
#### Description of Highway Safety Problems

Distracted driving is any activity that could divert attention from the primary task of driving. There are three main types of distractions; Visual, Manual, and Cognitive. Visual is taking your eyes off the road, Manual is taking your hands off the wheel, and Cognitive is taking your mind of the road. Distractions include, but are not limited to, electronic gadgets, radio, eating, drinking, reading, grooming, and interacting with passengers.

Cellphone use affects how drivers scan and process information from the roadway. The cognitive distractions associated with cellphone use can lead to inattentive blindness in which drivers fail to comprehend or process information from objects in the road even if they are looking right at them.

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

## Total Fatalities Involved in Distracted Driving Crashes



Note: Above data accessed 6/12/19 from FARS.

There were a total of 311,679 motor vehicle crashes in 2017. Approximately 4.1 percent of the total crashes were involved in distracted driving.

There were 1,090 fatalities and 93,517 motor vehicle related injuries in 2017. About 3.2 percent and 5.7 percent of these fatalities and injuries were involved in distracted driving crashes.

34.2 percent of all people involved in distracted driving fatalities were involved in cell phone use or texting.

Based on the 2017 observational survey of driver electronic device use in Illinois, 8.7 percent of all the drivers used electronic device while they were driving. Females had higher usage rate than males (11.7 percent for females versus 6.6 percent for males).

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	985.0
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	11,668.70
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	0.910

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign
High Visibility Cellphone/Text Messaging Enforcement

## Countermeasure Strategy: Communication Campaign

Program Area: Distracted Driving

### Project Safety Impacts

Paid media is an absolute necessity to support efforts during enforcement periods to maximize the deterrent effect of law enforcement activity. This countermeasure provides funds for paid media in support of the month long distracted driving campaign in April.

### Linkage Between Program Area

The distracted driving communication campaign consists of statewide paid media buys such as radio, television, print, social media, and digital. In FFY20, a predominantly male, age 18-34 year-old demographic will be targeted with a strong “Life or Death” message. This campaign focuses on the tragedies faced by those affected by distracted driving. This countermeasure addresses each of the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT. After the campaign, reach, frequency, and cost evaluations will be conducted as the evaluation of the campaign.

### Rationale

This countermeasure and the associated media buy maximize the deterrent effect of Illinois law enforcement efforts. Research shows these campaigns when combined with high levels of enforcement can achieve reductions in distracted driving crashes.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
06-04	Paid Media (Distracted Driving)

### Planned Activity: Paid Media (Distracted Driving)

Planned activity number: 06-04

Primary Countermeasure Strategy ID: Communication Campaign

### Planned Activity 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 main focus of this effort will be to support Distracted Driving month but will also air throughout the spring and summer.

### Intended Subrecipients

Illinois Department of Transportation

### Countermeasure strategies

Countermeasure Strategy
Communication Campaign

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Paid Advertising (FAST)	\$500,000.00	\$0.00	\$0.00

## Countermeasure Strategy: High Visibility Cellphone/Text Messaging Enforcement

Program Area: Distracted Driving

### Project Safety Impacts

High visibility enforcement is the number one countermeasure for the Distracted Driving Program. Highway safety funds are utilized to provide hire-back for the hundreds of additional police and sheriff's departments throughout the state. Saturation patrols for Distracted Driving will occur in April of 2020. These extra funded patrols are supported with extensive paid and earned media efforts to yield a maximum deterrent effect to potential distracted drivers.

### Linkage Between Program Area

High visibility enforcement patrols of all kinds placed in key jurisdictions serve to deter distracted driving by increasing the perceived risk of violations. This countermeasure contributes to the accomplishment of the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT.

### Rationale

Research shows HVE to be a proven deterrent to distracted driving with a positive effect on motor vehicles fatalities. IDOT continues to encourage law enforcement participation and provide funding for these patrols.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
04-02	STEP (Local)
04-07	Traffic Safety Challenge
06-02	Distracted Driving Enforcement (SOS)
06-03	Distracted Driving Enforcement (Local)

### Planned Activity: STEP (Local)

Planned activity number: 04-02

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity 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, Holiday Season, St. Patrick's Day, Memorial Day, Fourth of July, and Labor Day Campaign are required. Grantees can also conduct additional occupant protection, impaired driving,

distracted driving, speed patrols, and roadside safety checks.

### Intended Subrecipients

Local police agencies

### Countermeasure strategies

Countermeasure Strategy
Underage Drinking Enforcement
High Visibility Enforcement
Integrated Enforcement
Publicized Sobriety Checkpoints
Combined Seat Belt and Alcohol Enforcement, Nighttime
High Visibility Enforcement
Speed Limits
High Visibility Cellphone/Text Messaging Enforcement
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
Sustained Enforcement
Short-term, High Visibility Law Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$9,085,000.00	\$0.00	\$9,085,000.00

### Planned Activity: Traffic Safety Challenge

Planned activity number: 04-07

Primary Countermeasure Strategy ID: Communication Campaign

### Planned Activity Description

The Illinois Traffic Safety Challenge (ITSC) program is a friendly competition between law enforcement agencies of similar size. Local enforcement agencies compete with other agencies on how well they promote traffic safety in their local communities. They target three major traffic safety priorities which are occupant protection, speeding, and impaired driving. The ITSC recognizes agencies for the approach and effectiveness of their overall highway safety programs. The Challenge helps agencies demonstrate successes to their government officials, community leaders, and citizens. The ITSC provides law enforcement agencies with an opportunity to contribute to the state's Highway Safety Plan and have a significant impact on the reduction of crashes, deaths, and associated injuries.

### Intended Subrecipients

Illinois Association of Chiefs of Police Foundation

## Countermeasure strategies

Countermeasure Strategy
High Visibility Cellphone/Text Messaging Enforcement
Sustained Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$17,340.00	\$0.00	\$0.00

## Planned Activity: Distracted Driving Enforcement (SOS)

Planned activity number: 06-02

Primary Countermeasure Strategy ID: High Visibility Cellphone/Text Messaging Enforcement

### Planned Activity Description

Secretary of State Police is applying for the Distracted Driving program. Uniformed investigators will perform high visibility patrols in targeted areas during times of high vehicular traffic. The patrols will be a combined four hour block and will take place during morning and evening rush hours. Investigators will make every effort to concentrate the patrols in school zones, construction zones, and highways. The goal of these patrols will be to lower the amount of statewide crashes involving vehicles and pedestrians by deterring distracted driving behavior.

### Intended Subrecipients

Illinois Secretary of State

## Countermeasure strategies

Countermeasure Strategy
High Visibility Cellphone/Text Messaging Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Distracted Driving (FAST)	\$36,686.00	\$0.00	\$0.00

## Planned Activity: Distracted Driving Enforcement (Local)

Planned activity number: 06-03

Primary Countermeasure Strategy ID: High Visibility Cellphone/Text Messaging Enforcement

### Planned Activity Description

This task provides funds for local law enforcement agencies to conduct enforcement details during the month of April for Distracted Driving Awareness Month. This enforcement detail will allow local agencies to address Distracted Driving in their communities and will be used to help recruit new agencies to be part of IDOT's STEP program.

### Intended Subrecipients

The intended subrecipients are local law enforcement agencies.

### Countermeasure strategies

Countermeasure Strategy
High Visibility Cellphone/Text Messaging Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	\$300,000.00	\$0.00	\$0.00

## Program Area: Impaired Driving (Drug and Alcohol)

### Description of Highway Safety Problems

There were 998 fatal crashes in 2017, 32.0 percent were alcohol related.
Of the 1,097 people killed in motor vehicle crashes in 2017, 32.9 percent of these fatalities were alcohol-related.
There were 700 drivers killed in motor vehicle crashes in 2017, 597 of these drivers were tested with 41.7 percent testing positive for BAC of 0.01 or higher.
The group with the highest percentage of alcohol-related A-injuries and fatalities is males aged 21 to 34.
Since this group is a high-risk group for driving-related A-injuries and fatalities and because males in this group are more apt to drink and drive, it is not surprising that the percentage of males age 21 to 34 have the highest rate of alcohol-related A-injuries and fatalities.

Percent and Frequency Distributions of Alcohol-Related A-Injuries and Fatalities (2013-2017)	Gender	Age Group	Total Fatalities amp A-Injuries	Alcohol-related Fatalities amp A-injuries
% Alcohol-Related Fatalities & A-Injuries	Male	0 - 8	859	69
8.0%	Male	9 - 15	1,229	56
4.6%	Male	16 - 20	3,927	460

11.7%	Male	21 - 34	10,706	2,497
23.3%	Male	35 - 64	14,915	2,285
15.3%	Male	65 +	3,531	220
6.2%	Female	0 - 8	798	62
7.8%	Female	9 - 15	1,230	88
7.2%	Female	16 - 20	3,821	298
7.8%	Female	21 - 34	8,461	1,178
13.9%	Female	35 - 64	11,664	1,019
8.7%	Female	65 +	3,506	110
3.1%	Total		64,647	8,342

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	985.0
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	11,668.70
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	0.910
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	304.7
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	125.4
2020	C-13 Serious Injury Rate	2020	5 Year	10.80

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Alcohol Vendor Compliance Checks
BAC Test Refusal Penalties
Breath Test Devices
Communication Campaign
Court Monitoring
Drug Recognition Expert (DRE) Training

Drugged Driver Roadside Testing
DUI Law Review
DWI Courts
High Visibility Enforcement
Impaired Driving Task Force
Integrated Enforcement
Judicial Education
Laboratory Drug Testing Equipment
Law Enforcement Training
Liquor Law Enforcement
Prevention
Publicized Sobriety Checkpoints
Traffic Safety Resource Prosecutor
Underage Drinking Enforcement

## Countermeasure Strategy: Alcohol Vendor Compliance Checks

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

This countermeasure provides additional enforcement efforts to deter youth involvement in alcohol-related motor vehicle incidents. Driving Under the Influence (DUI) and other underage, alcohol-related laws are enforced using both covert and overt enforcement techniques.

The desired outcomes of this countermeasure: reduce the likelihood that alcohol vendors sell alcohol to minors; increase the perception among retail liquor vendors they will be caught if they sell alcohol to minors and the perception of minors they will be caught for possessing or trying to purchase alcohol; discourage young people from trying to obtain alcohol; and to encourage vendors to put policies and procedures in place that prevent the sale of alcohol to underage customers.

### Linkage Between Program Area

This countermeasure and its associated planned activities should directly address the over-representation of underage motor vehicle crashes, injuries, and fatalities in Illinois by directly addressing each of the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes; Serious injury rate.

### Rationale

The over representation of serious injuries and fatalities of motorists under the age of 21 continues to be a problem in Illinois and research shows that well-publicized and vigorous compliance checks reduce alcohol sales to youth. This has a positive effect on the reducing fatalities and serious injuries of motorists under the age of 21.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
02-02	Injury Prevention (Local)
04-11	Cops in Shops (SOS)

13-11	ACE (ISP)
13-12	Local Alcohol Project (LAP)

## Planned Activity: Injury Prevention (Local)

Planned activity number: 02-02

Primary Countermeasure Strategy ID: Prevention

### Planned Activity Description

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

Traffic Safety Resource Prosecutor

Regional Traffic Safety Resource Centers

Judicial Outreach Liaison

Law Enforcement Liaison

GDL

CPS

Young Driver Education

### Intended Subrecipients

Various public and private organizations across the state

### Countermeasure strategies

Countermeasure Strategy
Alcohol Vendor Compliance Checks
ARIDE Training for Law Enforcement Officers
Child Restraint System Inspection Station(s)
Graduated Driver Licensing (GDL)
Judicial Education
Prevention
Traffic Safety Resource Prosecutor
Underage Drinking Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$1,899,000.00	\$0.00	\$0.00

### Planned Activity: Cops in Shops (SOS)

Planned activity number: 04-11

Primary Countermeasure Strategy ID: Alcohol Vendor Compliance Checks

#### Planned Activity Description

This activity funds the Illinois Secretary of State Police to conduct its "Cops in Shops" program for FY20. Investigators trained in the Straight ID program will provide community outreach by recognizing and preventing the sale of alcohol to minors in establishments that sell liquor in college communities and at state and county fairs. Non-uniformed officers inside the establishment will look for misuse of identification and consumption of alcohol by minors. Uniformed officers will be available nearby for enforcement of minors caught misusing identification cards and consuming alcohol.

#### Intended Subrecipients

Illinois Secretary of State Police

#### Countermeasure strategies

Countermeasure Strategy
Alcohol Vendor Compliance Checks
Enforcement of GDL and Zero-tolerance Laws
Liquor Law Enforcement
Underage Drinking Enforcement

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$96,512.00	\$0.00	\$0.00

### Planned Activity: ACE (ISP)

Planned activity number: 13-11

Primary Countermeasure Strategy ID: Underage Drinking Enforcement

#### Planned Activity Description

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

#### Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Alcohol Vendor Compliance Checks
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
Liquor Law Enforcement
Short-term, High Visibility Law Enforcement
Underage Drinking Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$1,135,091.0 0	\$0.00	

Planned Activity: Local Alcohol Project (LAP)

Planned activity number: 13-12

Primary Countermeasure Strategy ID: High Visibility Enforcement

Planned Activity Description

This activity funds various non-enforcement projects including: local police departments providing DRE Instructor officers to conduct ARIDE and DRE training and assist the DRE Program with re-certifications, etc.; court monitoring through the Alliance Against Intoxicated Motorists and Mothers Against Drunk Driving; Underage substance use and impaired driving prevention efforts via Students Against Destructive Decisions and other organizations including school districts, DUI Court in Peoria and Tazewell Counties and Foundational DUI Court Training for other counties. This task also provides funds for the Chicago Police Department to conduct comprehensive DUI enforcement details throughout the year.

Intended Subrecipients

Governmental and private agencies

Countermeasure strategies

Countermeasure Strategy
BAC Test Refusal Penalties
Court Monitoring
Drug Recognition Expert (DRE) Training
Drugged Driver Roadside Testing
DWI Courts
High Visibility Enforcement

Integrated Enforcement
Law Enforcement Training
Prevention
High Visibility Enforcement
Alcohol Vendor Compliance Checks
Enforcement of GDL and Zero-tolerance Laws
Drug Recognition Expert (DRE) Training
ARIDE Training for Law Enforcement Officers
Short-term, High Visibility Law Enforcement
Impaired Driving Task Force
DUI Law Review
Liquor Law Enforcement
Sustained Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,775,000.0 0	\$0.00	

## Countermeasure Strategy: BAC Test Refusal Penalties

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

The Illinois Impaired Driving Task Force, through the Illinois Impaired Driving Strategic Plan, has identified the need to address the high number of breath and chemical test refusals in DUI cases. One of the priorities for the Illinois Traffic Safety Resource Prosecutor Program is to work with prosecutors around the state to utilize search warrants in DUI cases, and also reduce the number of administrative suspension rescissions for failing and refusing BAC and chemical testing.

### Linkage Between Program Area

This countermeasure and the associated work of Illinois' TSRP will directly address the problem of breath and chemical test refusals in DUI arrest cases and motor vehicle crashes. This will address the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes; Serious injury rate.

### Rationale

BAC test refusals and administrative suspicion rescissions are numerous in Illinois. Studies show that test refusal rates appear to be lower in states where the consequences of test refusal are greater than the consequences of test failure. Illinois has this type of enhanced penalty for refusal. The high refusal rates and high administrative suspension rescission numbers are a failure of these strict laws being enforced. Active pursuit of this countermeasure should reduce fatalities.

## Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
13-12	Local Alcohol Project (LAP)

### Planned Activity: Local Alcohol Project (LAP)

Planned activity number: 13-12

Primary Countermeasure Strategy ID: High Visibility Enforcement

#### Planned Activity Description

This activity funds various non-enforcement projects including: local police departments providing DRE Instructor officers to conduct ARIDE and DRE training and assist the DRE Program with re-certifications, etc.; court monitoring through the Alliance Against Intoxicated Motorists and Mothers Against Drunk Driving; Underage substance use and impaired driving prevention efforts via Students Against Destructive Decisions and other organizations including school districts, DUI Court in Peoria and Tazewell Counties and Foundational DUI Court Training for other counties. This task also provides funds for the Chicago Police Department to conduct comprehensive DUI enforcement details throughout the year.

#### Intended Subrecipients

Governmental and private agencies

#### Countermeasure strategies

Countermeasure Strategy
BAC Test Refusal Penalties
Court Monitoring
Drug Recognition Expert (DRE) Training
Drugged Driver Roadside Testing
DWI Courts
High Visibility Enforcement
Integrated Enforcement
Law Enforcement Training
Prevention
High Visibility Enforcement
Alcohol Vendor Compliance Checks
Enforcement of GDL and Zero-tolerance Laws
Drug Recognition Expert (DRE) Training
ARIDE Training for Law Enforcement Officers
Short-term, High Visibility Law Enforcement
Impaired Driving Task Force
DUI Law Review
Liquor Law Enforcement
Sustained Enforcement

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,775,000.00	\$0.00	

## Countermeasure Strategy: Breath Test Devices

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

Obtaining evidential breath alcohol concentration (BAC) test results in DUI arrests essential to reduce the amount of time between the arrest and when the results are obtained. This countermeasure directly addresses this issue by providing availability of evidential breath test instruments to law enforcement.

### Linkage Between Program Area

This countermeasure and the associated work of the Illinois State Police's Alcohol and Substance Testing Section directly addresses the issue of obtaining accurate and timely evidential breath test results. This will help maximize the deterrent effect of Illinois law enforcement efforts by insuring accurate BAC results. This will address each of the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes; Serious injury rate.

### Rationale

BAC test results are vital in DUI arrest cases and it is equally vital that properly working instruments are available to Illinois law enforcement. Accurate and timely BAC results also affect DUI and thus both general and specific deterrence associated with DUI enforcement.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
13-03	Breath Test Analysis (ISP)

### Planned Activity: Breath Test Analysis (ISP)

Planned activity number: 13-03

Primary Countermeasure Strategy ID: Breath Test Devices

### Planned Activity Description

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

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
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Breath Test Devices
Short-term, High Visibility Law Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$250,129.00	\$0.00	

## Major purchases and dispositions

**Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Breath Analysis Instrument	15	\$6,875.00	\$103,125.00	\$6,875.00	\$103,125.00

## Countermeasure Strategy: Communication Campaign

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

Paid and earned media are vital to support efforts during high visibility enforcement campaigns to maximize the deterrent effect of law enforcement activity. This countermeasure is for paid media in support of the Holiday Season, Fourth of July, and Labor Day campaigns. This countermeasure directly supports the creation and placement of impaired driving campaigns.

### Linkage Between Program Area

The impaired driving communication campaign consists of statewide paid media buys such as radio, television, print, social media, and digital. In FFY20, a predominantly male, age 18-34 year-old demographic will be targeted with a “Life or Death” message. This campaign focuses on the tragedies faced by those affected by impaired driving. This countermeasure addresses the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes; Serious injury rate. After the campaign, reach, frequency, and cost evaluations will be conducted as the evaluation of the campaign.

### Rationale

This countermeasure and the associated media efforts maximize the deterrent effect of Illinois law enforcement efforts. Research shows these campaigns, when combined with high levels of enforcement, can achieve reductions in alcohol and drug-impaired driving crashes.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
02-02	Injury Prevention (Local)
02-04	UIS Awareness Survey
04-02	STEP (Local)
04-04	NITE Patrol (ISP)
13-01	DUIE (ISP)
13-01	DUIE (ISP)
13-11	ACE (ISP)
13-11	ACE (ISP)
13-14	Paid Media (Impaired Driving)
19-12	Public Information & Education Materials

## Planned Activity: Injury Prevention (Local)

Planned activity number: 02-02

Primary Countermeasure Strategy ID: Communication Campaign

### Planned Activity Description

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

### Intended Subrecipients

Various public and private organizations

### Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Communication Campaign
Graduated Driver Licensing (GDL)

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$2,230,994.00	\$0.00	\$0.00

## Planned Activity: UIS Awareness Survey

Planned activity number: 02-04

Primary Countermeasure Strategy ID: Communication Campaign

### Planned Activity 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 how to better focus media efforts.

## Intended Subrecipients

University of Illinois at Springfield

### Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Communication Campaign

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Attitudinal Survey	\$78,000.00	\$0.00	\$0.00

## Planned Activity: STEP (Local)

Planned activity number: 04-02

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity 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, Holiday Season, St. Patrick’s Day, Memorial Day, Fourth of July, and Labor Day Campaign are required. Grantees can also conduct additional occupant protection, impaired driving, distracted driving, speed patrols, and roadside safety checks.

## Intended Subrecipients

Local police agencies

### Countermeasure strategies

Countermeasure Strategy
Underage Drinking Enforcement
High Visibility Enforcement
Integrated Enforcement
Publicized Sobriety Checkpoints
Combined Seat Belt and Alcohol Enforcement, Nighttime
High Visibility Enforcement
Speed Limits
High Visibility Cellphone/Text Messaging Enforcement
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
Sustained Enforcement
Short-term, High Visibility Law Enforcement

Sustained Enforcement
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Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$9,085,000.00	\$0.00	\$9,085,000.00

Planned Activity: NITE Patrol (ISP)

Planned activity number: 04-04

Primary Countermeasure Strategy ID: High Visibility Enforcement

Planned Activity Description

This task provides funds for the Illinois State Police (ISP) to identify and focus enforcement on 6:00pm to 6:00am when impaired driving is highest and safety belt usage is lowest. Officers will place an emphasis on primary occupant restraint laws, DUI, alcohol-related violations, speeding, distracted driving, and Scott’s Law.

Intended Subrecipients

Illinois State Police

Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Short-term, High Visibility Law Enforcement
Speed Limits
Sustained Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,227,697.00	\$0.00	\$0.00

Planned Activity: DUIE (ISP)

Planned activity number: 13-01

Primary Countermeasure Strategy ID: High Visibility Enforcement

Planned Activity Description

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

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Publicized Sobriety Checkpoints
Short-term, High Visibility Law Enforcement
Sustained Enforcement
Underage Drinking Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$1,072,696.00	\$0.00	

### Planned Activity: DUIE (ISP)

Planned activity number: 13-01

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

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

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Communication Campaign
High Visibility Enforcement
Publicized Sobriety Checkpoints
Underage Drinking Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$1,124,679.00		

### Planned Activity: ACE (ISP)

Planned activity number: 13-11

Primary Countermeasure Strategy ID: Underage Drinking Enforcement

### Planned Activity Description

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

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Alcohol Vendor Compliance Checks
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
Liquor Law Enforcement
Short-term, High Visibility Law Enforcement
Underage Drinking Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$1,135,091.00	\$0.00	

### Planned Activity: ACE (ISP)

Planned activity number: 13-11

Primary Countermeasure Strategy ID: Alcohol Vendor Compliance Checks

### Planned Activity Description

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

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Alcohol Vendor Compliance Checks
Communication Campaign
High Visibility Enforcement
Liquor Law Enforcement
Short-term, High Visibility Law Enforcement
Underage Drinking Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$1,106,410.00	\$0.00	

### Planned Activity: Paid Media (Impaired Driving)

Planned activity number: 13-14

Primary Countermeasure Strategy ID: Communication Campaign

### Planned Activity Description

This task provides funds for paid media in support of the Impaired Driving Campaign. This campaign will focus on the Holiday Season, Fourth of July, and Labor Day. The campaign also will extend throughout the spring and summer in coordination with other paid media campaigns to combine and emphasize the importance of safe driving.

### Intended Subrecipients

Illinois Department of Transportation

### Countermeasure strategies

Countermeasure Strategy
Communication Campaign
High Visibility Enforcement

Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,000,000.00	\$0.00	

Planned Activity: Public Information & Education Materials

Planned activity number: 19-12

Primary Countermeasure Strategy ID: Communication Campaign

Planned Activity Description

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

Intended Subrecipients

Illinois Department of Transportation.

Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act 405b OP High	405b High Public Education (FAST)			

Countermeasure Strategy: Court Monitoring

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

This countermeasure is supported by the Alliance Against Intoxicated Motorists (AAIM) and Mothers Against Drunk Driving (MADD). Through both paid staff and volunteers, these organizations have a presence in numerous court rooms throughout the state. The primary focus is to collect data on how many cases are dismissed, pled down, result in convictions. These groups also monitor what sanctions are imposed and how these results differ based on the judge or court.

Linkage Between Program Area

These monitoring efforts of the two advocacy groups have a deterrent effect on offenders. It also assists

prosecutors and judges with proper administration of the law. These efforts create a more uniform application of DUI laws. this strategy addresses the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes.

### Rationale

This countermeasure provides courtroom monitoring of cases to produce higher conviction rates and stiffer sentences than unmonitored cases. Judges, prosecutors, and other officials recognize court monitoring programs help increase DUI arrests, decrease plea agreements, and increase guilty pleas.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
13-12	Local Alcohol Project (LAP)

### Planned Activity: Local Alcohol Project (LAP)

Planned activity number: 13-12

Primary Countermeasure Strategy ID: High Visibility Enforcement

#### Planned Activity Description

This activity funds various non-enforcement projects including: local police departments providing DRE Instructor officers to conduct ARIDE and DRE training and assist the DRE Program with re-certifications, etc.; court monitoring through the Alliance Against Intoxicated Motorists and Mothers Against Drunk Driving; Underage substance use and impaired driving prevention efforts via Students Against Destructive Decisions and other organizations including school districts, DUI Court in Peoria and Tazewell Counties and Foundational DUI Court Training for other counties. This task also provides funds for the Chicago Police Department to conduct comprehensive DUI enforcement details throughout the year.

#### Intended Subrecipients

Governmental and private agencies

#### Countermeasure strategies

Countermeasure Strategy
BAC Test Refusal Penalties
Court Monitoring
Drug Recognition Expert (DRE) Training
Drugged Driver Roadside Testing
DWI Courts
High Visibility Enforcement
Integrated Enforcement
Law Enforcement Training
Prevention
High Visibility Enforcement
Alcohol Vendor Compliance Checks

Enforcement of GDL and Zero-tolerance Laws
Drug Recognition Expert (DRE) Training
ARIDE Training for Law Enforcement Officers
Short-term, High Visibility Law Enforcement
Impaired Driving Task Force
DUI Law Review
Liquor Law Enforcement
Sustained Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,775,000.00	\$0.00	

## Countermeasure Strategy: Drug Recognition Expert (DRE) Training

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

This countermeasure is carried out by the Illinois Law Enforcement Training and Standards Board on a statewide basis through the Mobile Team Training Units. In addition, some LAP grants allow local police officers who are DRE instructors to augment the training and recertification needs of the Illinois DEC Program. A statewide DEC Coordinator administers the Illinois' DRE and ARIDE training efforts. In 2016, Illinois law changed to specify a 5ng level for THC in DUI cases. Recent law changes have decriminalized marijuana and medical marijuana is available to qualified individuals. Data shows significant increases in THC presence in drivers involved in fatal crashes in Illinois over the last decade. For this reason it is vital to provide law enforcement with proper training in drug impairment recognition. The Illinois Impaired Driving Strategic Plan has set this as a high priority.

### Linkage Between Program Area

Research shows that many illicit, prescription, over-the-counter, and other substances impair a person's ability to operate a vehicle. However, science still lags in showing the level of impairment in every individual by the level of a particular drug in an individual's system. It's important for officers to recognize and identify impairment by drugs and substances other than alcohol (or a combination of alcohol and other drugs/substances). recognizing impairment removes impaired drivers from the road and directly addresses each of the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes; Serious injury rate.

### Rationale

This countermeasure is vital because drug-impaired driving is on the rise and roadside devices to quantify drug levels are still being tested. This makes it imperative to assist officers with training to ensure drug impaired

drivers are taken off Illinois roads.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
13-06	Police Training Board (ILETSB)
13-12	Local Alcohol Project (LAP)

**Planned Activity: Police Training Board (ILETSB)**

Planned activity number: 13-06

Primary Countermeasure Strategy ID: Drug Recognition Expert (DRE) Training

**Planned Activity Description**

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

**Intended Subrecipients**

Illinois Law Enforcement Training and Standards Board

**Countermeasure strategies**

Countermeasure Strategy
ARIDE Training for Law Enforcement Officers
Drug Recognition Expert (DRE) Training
Drug Recognition Expert (DRE) Training
Law Enforcement Training

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$225,000.00	\$0.00	

**Planned Activity: Local Alcohol Project (LAP)**

Planned activity number: 13-12

Primary Countermeasure Strategy ID: High Visibility Enforcement

**Planned Activity Description**

This activity funds various non-enforcement projects including: local police departments providing DRE Instructor officers to conduct ARIDE and DRE training and assist the DRE Program with re-certifications, etc.; court monitoring through the Alliance Against Intoxicated Motorists and Mothers Against Drunk Driving; Underage substance use and impaired driving prevention efforts via Students Against Destructive Decisions and other organizations including school districts, DUI Court in Peoria and Tazewell Counties and Foundational

DUI Court Training for other counties. This task also provides funds for the Chicago Police Department to conduct comprehensive DUI enforcement details throughout the year.

### Intended Subrecipients

Governmental and private agencies

### Countermeasure strategies

Countermeasure Strategy
BAC Test Refusal Penalties
Court Monitoring
Drug Recognition Expert (DRE) Training
Drugged Driver Roadside Testing
DWI Courts
High Visibility Enforcement
Integrated Enforcement
Law Enforcement Training
Prevention
High Visibility Enforcement
Alcohol Vendor Compliance Checks
Enforcement of GDL and Zero-tolerance Laws
Drug Recognition Expert (DRE) Training
ARIDE Training for Law Enforcement Officers
Short-term, High Visibility Law Enforcement
Impaired Driving Task Force
DUI Law Review
Liquor Law Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,775,000.0 0	\$0.00	

### Countermeasure Strategy: Drugged Driver Roadside Testing

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

Roadside drug testing devices are not yet perfected but play a vital role in impaired driving enforcement. It is important that law enforcement knows the effectiveness of these instruments and that protocols and policies are established for their use in the field. This countermeasure is supported by a project with the Carol Stream PD.

### Linkage Between Program Area

Numerous roadside drug testing devices manufactured by different companies have come to market in recent years but the accuracy and reliability is still a question. However, their use is virtually inevitable and will be a valuable tool. Use of these instruments in the field will have a positive effect on the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes; Serious injury rate.

### Rationale

This countermeasure is important because drug-impaired driving is on the rise, and roadside devices to quantify drug levels are still being tested. It is vital to assist officers in increasing their knowledge of these instruments.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
13-12	Local Alcohol Project (LAP)

### Planned Activity: Local Alcohol Project (LAP)

Planned activity number: 13-12

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This activity funds various non-enforcement projects including: local police departments providing DRE Instructor officers to conduct ARIDE and DRE training and assist the DRE Program with re-certifications, etc.; court monitoring through the Alliance Against Intoxicated Motorists and Mothers Against Drunk Driving; Underage substance use and impaired driving prevention efforts via Students Against Destructive Decisions and other organizations including school districts, DUI Court in Peoria and Tazewell Counties and Foundational DUI Court Training for other counties. This task also provides funds for the Chicago Police Department to conduct comprehensive DUI enforcement details throughout the year.

### Intended Subrecipients

Governmental and private agencies

### Countermeasure strategies

Countermeasure Strategy
BAC Test Refusal Penalties
Court Monitoring
Drug Recognition Expert (DRE) Training
Drugged Driver Roadside Testing
DWI Courts
High Visibility Enforcement
Integrated Enforcement
Law Enforcement Training
Prevention
High Visibility Enforcement
Alcohol Vendor Compliance Checks

Enforcement of GDL and Zero-tolerance Laws
Drug Recognition Expert (DRE) Training
ARIDE Training for Law Enforcement Officers
Short-term, High Visibility Law Enforcement
Impaired Driving Task Force
DUI Law Review
Liquor Law Enforcement
Sustained Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,775,000.00	\$0.00	

## Countermeasure Strategy: DUI Law Review

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

It has been pointed out by the Illinois Impaired Driving Task Force and the 2018 Illinois Impaired Driving Program Assessment that Illinois' DUI statute(s) are very difficult to understand and exist in several different locations. This makes it difficult to enforce, prosecute, and adjudicate. The intention would be to review and revise the law(s), making them simpler, understandable, efficient, and effective.

### Linkage Between Program Area

Law enforcement officers, prosecutors, judges, probation officials, and defense attorneys support simple, streamlined DUI laws. Achieving this would have a positive effect on the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes; Serious injury rate.

### Rationale

Illinois undertook a comprehensive DUI review and revision nearly two decades ago. Since then, numerous law changes have made Illinois' statutes unclear. This activity will lead to an efficient and effective DUI system.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
13-12	Local Alcohol Project (LAP)

## Planned Activity: Local Alcohol Project (LAP)

Planned activity number: 13-12

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This activity funds various non-enforcement projects including: local police departments providing DRE Instructor officers to conduct ARIDE and DRE training and assist the DRE Program with re-certifications, etc.; court monitoring through the Alliance Against Intoxicated Motorists and Mothers Against Drunk Driving; Underage substance use and impaired driving prevention efforts via Students Against Destructive Decisions and other organizations including school districts, DUI Court in Peoria and Tazewell Counties and Foundational DUI Court Training for other counties. This task also provides funds for the Chicago Police Department to conduct comprehensive DUI enforcement details throughout the year.

### Intended Subrecipients

Governmental and private agencies

### Countermeasure strategies

Countermeasure Strategy
BAC Test Refusal Penalties
Court Monitoring
Drug Recognition Expert (DRE) Training
Drugged Driver Roadside Testing
DWI Courts
High Visibility Enforcement
Integrated Enforcement
Law Enforcement Training
Prevention
High Visibility Enforcement
Alcohol Vendor Compliance Checks
Enforcement of GDL and Zero-tolerance Laws
Drug Recognition Expert (DRE) Training
ARIDE Training for Law Enforcement Officers
Short-term, High Visibility Law Enforcement
Impaired Driving Task Force
DUI Law Review
Liquor Law Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,775,000.00	\$0.00	

### Countermeasure Strategy: DWI Courts

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

Currently, Illinois has only two DUI Courts and adding to that number is difficult. IDOT will continue to assist current and potential DUI Courts in interested jurisdictions. This countermeasure has demonstrated success at reducing recidivism.

### Linkage Between Program Area

DUI Courts have proven to reduce recidivism and they are more focused and efficient than standard courts. This is because judges and prosecutors closely supervise offenders. The judge, prosecutor, probation staff, and treatment staff work together as a team to assure that treatment and other sentencing requirements are satisfied. This dedicated team is able to become familiar with complicated DUI laws and all the associated issues. Although DUI courts require additional resources, they reduce recidivism which in turn leads to a decrease in fatalities and serious injuries. The following performance measures are affected: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes; Serious injury rate.

### Rationale

Evaluations of DUI Courts have shown to be very effective in reducing recidivism among repeat offenders who complete the program. These results are the reason IDOT will continue to encourage and assist with the formation of DUI courts. .

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
13-09	Probation Services (Match)
13-12	Local Alcohol Project (LAP)

### Planned Activity: Probation Services (Match)

Planned activity number: 13-09

Primary Countermeasure Strategy ID: DWI Courts

### Planned Activity Description

The Administrative Office of the Illinois Courts has the responsibility for oversight of the probation supervision of DUI offenders. This task is all state funds utilized for DUI Probation Services.

### Intended Subrecipients

Administrative Office of the Illinois Courts

### Countermeasure strategies

Countermeasure Strategy
DWI Courts

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2020	Other	Other	\$0.00	\$1,887,000.00	
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## Planned Activity: Local Alcohol Project (LAP)

Planned activity number: 13-12

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This activity funds various non-enforcement projects including: local police departments providing DRE Instructor officers to conduct ARIDE and DRE training and assist the DRE Program with re-certifications, etc.; court monitoring through the Alliance Against Intoxicated Motorists and Mothers Against Drunk Driving; Underage substance use and impaired driving prevention efforts via Students Against Destructive Decisions and other organizations including school districts, DUI Court in Peoria and Tazewell Counties and Foundational DUI Court Training for other counties. This task also provides funds for the Chicago Police Department to conduct comprehensive DUI enforcement details throughout the year.

### Intended Subrecipients

Governmental and private agencies

### Countermeasure strategies

Countermeasure Strategy
BAC Test Refusal Penalties
Court Monitoring
Drug Recognition Expert (DRE) Training
Drugged Driver Roadside Testing
DWI Courts
High Visibility Enforcement
Integrated Enforcement
Law Enforcement Training
Prevention
High Visibility Enforcement
Alcohol Vendor Compliance Checks
Enforcement of GDL and Zero-tolerance Laws
Drug Recognition Expert (DRE) Training
ARIDE Training for Law Enforcement Officers
Short-term, High Visibility Law Enforcement
Impaired Driving Task Force
DUI Law Review
Liquor Law Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,775,000.0 0	\$0.00	
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## Countermeasure Strategy: High Visibility Enforcement

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

High visibility enforcement is the number one countermeasure for the Illinois Highway Safety Program. Highway safety funds are utilized to provide hire-back for the Illinois State Police and hundreds of additional police and sheriff's departments throughout the state. Roadside Safety Checks and saturation patrols focusing on impaired driving, seat belt, speeding, and distracted driving. These hire back patrols are supported with extensive paid and earned media efforts to yield a maximum deterrent effect to would be impaired drivers.

### Linkage Between Program Area

An absolute necessity, high visibility enforcement patrols of all kinds placed in key jurisdictions throughout Illinois serve to deter impaired driving by increasing the perceived risk of arrest. This countermeasure contributes to the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes; Serious injury rate.

### Rationale

Research shows HVE is a proven deterrent to impaired driving with a decrease of motor vehicle fatalities. For this reason, IDOT continues to encourage law enforcement participation in and provide funding for these patrols.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
13-01	DUIE (ISP)
13-12	Local Alcohol Project (LAP)
13-14	Paid Media (Impaired Driving)
04-02	STEP (Local)
04-01	Police Training (ILETSB)
13-11	ACE (ISP)
04-04	NITE Patrol (ISP)
04-05	STEP (ISP)
19-01	OREP (ISP)
03-04	Law Enforcement Liaisons
04-09	Motorcycle Patrol Unit

### Planned Activity: DUIE (ISP)

Planned activity number: 13-01

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This task provides funds for the Illinois State Police to continue its alcohol-related crash reduction program by

providing hours of hire back to officers and supervisors conducting roadside safety checks and impaired driving saturation patrols. Officers will patrol during periods when DUI and other alcohol-related violations occur most frequently. This program is designed to reduce the number of alcohol-related crashes by decreasing the incidence of DUI.

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Publicized Sobriety Checkpoints
Short-term, High Visibility Law Enforcement
Sustained Enforcement
Underage Drinking Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$1,072,696.00	\$0.00	

### Planned Activity: Local Alcohol Project (LAP)

Planned activity number: 13-12

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This activity funds various non-enforcement projects including: local police departments providing DRE Instructor officers to conduct ARIDE and DRE training and assist the DRE Program with re-certifications, etc.; court monitoring through the Alliance Against Intoxicated Motorists and Mothers Against Drunk Driving; Underage substance use and impaired driving prevention efforts via Students Against Destructive Decisions and other organizations including school districts, DUI Court in Peoria and Tazewell Counties and Foundational DUI Court Training for other counties. This task also provides funds for the Chicago Police Department to conduct comprehensive DUI enforcement details throughout the year.

### Intended Subrecipients

Governmental and private agencies

### Countermeasure strategies

Countermeasure Strategy
BAC Test Refusal Penalties
Court Monitoring
Drug Recognition Expert (DRE) Training
Drugged Driver Roadside Testing
DWI Courts
High Visibility Enforcement
Integrated Enforcement
Law Enforcement Training
Prevention
High Visibility Enforcement
Alcohol Vendor Compliance Checks
Enforcement of GDL and Zero-tolerance Laws
Drug Recognition Expert (DRE) Training
ARIDE Training for Law Enforcement Officers
Short-term, High Visibility Law Enforcement
Impaired Driving Task Force
DUI Law Review
Liquor Law Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,775,000.00	\$0.00	

### Planned Activity: Paid Media (Impaired Driving)

Planned activity number: 13-14

Primary Countermeasure Strategy ID: Communication Campaign

### Planned Activity Description

This task provides funds for paid media in support of the Impaired Driving Campaign. This campaign will focus on the Holiday Season, Fourth of July, and Labor Day. The campaign also will extend throughout the spring and summer in coordination with other paid media campaigns to combine and emphasize the importance of safe driving.

### Intended Subrecipients

Illinois Department of Transportation

### Countermeasure strategies

Countermeasure Strategy
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Communication Campaign
High Visibility Enforcement
Short-term, High Visibility Law Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,000,000.00	\$0.00	

### Planned Activity: STEP (Local)

Planned activity number: 04-02

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity 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, Holiday Season, St. Patrick’s Day, Memorial Day, Fourth of July, and Labor Day Campaign are required. Grantees can also conduct additional occupant protection, impaired driving, distracted driving, speed patrols, and roadside safety checks.

### Intended Subrecipients

Local police agencies

### Countermeasure strategies

Countermeasure Strategy
Underage Drinking Enforcement
High Visibility Enforcement
Integrated Enforcement
Publicized Sobriety Checkpoints
Combined Seat Belt and Alcohol Enforcement, Nighttime
High Visibility Enforcement
Speed Limits
High Visibility Cellphone/Text Messaging Enforcement
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
Sustained Enforcement
Short-term, High Visibility Law Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$9,085,000.00	\$0.00	\$9,085,000.00

### Planned Activity: Police Training (ILETSB)

Planned activity number: 04-01

Primary Countermeasure Strategy ID: High Visibility Enforcement

#### Planned Activity Description

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

#### Intended Subrecipients

Illinois Law Enforcement Training and Standards Board

#### Countermeasure strategies

Countermeasure Strategy
ARIDE Training for Law Enforcement Officers
Drug Recognition Expert (DRE) Training
High Visibility Enforcement
High Visibility Enforcement
Speed Limits
Sustained Enforcement

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$75,000.00	\$0.00	\$0.00

### Planned Activity: ACE (ISP)

Planned activity number: 13-11

Primary Countermeasure Strategy ID: Underage Drinking Enforcement

#### Planned Activity Description

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

#### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Alcohol Vendor Compliance Checks
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
Liquor Law Enforcement
Short-term, High Visibility Law Enforcement
Underage Drinking Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$1,135,091.0 0	\$0.00	

### Planned Activity: NITE Patrol (ISP)

Planned activity number: 04-04

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This task provides funds for the Illinois State Police (ISP) to identify and focus enforcement on 6:00pm to 6:00am when impaired driving is highest and safety belt usage is lowest. Officers will place an emphasis on primary occupant restraint laws, DUI, alcohol-related violations, speeding, distracted driving, and Scott's Law.

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Short-term, High Visibility Law Enforcement
Speed Limits
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,227,697.00	\$0.00	\$0.00

### Planned Activity: STEP (ISP)

Planned activity number: 04-05

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity 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 using the High Accident Location and Information System (HALIS).

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Short-term, High Visibility Law Enforcement
Speed Limits
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,019,441.00	\$0.00	\$0.00

### Planned Activity: OREP (ISP)

Planned activity number: 19-01

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This task provides funds for the Illinois State Police to conduct increased enforcement of Illinois' occupant

protection laws. The patrols focus on roadways identified as having low safety belt compliance rates. This task also provides for travel, supplies, and equipment associated with the Safety Education/Public Information Unit.

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Short-term, High Visibility Law Enforcement
Speed Limits
Sustained Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP High	405b High Police Traffic Services (FAST)	\$1,102,182.00	\$0.00	

### Planned Activity: Law Enforcement Liaisons

Planned activity number: 03-04

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

### Planned Activity Description

Law Enforcement Liaisons (LELs) are the link between the state and local law enforcement community, the State Highway Safety Office (SHSO), and the National Highway Traffic Safety Administration (NHTSA). LELs work with Illinois law enforcement agencies to encourage enforcement of laws promoting occupant protection, distracted driving, speed, impaired driving, and other strategies to improve traffic safety. The LEL program is designed to communicate with local agencies and drive up recruitment levels. The Traffic Safety Challenge is also designed to communicate with grantees to generate a safety culture with local agencies throughout Illinois. LELs will also participate in the support and implementation of the state’s Highway Safety Plan which will decrease the number of traffic fatalities and injuries.

### Intended Subrecipients

Illinois Association of Chiefs of Police Foundation

### Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement
High Visibility Enforcement
Law Enforcement Training
Short-term, High Visibility Law Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$712,500.00	\$0.00	\$0.00

### Planned Activity: Motorcycle Patrol Unit

Planned activity number: 04-09

Primary Countermeasure Strategy ID: High Visibility Enforcement

#### Planned Activity Description

This project provides funds for Illinois State Police (ISP) to support the Motorcycle Patrol Unit. This planned activity will help support training, education, supplies, equipment, and enforcement for the Motorcycle Patrol Unit. ISP strives to increase effectiveness while enforcing traffic laws.

#### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement
High Visibility Enforcement
Sustained Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$69,091.00	\$0.00	\$0.00

### Countermeasure Strategy: Impaired Driving Task Force

Program Area: Impaired Driving (Drug and Alcohol)

#### Project Safety Impacts

In 2016 the Illinois Impaired Driving Task Force was formed and developed Illinois' first statewide impaired

driving strategic plan. The Illinois Impaired Driving Strategic Plan was submitted with the 2018 HSP despite the fact that Illinois remains a “Low-range” state. Illinois maintains its low-range status for FFY20. The task force brings together experts from the various disciplines that affect impaired driving.

### Linkage Between Program Area

NHTSA has encouraged the use of such groups in formulating a state’s strategies to combat impaired driving. Illinois will continue to do so in order to develop it’s objectives, strategies, and tactics. This countermeasure contributes to the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; and Number of drivers age 20 or younger involved in fatal crashes.

### Rationale

The Illinois Impaired Driving Program has seen very positive results and networking benefits because of the Illinois Impaired Driving Task Force. The group will continue to refine the Impaired Driving Strategic Plan by the development of a logic model to lay out an action plan to accomplish the objectives. These objectives are all proven countermeasures to impaired driving.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
01-01	Planning and Administration
13-12	Local Alcohol Project (LAP)

### Planned Activity: Planning and Administration

Planned activity number: 01-01

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

#### Planned Activity Description

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

#### Intended Subrecipients

The Illinois Department of Transportation (IDOT)

#### Countermeasure strategies

Countermeasure Strategy
Impaired Driving Task Force

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Planning and Administration (FAST)	\$100,000.00	\$100,000.00	\$0.00

## Planned Activity: Local Alcohol Project (LAP)

Planned activity number: 13-12

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This activity funds various non-enforcement projects including: local police departments providing DRE Instructor officers to conduct ARIDE and DRE training and assist the DRE Program with re-certifications, etc.; court monitoring through the Alliance Against Intoxicated Motorists and Mothers Against Drunk Driving; Underage substance use and impaired driving prevention efforts via Students Against Destructive Decisions and other organizations including school districts, DUI Court in Peoria and Tazewell Counties and Foundational DUI Court Training for other counties. This task also provides funds for the Chicago Police Department to conduct comprehensive DUI enforcement details throughout the year.

### Intended Subrecipients

Governmental and private agencies

### Countermeasure strategies

Countermeasure Strategy
BAC Test Refusal Penalties
Court Monitoring
Drug Recognition Expert (DRE) Training
Drugged Driver Roadside Testing
DWI Courts
High Visibility Enforcement
Integrated Enforcement
Law Enforcement Training
Prevention
High Visibility Enforcement
Alcohol Vendor Compliance Checks
Enforcement of GDL and Zero-tolerance Laws
Drug Recognition Expert (DRE) Training
ARIDE Training for Law Enforcement Officers
Short-term, High Visibility Law Enforcement
Impaired Driving Task Force
DUI Law Review
Liquor Law Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,775,000.0 0	\$0.00	

## Countermeasure Strategy: Integrated Enforcement

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

Integration of nighttime seat belt law enforcement into impaired driving campaigns and other patrols begin in 2009. This remains a key tactic in Illinois' impaired driving enforcement grant programs. The Illinois State Police (ISP) conducts numerous integrated enforcement patrols during holiday campaigns and throughout the year as do local law enforcement grantees. This is done predominantly in the 6 p.m. to 6 a.m. timeframe when motor vehicle crash fatalities are at their highest.

### Linkage Between Program Area

Enforcement at the right time of day is the key to integrated enforcement because it maximizes the effect of every arrest and citation. Integrated enforcement directly addresses the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes; Serious injury rate.

### Rationale

Integrated enforcement program evaluations have shown encouraging results in reducing late night single vehicle crashes as well as fatal crashes involving alcohol. Data indicates that drivers pulled over for speeding, non belt use, or other violations at night result in the apprehension of impaired drivers.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
04-02	STEP (Local)
04-04	NITE Patrol (ISP)
04-05	STEP (ISP)
13-01	DUIE (ISP)
13-12	Local Alcohol Project (LAP)
19-01	OREP (ISP)

### Planned Activity: STEP (Local)

Planned activity number: 04-02

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity 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, Holiday Season, St. Patrick’s Day, Memorial Day, Fourth of July, and Labor Day Campaign are required. Grantees can also conduct additional occupant protection, impaired driving, distracted driving, speed patrols, and roadside safety checks.

### Intended Subrecipients

Local police agencies

### Countermeasure strategies

Countermeasure Strategy
Underage Drinking Enforcement
High Visibility Enforcement
Integrated Enforcement
Publicized Sobriety Checkpoints
Combined Seat Belt and Alcohol Enforcement, Nighttime
High Visibility Enforcement
Speed Limits
High Visibility Cellphone/Text Messaging Enforcement
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
Sustained Enforcement
Short-term, High Visibility Law Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$9,085,000.00	\$0.00	\$9,085,000.00

### Planned Activity: NITE Patrol (ISP)

Planned activity number: 04-04

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This task provides funds for the Illinois State Police (ISP) to identify and focus enforcement on 6:00pm to 6:00am when impaired driving is highest and safety belt usage is lowest. Officers will place an emphasis on primary occupant restraint laws, DUI, alcohol-related violations, speeding, distracted driving, and Scott’s Law.

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Short-term, High Visibility Law Enforcement
Speed Limits
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,227,697.00	\$0.00	\$0.00

### Planned Activity: STEP (ISP)

Planned activity number: 04-05

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity 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 using the High Accident Location and Information System (HALIS).

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Short-term, High Visibility Law Enforcement
Speed Limits
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,019,441.00	\$0.00	\$0.00

### Planned Activity: DUIE (ISP)

Planned activity number: 13-01

Primary Countermeasure Strategy ID: High Visibility Enforcement

#### Planned Activity Description

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

#### Intended Subrecipients

Illinois State Police

#### Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Publicized Sobriety Checkpoints
Short-term, High Visibility Law Enforcement
Sustained Enforcement
Underage Drinking Enforcement

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$1,072,696.00	\$0.00	

### Planned Activity: Local Alcohol Project (LAP)

Planned activity number: 13-12

Primary Countermeasure Strategy ID: High Visibility Enforcement

#### Planned Activity Description

This activity funds various non-enforcement projects including: local police departments providing DRE

Instructor officers to conduct ARIDE and DRE training and assist the DRE Program with re-certifications, etc.; court monitoring through the Alliance Against Intoxicated Motorists and Mothers Against Drunk Driving; Underage substance use and impaired driving prevention efforts via Students Against Destructive Decisions and other organizations including school districts, DUI Court in Peoria and Tazewell Counties and Foundational DUI Court Training for other counties. This task also provides funds for the Chicago Police Department to conduct comprehensive DUI enforcement details throughout the year.

### Intended Subrecipients

Governmental and private agencies

### Countermeasure strategies

Countermeasure Strategy
BAC Test Refusal Penalties
Court Monitoring
Drug Recognition Expert (DRE) Training
Drugged Driver Roadside Testing
DWI Courts
High Visibility Enforcement
Integrated Enforcement
Law Enforcement Training
Prevention
High Visibility Enforcement
Alcohol Vendor Compliance Checks
Enforcement of GDL and Zero-tolerance Laws
Drug Recognition Expert (DRE) Training
ARIDE Training for Law Enforcement Officers
Short-term, High Visibility Law Enforcement
Impaired Driving Task Force
DUI Law Review
Liquor Law Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,775,000.0 0	\$0.00	

### Planned Activity: OREP (ISP)

Planned activity number: 19-01

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This task provides funds for the Illinois State Police to conduct increased enforcement of Illinois’ occupant protection laws. The patrols focus on roadways identified as having low safety belt compliance rates. This task also provides for travel, supplies, and equipment associated with the Safety Education/Public Information Unit.

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Short-term, High Visibility Law Enforcement
Speed Limits
Sustained Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP High	405b High Police Traffic Services (FAST)	\$1,102,182.0 0	\$0.00	

### Countermeasure Strategy: Judicial Education

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

Illinois DUI laws are complicated and paired with judges’ large caseloads makes judicial education an important aspect of the impaired driving program. IDOT funds the Administrative Office of the Illinois Courts to conduct an annual seminar for judges on issues related to cases charging DUI cases. The annual seminar will focus on a broad range of issues related to DUI offenders. The emphasis on non-legal topics such as clinical aspects of substance abuse, understanding the substance abuse evaluation and alternative sentencing. The onset of Illinois’ medical marijuana law, de-criminalization of marijuana, the increase of THC per se levels, and the possible legalization of recreational marijuana makes this training vital for judges. In the 2020 HSP, IDOT includes funding for a Judicial Outreach Liaison. This person will interact directly with Illinois’ judiciary regarding Illinois DUI laws, issues surrounding DUI cases, and encourage the use of DUI Courts.

### Linkage Between Program Area

The importance of this countermeasure has been emphasized by the Illinois Impaired Driving Strategic Plan and the 2018 Illinois Impaired Driving Program Assessment. Keeping judges up to speed on complicated issues

surrounding impaired driving cases allows for greater adjudications. This countermeasure contributes to the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes; Serious injury rate.

## Rationale

The judiciary must be relevant on the latest changes in DUI law and processes. The effectiveness of this countermeasure is shown in the even application of DUI law.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
02-02	Injury Prevention (Local)
13-07	Judicial Training (AOIC)

## Planned Activity: Injury Prevention (Local)

Planned activity number: 02-02

Primary Countermeasure Strategy ID: Prevention

### Planned Activity Description

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

Traffic Safety Resource Prosecutor

Regional Traffic Safety Resource Centers

Judicial Outreach Liaison

Law Enforcement Liaison

GDL

CPS

Young Driver Education

### Intended Subrecipients

Various public and private organizations across the state

### Countermeasure strategies

Countermeasure Strategy
Alcohol Vendor Compliance Checks
ARIDE Training for Law Enforcement Officers
Child Restraint System Inspection Station(s)
Graduated Driver Licensing (GDL)
Judicial Education
Prevention
Traffic Safety Resource Prosecutor
Underage Drinking Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$1,899,000.00	\$0.00	\$0.00

## Planned Activity: Judicial Training (AOIC)

Planned activity number: 13-07

Primary Countermeasure Strategy ID: Judicial Education

### Planned Activity Description

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

### Intended Subrecipients

### Countermeasure strategies

Countermeasure Strategy
Judicial Education

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$58,003.00	\$0.00	

## Countermeasure Strategy: Laboratory Drug Testing Equipment

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

Motor vehicle crash fatality data shows drug use among drivers in fatal crashes and in DUI arrest cases is on the rise. For decades, there has been a focus on determining if and at what level a driver is impaired by alcohol. Unfortunately, Illinois is behind in identifying and quantifying exactly what other drugs/substances may be involved. Because of this, drug-impaired driving crash and arrest data is limited and, as a result, as are countermeasures and evaluative efforts. NHTSA uses alcohol-impaired fatality rates to determine a state's status regarding impaired driving presumably because of these data limitations. At a time when more and more states are legalizing marijuana and opioid abuse is at epidemic proportions, solutions to this data shortcoming must be pursued. Although there is no simple solution, but it is clear that a solution must include assisting forensic laboratories with improving their limited resources. Limited resources at forensic laboratories have caused backlogs, lack of proper testing instruments, and laboratory policies that mandate testing only for the most prominent drugs. Labs must have the proper equipment and adequate staff to focus on DUI cases to be complete data. For example, alcohol mixed with THC is much more impairing than either drug by itself. If forensic laboratories can't properly do comprehensive chemical testing, the completeness, accuracy, and timeliness of impaired driving crash data remains severely restricted.

### Linkage Between Program Area

This countermeasure directly assists the Impaired Driving Program's enforcement and prosecutorial efforts by assisting with the accuracy and timeliness of impaired driving crash data. This countermeasure addresses the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes; Serious injury rate.

### Rationale

Any highway safety countermeasure is only as strong as the data supporting it. Crash and arrest data regarding drug-impaired driving is too limited to properly identify problems and support impaired driving countermeasures. Without accurate and complete data, it is impossible to properly fund enforcement efforts, evaluate the DRE program, create and target paid media, etc. A key part of the solution to these issues is utilizing federal highway safety funds to provide forensic laboratories with proper resources that will allow them to run complete chemical tests, reduce backlogs, and share data with the highway safety office.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
03-05	UIC Laboratory Testing

### Planned Activity: UIC Laboratory Testing

Planned activity number: 03-05

Primary Countermeasure Strategy ID: Laboratory Drug Testing Equipment

#### Planned Activity Description

The UIC Analytical Forensic Testing Laboratory (AFTL) is proposing a project which seeks to reduce incidents of drug-impaired driving by increasing the volume of collected DUI samples that are tested and gathering data on these samples to look for trends. In particular, AFTL is focused on tetrahydrocannabinol (THC) and its impact on people's ability to drive safely while under the influence. AFTL receives samples from various police

departments all over the state of Illinois so this project can potentially serve the entire state.

## Intended Subrecipients

University of Illinois Chicago Analytical Forensic Testing Lab

## Countermeasure strategies

Countermeasure Strategy
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases
Laboratory Drug Testing Equipment

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	402 - Traffic Safety	402 FAST Act Traffic Records	\$491,778.00	\$87,230.00	\$0.00

## Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Laboratory Information Management System	1	\$47,487.00	\$47,487.00	\$37,989.60	\$37,989.60
Laboratory Refrigerator	1	\$10,000.00	\$10,000.00	\$8,000.00	\$8,000.00
Liquid Chromatograph Triple Quadrupole Mass Spectrometer	1	\$378,662.00	\$378,662.00	\$302,929.60	\$302,929.60

## Countermeasure Strategy: Law Enforcement Training

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

This countermeasure is carried out by the Illinois Law Enforcement Training and Standards Board on a statewide basis through its Mobile Team Training Units. The Illinois Impaired Driving Strategic Plan sets a high priority on law enforcement training. It plays a vital role in assisting with the training of law enforcement on search warrant, evidence, and other issues pertinent in DUI cases. Some and a few local law enforcement agencies provide DRE Instructors who provide ARIDE and DRE training and DRE certification assistance. Emphasis areas for project funding include DRE, ARIDE, SFST, and DUI Search Warrant processes. .

## Linkage Between Program Area

A DUI case starts with the officer in the field. A properly trained officer helps ensure protocols and proper policies are followed in the stopping, identifying, and arresting of an impaired driver. Properly trained officers are also vital to the training of new officers in proper DUI arrest procedures. Training helps establish the next generation of DUI officers. This countermeasure addresses each of the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes, and serious injury rate.

## Rationale

This countermeasure's effectiveness is measured by the number of properly trained DUI officers.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
03-04	Law Enforcement Liaisons
13-06	Police Training Board (ILETSB)
13-12	Local Alcohol Project (LAP)

## Planned Activity: Law Enforcement Liaisons

Planned activity number: 03-04

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

### Planned Activity Description

Law Enforcement Liaisons (LELs) are the link between the state and local law enforcement community, the State Highway Safety Office (SHSO), and the National Highway Traffic Safety Administration (NHTSA). LELs work with Illinois law enforcement agencies to encourage enforcement of laws promoting occupant protection, distracted driving, speed, impaired driving, and other strategies to improve traffic safety. The LEL program is designed to communicate with local agencies and drive up recruitment levels. The Traffic Safety Challenge is also designed to communicate with grantees to generate a safety culture with local agencies throughout Illinois. LELs will also participate in the support and implementation of the state's Highway Safety Plan which will decrease the number of traffic fatalities and injuries.

### Intended Subrecipients

Illinois Association of Chiefs of Police Foundation

### Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement
High Visibility Enforcement
Law Enforcement Training
Short-term, High Visibility Law Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$712,500.00	\$0.00	\$0.00

### Planned Activity: Police Training Board (ILETSB)

Planned activity number: 13-06

Primary Countermeasure Strategy ID: Drug Recognition Expert (DRE) Training

#### Planned Activity Description

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

#### Intended Subrecipients

Illinois Law Enforcement Training and Standards Board

#### Countermeasure strategies

Countermeasure Strategy
ARIDE Training for Law Enforcement Officers
Drug Recognition Expert (DRE) Training
Drug Recognition Expert (DRE) Training
Law Enforcement Training

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$225,000.00	\$0.00	

### Planned Activity: Local Alcohol Project (LAP)

Planned activity number: 13-12

Primary Countermeasure Strategy ID: High Visibility Enforcement

#### Planned Activity Description

This activity funds various non-enforcement projects including: local police departments providing DRE Instructor officers to conduct ARIDE and DRE training and assist the DRE Program with re-certifications, etc.; court monitoring through the Alliance Against Intoxicated Motorists and Mothers Against Drunk Driving; Underage substance use and impaired driving prevention efforts via Students Against Destructive Decisions and other organizations including school districts, DUI Court in Peoria and Tazewell Counties and Foundational

DUI Court Training for other counties. This task also provides funds for the Chicago Police Department to conduct comprehensive DUI enforcement details throughout the year.

### Intended Subrecipients

Governmental and private agencies

### Countermeasure strategies

Countermeasure Strategy
BAC Test Refusal Penalties
Court Monitoring
Drug Recognition Expert (DRE) Training
Drugged Driver Roadside Testing
DWI Courts
High Visibility Enforcement
Integrated Enforcement
Law Enforcement Training
Prevention
High Visibility Enforcement
Alcohol Vendor Compliance Checks
Enforcement of GDL and Zero-tolerance Laws
Drug Recognition Expert (DRE) Training
ARIDE Training for Law Enforcement Officers
Short-term, High Visibility Law Enforcement
Impaired Driving Task Force
DUI Law Review
Liquor Law Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,775,000.0 0	\$0.00	

### Countermeasure Strategy: Liquor Law Enforcement

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

Responsible beverage service and compliance with the Illinois Liquor Control Act by retail liquor establishments and their employees is a key component of Illinois' Impaired Driving Program. The Impaired Driving Strategic Plan and the 2018 Illinois Impaired Driving Program Assessment both emphasize the importance of server training and responsible alcohol service. As a result, IDOT has provided funding assistance to the Illinois Liquor Control Commission and select local entities to conduct Beverage Alcohol

Sellers and Servers Education and Training (BASSET). This process also enables the Illinois Secretary of State's Police to train retail liquor establishments on recognition of fraudulent IDs, and the Illinois State Police and Illinois Secretary of State Police to enforce underage drinking laws.

### Linkage Between Program Area

Beginning in July 2015 Illinois law mandated server training for all retail liquor establishment employees. The law rolled out over three years with the last counties mandated to be trained by July 1, 2018. IDOT supports the Illinois Liquor Control Commission's BASSET training program to assist with the compliance of the law. Additionally, enforcement of fraudulent ID laws and underage drinking laws are an ongoing necessity. This countermeasure is intended to assist with meeting the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes; Serious injury rate.

### Rationale

Studies on the effectiveness of server trainer programs in reducing the level of intoxicated patrons at retail liquor establishments as well as selling to underage individuals have shown positive results. The training is intensive, hands on, and the management of the establishment is on board.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
04-11	Cops in Shops (SOS)
13-02	Operation Straight I.D. (SOS)
13-11	ACE (ISP)
13-12	Local Alcohol Project (LAP)

### Planned Activity: Cops in Shops (SOS)

Planned activity number: 04-11

Primary Countermeasure Strategy ID: Alcohol Vendor Compliance Checks

#### Planned Activity Description

This activity funds the Illinois Secretary of State Police to conduct its "Cops in Shops" program for FY20. Investigators trained in the Straight ID program will provide community outreach by recognizing and preventing the sale of alcohol to minors in establishments that sell liquor in college communities and at state and county fairs. Non-uniformed officers inside the establishment will look for misuse of identification and consumption of alcohol by minors. Uniformed officers will be available nearby for enforcement of minors caught misusing identification cards and consuming alcohol.

#### Intended Subrecipients

Illinois Secretary of State Police

#### Countermeasure strategies

Countermeasure Strategy
Alcohol Vendor Compliance Checks

Enforcement of GDL and Zero-tolerance Laws
Liquor Law Enforcement
Underage Drinking Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$96,512.00	\$0.00	\$0.00

### Planned Activity: Operation Straight I.D. (SOS)

Planned activity number: 13-02

Primary Countermeasure Strategy ID: Underage Drinking Enforcement

### Planned Activity Description

The project goal is to address under age drinking and driving through a reduction in the use of fraudulent driver licenses and identification cards. Operation Straight ID (OPSID) provides classed for owners and employees of bars, stores, and restaurants where liquor is being served. The emphasis of these classes is to teach the students how to detect fraudulent driver's licenses or ID's.

### Intended Subrecipients

Illinois Secretary of State Police

### Countermeasure strategies

Countermeasure Strategy
Liquor Law Enforcement
Underage Drinking Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$29,574.00	\$0.00	

### Planned Activity: ACE (ISP)

Planned activity number: 13-11

Primary Countermeasure Strategy ID: Underage Drinking Enforcement

### Planned Activity Description

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

## Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Alcohol Vendor Compliance Checks
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
Liquor Law Enforcement
Short-term, High Visibility Law Enforcement
Underage Drinking Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$1,135,091.0 0	\$0.00	

## Planned Activity: Local Alcohol Project (LAP)

Planned activity number: 13-12

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This activity funds various non-enforcement projects including: local police departments providing DRE Instructor officers to conduct ARIDE and DRE training and assist the DRE Program with re-certifications, etc.; court monitoring through the Alliance Against Intoxicated Motorists and Mothers Against Drunk Driving; Underage substance use and impaired driving prevention efforts via Students Against Destructive Decisions and other organizations including school districts, DUI Court in Peoria and Tazewell Counties and Foundational DUI Court Training for other counties. This task also provides funds for the Chicago Police Department to conduct comprehensive DUI enforcement details throughout the year.

## Intended Subrecipients

Governmental and private agencies

### Countermeasure strategies

Countermeasure Strategy
BAC Test Refusal Penalties
Court Monitoring
Drug Recognition Expert (DRE) Training
Drugged Driver Roadside Testing
DWI Courts

High Visibility Enforcement
Integrated Enforcement
Law Enforcement Training
Prevention
High Visibility Enforcement
Alcohol Vendor Compliance Checks
Enforcement of GDL and Zero-tolerance Laws
Drug Recognition Expert (DRE) Training
ARIDE Training for Law Enforcement Officers
Short-term, High Visibility Law Enforcement
Impaired Driving Task Force
DUI Law Review
Liquor Law Enforcement
Sustained Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,775,000.00	\$0.00	

## Countermeasure Strategy: Prevention

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

Prevention is one of the six key components in NHSTA’s Impaired Driving Highway Safety Program Guideline, and the Illinois Impaired Driving Strategic Plan emphasizes its importance especially regarding youth community and school programs. The Prevention countermeasure focuses on youth and underage drinking, drug use, and impaired driving issues. This is done by supporting community based and school programs to deter underage drinking, drug use, and impaired driving.

### Linkage Between Program Area

Illinois’ Highway Safety prevention strategies include:

Creating partnerships to help reduce alcohol/drug use and impaired driving;

Introducing innovative programs in middle and high schools;

Improving parent and child communication;

Implementing extracurricular programs supervised by positive adult role models that also incorporate youth leadership and skill building;

Promoting community involvement to incorporate school strategies in the prevention of underage drinking and drug use.

This countermeasure is intended to assist with meeting the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes

involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes; Serious injury rate.

## Rationale

Studies and evaluations on youth prevention programs have mixed results and show limited efficacy. Positive results have been shown with peer-to-peer led programs that are hands on at a local level.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
02-02	Injury Prevention (Local)
13-12	Local Alcohol Project (LAP)

## Planned Activity: Injury Prevention (Local)

Planned activity number: 02-02

Primary Countermeasure Strategy ID: Prevention

### Planned Activity Description

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

Traffic Safety Resource Prosecutor

Regional Traffic Safety Resource Centers

Judicial Outreach Liaison

Law Enforcement Liaison

GDL

CPS

Young Driver Education

### Intended Subrecipients

Various public and private organizations across the state

### Countermeasure strategies

Countermeasure Strategy

Alcohol Vendor Compliance Checks
ARIDE Training for Law Enforcement Officers
Child Restraint System Inspection Station(s)
Graduated Driver Licensing (GDL)
Judicial Education
Prevention
Traffic Safety Resource Prosecutor
Underage Drinking Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$1,899,000.00	\$0.00	\$0.00

### Planned Activity: Local Alcohol Project (LAP)

Planned activity number: 13-12

Primary Countermeasure Strategy ID: High Visibility Enforcement

#### Planned Activity Description

This activity funds various non-enforcement projects including: local police departments providing DRE Instructor officers to conduct ARIDE and DRE training and assist the DRE Program with re-certifications, etc.; court monitoring through the Alliance Against Intoxicated Motorists and Mothers Against Drunk Driving; Underage substance use and impaired driving prevention efforts via Students Against Destructive Decisions and other organizations including school districts, DUI Court in Peoria and Tazewell Counties and Foundational DUI Court Training for other counties. This task also provides funds for the Chicago Police Department to conduct comprehensive DUI enforcement details throughout the year.

#### Intended Subrecipients

Governmental and private agencies

#### Countermeasure strategies

Countermeasure Strategy
BAC Test Refusal Penalties
Court Monitoring
Drug Recognition Expert (DRE) Training
Drugged Driver Roadside Testing
DWI Courts
High Visibility Enforcement
Integrated Enforcement
Law Enforcement Training
Prevention
High Visibility Enforcement

Alcohol Vendor Compliance Checks
Enforcement of GDL and Zero-tolerance Laws
Drug Recognition Expert (DRE) Training
ARIDE Training for Law Enforcement Officers
Short-term, High Visibility Law Enforcement
Impaired Driving Task Force
DUI Law Review
Liquor Law Enforcement
Sustained Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,775,000.00	\$0.00	

## Countermeasure Strategy: Publicized Sobriety Checkpoints

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

Illinois has the ability to conduct Roadside Safety Checks to enforce impaired driving laws and IDOT supports law enforcement agencies who are capable and willing to conduct them. When Roadside Safety Checks are undertaken, they are advertised prior to the detail taking place. Local jurisdictions will often advertise the details exact location. IDOT also utilizes earned media to publicize Roadside Safety Checks during major holiday campaigns. Specific grant programs that directly support Roadside Safety Checks are the Illinois State Police’s Driving Under the Influence Enforcement (DUIE) and the local Sustained Traffic Enforcement Program (STEP).

### Linkage Between Program Area

Roadside Safety Checks are expensive on a cost per arrest basis but they yield high results in increasing an individual’s perception of arrest. These results are maximized when Roadside Safety Checks are publicized. This countermeasure directly addresses the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes; Serious injury rate.

### Rationale

Studies have shown conducting and publicizing Roadside Safety Checks can significantly reduce impaired driving crashes and fatalities. It has also been shown that motorists in a particular jurisdiction where Roadside Safety Checks have a been conducted much higher perception of risk of arrests. This makes Roadside Safety Checks a worthy impaired driving countermeasure.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
04-02	STEP (Local)
13-01	DUIE (ISP)

## Planned Activity: STEP (Local)

Planned activity number: 04-02

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity 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, Holiday Season, St. Patrick’s Day, Memorial Day, Fourth of July, and Labor Day Campaign are required. Grantees can also conduct additional occupant protection, impaired driving, distracted driving, speed patrols, and roadside safety checks.

### Intended Subrecipients

Local police agencies

### Countermeasure strategies

Countermeasure Strategy
Underage Drinking Enforcement
High Visibility Enforcement
Integrated Enforcement
Publicized Sobriety Checkpoints
Combined Seat Belt and Alcohol Enforcement, Nighttime
High Visibility Enforcement
Speed Limits
High Visibility Cellphone/Text Messaging Enforcement
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
Sustained Enforcement
Short-term, High Visibility Law Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$9,085,000.00	\$0.00	\$9,085,000.00

## Planned Activity: DUIE (ISP)

Planned activity number: 13-01

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

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

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Publicized Sobriety Checkpoints
Short-term, High Visibility Law Enforcement
Sustained Enforcement
Underage Drinking Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$1,072,696.00	\$0.00	

### Countermeasure Strategy: Traffic Safety Resource Prosecutor

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

The TSRP program provides valuable training and resources to law enforcement and prosecutors. The Illinois Impaired Driving Strategic Plan outlines many objectives and strategies that fall under the TSRP's purview. Some of these are No-refusal DUI search warrants, eWarrants, law enforcement training, DUI Courts, forensic phlebotomy, toxicology issues, and training prosecutors and law enforcement on the intricacies of impaired driving cases.

### Linkage Between Program Area

Making proper arrests, gathering evidence correctly, and effective prosecution are proven and necessary tools for reducing impaired driving. The TSRP helps fulfill law enforcement and prosecutorial training needs and

challenges. This countermeasure addresses the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes; Serious injury rate.

### Rationale

The increase in drugged driving has brought many news issues with impaired driving and the TSRP is directly addressing these issues in a way that simply can't occur any other way. The TSRP can directly address issues with proving drug impairment, for instance, and this will certainly lead to reductions in impaired driving crashes, injuries, and fatalities.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
02-02	Injury Prevention (Local)

### Planned Activity: Injury Prevention (Local)

Planned activity number: 02-02

Primary Countermeasure Strategy ID: Prevention

#### Planned Activity Description

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

Traffic Safety Resource Prosecutor

Regional Traffic Safety Resource Centers

Judicial Outreach Liaison

Law Enforcement Liaison

GDL

CPS

Young Driver Education

#### Intended Subrecipients

Various public and private organizations across the state

## Countermeasure strategies

Countermeasure Strategy
Alcohol Vendor Compliance Checks
ARIDE Training for Law Enforcement Officers
Child Restraint System Inspection Station(s)
Graduated Driver Licensing (GDL)
Judicial Education
Prevention
Traffic Safety Resource Prosecutor
Underage Drinking Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$1,899,000.00	\$0.00	\$0.00

## Countermeasure Strategy: Underage Drinking Enforcement

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

Enforcement is key to impaired driving reductions. A strategy of reducing underage drinking through enforcing laws that restrict minors' access to alcohol is also very important. The Illinois State Police's Alcohol Countermeasure Enforcement (ACE) program and the Illinois Secretary of State Police's Cops in Shops program provide additional underage drinking enforcement by conducting sting and shoulder tap operations as well as saturation and other patrols directly targeting underage drinking.

### Linkage Between Program Area

Evidence shows that minimum legal drinking age laws reduce drinking, driving after drinking, and alcohol-related crashes and injuries among youth. Studies have also even shown that laws reduce youth impaired drinking and driving more than youth drinking. This countermeasure addresses the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes; Serious injury rate.

### Rationale

Many studies have shown minimum age drinking laws, and the enforcement of them, have positively affected alcohol-related crashes.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
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02-02	Injury Prevention (Local)
04-02	STEP (Local)
04-11	Cops in Shops (SOS)
13-01	DUIE (ISP)
13-02	Operation Straight I.D. (SOS)
13-11	ACE (ISP)

## Planned Activity: Injury Prevention (Local)

Planned activity number: 02-02

Primary Countermeasure Strategy ID: Prevention

### Planned Activity Description

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

Traffic Safety Resource Prosecutor

Regional Traffic Safety Resource Centers

Judicial Outreach Liaison

Law Enforcement Liaison

GDL

CPS

Young Driver Education

### Intended Subrecipients

Various public and private organizations across the state

### Countermeasure strategies

Countermeasure Strategy
Alcohol Vendor Compliance Checks
ARIDE Training for Law Enforcement Officers
Child Restraint System Inspection Station(s)
Graduated Driver Licensing (GDL)
Judicial Education

Prevention
Traffic Safety Resource Prosecutor
Underage Drinking Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$1,899,000.00	\$0.00	\$0.00

## Planned Activity: STEP (Local)

Planned activity number: 04-02

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity 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, Holiday Season, St. Patrick’s Day, Memorial Day, Fourth of July, and Labor Day Campaign are required. Grantees can also conduct additional occupant protection, impaired driving, distracted driving, speed patrols, and roadside safety checks.

### Intended Subrecipients

Local police agencies

### Countermeasure strategies

Countermeasure Strategy
Underage Drinking Enforcement
High Visibility Enforcement
Integrated Enforcement
Publicized Sobriety Checkpoints
Combined Seat Belt and Alcohol Enforcement, Nighttime
High Visibility Enforcement
Speed Limits
High Visibility Cellphone/Text Messaging Enforcement
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
Sustained Enforcement
Short-term, High Visibility Law Enforcement
Sustained Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$9,085,000.00	\$0.00	\$9,085,000.00

### Planned Activity: Cops in Shops (SOS)

Planned activity number: 04-11

Primary Countermeasure Strategy ID: Alcohol Vendor Compliance Checks

#### Planned Activity Description

This activity funds the Illinois Secretary of State Police to conduct its "Cops in Shops" program for FY20. Investigators trained in the Straight ID program will provide community outreach by recognizing and preventing the sale of alcohol to minors in establishments that sell liquor in college communities and at state and county fairs. Non-uniformed officers inside the establishment will look for misuse of identification and consumption of alcohol by minors. Uniformed officers will be available nearby for enforcement of minors caught misusing identification cards and consuming alcohol.

#### Intended Subrecipients

Illinois Secretary of State Police

#### Countermeasure strategies

Countermeasure Strategy
Alcohol Vendor Compliance Checks
Enforcement of GDL and Zero-tolerance Laws
Liquor Law Enforcement
Underage Drinking Enforcement

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$96,512.00	\$0.00	\$0.00

### Planned Activity: DUIE (ISP)

Planned activity number: 13-01

Primary Countermeasure Strategy ID: High Visibility Enforcement

#### Planned Activity Description

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

## Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Publicized Sobriety Checkpoints
Short-term, High Visibility Law Enforcement
Sustained Enforcement
Underage Drinking Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$1,072,696.0 0	\$0.00	

## Planned Activity: Operation Straight I.D. (SOS)

Planned activity number: 13-02

Primary Countermeasure Strategy ID: Underage Drinking Enforcement

### Planned Activity Description

The project goal is to address under age drinking and driving through a reduction in the use of fraudulent driver licenses and identification cards. Operation Straight ID (OPSID) provides classes for owners and employees of bars, stores, and restaurants where liquor is being served. The emphasis of these classes is to teach the students how to detect fraudulent driver's licenses or ID's.

## Intended Subrecipients

Illinois Secretary of State Police

### Countermeasure strategies

Countermeasure Strategy
Liquor Law Enforcement
Underage Drinking Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$29,574.00	\$0.00	

## Planned Activity: ACE (ISP)

Planned activity number: 13-11

Primary Countermeasure Strategy ID: Underage Drinking Enforcement

### Planned Activity Description

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

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Alcohol Vendor Compliance Checks
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
Liquor Law Enforcement
Short-term, High Visibility Law Enforcement
Underage Drinking Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$1,135,091.00	\$0.00	

## Program Area: Motorcycle Safety

### Description of Highway Safety Problems

In 2017, there were 158 fatal crashes involving a motorcycle.				Of the 162 fatalities in 2017, 67.3 percent were unhelmeted.
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			Of the 64,647 A-injuries and fatalities that occurred on public roadways 2013-2017, motorcycles made up 8.3 percent.	The group with the highest percentage of motorcycle A-injuries and fatalities were males age 35-64 at 16.97 percent for 2013-2017.
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**Associated Performance Measures**

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	985.0
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	11,668.70
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	0.910
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	134.5
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	95.6
2020	C-13 Serious Injury Rate	2020	5 Year	10.80

**Countermeasure Strategies in Program Area**

Countermeasure Strategy
Communication Campaign
Motorcycle Outreach and Community Education

**Countermeasure Strategy: Communication Campaign**

Program Area: Motorcycle Safety

**Project Safety Impacts**

This countermeasure strategy was chosen to elevate awareness and engagement of motorists in regards to motorcyclists. Paid media is vital to support efforts to draw attention to this issue. This countermeasure provides funds for paid media in support of educating the motoring public to be more aware of motorcyclists. Illinois will be assessing the impacts of the communication campaign based off media platforms that provide measurable results. Using this data, we will be able to assess the traffic safety impact it has made on motorcycle fatalities in Illinois. This communication campaign would consist of radio, social media, television, billboards, and web-based advertisements.

## Linkage Between Program Area

In the last few years the training of new riders has been down and it is imperative that we ensure motorists who drive four wheeled vehicles are aware and cognizant of the dangers they present to motorcyclists. This countermeasure strategy was chosen to elevate awareness and engagement of motorists on the vulnerability of motorcyclists. This countermeasure is funded with both 405f and 402 funds. The amount of 405f funds received by Illinois is too small to handle a statewide media campaign so it is supplemented with 402 funds.

## Rationale

This countermeasure and associated media buy will maximize awareness of Illinois motorists by utilizing a mass media buy. Research shows these campaigns, if carefully planned, well-funded, and well-executed can achieve high levels of audience exposure, producing reductions in motorcycle crashes.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
02-03	Paid Media Motorcycle - 402
22-01	Paid Media Motorcycle - 405f

## Planned Activity: Paid Media Motorcycle - 402

Planned activity number: 02-03

Primary Countermeasure Strategy ID: Communication Campaign

## Planned Activity Description

This task provides funds for IDOT to conduct a paid media campaign for a Motorcycle Awareness campaign. This campaign is planned for the summer riding months when there are more motorcycles on the roads and their is potential for more crashes. This planned activity is to supplement the Motorcycle Paid Media Campaign that is funded with 405f funds.

## Intended Subrecipients

The Illinois Department of Transportation

## Countermeasure strategies

Countermeasure Strategy
Communication Campaign

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Paid Advertising (FAST)	\$300,000.00	\$0.00	\$0.00

## Planned Activity: Paid Media Motorcycle - 405f

Planned activity number: 22-01

Primary Countermeasure Strategy ID: Communication Campaign

## Planned Activity Description

This task provides funds for IDOT to conduct a paid media campaign for a 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.

## Intended Subrecipients

### Countermeasure strategies

Countermeasure Strategy
Communication Campaign

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$200,000.00	\$0.00	

## Countermeasure Strategy: Motorcycle Outreach and Community Education

Program Area: Motorcycle Safety

### Project Safety Impacts

This countermeasure will bring more attention to motorcycle riders on Illinois roadways. Illinois continues to work on expanding the number of training courses and provide public information and education material for motorists to start seeing motorcycles. The goal is to train more riders, promote safety messages, and bring awareness to educational opportunities.

### Linkage Between Program Area

Outreach and community education are integral when addressing the problem to reach Illinois' targets for motorcycle fatalities and serious injuries. A significant portion of motorcycle fatalities occur when four wheeled motorists react incorrectly. The intent is to make the motoring public aware of the vulnerability of motorcyclists and educate riders.

### Rationale

Motorcyclists are vulnerable road users and in order to prevent crashes, the public needs to be aware of their presence. Community education and outreach will promote these behaviors with a strong emphasis on the Illinois campaign of "Start Seeing Motorcycles."

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
02-10	Motorcycle Assessment
22-02	Public Information and Education Materials
22-03	Motorcycle Winter Conference

22-04	CRSTP State Match
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## Planned Activity: Motorcycle Assessment

Planned activity number: 02-10

Primary Countermeasure Strategy ID: Motorcycle Outreach and Community Education

### Planned Activity Description

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

### Intended Subrecipients

Illinois Department of Transportation

### Countermeasure strategies

Countermeasure Strategy
Motorcycle Outreach and Community Education

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Motorcycle Safety (FAST)	\$35,000.00	\$0.00	\$0.00

## Planned Activity: Public Information and Education Materials

Planned activity number: 22-02

Primary Countermeasure Strategy ID: Motorcycle Outreach and Community Education

### Planned Activity 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 is to bring awareness to motorcycle riders and inform motorcyclists of how to receive free motorcycle rider training.

### Intended Subrecipients

Illinois Department of Transportation

### Countermeasure strategies

Countermeasure Strategy
Motorcycle Outreach and Community Education

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$30,000.00	\$0.00	

## Planned Activity: Motorcycle Winter Conference

Planned activity number: 22-03

Primary Countermeasure Strategy ID: Motorcycle Outreach and Community Education

### Planned Activity Description

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

### Intended Subrecipients

Illinois Department of Transportation

### Countermeasure strategies

Countermeasure Strategy
Motorcycle Outreach and Community Education

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405f Motorcycle Programs	405f Motorcycle Safety (FAST)	\$10,000.00	\$0.00	

## Planned Activity: CRSTP State Match

Planned activity number: 22-04

Primary Countermeasure Strategy ID: Motorcycle Rider Training

### Planned Activity Description

This planned activity is being created to meet the 20% match component required by federal statute. This planned activity represents improvements to motorcyclist training and the training of motorcycle riders that is completed through the Illinois Cycle Rider Safety Training Program.

### Intended Subrecipients

Illinois Department of Transportation

### Countermeasure strategies

Countermeasure Strategy
Motorcycle Outreach and Community Education

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405f Motorcycle Programs	405f Driver Education		\$60,000.00	

## Program Area: Non-motorized (Pedestrians and Bicyclist)

### Description of Highway Safety Problems

Crashes involving pedestrians account for 1.6 percent of all crashes in Illinois in 2017.	In 2017 there were 148 pedestrian fatal crashes and 167 fatalities.		Of the 4,837 pedestrians injured in 2017, 1,078 suffered from A-injuries.	In 2017, 42 of the 145 fatalities occurred in Chicago as well as 42 of the 148 fatal crashes.	Of the 2,903 pedestrians injured in Chicago in 2017, 546 resulted in A-injuries.	The group with the highest percent for 2013-2017 is males age 9 to 15 at 21 percent.
Table 4: Percent and Frequency Distributions of Pedestrian-Related A-Injuries and Fatalities (2013-2017)	Gender	Age Group	Total Fatalities & A-Injuries	Pedestrian Fatalities & A-Injuries	% Pedestrian Fatalities & A-Injuries	Male
0 - 8	859	163	19.0%	Male	9 - 15	1,229
258	21.0%	Male	16 - 20	3,927	279	7.1%
Male	21 - 34	10,706	706	6.6%	Male	35 - 64
14,915	1,302	8.7%	Male	65 +	3,531	359
10.2%	Female	0 - 8	798	100	12.5%	Female
9 - 15	1,230	185	15.0%	Female	16 - 20	3,821
219	5.7%	Female	21 - 34	8,461	550	6.5%
Female	35 - 64	11,664	921	7.9%	Female	65 +
3,506	309	8.8%	Total		64,647	5,351

Crashes involving pedalcyclists account for 0.9 percent of all crashes in Illinois in 2017.	Pedalcyclists account for 26 fatal crashes and 26 fatalities in 2017.		Of the 2,699 pedalcyclists injured in 2017, 389 suffered from A-injuries in 2017.	In 2017, 6 of the 26 fatalities and 6 of the 26 fatal crashes occurred in Chicago.	Of the 1,272 pedalcyclists injured in Chicago in 2017, 159 resulted in A-injuries.	Males age 9 to 15 hold the highest percent of pedalcycle-related A-injuries	and fatalities for 2013-2017 at 18.1 percent.	
		Table 5: Percent and Frequency Distributions of Pedalcycle-Related A-Injuries and Fatalities (2013-2017)	Gender	Age Group	Total Fatalities & A-Injuries	Pedalcyclist Fatalities & A-Injuries	% Pedalcyclist Fatalities & A-Injuries	Male
0 - 8	859	46	5.4%	Male	9 - 15	1,229	223	18.1%
Male	16 - 20	3,927	210	5.3%	Male	21 - 34	10,706	396
3.7%	Male	35 - 64	14,915	686	4.6%	Male	65 +	3,531
97	2.7%	Female	0 - 8	798	16	2.0%	Female	9 - 15
1,230	66	5.4%	Female	16 - 20	3,821	58	1.5%	Female
21 - 34	8,461	144	1.7%	Female	35 - 64	11,664	160	1.4%
Female	65 +	3,506	15	0.4%	Total		64,647	2,117

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	985.0
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	11,668.70
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	0.910
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	140.6

2020	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	23.2
2020	C-13 Serious Injury Rate	2020	5 Year	10.80

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Bicycle and and Pedestrian Safety Enforcement
Bicycle and Pedestrian Safety Education for Adults and Children
Communication Campaign

### Countermeasure Strategy: Bicycle and and Pedestrian Safety Enforcement

Program Area: Non-motorized (Pedestrians and Bicyclist)

#### Project Safety Impacts

In an effort to heighten the public's awareness of pedestrian crashes, the Chicago Police Department (CPD) will conduct a combination of pedestrian safety initiatives that will include high visibility crosswalk enforcement and speed related missions in areas throughout the City of Chicago where pedestrian crashes have been most prevalent. The ultimate goal will be to continue to reduce the number of pedestrian crashes and resulting fatalities through these aggressive enforcement programs.

#### Linkage Between Program Area

This countermeasure strategy was chose to address the high amount of fatalities and serious injuries in the Chicago area. Chicago is home to 21 percent of the population in Illinois, but accounts for significantly higher percentages of non-motorized crashes and fatalities. Illinois' pedestrian fatalities are already at 17 percent of overall fatalities with only half of the year over. This countermeasure will help to decrease the high levels of fatalities and serious injuries.

#### Rationale

Chicago is home to 21 percent of the population in Illinois, but accounts for significantly higher percentages of non-motorized crashes and fatalities. Roughly 3,000 pedestrians are hit by motor vehicles in Chicago annually, resulting in average of 30 deaths per year.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
12-02	Bike/Pedestrian Safety
12-02	Bike/Pedestrian Safety

### Planned Activity: Bike/Pedestrian Safety

Planned activity number: 12-02

Primary Countermeasure Strategy ID: Bicycle and and Pedestrian Safety Enforcement

#### Planned Activity Description

The Chicago Pedestrian and Bicycle Safety Initiative is the bike/pedestrian safety, education, and outreach program of the Chicago Department of Transportation. This project will serve all Chicago neighborhoods, with

a significant outreach focus on eight High Crash Areas where 36% of the city's fatal crashes occur. Through direct education and outreach, the goal of the program is to reduce and ultimately eliminate fatal and serious injury crashes using approaches detailed in the Vision Zero Chicago plan. Through Vision Zero, the Chicago Pedestrian and Bicycle Safety Initiative will achieve more people walking and biking, and doing so more safely. This planned activity also is an effort to heighten the public's awareness of pedestrian crashes, the Chicago Police Department (CPD) will conduct a combination of pedestrian safety initiatives that will include high visibility crosswalk enforcement and speed related missions in areas throughout the City of Chicago where pedestrian crashes have been most prevalent. The ultimate goal will be to continue to reduce the number of pedestrian crashes and resulting fatalities through these aggressive enforcement programs. Chicago is home to 21% of the population in Illinois, but accounts for significantly higher percentages of pedestrian crashes, pedestrian fatalities, and bicycle crashes. Roughly 3,000 pedestrians are hit by motor vehicles in Chicago annually, resulting in average of 30 deaths per year.

### Intended Subrecipients

Chicago Department of Transportation, Chicago Police Department, The League of IL Bicyclists, Lombard Police Department

### Countermeasure strategies

Countermeasure Strategy
Bicycle and and Pedestrian Safety Enforcement
Bicycle and and Pedestrian Safety Enforcement
Bicycle and Pedestrian Safety Education for Adults and Children

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405h Nonmotorized Safety	405h Public Education	\$800,000.00	\$0.00	

### Planned Activity: Bike/Pedestrian Safety

Planned activity number: 12-02

Primary Countermeasure Strategy ID: Bicycle and Pedestrian Safety Education for Adults and Children

### Planned Activity Description

This planned activity is made up of several different activities. Each of those activities are outlined below. The Chicago Pedestrian and Bicycle Safety Initiative (CPBSI) is the bike/pedestrian safety, education, and outreach program of the Chicago Department of Transportation. This project will serve all of Chicago neighborhoods, with a significant outreach focus on the eight High Crash Areas defined by the Chicago Vision Zero Action Plan, which represent 25% of the geographic city but account for 36% of all serious and fatal crashes. Through direct education and outreach, the goal of the program is to contribute to the reduction and elimination of fatal and serious injury crashes as per the Vision Zero

Chicago plan. Using Vision Zero data to prioritize outreach and behavior change efforts, the Chicago Pedestrian and Bicycle Safety Initiative seeks to facilitate the mode share shift from driving to walking, biking, or using public transit required to get Chicago to zero deaths and serious injuries from traffic crashes. The education and outreach activities use proven methods and engagement tools that help people of all ages learn to walk, bike, or get to public transit safely.

This program focuses on providing educational and technical tools to build capacity to develop community approaches to bike and pedestrian safety. Outreach staff provide safety education and instruction using evidence-based curricula, including Smart Cycling. Post-event surveys will be instrumental in determining program effectiveness.

The Chicago Police Department (CPD) will conduct a combination of pedestrian safety initiatives that will include high visibility crosswalk enforcement and speed related missions in areas throughout the City of Chicago where pedestrian crashes have been most prevalent. The ultimate goal will be to continue to reduce the number of pedestrian crashes and resulting fatalities through these aggressive enforcement programs. Chicago is home to 21% of the population in Illinois, but accounts for significantly higher percentages of pedestrian crashes, pedestrian fatalities, and bicycle crashes. Roughly 3,000 pedestrians are hit by motor vehicles in Chicago annually, resulting in average of 30 deaths per year. In FFY20 CPD will conduct 75-100 pedestrian safety enforcement events, 75-100 bicycle-related education and enforcement events, and enforcement events focusing on motorists exhibiting behavior that endangers bicyclists.

The Village of Lombard Police Department will use sworn officers to conduct four-hour blocks of bicycle patrol through the pedestrian areas of Lombard, specifically focusing on the Illinois Prairie Path, the Great Western Trail, and the downtown area near the train station. This would primarily occur on weekends during the spring, summer, and early fall months when pedestrian use of these areas is at its highest.

The other aspect of this project will be an education aspect which will primarily come from a Bike Rodeo that the Village of Lombard Police Department will host. This event will take place during late spring and will be advertised at all the schools in town, as well as using the Village's social media accounts. There will be bike courses set up for children to practice bike maneuvering, educational handouts discussing bicycle safety, officers speaking about commonly seen violations of the pedestrian traffic laws, and helmet awards given to children to motivate interest in the learning aspect of this event.

The goal of the League of Illinois Bicyclist (LIB) project is to reduce pedalcyclist fatalities and serious injuries. This goal will be accomplished by helping to close education gaps on the mistakes that cause the crashes. The objective of this project is to use LIB's proven BikeSafetyQuiz.com (BSQ) free, online educational tool to educate 18,000 driver education students about safe driving in the presence of bicycles.

BikeSafetyQuiz.com was developed by a nationally-certified Smart Cycling instructor using Smart Cycling content and collaboration with the Illinois High School and College Driver Education Association (IHSCDEA). The content was approved for compliance with Illinois laws by the Illinois Office of the Secretary of State. Through interactive, quiz-based modules for various audiences including Driver Education students, education gaps are filled on car-bicycle interactions, the content and nuances of relevant laws, and avoidance of common

crash types. Main crash causes addressed, each with at least one Driver Education quiz question, include: the "right-hook" and "left-cross" at intersections, passing too closely, stop line noncompliance and not looking both ways at crosswalks, opening doors without looking after parking, improper positioning in the presence of trucks at intersections, and more - plus other crash avoidance techniques for both mid-block and intersections.

### Intended Subrecipients

Chicago Department of Transportation

Chicago Police Department

Lombard Police Department

League of Illinois Bicyclists

### Countermeasure strategies

Countermeasure Strategy
Bicycle and and Pedestrian Safety Enforcement
Bicycle and Pedestrian Safety Education for Adults and Children

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Public Education	\$622,507.00	\$0.00	

## Countermeasure Strategy: Bicycle and Pedestrian Safety Education for Adults and Children

Program Area: Non-motorized (Pedestrians and Bicyclist)

### Project Safety Impacts

This countermeasure strategy was chosen to elevate awareness and engagement of motorists, bicyclists and pedestrian on Illinois' roads. This countermeasure provides funds for bicycle and pedestrian education throughout the Chicagoland area. This includes paid media in support of educating the motoring public as well as bicyclist and pedestrians. Illinois will be assessing the impacts of the communication campaign based off of media platforms that provide measurable results. Using this data we will be able to assess the traffic safety impact it has made on non-motorized fatalities in Illinois.

### Linkage Between Program Area

Bicycle and Pedestrian fatalities continue to increase in Illinois. Our goal of reducing bicyclists and pedestrian fatalities met with education and communication. In Illinois, males from age 9-15 are the highest percent of these fatalities and serious injuries. This education program will address and educate the Chicagoland area on bike and pedestrian issues and bring down the rates of fatalities and serious injuries.

### Rationale

Chicago is Illinois' largest metropolitan area with the largest concentration of bicyclists and pedestrians. This

countermeasure strategy will focus on data analysis to determine areas of focus, traffic safety education through face-to-face outreach at schools, senior homes, Aldermanic events, and other community events. This will be done through presentations, information tables, and workshops. The funding allocation determined allows for extensive education throughout the area and will be paired with the paid media campaign.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
12-02	Bike/Pedestrian Safety
12-02	Bike/Pedestrian Safety

**Planned Activity: Bike/Pedestrian Safety**

Planned activity number: 12-02

Primary Countermeasure Strategy ID: Bicycle and and Pedestrian Safety Enforcement

**Planned Activity Description**

The Chicago Pedestrian and Bicycle Safety Initiative is the bike/pedestrian safety, education, and outreach program of the Chicago Department of Transportation. This project will serve all Chicago neighborhoods, with a significant outreach focus on eight High Crash Areas where 36% of the city's fatal crashes occur. Through direct education and outreach, the goal of the program is to reduce and ultimately eliminate fatal and serious injury crashes using approaches detailed in the Vision Zero Chicago plan. Through Vision Zero, the Chicago Pedestrian and Bicycle Safety Initiative will achieve more people walking and biking, and doing so more safely. This planned activity also is an effort to heighten the public's awareness of pedestrian crashes, the Chicago Police Department (CPD) will conduct a combination of pedestrian safety initiatives that will include high visibility crosswalk enforcement and speed related missions in areas throughout the City of Chicago where pedestrian crashes have been most prevalent. The ultimate goal will be to continue to reduce the number of pedestrian crashes and resulting fatalities through these aggressive enforcement programs. Chicago is home to 21% of the population in Illinois, but accounts for significantly higher percentages of pedestrian crashes, pedestrian fatalities, and bicycle crashes. Roughly 3,000 pedestrians are hit by motor vehicles in Chicago annually, resulting in average of 30 deaths per year.

**Intended Subrecipients**

Chicago Department of Transportation, Chicago Police Department, The League of IL Bicyclists, Lombard Police Department

**Countermeasure strategies**

Countermeasure Strategy
Bicycle and and Pedestrian Safety Enforcement
Bicycle and and Pedestrian Safety Enforcement
Bicycle and Pedestrian Safety Education for Adults and Children

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405h Nonmotorized Safety	405h Public Education	\$800,000.00	\$0.00	

## Planned Activity: Bike/Pedestrian Safety

Planned activity number: 12-02

Primary Countermeasure Strategy ID: Bicycle and Pedestrian Safety Education for Adults and Children

### Planned Activity Description

This planned activity is made up of several different activities. Each of those activities are outlined below.

The Chicago Pedestrian and Bicycle Safety Initiative (CPBSI) is the bike/pedestrian safety, education, and outreach program of the Chicago Department of Transportation. This project will serve all of Chicago neighborhoods, with a significant outreach focus on the eight High Crash Areas defined by the Chicago Vision Zero Action Plan, which represent 25% of the geographic city but account for 36% of all serious and fatal crashes. Through direct education and outreach, the goal of the program is to contribute to the reduction and elimination of fatal and serious injury crashes as per the Vision Zero Chicago plan. Using Vision Zero data to prioritize outreach and behavior change efforts, the Chicago Pedestrian and Bicycle Safety Initiative seeks to facilitate the mode share shift from driving to walking, biking, or using public transit required to get Chicago to zero deaths and serious injuries from traffic crashes. The education and outreach activities use proven methods and engagement tools that help people of all ages learn to walk, bike, or get to public transit safely.

This program focuses on providing educational and technical tools to build capacity to develop community approaches to bike and pedestrian safety. Outreach staff provide safety education and instruction using evidence-based curricula, including Smart Cycling. Post-event surveys will be instrumental in determining program effectiveness.

The Chicago Police Department (CPD) will conduct a combination of pedestrian safety initiatives that will include high visibility crosswalk enforcement and speed related missions in areas throughout the City of Chicago where pedestrian crashes have been most prevalent. The ultimate goal will be to continue to reduce the number of pedestrian crashes and resulting fatalities through these aggressive enforcement programs. Chicago is home to 21% of the population in Illinois, but accounts for significantly higher percentages of pedestrian crashes, pedestrian fatalities, and bicycle crashes. Roughly 3,000 pedestrians are hit by motor vehicles in Chicago annually, resulting in average of 30 deaths per year. In FFY20 CPD will conduct 75-100 pedestrian safety enforcement events, 75-100 bicycle-related education and enforcement events, and enforcement events focusing on motorists exhibiting behavior that endangers bicyclists.

The Village of Lombard Police Department will use sworn officers to conduct four-hour blocks of bicycle patrol through the pedestrian areas of Lombard, specifically focusing on the Illinois Prairie Path, the Great Western Trail, and the downtown area near the train station. This would primarily occur on weekends during the spring, summer, and early fall months when pedestrian use of these

areas is at its highest.

The other aspect of this project will be an education aspect which will primarily come from a Bike Rodeo that the Village of Lombard Police Department will host. This event will take place during late spring and will be advertised at all the schools in town, as well as using the Village’s social media accounts. There will be bike courses set up for children to practice bike maneuvering, educational handouts discussing bicycle safety, officers speaking about commonly seen violations of the pedestrian traffic laws, and helmet awards given to children to motivate interest in the learning aspect of this event.

The goal of the League of Illinois Bicyclist (LIB) project is to reduce pedalcyclist fatalities and serious injuries. This goal will be accomplished by helping to close education gaps on the mistakes that cause the crashes. The objective of this project is to use LIB’s proven BikeSafetyQuiz.com (BSQ) free, online educational tool to educate 18,000 driver education students about safe driving in the presence of bicycles.

BikeSafetyQuiz.com was developed by a nationally-certified Smart Cycling instructor using Smart Cycling content and collaboration with the Illinois High School and College Driver Education Association (IHSCDEA). The content was approved for compliance with Illinois laws by the Illinois Office of the Secretary of State. Through interactive, quiz-based modules for various audiences including Driver Education students, education gaps are filled on car-bicycle interactions, the content and nuances of relevant laws, and avoidance of common crash types. Main crash causes addressed, each with at least one Driver Education quiz question, include: the "right-hook" and "left-cross" at intersections, passing too closely, stop line noncompliance and not looking both ways at crosswalks, opening doors without looking after parking, improper positioning in the presence of trucks at intersections, and more - plus other crash avoidance techniques for both mid-block and intersections.

### Intended Subrecipients

- Chicago Department of Transportation
- Chicago Police Department
- Lombard Police Department
- League of Illinois Bicyclists

### Countermeasure strategies

Countermeasure Strategy
Bicycle and and Pedestrian Safety Enforcement
Bicycle and Pedestrian Safety Education for Adults and Children

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Public Education	\$622,507.00	\$0.00	

### Countermeasure Strategy: Communication Campaign

Program Area: Non-motorized (Pedestrians and Bicyclist)

## Project Safety Impacts

Paid media will support efforts during non-motorized campaign periods to maximize awareness. Paid media is vital to support efforts of high visibility enforcement campaigns to maximize the deterrent effect of law enforcement activity. This communication campaign will also bring awareness to the general public to be aware of bicycles and pedestrians.

## Linkage Between Program Area

The non-motorized communication campaign consists of statewide paid media buys such as radio, television, print, social media, and digital. In FFY19, a “Life or Death” messaging campaign focuses on the tragedies faced by those affected by biking or pedestrian fatalities. This countermeasure addresses the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes; Serious injury rate. After the campaign, reach, frequency, and cost evaluations will be conducted as the evaluation of the campaign.

## Rationale

Paid media is an absolute necessity to support efforts bicycle and pedestrian fatalities. IDOT will work with a media buyer to target a specific demographic to target our audience for running television, radio, and internet campaigns. This campaign will air throughout the spring and summer to address the increasing amount of pedestrian fatalities. Most media efforts will be focused in large urban areas where fatalities are occurring more frequently.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
12-01	Paid Media (Bike/Ped)

## Planned Activity: Paid Media (Bike/Ped)

Planned activity number: 12-01

Primary Countermeasure Strategy ID: Communication Campaign

## Planned Activity Description

Paid media is an absolute necessity to support efforts bicycle and pedestrian fatalities. IDOT will work with a media buyer to target a specific demographic to target our audience for running television, radio, and internet campaigns. This campaign will air throughout the spring and summer to address the increasing amount of pedestrian fatalities. Most media efforts will be focused in large urban areas where fatalities are occurring more frequently.

## Intended Subrecipients

Illinois Department of Transportation

## Countermeasure strategies

Countermeasure Strategy
Communication Campaign

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405h Nonmotorized Safety	405h Public Education	\$380,000.00	\$295,000.00	

## Program Area: Occupant Protection (Adult and Child Passenger Safety)

### Description of Highway Safety Problems

Of the 1,412 fatal crashes in 2017 involving drivers, 67.1 percent were restrained.			There were 720 occupants in fatal crashes of which 49.0 percent were restrained.			Drivers killed amounted to 64.5 percent of all fatalities in 2017.				Drivers with A-injuries amounted to 65.8 percent of all A-injuries in 2017.	
There were 312,009 total crashes involving motor vehicles in Illinois in 2017.			Crashes involving "A" injury amounted to 14.2 percent of the injury crashes statewide in 2017.			There were 3,575 injuries to children age 8 and younger in motor vehicles in 2017 which accounts for 14.7 percent of all passenger injuries.					

	In 2017 there were 24 fatalities for children age 8 and younger.				Individuals 16-20 years old account for 92 fatalities which is 8.4 percent of all fatalities in 2017.	The observed seat belt usage rate in 2017 was 94.6 percent.				For belted occupants involved in A-injuries and fatalities for 2013-2017, males age 9-15 had the lowest use at 41.2 percent.	Percent and Frequency Distributions of Belted Occupant A-Injuries and Fatalities (2013-2017)
Gender	Age Group	Total Fatalities and A-Injuries	Occupant Fatalities and A-Injuries	Belted Occupant Fatalities and A-Injuries	% Belted Occupant Fatalities and A-Injuries	Male	0 - 8	859	635	468	54.5%
Male	9 - 15	1,229	660	506	41.2%	Male	16 - 20	3,927	3,142	2,136	54.4%
Male	21 - 34	10,706	7,752	4,892	45.7%	Male	35 - 64	14,915	9,380	6,982	46.8%
Male	65 +	3,531	2,638	2,128	60.3%	Female	0 - 8	798	664	486	60.9%
Female	9 - 15	1,230	917	737	59.9%	Female	16 - 20	3,821	3,457	2,683	70.2%
Female	21 - 34	8,461	7,420	5,710	67.5%	Female	35 - 64	11,664	9,814	8,322	71.3%
Female	65 +	3,506	3,104	2,752	78.5%	Total		64,647	49,583	37,802	58.5%

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	985.0

2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	11,668.70
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	0.910
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	244.7
2020	C-12) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	5 Year	94.40

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Child Restraint System Inspection Station(s)
Combined Seat Belt and Alcohol Enforcement, Nighttime
Communication Campaign
Sustained Enforcement

### Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program Area: Occupant Protection (Adult and Child Passenger Safety)

#### Project Safety Impacts

The impact of this strategy is to increase the use of car seats and the proper use of seat belts for youth. Inspection stations are used to verify if car seats have been installed correctly and fix issues if they have not been. Illinois has an extensive network of inspection sites and over 1,700 registered car seat technicians. Illinois also plans to help facilitate 99 training courses throughout the year.

In FFY19, the Occupant Protection Coordinator and Traffic Safety Liaisons led an effort to update the inspection station locator at [www.NHTSA.gov](http://www.NHTSA.gov). 450+ fitting stations were identified, many of which registered only as a single-day (Seat Check Saturday) event. Letters and coordinated email blasts were sent to all fitting station contacts requesting confirmation and/or updating to their registered event/fitting station. 136 agencies replied confirming their fitting stations were operational. In FFY20, we are recording 236 fitting stations/check events (136 confirmed fitting stations and estimated 100 stand-alone CPS Week/Seat Check Saturday events). Efforts to update this list will continue with the training of new CPSTs and during the recertification of existing CPSTs. These events will serve urban, rural, and at-risk populations across the state.

#### Linkage Between Program Area

FFY20, IDOT recommends that all funded inspection stations and grant projects include a pre and post misuse

identification survey to measure the effectiveness of the program as part of a larger overall evaluation plan. Additional data will be collected through the launch of the digital check form and later evaluated to gauge the effectiveness of these fitting stations.

### Rationale

Properly installed child restraints and occupant protection systems decrease the likelihood of severe injury or death in a motor vehicle crash. Operating child safety seat inspection stations increases the traveling public’s access to education and technical assistance needed to properly install car seats.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
02-02	Injury Prevention (Local)
02-09	State Match (Local) RTSRC
19-02	Keep Me In a Safe Seat (Secretary of State)
19-05	CPS Programs (Local Agency)

### Planned Activity: Injury Prevention (Local)

Planned activity number: 02-02

Primary Countermeasure Strategy ID: Prevention

#### Planned Activity Description

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

Traffic Safety Resource Prosecutor

Regional Traffic Safety Resource Centers

Judicial Outreach Liaison

Law Enforcement Liaison

GDL

CPS

Young Driver Education

#### Intended Subrecipients

Various public and private organizations across the state

### Countermeasure strategies

Countermeasure Strategy
Alcohol Vendor Compliance Checks
ARIDE Training for Law Enforcement Officers
Child Restraint System Inspection Station(s)
Graduated Driver Licensing (GDL)
Judicial Education
Prevention
Traffic Safety Resource Prosecutor
Underage Drinking Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$1,899,000.00	\$0.00	\$0.00

### Planned Activity: State Match (Local) RTSRC

Planned activity number: 02-09

Primary Countermeasure Strategy ID: Child Restraint System Inspection Station(s)

#### Planned Activity Description

This task provides funds for seven local agencies to serve as Regional Traffic Safety Resource Centers (RTSRC). The centers are designed to conduct public information and education campaigns focusing on highway safety issues. They serve as regional resources providing education, training, and support in promoting safety programs.

Seven RTSRCs are planned to be funded in Illinois and will be staffed by Traffic Safety Liaisons (TSLs). Each RTSRC covers a specific region in the state. They coordinate and support traffic safety initiatives within that region. The seven regions are Chicago, Cook and Collar Counties, Northwest, West Central, East Central, Southwest, and Southeast.

The RTSRC program address 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;

- Provide evidence-based programs aimed at increasing the safety of all drivers but 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 region. Also offer, promote, and teach standardized CPS certification courses and renewal courses in the region;

Participate in Statewide CPS Week/Seat Check Saturday promotions and conduct a minimum of one car seat check event between Saturday, September 12 and Saturday, September 26, 2020.

Utilize the electronic car seat check form – [www.carseatcheckform.org](http://www.carseatcheckform.org) – to track car seat checks (not applicable to agencies affiliated with Safe Kids Worldwide);

Assist local agencies with setting up car seat checks, teen safety fairs, traffic safety presentations and other community events;

Assist BSPE with setting up, promoting, and delivering earned media events, as developed by IDOT's Office of Communications;

Establish and maintain community traffic safety networks of law enforcement, public health, and local organizations to reduce injury and fatality rates in identified region.

### Intended Subrecipients

Various public and private organizations

### Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	Other	Other	\$0.00	\$1,870,000.00	

### Planned Activity: Keep Me In a Safe Seat (Secretary of State)

Planned activity number: 19-02

Primary Countermeasure Strategy ID: Child Restraint System Inspection Station(s)

### Planned Activity Description

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

### Intended Subrecipients

Illinois Secretary of State

### Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP High	405b High Child Restraint (FAST)	\$32,357.00	\$0.00	

## Planned Activity: CPS Programs (Local Agency)

Planned activity number: 19-05

Primary Countermeasure Strategy ID: Child Restraint System Inspection Station(s)

### Planned Activity Description

This task provides funds for local agencies to participate in the child passenger safety programs in FFY20 by funding certification costs/training fees, inspection station supplies, and car seats for distribution to low-income families.

### Intended Subrecipients

Local agencies serving low-income rural and urban communities

### Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP High	405b High Child Restraint (FAST)	\$356,000.00	\$0.00	

## Countermeasure Strategy: Combined Seat Belt and Alcohol Enforcement, Nighttime

Program Area: Occupant Protection (Adult and Child Passenger Safety)

### Project Safety Impacts

Click or Ticket high visibility seat belt enforcement consists of short bursts of intense, highly publicized patrols and enforcement zones. These concentrated efforts combine communications and outreach with earned and paid media. Participation in the national Click It or Ticket and Drive Sober or Get Pulled Over mobilizations is required of grantees, along with optional blitzes. At least 50 percent of occupant protection enforcement must be conducted between 6:00 p.m. and 6:00 a.m.

### Linkage Between Program Area

HVE patrols paired with heightened media campaigns increase the likelihood that motorists will buckle up if they perceive not doing so will result in a ticket. This countermeasure is intended to assist with meeting the following FFY20 performance measures: C-1) Number of traffic fatalities (FARS); C-2) Number of serious

injuries in traffic crashes (State crash data files); C-3) Fatalities/VMT (FARS, FHWA); C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS); C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS); C-12) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey).

### Rationale

HVE at night is the most effective way to reduce injuries and crashes with over 60% of fatal crashes occurring between 9:00 p.m. and 6:00 a.m. Surveys and available data show that belt use drops in the evening hours and impaired motorists are less likely to wear their seat belts.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
04-02	STEP (Local)
04-04	NITE Patrol (ISP)
04-05	STEP (ISP)
19-01	OREP (ISP)

### Planned Activity: STEP (Local)

Planned activity number: 04-02

Primary Countermeasure Strategy ID: High Visibility Enforcement

#### Planned Activity 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, Holiday Season, St. Patrick’s Day, Memorial Day, Fourth of July, and Labor Day Campaign are required. Grantees can also conduct additional occupant protection, impaired driving, distracted driving, speed patrols, and roadside safety checks.

#### Intended Subrecipients

Local police agencies

#### Countermeasure strategies

Countermeasure Strategy
Underage Drinking Enforcement
High Visibility Enforcement
Integrated Enforcement
Publicized Sobriety Checkpoints
Combined Seat Belt and Alcohol Enforcement, Nighttime
High Visibility Enforcement
Speed Limits
High Visibility Cellphone/Text Messaging Enforcement
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws

Sustained Enforcement
Short-term, High Visibility Law Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$9,085,000.00	\$0.00	\$9,085,000.00

### Planned Activity: NITE Patrol (ISP)

Planned activity number: 04-04

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This task provides funds for the Illinois State Police (ISP) to identify and focus enforcement on 6:00pm to 6:00am when impaired driving is highest and safety belt usage is lowest. Officers will place an emphasis on primary occupant restraint laws, DUI, alcohol-related violations, speeding, distracted driving, and Scott’s Law.

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Short-term, High Visibility Law Enforcement
Speed Limits
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,227,697.00	\$0.00	\$0.00

### Planned Activity: STEP (ISP)

Planned activity number: 04-05

Primary Countermeasure Strategy ID: High Visibility Enforcement

## Planned Activity 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 using the High Accident Location and Information System (HALIS).

## Intended Subrecipients

Illinois State Police

## Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Short-term, High Visibility Law Enforcement
Speed Limits
Sustained Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,019,441.00	\$0.00	\$0.00

## Planned Activity: OREP (ISP)

Planned activity number: 19-01

Primary Countermeasure Strategy ID: High Visibility Enforcement

## Planned Activity Description

This task provides funds for the Illinois State Police to conduct increased enforcement of Illinois' occupant protection laws. The patrols focus on roadways identified as having low safety belt compliance rates. This task also provides for travel, supplies, and equipment associated with the Safety Education/Public Information Unit.

## Intended Subrecipients

Illinois State Police

## Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
Enforcement of GDL and Zero-tolerance Laws

High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Short-term, High Visibility Law Enforcement
Speed Limits
Sustained Enforcement
Sustained Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP High	405b High Police Traffic Services (FAST)	\$1,102,182.00	\$0.00	

## Countermeasure Strategy: Communication Campaign

Program Area: Occupant Protection (Adult and Child Passenger Safety)

### Project Safety Impacts

This countermeasure strategy was chosen to elevate awareness, engagement, and compliance of motorists on the life-saving value of properly adjusted seat belts and child restraints. Illinois will be assessing the impacts of the communication campaign based off of media platforms that provide measurable results. Using this data, we will be able to assess the traffic safety impact it has made on Illinois drivers and occupants. The planned activity to be funded would be running a full communication campaign focused on increasing seat belt use in all seating positions. This communication campaign would consist of radio, social media, television, billboards, and web based advertisements.

### Linkage Between Program Area

Illinois annually distributes approximately 750,000 pieces of child passenger safety educational materials to technicians, parents, advocates, and healthcare professionals throughout the state. Materials have been shipped to every county in Illinois. Materials are routinely updated and made available free of charge. The most common groups to order and locally distribute public education materials include law enforcement, fire and emergency rescue personnel, public health educators, nurses, and teachers. IDOT employs a Public Information & Education coordinator to disseminate the Public Information and Education (PIE) materials requested through [www.buckleupillinois.org](http://www.buckleupillinois.org).

Enforcement grantees pursue earned media in conjunction with their holiday campaigns. Pre and post enforcement detail press release templates are developed and shared with the 200+ local law enforcement partners to bolster the HVE effort of "Click It or Ticket" and "Drive Sober or Get Pulled Over."

Non-enforcement grant projects also play a role in educating the public and providing technical assistance on seat belt and child restraint use. Earned media opportunities are encouraged to compliment the additional enforcement and paid media efforts put forth with "Click It or Ticket." Illinois amended the CPS Act to require rear-facing until age two. Much of the earned media focus has centered around that law change and the

promotion of the “Saved by the Belt“ program.

## Rationale

The rationale for selecting this countermeasure is based on unbelted occupant fatalities and serious injuries in Illinois. The planned activities will reach our target demographics of males 18-34, rural truck drivers, and back seat occupants.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
02-04	UIS Awareness Survey
19-11	Paid Media CIOT
19-12	Public Information & Education Materials

## Planned Activity: UIS Awareness Survey

Planned activity number: 02-04

Primary Countermeasure Strategy ID: Communication Campaign

### Planned Activity 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 how to better focus media efforts.

### Intended Subrecipients

University of Illinois at Springfield

### Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Communication Campaign

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Attitudinal Survey	\$78,000.00	\$0.00	\$0.00

## Planned Activity: Paid Media CIOT

Planned activity number: 19-11

Primary Countermeasure Strategy ID: Communication Campaign

### Planned Activity Description

IDOT’s occupant protection communication campaigns consist of comprehensive, statewide paid media buys including the use of radio, television, print, digital, and other online mass media. In FFY20, a predominantly male, age 18-34 year-old demographic will be targeted with the “Life or Death” prevention message. This is intended to point out the potential consequences.

## Intended Subrecipients

Illinois Department of Transportation

### Countermeasure strategies

Countermeasure Strategy
Communication Campaign

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP High	405b High Paid Advertising (FAST)	\$400,000.00		

## Planned Activity: Public Information & Education Materials

Planned activity number: 19-12

Primary Countermeasure Strategy ID: Communication Campaign

### Planned Activity Description

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

## Intended Subrecipients

Illinois Department of Transportation.

### Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Communication Campaign

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act 405b OP High	405b High Public Education (FAST)			

## Countermeasure Strategy: Sustained Enforcement

Program Area: Occupant Protection (Adult and Child Passenger Safety)

### Project Safety Impacts

The impacts of sustained enforcement are difficult to measure but states that vigorously enforce seat belt laws consistently report above average belt usage rates. By funding belt enforcement in addition to highly publicized

campaigns, the zero tolerance message reminds motorists to stay buckled. Law enforcement agencies are given the latitude to identify traffic safety issues outside of the highly publicized campaigns and tailor their efforts to meet their communities' needs.

### Linkage Between Program Area

This countermeasure is intended to assist with meeting the following FY20 performance measures: C-1) Number of traffic fatalities (FARS); C-2) Number of serious injuries in traffic crashes (State crash data files); C-3) Fatalities/VMT (FARS, FHWA); C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS); C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS); C-12) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey).

### Rationale

The impacts of sustained enforcement are difficult to measure but states that vigorously enforce seat belt laws consistently report above average belt usage rates.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
04-02	STEP (Local)
04-03	Illinois State Police Match
04-07	Traffic Safety Challenge
04-09	Motorcycle Patrol Unit
19-01	OREP (ISP)
19-03	Illinois State Police (State Match)

### Planned Activity: STEP (Local)

Planned activity number: 04-02

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity 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, Holiday Season, St. Patrick's Day, Memorial Day, Fourth of July, and Labor Day Campaign are required. Grantees can also conduct additional occupant protection, impaired driving, distracted driving, speed patrols, and roadside safety checks.

### Intended Subrecipients

Local police agencies

### Countermeasure strategies

Countermeasure Strategy
Underage Drinking Enforcement
High Visibility Enforcement
Integrated Enforcement

Publicized Sobriety Checkpoints
Combined Seat Belt and Alcohol Enforcement, Nighttime
High Visibility Enforcement
Speed Limits
High Visibility Cellphone/Text Messaging Enforcement
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
Sustained Enforcement
Short-term, High Visibility Law Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$9,085,000.00	\$0.00	\$9,085,000.00

### Planned Activity: Illinois State Police Match

Planned activity number: 04-03

Primary Countermeasure Strategy ID: Sustained Enforcement

### Planned Activity Description

Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Sustained Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	Other	State Match	\$0.00	\$3,953,250.00	

### Planned Activity: Traffic Safety Challenge

Planned activity number: 04-07

Primary Countermeasure Strategy ID: Communication Campaign

### Planned Activity Description

The Illinois Traffic Safety Challenge (ITSC) program is a friendly competition between law enforcement agencies of similar size. Local enforcement agencies compete with other agencies on how well they promote

traffic safety in their local communities. They target three major traffic safety priorities which are occupant protection, speeding, and impaired driving. The ITSC recognizes agencies for the approach and effectiveness of their overall highway safety programs. The Challenge helps agencies demonstrate successes to their government officials, community leaders, and citizens. The ITSC provides law enforcement agencies with an opportunity to contribute to the state’s Highway Safety Plan and have a significant impact on the reduction of crashes, deaths, and associated injuries.

### Intended Subrecipients

Illinois Association of Chiefs of Police Foundation

### Countermeasure strategies

Countermeasure Strategy
High Visibility Cellphone/Text Messaging Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$17,340.00	\$0.00	\$0.00

### Planned Activity: Motorcycle Patrol Unit

Planned activity number: 04-09

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This project provides funds for Illinois State Police (ISP) to support the Motorcycle Patrol Unit. This planned activity will help support training, education, supplies, equipment, and enforcement for the Motorcycle Patrol Unit. ISP strives to increase effectiveness while enforcing traffic laws.

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement
High Visibility Enforcement
Sustained Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$69,091.00	\$0.00	\$0.00

### Planned Activity: OREP (ISP)

Planned activity number: 19-01

Primary Countermeasure Strategy ID: High Visibility Enforcement

#### Planned Activity Description

This task provides funds for the Illinois State Police to conduct increased enforcement of Illinois' occupant protection laws. The patrols focus on roadways identified as having low safety belt compliance rates. This task also provides for travel, supplies, and equipment associated with the Safety Education/Public Information Unit.

#### Intended Subrecipients

Illinois State Police

#### Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Short-term, High Visibility Law Enforcement
Speed Limits
Sustained Enforcement
Sustained Enforcement

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP High	405b High Police Traffic Services (FAST)	\$1,102,182.00	\$0.00	

### Planned Activity: Illinois State Police (State Match)

Planned activity number: 19-03

Primary Countermeasure Strategy ID: Sustained Enforcement

#### Planned Activity Description

This task provides state matching funds for 405b. These funds are used by the Illinois State Police for enforcement expenditures.

## Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Sustained Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	Other	State Match	\$0.00	\$472,635.00	

## Program Area: Planning & Administration

### Description of Highway Safety Problems

Having an effective State Highway Safety Office is integral to the success of the highway safety plan. Planning and Administration (P and A) costs are direct and indirect expenses that are attributable to the overall management of Illinois' Highway Safety Plan. P and A costs include: the Governors Highway Safety Association annual fee, education, travel, equipment, equipment, supplies, rent, and utility expenses necessary to carry out the functions of Illinois' Highway Safety Office.

Housed under the Illinois Department of Transportation (IDOT), the Bureau of Safety Programs and Engineering (BSPE) administers highway safety grants related to the National Highway Traffic Safety Administration (NHTSA) awards, initiatives, and contracts for traffic safety activities. This program area will also allow for BSPE to reimburse for salaries for the Impaired Driving Coordinator and the Occupant Protection Coordinator if needed.

#### Operations and Problem ID Development within the SHSO

The Evaluation Section focuses on evaluation and monitoring of various highway safety projects and programs in Illinois. It provides research that enhances the safety and efficiency of transportation by analyzing human factors that are important to transportation in Illinois. Main functions of the Evaluation Section include: Conducting problem identification studies and providing in-depth analysis of motor vehicle-related fatalities and injuries in Illinois using several crash-related databases (Crash data, FARS, Trauma Registry, state and local police data, and hospital data).

Developing measurable, long-term and short-term goals and objectives for the Highway Safety Program using historical crash-related databases.

Evaluating highway safety programs and projects using crash and citation data provided by local and state police departments.

Evaluating selected statewide occupant protection and impaired driving campaigns, such as "Click It or Ticket" and "Drive Sober or Get Pulled Over." This involves evaluating effects of public policy and intervention programs that promote safe driving using many data sources including public opinion on traffic safety-related issues through statewide telephone surveys. Results of the annual evaluation reports are shared with the HSP

committee for inclusion into the HSP.

#### Program Feedback

Feedback is received throughout the year from our traffic safety partners on issues concerning their communities. This feedback is received in various forms. One form of feedback is through on-site monitoring visits conducted by Grant Administrators and Law Enforcement Liaisons. Grant monitoring oversees compliance with procedures, laws, and regulations. It also allows for sharing of information from a local and state agency standpoint. Grantee orientation meetings conducted throughout the state identify goals and procedures for the highway safety projects. These meetings also serve as another way to receive feedback from the grantees on the highway safety issues affecting their communities.

Problem identification is based on information from Illinois crash and health care data, national data, and information from other organizations, such as NHTSA, FHWA, Center for Disease Control (CDC), and Transportation Research Board (TRB).

#### Associated Performance Measures

#### Planned Activities

##### Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
01-01	Planning and Administration	Highway Safety Office Program Management
02-05	SHSO Travel	Highway Safety Office Program Management
18-01	Traffic Records Coordinator	Improves integration between one or more core highway safety databases

#### Planned Activity: Planning and Administration

Planned activity number: 01-01

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

#### Planned Activity Description

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

#### Intended Subrecipients

The Illinois Department of Transportation (IDOT)

#### Countermeasure strategies

Countermeasure Strategy
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## Impaired Driving Task Force

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Planning and Administration (FAST)	\$100,000.00	\$100,000.00	\$0.00

### Planned Activity: SHSO Travel

Planned activity number: 02-05

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

#### Planned Activity 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.

#### Intended Subrecipients

Illinois Department of Transportation

#### Countermeasure strategies

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	SHSO Travel	\$13,700.00	\$13,700.00	\$0.00

### Planned Activity: Traffic Records Coordinator

Planned activity number: 18-01

Primary Countermeasure Strategy ID: Improves integration between one or more core highway safety databases

#### Planned Activity Description

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

#### Intended Subrecipients

Illinois Department of Transportation

## Countermeasure strategies

Countermeasure Strategy
Improves integration between one or more core highway safety databases

## Funding sources

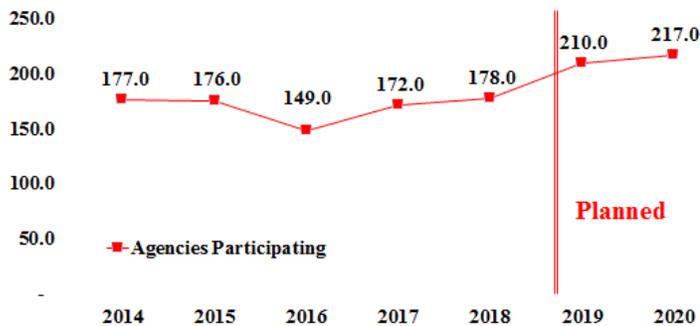
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	FAST Act 405c Data Program	405c Data Program (FAST)	\$120,000.00	\$0.00	

## Program Area: Police Traffic Services

### Description of Highway Safety Problems

The Evaluation Section staff conducted in-depth analysis of 2012-2016 data and produced fatalities and serious injuries among the funded and unfunded agencies both at the city and county levels (see attached). They also identified unfunded law enforcement agencies that have high fatalities and serious injuries. The data was provided for the Illinois Law enforcement Liaisons (LELs) to identify those unfunded agencies with high fatalities and injuries and attempt to recruit them to conduct enforcement activities during the major highway safety campaigns. As evident in the graph below, the number of agencies participating in enforcement activities sharply increased for FFY2019 and continues to increase for FFY2020.

### Total Number of Agencies Participating in Enforcement



Additionally, enforcement data for 2006-2018 was collected to determine the total hours and total citations by law enforcement. As seen below, this information is reported as percentage of alcohol/drug, occupant, speeding, and other citations in regard to total citations.

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
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Total Enforcement Activities by Citation Type (2006-2018)						
Calendar Year	Hours	Total Citations	Citation Type			
			Total Alcohol/Drug Related Citations	Total Occupant Restraint Citations	Total Speeding Citations	Other Citations
2006	140,079.0	208,645	8,488 4.1%	105,948 50.8%	39,666 19.0%	54,544 26.1%
2007	209,285.7	308,032	9,114 3.0%	109,914 35.7%	110,238 35.8%	78,766 25.6%
2008	194,760.5	293,401	9,208 3.1%	113,674 38.7%	102,609 35.0%	67,910 23.1%
2009	175,219.0	289,496	13,282 4.6%	104,279 36.0%	100,167 34.6%	71,768 24.8%
2010	170,173.3	201,898	9,579 4.7%	74,345 36.8%	41,851 20.7%	76,123 37.7%
2011	158,415.0	166,537	7,995 4.8%	64,217 38.6%	25,912 15.6%	68,413 41.1%
2012	141,945.7	150,197	7,712 5.1%	58,403 38.9%	24,458 16.3%	60,164 40.1%
2013	106,988.0	117,288	5,119 4.4%	44,080 37.6%	20,550 17.5%	47,539 40.5%
2014	111,357.0	124,341	4,442 3.6%	47,604 38.3%	18,911 15.2%	53,384 42.9%
2015	122,541.7	138,732	5,092 3.7%	47,794 34.5%	24,544 17.7%	61,302 44.2%
2016	98,687.5	112,911	4,286 3.8%	36,602 32.4%	23,143 20.5%	48,880 43.3%
2017	107,161.0	124,715	2,343 1.9%	40,520 32.5%	26,457 21.2%	55,392 44.4%
2018	100,690.7	109,262	1,963 1.8%	38,812 35.5%	22,003 20.1%	46,484 42.5%

2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	985.0
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	11,668.70
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	0.910
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	244.7

2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	304.7
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	391.7
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	134.5
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	95.6
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	125.4
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	140.6
2020	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	23.2
2020	C-12) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	5 Year	94.40
2020	C-13) Serious Injury Rate	2020	5 Year	10.80

### Countermeasure Strategies in Program Area

Countermeasure Strategy
ARIDE Training for Law Enforcement Officers
Drug Recognition Expert (DRE) Training
Short-term, High Visibility Law Enforcement

### Countermeasure Strategy: ARIDE Training for Law Enforcement Officers

Program Area: Police Traffic Services

### Project Safety Impacts

### Linkage Between Program Area

A DUI case becomes much more complex when an alleged offender is under the influence of multiple drugs. The reality is every officer will not be trained as a DRE but ARIDE bridges the gap between SFST and DRE. This ensures officers follow protocols and proper policies when arresting an alleged drug-impaired driver. This countermeasure directly addresses each of the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes; Serious injury rate.

### Rationale

This countermeasure’s effectiveness is measured directly by the conviction numbers of properly trained DUI officers in addition to increasing numbers of DUI drug arrests.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
02-02	Injury Prevention (Local)
04-01	Police Training (ILETSB)
13-06	Police Training Board (ILETSB)
13-12	Local Alcohol Project (LAP)

### Planned Activity: Injury Prevention (Local)

Planned activity number: 02-02

Primary Countermeasure Strategy ID: Prevention

#### Planned Activity Description

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

Traffic Safety Resource Prosecutor

Regional Traffic Safety Resource Centers

Judicial Outreach Liaison

Law Enforcement Liaison

GDL

CPS

Young Driver Education

### Intended Subrecipients

Various public and private organizations across the state

### Countermeasure strategies

Countermeasure Strategy
Alcohol Vendor Compliance Checks
ARIDE Training for Law Enforcement Officers
Child Restraint System Inspection Station(s)
Graduated Driver Licensing (GDL)
Judicial Education
Prevention
Traffic Safety Resource Prosecutor
Underage Drinking Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$1,899,000.00	\$0.00	\$0.00

### Planned Activity: Police Training (ILETSB)

Planned activity number: 04-01

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

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

### Intended Subrecipients

Illinois Law Enforcement Training and Standards Board

### Countermeasure strategies

Countermeasure Strategy
ARIDE Training for Law Enforcement Officers
Drug Recognition Expert (DRE) Training
High Visibility Enforcement
High Visibility Enforcement

Speed Limits
Sustained Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$75,000.00	\$0.00	\$0.00

## Planned Activity: Police Training Board (ILETSB)

Planned activity number: 13-06

Primary Countermeasure Strategy ID: Drug Recognition Expert (DRE) Training

### Planned Activity Description

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

### Intended Subrecipients

Illinois Law Enforcement Training and Standards Board

### Countermeasure strategies

Countermeasure Strategy
ARIDE Training for Law Enforcement Officers
Drug Recognition Expert (DRE) Training
Drug Recognition Expert (DRE) Training
Law Enforcement Training

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$225,000.00	\$0.00	

## Planned Activity: Local Alcohol Project (LAP)

Planned activity number: 13-12

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This activity funds various non-enforcement projects including: local police departments providing DRE Instructor officers to conduct ARIDE and DRE training and assist the DRE Program with re-certifications, etc.;

court monitoring through the Alliance Against Intoxicated Motorists and Mothers Against Drunk Driving; Underage substance use and impaired driving prevention efforts via Students Against Destructive Decisions and other organizations including school districts, DUI Court in Peoria and Tazewell Counties and Foundational DUI Court Training for other counties. This task also provides funds for the Chicago Police Department to conduct comprehensive DUI enforcement details throughout the year.

### Intended Subrecipients

Governmental and private agencies

### Countermeasure strategies

Countermeasure Strategy
BAC Test Refusal Penalties
Court Monitoring
Drug Recognition Expert (DRE) Training
Drugged Driver Roadside Testing
DWI Courts
High Visibility Enforcement
Integrated Enforcement
Law Enforcement Training
Prevention
High Visibility Enforcement
Alcohol Vendor Compliance Checks
Enforcement of GDL and Zero-tolerance Laws
Drug Recognition Expert (DRE) Training
ARIDE Training for Law Enforcement Officers
Short-term, High Visibility Law Enforcement
Impaired Driving Task Force
DUI Law Review
Liquor Law Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,775,000.00	\$0.00	

### Countermeasure Strategy: Drug Recognition Expert (DRE) Training

Program Area: Police Traffic Services

### Project Safety Impacts

This countermeasure is carried out by the Illinois Law Enforcement Training and Standards Board on a statewide basis through the Mobile Team Training Units. In addition, some LAP grants allow local police

officers who are DRE instructors to augment the training and recertification needs of the Illinois DEC Program. A statewide DEC Coordinator administers the Illinois’ DRE and ARIDE training efforts. In 2016, Illinois law changed to specify a 5ng level for THC in DUI cases. Recent law changes have decriminalized marijuana and medical marijuana is available to qualified individuals. Data shows significant increases in THC presence in drivers involved in fatal crashes in Illinois over the last decade. For this reason, it is vital to provide law enforcement with proper training in drug impairment recognition. The Illinois Impaired Driving Strategic Plan has set this as a high priority.

### Linkage Between Program Area

Research shows that many illicit, prescription, over-the-counter, and other substances impair a person’s ability to operate a vehicle. However, science still lags in showing the level of impairment in every individual by the level of a particular drug in an individual’s system. It’s important for officers to recognize and identify impairment by drugs and substances other than alcohol (or a combination of alcohol and other drugs/substances). recognizing impairment removes impaired drivers from the road and directly addresses each of the following performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Number of drivers age 20 or younger involved in fatal crashes; Serious injury rate.

### Rationale

This countermeasure is vital because drug-impaired driving is on the rise and roadside devices to quantify drug levels are still being tested. This makes it imperative to assist officers with training to ensure drug impaired drivers are taken off Illinois roads.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
04-01	Police Training (ILETSB)
13-06	Police Training Board (ILETSB)
13-12	Local Alcohol Project (LAP)

### Planned Activity: Police Training (ILETSB)

Planned activity number: 04-01

Primary Countermeasure Strategy ID: High Visibility Enforcement

#### Planned Activity Description

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

#### Intended Subrecipients

Illinois Law Enforcement Training and Standards Board

#### Countermeasure strategies

Countermeasure Strategy
ARIDE Training for Law Enforcement Officers
Drug Recognition Expert (DRE) Training
High Visibility Enforcement
High Visibility Enforcement
Speed Limits
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$75,000.00	\$0.00	\$0.00

### Planned Activity: Police Training Board (ILETSB)

Planned activity number: 13-06

Primary Countermeasure Strategy ID: Drug Recognition Expert (DRE) Training

### Planned Activity Description

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

### Intended Subrecipients

Illinois Law Enforcement Training and Standards Board

### Countermeasure strategies

Countermeasure Strategy
ARIDE Training for Law Enforcement Officers
Drug Recognition Expert (DRE) Training
Drug Recognition Expert (DRE) Training
Law Enforcement Training

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$225,000.00	\$0.00	

### Planned Activity: Local Alcohol Project (LAP)

Planned activity number: 13-12

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This activity funds various non-enforcement projects including: local police departments providing DRE Instructor officers to conduct ARIDE and DRE training and assist the DRE Program with re-certifications, etc.; court monitoring through the Alliance Against Intoxicated Motorists and Mothers Against Drunk Driving; Underage substance use and impaired driving prevention efforts via Students Against Destructive Decisions and other organizations including school districts, DUI Court in Peoria and Tazewell Counties and Foundational DUI Court Training for other counties. This task also provides funds for the Chicago Police Department to conduct comprehensive DUI enforcement details throughout the year.

### Intended Subrecipients

Governmental and private agencies

### Countermeasure strategies

Countermeasure Strategy
BAC Test Refusal Penalties
Court Monitoring
Drug Recognition Expert (DRE) Training
Drugged Driver Roadside Testing
DWI Courts
High Visibility Enforcement
Integrated Enforcement
Law Enforcement Training
Prevention
High Visibility Enforcement
Alcohol Vendor Compliance Checks
Enforcement of GDL and Zero-tolerance Laws
Drug Recognition Expert (DRE) Training
ARIDE Training for Law Enforcement Officers
Short-term, High Visibility Law Enforcement
Impaired Driving Task Force
DUI Law Review
Liquor Law Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,775,000.00	\$0.00	

### Countermeasure Strategy: Short-term, High Visibility Law Enforcement

Program Area: Police Traffic Services

## Project Safety Impacts

High visibility enforcement is the top countermeasure for Illinois' Highway Safety Program, across all Program Areas. Highway safety funds are utilized to provide hire-back for the Illinois State Police and hundreds of additional police and sheriff's departments throughout the state. Roadside Safety Checks and saturation patrols of all kinds – impaired driving, seat belt, speeding, and distracted driving. These hire back patrols occur around major holiday periods are supported with extensive paid and earned media efforts to yield a maximum deterrent effect to would be impaired drivers.

## Linkage Between Program Area

An absolute necessity, high visibility enforcement patrols of all kinds placed in key jurisdictions throughout Illinois serve to deter impaired driving by increasing the perceived risk of arrest or a traffic citation. This countermeasure contributes directly to each of the 13 Core Performance measures in the FFY20 HSP.

## Rationale

Research shows HVE, particularly around holiday timeframes throughout the year, is a proven deterrent to impaired driving with a decrease of motor vehicle fatalities. For this reason, IDOT continues to encourage law enforcement participation and provides funding for these patrols.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
13-11	ACE (ISP)
13-03	Breath Test Analysis (ISP)
13-01	DUIE (ISP)
03-04	Law Enforcement Liaisons
13-12	Local Alcohol Project (LAP)
04-04	NITE Patrol (ISP)
19-01	OREP (ISP)
13-14	Paid Media (Impaired Driving)
04-05	STEP (ISP)
04-02	STEP (Local)
13-11	ACE (ISP)

## Planned Activity: ACE (ISP)

Planned activity number: 13-11

Primary Countermeasure Strategy ID: Underage Drinking Enforcement

## Planned Activity Description

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

## Intended Subrecipients

Illinois State Police

## Countermeasure strategies

Countermeasure Strategy
Alcohol Vendor Compliance Checks
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
Liquor Law Enforcement
Short-term, High Visibility Law Enforcement
Underage Drinking Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$1,135,091.00	\$0.00	

### Planned Activity: Breath Test Analysis (ISP)

Planned activity number: 13-03

Primary Countermeasure Strategy ID: Breath Test Devices

### Planned Activity Description

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

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Breath Test Devices
Short-term, High Visibility Law Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$250,129.00	\$0.00	

### Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Breath Analysis Instrument	15	\$6,875.00	\$103,125.00	\$6,875.00	\$103,125.00

## Planned Activity: DUIE (ISP)

Planned activity number: 13-01

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

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

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Publicized Sobriety Checkpoints
Short-term, High Visibility Law Enforcement
Sustained Enforcement
Underage Drinking Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$1,072,696.00	\$0.00	

## Planned Activity: Law Enforcement Liaisons

Planned activity number: 03-04

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

### Planned Activity Description

Law Enforcement Liaisons (LELs) are the link between the state and local law enforcement community, the State Highway Safety Office (SHSO), and the National Highway Traffic Safety Administration (NHTSA). LELs work with Illinois law enforcement agencies to encourage enforcement of laws promoting occupant protection, distracted driving, speed, impaired driving, and other strategies to improve traffic safety. The LEL program is designed to communicate with local agencies and drive up recruitment levels. The Traffic Safety Challenge is also designed to communicate with grantees to generate a safety culture with local agencies throughout Illinois. LELs will also participate in the support and implementation of the state’s Highway Safety Plan which will decrease the number of traffic fatalities and injuries.

### Intended Subrecipients

Illinois Association of Chiefs of Police Foundation

### Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement
High Visibility Enforcement
Law Enforcement Training
Short-term, High Visibility Law Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$712,500.00	\$0.00	\$0.00

### Planned Activity: Local Alcohol Project (LAP)

Planned activity number: 13-12

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This activity funds various non-enforcement projects including: local police departments providing DRE Instructor officers to conduct ARIDE and DRE training and assist the DRE Program with re-certifications, etc.; court monitoring through the Alliance Against Intoxicated Motorists and Mothers Against Drunk Driving; Underage substance use and impaired driving prevention efforts via Students Against Destructive Decisions and other organizations including school districts, DUI Court in Peoria and Tazewell Counties and Foundational DUI Court Training for other counties. This task also provides funds for the Chicago Police Department to conduct comprehensive DUI enforcement details throughout the year.

### Intended Subrecipients

Governmental and private agencies

### Countermeasure strategies

Countermeasure Strategy
BAC Test Refusal Penalties
Court Monitoring
Drug Recognition Expert (DRE) Training
Drugged Driver Roadside Testing
DWI Courts
High Visibility Enforcement
Integrated Enforcement
Law Enforcement Training
Prevention
High Visibility Enforcement
Alcohol Vendor Compliance Checks
Enforcement of GDL and Zero-tolerance Laws
Drug Recognition Expert (DRE) Training
ARIDE Training for Law Enforcement Officers
Short-term, High Visibility Law Enforcement
Impaired Driving Task Force
DUI Law Review
Liquor Law Enforcement
Sustained Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,775,000.00	\$0.00	

## Planned Activity: NITE Patrol (ISP)

Planned activity number: 04-04

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This task provides funds for the Illinois State Police (ISP) to identify and focus enforcement on 6:00pm to 6:00am when impaired driving is highest and safety belt usage is lowest. Officers will place an emphasis on primary occupant restraint laws, DUI, alcohol-related violations, speeding, distracted driving, and Scott's Law.

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
Communication Campaign

Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Short-term, High Visibility Law Enforcement
Speed Limits
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,227,697.00	\$0.00	\$0.00

### Planned Activity: OREP (ISP)

Planned activity number: 19-01

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This task provides funds for the Illinois State Police to conduct increased enforcement of Illinois' occupant protection laws. The patrols focus on roadways identified as having low safety belt compliance rates. This task also provides for travel, supplies, and equipment associated with the Safety Education/Public Information Unit.

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Short-term, High Visibility Law Enforcement
Speed Limits
Sustained Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2018	FAST Act 405b OP High	405b High Police Traffic Services (FAST)	\$1,102,182.0 0	\$0.00	
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### Planned Activity: Paid Media (Impaired Driving)

Planned activity number: 13-14

Primary Countermeasure Strategy ID: Communication Campaign

#### Planned Activity Description

This task provides funds for paid media in support of the Impaired Driving Campaign. This campaign will focus on the Holiday Season, Fourth of July, and Labor Day. The campaign also will extend throughout the spring and summer in coordination with other paid media campaigns to combine and emphasize the importance of safe driving.

#### Intended Subrecipients

Illinois Department of Transportation

#### Countermeasure strategies

Countermeasure Strategy
Communication Campaign
High Visibility Enforcement
Short-term, High Visibility Law Enforcement

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,000,000.0 0	\$0.00	

### Planned Activity: STEP (ISP)

Planned activity number: 04-05

Primary Countermeasure Strategy ID: High Visibility Enforcement

#### Planned Activity 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 using the High Accident Location and Information System (HALIS).

#### Intended Subrecipients

Illinois State Police

#### Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Short-term, High Visibility Law Enforcement
Speed Limits
Sustained Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,019,441.00	\$0.00	\$0.00

## Planned Activity: STEP (Local)

Planned activity number: 04-02

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity 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, Holiday Season, St. Patrick’s Day, Memorial Day, Fourth of July, and Labor Day Campaign are required. Grantees can also conduct additional occupant protection, impaired driving, distracted driving, speed patrols, and roadside safety checks.

### Intended Subrecipients

Local police agencies

### Countermeasure strategies

Countermeasure Strategy
Underage Drinking Enforcement
High Visibility Enforcement
Integrated Enforcement
Publicized Sobriety Checkpoints
Combined Seat Belt and Alcohol Enforcement, Nighttime
High Visibility Enforcement
Speed Limits
High Visibility Cellphone/Text Messaging Enforcement
Communication Campaign

Enforcement of GDL and Zero-tolerance Laws
Sustained Enforcement
Short-term, High Visibility Law Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$9,085,000.00	\$0.00	\$9,085,000.00

### Planned Activity: ACE (ISP)

Planned activity number: 13-11

Primary Countermeasure Strategy ID: Alcohol Vendor Compliance Checks

### Planned Activity Description

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

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Alcohol Vendor Compliance Checks
Communication Campaign
High Visibility Enforcement
Liquor Law Enforcement
Short-term, High Visibility Law Enforcement
Underage Drinking Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$1,106,410.00	\$0.00	

### Program Area: Racial Profiling Data Collection

#### Description of Highway Safety Problems

Racial profiling is currently being addressed in Illinois. State law mandates that a racial profiling study be completed and that law enforcement agencies participate. Illinois is focused on collecting and analyzing the

data. Our goal is to allow the public inspection of statistical information on the race and ethnicity of the driver for all motor vehicle stops made on all public roads except those classified at local or minor rural roads.

**Associated Performance Measures**

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Racial Profiling Data Compliance Level	2020	Annual	100.00

**Countermeasure Strategies in Program Area**

Countermeasure Strategy
Highway Safety Office Program Management

**Countermeasure Strategy: Highway Safety Office Program Management**

Program Area: Racial Profiling Data Collection

**Project Safety Impacts**

Racial profiling is currently being addressed in Illinois. State law mandates that a racial profiling study be completed and that law enforcement agencies participate. Illinois is focused on collecting and analyzing the data. Our goal is to allow the public inspection of statistical information on the race and ethnicity of the driver for all motor vehicle stops made on all public roads except those classified at local or minor rural roads.

**Linkage Between Program Area**

Illinois will be completing the traffic stop study and for the effectiveness of the study Illinois needs to be aware and focus on the performance target of increasing the Racial Profiling Compliance Level.

**Rationale**

Illinois is required to complete the traffic stop study and NHTSA makes funds available to funds such studies.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
23-01	Racial Profiling Study

**Planned Activity: Racial Profiling Study**

Planned activity number: 23-01

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

**Planned Activity Description**

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

**Intended Subrecipients**

Illinois Department of Transportation

**Countermeasure strategies**

Countermeasure Strategy
Highway Safety Office Program Management

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 1906 Prohibit Racial Profiling	1906 Collecting and Maintaining Data	\$175,000.00	\$43,750.00	

### Program Area: Speed Management

#### Description of Highway Safety Problems

Of the 998 fatal crashes in 2017, 36.8 percent were speed-related.			In 2017, 462 fatalities were attributed to speed in Illinois. This accounts for 42.1 percent of all fatalities.	Speed accounts for 35,850 injuries which is 38.8 percent of total injuries in 2017.		A-injuries that are caused by speed are 4,201 in Illinois for 2017.			Both males and females age 16-34 make up the highest percent ages for speed-related A-injuries and fatalities for 2013-2017.
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#### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	985.0
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	11,668.70
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	0.910

2020	C-6 Number of speeding-related fatalities (FARS)	2020	5 Year	391.7
2020	C-13 Serious Injury Rate	2020	5 Year	10.80

### Countermeasure Strategies in Program Area

Countermeasure Strategy
High Visibility Enforcement
Speed Limits
Sustained Enforcement

### Countermeasure Strategy: High Visibility Enforcement

Program Area: Speed Management

#### Project Safety Impacts

Speed is a factor in over 40 percent of Illinois motor vehicle fatalities. Illinois State Police and local law enforcement agencies conduct regular speed enforcement. IDOT has added a speed component to its STEP local grant program in order to give law enforcement agencies an opportunity to add more speed-specific enforcement.

#### Linkage Between Program Area

As stated above, over 40 percent of motor vehicle fatalities in Illinois involve speed. This creates a direct linkage between speed enforcement and Illinois performance measures. This countermeasure directly addresses the following HSP performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of speeding fatalities; Serious injury rate.

#### Rationale

As stated above, over 40 percent of motor vehicle fatalities in Illinois involve speed. With such a high rate of involvement it is crucial for Illinois to focus on enforcement for the deterrence of speeding.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
03-04	Law Enforcement Liaisons
04-01	Police Training (ILETSB)
04-02	STEP (Local)
04-04	NITE Patrol (ISP)
04-05	STEP (ISP)
04-09	Motorcycle Patrol Unit
13-01	DUIE (ISP)
13-12	Local Alcohol Project (LAP)
19-01	OREP (ISP)

#### Planned Activity: Law Enforcement Liaisons

Planned activity number: 03-04

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

## Planned Activity Description

Law Enforcement Liaisons (LELs) are the link between the state and local law enforcement community, the State Highway Safety Office (SHSO), and the National Highway Traffic Safety Administration (NHTSA). LELs work with Illinois law enforcement agencies to encourage enforcement of laws promoting occupant protection, distracted driving, speed, impaired driving, and other strategies to improve traffic safety. The LEL program is designed to communicate with local agencies and drive up recruitment levels. The Traffic Safety Challenge is also designed to communicate with grantees to generate a safety culture with local agencies throughout Illinois. LELs will also participate in the support and implementation of the state’s Highway Safety Plan which will decrease the number of traffic fatalities and injuries.

## Intended Subrecipients

Illinois Association of Chiefs of Police Foundation

## Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement
High Visibility Enforcement
Law Enforcement Training
Short-term, High Visibility Law Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$712,500.00	\$0.00	\$0.00

## Planned Activity: Police Training (ILETSB)

Planned activity number: 04-01

Primary Countermeasure Strategy ID: High Visibility Enforcement

## Planned Activity Description

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

## Intended Subrecipients

Illinois Law Enforcement Training and Standards Board

## Countermeasure strategies

Countermeasure Strategy
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ARIDE Training for Law Enforcement Officers
Drug Recognition Expert (DRE) Training
High Visibility Enforcement
High Visibility Enforcement
Speed Limits
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$75,000.00	\$0.00	\$0.00

### Planned Activity: STEP (Local)

Planned activity number: 04-02

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity 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, Holiday Season, St. Patrick’s Day, Memorial Day, Fourth of July, and Labor Day Campaign are required. Grantees can also conduct additional occupant protection, impaired driving, distracted driving, speed patrols, and roadside safety checks.

### Intended Subrecipients

Local police agencies

### Countermeasure strategies

Countermeasure Strategy
Underage Drinking Enforcement
High Visibility Enforcement
Integrated Enforcement
Publicized Sobriety Checkpoints
Combined Seat Belt and Alcohol Enforcement, Nighttime
High Visibility Enforcement
Speed Limits
High Visibility Cellphone/Text Messaging Enforcement
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
Sustained Enforcement
Short-term, High Visibility Law Enforcement
Sustained Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$9,085,000.00	\$0.00	\$9,085,000.00

## Planned Activity: NITE Patrol (ISP)

Planned activity number: 04-04

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This task provides funds for the Illinois State Police (ISP) to identify and focus enforcement on 6:00pm to 6:00am when impaired driving is highest and safety belt usage is lowest. Officers will place an emphasis on primary occupant restraint laws, DUI, alcohol-related violations, speeding, distracted driving, and Scott's Law.

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Short-term, High Visibility Law Enforcement
Speed Limits
Sustained Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,227,697.00	\$0.00	\$0.00

## Planned Activity: STEP (ISP)

Planned activity number: 04-05

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity 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 using the High Accident Location and Information System (HALIS).

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Short-term, High Visibility Law Enforcement
Speed Limits
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,019,441.00	\$0.00	\$0.00

### Planned Activity: Motorcycle Patrol Unit

Planned activity number: 04-09

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This project provides funds for Illinois State Police (ISP) to support the Motorcycle Patrol Unit. This planned activity will help support training, education, supplies, equipment, and enforcement for the Motorcycle Patrol Unit. ISP strives to increase effectiveness while enforcing traffic laws.

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement
High Visibility Enforcement
Sustained Enforcement
Sustained Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$69,091.00	\$0.00	\$0.00

## Planned Activity: DUIE (ISP)

Planned activity number: 13-01

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

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

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Publicized Sobriety Checkpoints
Short-term, High Visibility Law Enforcement
Sustained Enforcement
Underage Drinking Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$1,072,696.00	\$0.00	

## Planned Activity: Local Alcohol Project (LAP)

Planned activity number: 13-12

Primary Countermeasure Strategy ID: High Visibility Enforcement

## Planned Activity Description

This activity funds various non-enforcement projects including: local police departments providing DRE Instructor officers to conduct ARIDE and DRE training and assist the DRE Program with re-certifications, etc.; court monitoring through the Alliance Against Intoxicated Motorists and Mothers Against Drunk Driving; Underage substance use and impaired driving prevention efforts via Students Against Destructive Decisions and other organizations including school districts, DUI Court in Peoria and Tazewell Counties and Foundational DUI Court Training for other counties. This task also provides funds for the Chicago Police Department to conduct comprehensive DUI enforcement details throughout the year.

## Intended Subrecipients

Governmental and private agencies

## Countermeasure strategies

Countermeasure Strategy
BAC Test Refusal Penalties
Court Monitoring
Drug Recognition Expert (DRE) Training
Drugged Driver Roadside Testing
DWI Courts
High Visibility Enforcement
Integrated Enforcement
Law Enforcement Training
Prevention
High Visibility Enforcement
Alcohol Vendor Compliance Checks
Enforcement of GDL and Zero-tolerance Laws
Drug Recognition Expert (DRE) Training
ARIDE Training for Law Enforcement Officers
Short-term, High Visibility Law Enforcement
Impaired Driving Task Force
DUI Law Review
Liquor Law Enforcement
Sustained Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,775,000.0 0	\$0.00	

## Planned Activity: OREP (ISP)

Planned activity number: 19-01

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This task provides funds for the Illinois State Police to conduct increased enforcement of Illinois' occupant protection laws. The patrols focus on roadways identified as having low safety belt compliance rates. This task also provides for travel, supplies, and equipment associated with the Safety Education/Public Information Unit.

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Short-term, High Visibility Law Enforcement
Speed Limits
Sustained Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP High	405b High Police Traffic Services (FAST)	\$1,102,182.00	\$0.00	

### Countermeasure Strategy: Speed Limits

Program Area: Speed Management

### Project Safety Impacts

Speed is a factor in over 40 percent of Illinois motor vehicle fatalities. Illinois State Police and local law enforcement agencies conduct regular speed enforcement. IDOT has added a speed component to its STEP local grant program in order to give law enforcement agencies an opportunity to add more speed-specific enforcement.

### Linkage Between Program Area

As stated above, over 40 percent of motor vehicle fatalities in Illinois involve speed. This creates a direct linkage between speed enforcement and Illinois performance measures. This countermeasure directly addresses the following HSP performance measures: Number of traffic fatalities; Number of serious injuries in traffic crashes; Fatalities/VMT; Number of speeding fatalities; Serious injury rate.

### Rationale

As stated above, over 40 percent of motor vehicle fatalities in Illinois involve speed.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
04-01	Police Training (ILETSB)
04-02	STEP (Local)
04-04	NITE Patrol (ISP)
04-05	STEP (ISP)
19-01	OREP (ISP)

**Planned Activity: Police Training (ILETSB)**

Planned activity number: 04-01

Primary Countermeasure Strategy ID: High Visibility Enforcement

**Planned Activity Description**

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

**Intended Subrecipients**

Illinois Law Enforcement Training and Standards Board

**Countermeasure strategies**

Countermeasure Strategy
ARIDE Training for Law Enforcement Officers
Drug Recognition Expert (DRE) Training
High Visibility Enforcement
High Visibility Enforcement
Speed Limits
Sustained Enforcement

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$75,000.00	\$0.00	\$0.00

**Planned Activity: STEP (Local)**

Planned activity number: 04-02

Primary Countermeasure Strategy ID: High Visibility Enforcement

**Planned Activity 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, Holiday Season, St. Patrick’s Day, Memorial Day, Fourth of July, and Labor Day Campaign are required. Grantees can also conduct additional occupant protection, impaired driving, distracted driving, speed patrols, and roadside safety checks.

### Intended Subrecipients

Local police agencies

### Countermeasure strategies

Countermeasure Strategy
Underage Drinking Enforcement
High Visibility Enforcement
Integrated Enforcement
Publicized Sobriety Checkpoints
Combined Seat Belt and Alcohol Enforcement, Nighttime
High Visibility Enforcement
Speed Limits
High Visibility Cellphone/Text Messaging Enforcement
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
Sustained Enforcement
Short-term, High Visibility Law Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$9,085,000.00	\$0.00	\$9,085,000.00

### Planned Activity: NITE Patrol (ISP)

Planned activity number: 04-04

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This task provides funds for the Illinois State Police (ISP) to identify and focus enforcement on 6:00pm to 6:00am when impaired driving is highest and safety belt usage is lowest. Officers will place an emphasis on primary occupant restraint laws, DUI, alcohol-related violations, speeding, distracted driving, and Scott’s Law.

### Intended Subrecipients

Illinois State Police

## Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Short-term, High Visibility Law Enforcement
Speed Limits
Sustained Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,227,697.00	\$0.00	\$0.00

## Planned Activity: STEP (ISP)

Planned activity number: 04-05

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity 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 using the High Accident Location and Information System (HALIS).

### Intended Subrecipients

Illinois State Police

## Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Short-term, High Visibility Law Enforcement
Speed Limits
Sustained Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,019,441.00	\$0.00	\$0.00

## Planned Activity: OREP (ISP)

Planned activity number: 19-01

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This task provides funds for the Illinois State Police to conduct increased enforcement of Illinois' occupant protection laws. The patrols focus on roadways identified as having low safety belt compliance rates. This task also provides for travel, supplies, and equipment associated with the Safety Education/Public Information Unit.

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Short-term, High Visibility Law Enforcement
Speed Limits
Sustained Enforcement
Sustained Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP High	405b High Police Traffic Services (FAST)	\$1,102,182.00	\$0.00	

## Countermeasure Strategy: Sustained Enforcement

Program Area: Speed Management

### Project Safety Impacts

Speed is a factor in over 40 percent of Illinois motor vehicle fatalities. Illinois State Police and local law

enforcement agencies conduct regular speed enforcement. IDOT has added a speed component to its STEP local grant program in order to give law enforcement agencies an opportunity to add more speed-specific enforcement.

### Linkage Between Program Area

Speed is a factor in over 40 percent of Illinois motor vehicle fatalities. Illinois State Police and local law enforcement agencies conduct regular speed enforcement. IDOT has added a speed component to its STEP local grant program in order to give law enforcement agencies an opportunity to add more speed-specific enforcement. This countermeasure is intended to assist with meeting the following FFY20 Illinois HSP performance measures: C-1) Number of traffic fatalities (FARS); C-2) Number of serious injuries in traffic crashes (State crash data files); C-3) Fatalities/VMT (FARS, FHWA).

### Rationale

40 percent of motor vehicle fatalities in Illinois involve speed and this countermeasure is implemented statewide with the enforcement of speed with the State Police and local agencies.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
04-01	Police Training (ILETSB)
04-02	STEP (Local)
04-03	Illinois State Police Match
04-04	NITE Patrol (ISP)
04-05	STEP (ISP)
04-09	Motorcycle Patrol Unit
13-01	DUIE (ISP)
13-12	Local Alcohol Project (LAP)
19-01	OREP (ISP)
19-03	Illinois State Police (State Match)

### Planned Activity: Police Training (ILETSB)

Planned activity number: 04-01

Primary Countermeasure Strategy ID: High Visibility Enforcement

#### Planned Activity Description

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

#### Intended Subrecipients

Illinois Law Enforcement Training and Standards Board

#### Countermeasure strategies

Countermeasure Strategy
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ARIDE Training for Law Enforcement Officers
Drug Recognition Expert (DRE) Training
High Visibility Enforcement
High Visibility Enforcement
Speed Limits
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$75,000.00	\$0.00	\$0.00

### Planned Activity: STEP (Local)

Planned activity number: 04-02

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity 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, Holiday Season, St. Patrick’s Day, Memorial Day, Fourth of July, and Labor Day Campaign are required. Grantees can also conduct additional occupant protection, impaired driving, distracted driving, speed patrols, and roadside safety checks.

### Intended Subrecipients

Local police agencies

### Countermeasure strategies

Countermeasure Strategy
Underage Drinking Enforcement
High Visibility Enforcement
Integrated Enforcement
Publicized Sobriety Checkpoints
Combined Seat Belt and Alcohol Enforcement, Nighttime
High Visibility Enforcement
Speed Limits
High Visibility Cellphone/Text Messaging Enforcement
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
Sustained Enforcement
Short-term, High Visibility Law Enforcement
Sustained Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$9,085,000.00	\$0.00	\$9,085,000.00

## Planned Activity: Illinois State Police Match

Planned activity number: 04-03

Primary Countermeasure Strategy ID: Sustained Enforcement

### Planned Activity Description

Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Sustained Enforcement
Sustained Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	Other	State Match	\$0.00	\$3,953,250.00	

## Planned Activity: NITE Patrol (ISP)

Planned activity number: 04-04

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This task provides funds for the Illinois State Police (ISP) to identify and focus enforcement on 6:00pm to 6:00am when impaired driving is highest and safety belt usage is lowest. Officers will place an emphasis on primary occupant restraint laws, DUI, alcohol-related violations, speeding, distracted driving, and Scott's Law.

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws

High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Short-term, High Visibility Law Enforcement
Speed Limits
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,227,697.00	\$0.00	\$0.00

### Planned Activity: STEP (ISP)

Planned activity number: 04-05

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity 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 using the High Accident Location and Information System (HALIS).

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Short-term, High Visibility Law Enforcement
Speed Limits
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,019,441.0 0	\$0.00	\$0.00
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## Planned Activity: Motorcycle Patrol Unit

Planned activity number: 04-09

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This project provides funds for Illinois State Police (ISP) to support the Motorcycle Patrol Unit. This planned activity will help support training, education, supplies, equipment, and enforcement for the Motorcycle Patrol Unit. ISP strives to increase effectiveness while enforcing traffic laws.

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement
High Visibility Enforcement
Sustained Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$69,091.00	\$0.00	\$0.00

## Planned Activity: DUIE (ISP)

Planned activity number: 13-01

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

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

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
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Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Publicized Sobriety Checkpoints
Short-term, High Visibility Law Enforcement
Sustained Enforcement
Underage Drinking Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$1,072,696.00	\$0.00	

### Planned Activity: Local Alcohol Project (LAP)

Planned activity number: 13-12

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This activity funds various non-enforcement projects including: local police departments providing DRE Instructor officers to conduct ARIDE and DRE training and assist the DRE Program with re-certifications, etc.; court monitoring through the Alliance Against Intoxicated Motorists and Mothers Against Drunk Driving; Underage substance use and impaired driving prevention efforts via Students Against Destructive Decisions and other organizations including school districts, DUI Court in Peoria and Tazewell Counties and Foundational DUI Court Training for other counties. This task also provides funds for the Chicago Police Department to conduct comprehensive DUI enforcement details throughout the year.

### Intended Subrecipients

Governmental and private agencies

### Countermeasure strategies

Countermeasure Strategy
BAC Test Refusal Penalties
Court Monitoring
Drug Recognition Expert (DRE) Training
Drugged Driver Roadside Testing
DWI Courts
High Visibility Enforcement
Integrated Enforcement
Law Enforcement Training
Prevention

High Visibility Enforcement
Alcohol Vendor Compliance Checks
Enforcement of GDL and Zero-tolerance Laws
Drug Recognition Expert (DRE) Training
ARIDE Training for Law Enforcement Officers
Short-term, High Visibility Law Enforcement
Impaired Driving Task Force
DUI Law Review
Liquor Law Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,775,000.0 0	\$0.00	

### Planned Activity: OREP (ISP)

Planned activity number: 19-01

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This task provides funds for the Illinois State Police to conduct increased enforcement of Illinois' occupant protection laws. The patrols focus on roadways identified as having low safety belt compliance rates. This task also provides for travel, supplies, and equipment associated with the Safety Education/Public Information Unit.

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Short-term, High Visibility Law Enforcement
Speed Limits
Sustained Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP High	405b High Police Traffic Services (FAST)	\$1,102,182.00	\$0.00	

## Planned Activity: Illinois State Police (State Match)

Planned activity number: 19-03

Primary Countermeasure Strategy ID: Sustained Enforcement

### Planned Activity Description

This task provides state matching funds for 405b. These funds are used by the Illinois State Police for enforcement expenditures.

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Sustained Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	Other	State Match	\$0.00	\$472,635.00	

## Program Area: Traffic Records

### Description of Highway Safety Problems

To provide better data traffic safety professionals, each state establishes and implements a complete traffic records program. The statewide program includes all the existing databases (e.g., crash reports, roadway, driver and vehicle, citation data, and health care data). A complete traffic records program is necessary for planning (problem identification), operational management, or control and evaluation of a state's highway safety activities. This type of program is basic to the implementation of all highway safety countermeasures and is the key ingredient to their effective and efficient management.

In FY 2016 NHTSA conducted a Traffic Records Assessment per the MAP-21 requirements, using the State Traffic Records Assessment Program (STRAP), an online data management system, State respondents enter their answers and supporting documentation to questions they have been assigned. The assessors then reviewed this information and made their initial determinations. There are two additional rounds of this question-and-answer process to ensure the information is accurate and understood by the assessors. After the third round, assessors made their final determinations and recommendations before they produced a final report. The final report out was scheduled for June 14, 2016.

Since 2011, traffic records systems (crash reports, roadway, driver and vehicle, citation data and health care data) have been improved in several ways that make analyses more easily accomplished and more useful as well. A complete traffic records program is necessary for planning (problem identification), operational management or control and evaluation of a state's highway safety activities.

#### Traffic Records Assessment Results

##### Crash Data

Accessibility of crash data has been improved dramatically because of the availability of the external online "Safety Data Mart" which allows users to produce a variety of reports as well as map-based output from the IDOT GIS. The Safety Data Mart is an interactive query tool that provides users with the ability to generate their own statistics and maps using a series of drop down menu selections. The Safety Data Mart was updated in FY 2014 for better availability for our internal and external partners. Accessibility of statewide roadway information has been improved by moving the Illinois Roadway Information System application from a mainframe environment to a SQL server database. The new database allows management of the system using the ArcGIS desktop editor improving data updates. IDOT has developed an automated process to provide electronic large truck- related crash file for the SAFETYNET. A similar upload file is being created to support the FARS process but this effort is on hold pending input from NHTSA. CIS also creates a file extract for use by the Secretary of State (SOS) to post crash involvement into the driver history file. A separate extract is created for use by the SOS to send notices of suspension for failure to provide proof.

Illinois has successfully partnered with nine approved third-party vendors to assist local agencies in collecting their XML crash data to be submitted to BSPE.

In FY 2016 BSPE will continue to implement the Safety Portal initiative. This is a comprehensive and collaborative environment for anyone involved with realizing safety improvement measures on Illinois roadways. This environment will bring together data, knowledge, training and tools which will assist BSPE, Bureau of Safety Engineering, Bureau of Local Roads and Streets, District personnel, county engineers, federal, state and local law enforcement agencies to provide better analysis of crash information to achieve improvements in safety.

##### EMS Data

Illinois revised its EMS data collection system to one that is NEMSIS compliant and that will allow agencies to submit data electronically via software provided by the state or by their own third-party vendor. This revision will allow the Illinois Department of Public Health (IDPH) to begin receiving data from all agencies across the state for the first time in several years. This effort will allow Illinois to fill a significant void and make tremendous improvements in the timeliness, completeness, accuracy and uniformity of the state's EMS data.

##### Roadway Data

The state has demonstrated notable progress in the roadway component of the traffic records system since the 2011 traffic records assessment. The most notable of the improvements was in the Illinois Roadway Information System (IRIS) which has a mainframe application to a SQL server database. The new database allows management of the system using the ArcGIS desktop editor improving data updates and accessibility to statewide roadway information. For additional information on an in-depth

assessment of the roadway data see below a section on the Roadway Data Improvement (RDIP) assessment results.

#### Driver and Vehicle Data

The Illinois Secretary of State's Office administers the driver licensing and vehicle registration and titling services for the state. The integrity of the driver file is enhanced using facial recognition technology to identify those applicants who may already have a driver license under some other identity. The Social Security On-line Verification and the Systematic Alien Verification for Entitlements systems are checked prior to license issuance as well.

Driver records completeness suffers somewhat from the courts' ability and willingness to allow convictions to be diverted from a driver history for attendance at a driver improvement school or performance of community service. These opportunities decrease the overall completeness of the driver file. However, the state does post all crash involvement to the driver records and linking to the vehicle file is possible through the driver license number.

The Vehicle Services Department maintains complete vehicle records that meet appropriate standards and records include appropriate indicators such as stolen and salvage. The National Motor Vehicle Title Information System (NMVTIS) facilitates exchanges of such information between states and helps to prevent title and odometer fraud by making such information available nationwide. Illinois is currently the only state that is not a participant in the NMVTIS system.

In FY 2018 BSPE will fund the Data Warehouse project with the Illinois Office of the Secretary of State (SOS). SOS maintains information systems to support both Drivers License and Vehicle Services. The databases contain information on approximately 8.7 million drivers and 11 million registered vehicles in Illinois. The goal is to provide highly accessible, intuitive, points of access to SOS Drivers and Vehicles joined data.

BSPE will continue to fund the Imaging Enhancement project with the Illinois Office of the Secretary of State. This project assists SOS in handling the increased volume of "suspension review" cases due to higher number of crash reports being reported from IDOT. Crash reports are submitted electronically through images that are reviewed by personnel to determine qualifications for driver's license suspensions.

#### Statewide Injury Surveillance System (SWISS) Records

Illinois has an injury surveillance system consisting of multiple datasets collected or managed under the direction of the Illinois Department of Public Health (IDPH). These data sets include:

Pre-hospital EMS data

Emergency Department data

Hospital Discharge data

Trauma Registry data

Vital Statistics data

Head and Spinal Cord Registry data

Since the 2011 assessment, the state has made significant improvements in the type, quality and completeness of injury data. In 2008, collection of External Causes of Injury Codes (E-CODES) became a requirement of the hospital discharge data. Then, in 2009, IDPH began to receive

emergency department data from the state's hospitals.

#### Data Integration

Illinois has made significant progress toward linking the crash data to hospital discharge data. Since 2006, Illinois has been a Crash Outcome Data Evaluation System (CODES) state. The CODES project has developed to link datasets for hospital discharge and crash data for the years 2002, 2003, 2005-2011. There is no current unique identifier between crash and hospital discharge data; consequently, linked datasets have been developed using probabilistic methods based on CODES2000 software. Several reports have been generated based on the linked data. With the inclusion of emergency department data in 2009 and the recent requirement of E-Codes in hospital discharge and emergency department datasets, the CODES program has improved linked crash and health care data.

Analysts at IDOT, along with other partners, have produced a multitude of reports that focus on traffic safety program areas. CODES data have been used to support legislative activities, especially in occupant restraint. For more information on the CODES application refer to IDOT website at:

<http://www.idot.illinois.gov/transportation-system/safety/evaluations>

#### Traffic Records Assessment Major Recommendations

##### Crash

Improve the applicable guidelines for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

##### Vehicle

Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

##### Driver

Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

##### Roadway

Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

##### Citation / Adjudication

Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices

identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### EMS / Injury Surveillance

Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### Data Use and Integration

Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### Roadway Data Improvement Program (RDIP) Assessment

The Federal Highway Administration, in response to a request by the Illinois Department of Transportation's (IDOT), conducted assessment of roadway and crash data on March 27-30, 2019. The scope of this assessment included all the components of roadway data as well as other safety related data such as asset management, traffic and crash. The purpose of the RDIP was to design ways to assist transportation agencies improve the quality of their roadway data to better support safety and other transportation improvement initiatives. The main focuses of the RDIP are:

Assessing the practices and procedures.

Identifying metrics to quantify data quality measures.

Assisting states to improve the quality of their roadway data.

#### RDIP Major Recommendations

IDOT should move forward with its plans to migrate to HTML. (See further Recommendations for local access under Accessibility.)

Assess needs for training and resources for GIS skill development at the County and potentially municipal level, particularly if locals take on more responsibility for updating roadway data for their jurisdictions. This would increase the future ability of local agencies to provide GIS data and roadway corrections to the State.

#### Inventory Databases

Develop intersection feature class integrated with IRIS data model for all public roads.

Integrate asset data maintained outside of IRIS into IRIS.

Include geospatial location for "statewide" projects with multiple locations in the project database.

Develop geospatial state-owned right-of-way database. Consider integrating with County digitized parcels.

Provide new IRIS segmentation to safety section for AASHTO Safety Analyst. Work with BSPE towards this goal.

Make other users more aware that the data can be provided dynamically segmented according to the attributes of interest.

Provide additional coordination and resources (staffing, funding, training) to the Districts to ensure local data are collected more consistently and in a timely manner.

Continue to identify efficiencies in data collection and updates.

Consider developing access points or drive locations in IRIS. Although this was not discussed at length during the session, this was seen on several of the written wish lists. This would improve completeness of the intersection data.

#### Data Elements

Include major intersections with State and private roads (e.g., mall driveways) in the intersection inventory.

Consider counting local low-volume roads that are currently not counted. A 10-year or longer count cycle would allow for the State to have baseline count data for all public roads.

Continue to collect local traffic control for intersections.

Consider if there are sufficient business needs to justify this level of retention. This issue could be a consideration for the new data governance effort.

#### Safety Management

Include ramps in Safety Analyst and expand use to other modules.

Continue to assess segment aggregation and calibration for Safety Analyst.

Add agency specified subtypes to Safety Analyst for sites not represented by default subtypes.

Include local sites in Safety Analyst in the future.

Maintain intersection legs as a separate dataset, potentially extracted from IRIS.

Continue to look at difference between Safety Analyst and current practice during development of Safety Analyst implementation.

Provide access and accompanying training to the Districts and potentially MPOs on using Safety Analyst.

Continue to expand training program for HSM; consider HSM training for Districts and MPOs.

Include PSI in IRIS (barring any liability/legal concerns).

Use set severity weights by related crash costs (e.g. equivalent property damage only (EPDO)).

Consider B/C cost prioritization for all projects.

Implement more advanced evaluation strategies for engineering projects, such as methods recommended in the Highway Safety Manual and lead/lag HSIP program evaluation measures.

Consider using project database and improvement codes to develop IL-specific CMFs.

#### Safety Program Implementation

Consider obtaining County feedback on the file format / presentation of the screening results. Identify barriers to local agencies in submitting applications.

Assess how the HSIP application process can be streamlined for locals.

Consider adding MPO, County, and municipal representation on the Evaluation Committee.

Consider annual or bi-annual submission cycle for HSIP applications from Districts to allow for more comprehensive prioritization. This could include setting aside funds for lower cost projects that require a quick turn-around that could be funded more readily.

Continue to update IDOT's HSIP Policy document (Safety 1-06) from 2006, including project

applications.

Increase number of trainings/webinars for applying for HSIP projects. Include guidance for interpreting critical “5%” reports.

Continue to move forward with implementing results of process review for local HSIP applications.

#### Data Management / Governance

Continue to move forward with planned IDOT and DoIT Data Governance efforts.

Consider utilizing the FHWA resources available as they move forward with this process, including the Peer-to-Peer program and Data Governance Business Planning.

Consider interaction with other State agencies (e.g., coordination with e911 on NG 9-1-1 requirements).

Update/expand information on data collection procedures.

Develop separate versions of the IRIS manual for internal and external data if metadata is does not meet user needs.

#### Data Quality Process/Performance Measure

##### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Completeness of Crash Data	2020	Annual	5.00
2020	Data Integration of Crash Data	2020	Annual	1.00
2020	Timeliness of Crash Data	2020	Annual	87

##### Countermeasure Strategies in Program Area

Countermeasure Strategy
Improves accessibility of a core highway safety database
Improves accuracy of a core highway safety database
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases
Improves timeliness of a core highway safety database

### Countermeasure Strategy: Improves accessibility of a core highway safety database

Program Area: Traffic Records

Expand and formalize the logic/edit checks. Build them into the system and have them conducted periodically/systematically.

Develop documentation and training for new staff to preserve institutional knowledge for each step in the data process (entry, collection, input, management, etc.)

Develop formal performance measures for each of the NHTSA “6-pack” of data quality.

Use the data quality performance measures to assess where the greatest needs are to maintain and improve data quality and address those needs.

Consider performance measures as opportunity to provide feedback on the successes of the system.

## Project Safety Impacts

Having traffic records accessible is of utmost importance. Accessibility reflects the ability of users to successfully obtain desired data. Accessibility is measured in terms of customer satisfaction. Updating the Crash Safety Portal web-based system is a way in which IDOT can make information accessible to agencies and can gather required information from them. Also, the Data Warehouse project will allow users to access to necessary data in addition to performing analyses that can drive decision making.

## Linkage Between Program Area

When relevant data is not accessible, programs cannot be thoroughly and properly evaluated and improved. Problem areas may be overlooked or missed.

## Rationale

Data are needed to be accessible to users. Without access to the data, no analyses can be conducted and no data-driven decisions can be made. The phase II version of Crash Safety Portal, as part of the Data Governance will be funded through 405 C.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
18-17	Data Governance/Data Warehouse

## Planned Activity: Data Governance/Data Warehouse

Planned activity number: 18-17

Primary Countermeasure Strategy ID: Improves timeliness of a core highway safety database

## Planned Activity Description

IDOT has allocated \$500,000 to develop a data warehouse to integrate all the existing IDOT databases, including crash, roadway, traffic, and land use in addition to many other small databases. IDOT has vast amounts of high quality and high value data originating from the agency's various data subject areas and spanning the complete transportation project/asset life cycle. Also, IDOT is planning to update the Crash Safety Portal web-based system. The site has the ability to monitor the number of registered users based on roles, such as law enforcement, engineers, federal partners, etc. The updated website also provides the user the ability to request data via email. Either counting requests or the number of "hits" on the portal would provide an excellent opportunity to complete the accessibility measure. To improve data quality, Illinois will implement monthly or quarterly data quality reports focusing on 36 critical MIRE data elements. IDOT will also develop data quality metrics to generate error reports for all crash types and submit to the responsible agencies. Also, Illinois will participate in Roadway Data Improvement Program (RDIP). Illinois expects to receive a final report from FHWA in August of 2019. Lastly, Illinois will increase the number of agencies submitting data electronically. Based on the report provided by the state, there are currently 211 agencies submitting crashes electronically at 100 percent. Many other agencies are nearing that mark.

## Intended Subrecipients

Illinois Department of Transportation

## Countermeasure strategies

Countermeasure Strategy
Improves accessibility of a core highway safety database
Improves accuracy of a core highway safety database
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases
Improves timeliness of a core highway safety database

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$500,000.00	\$0.00	

## Countermeasure Strategy: Improves accuracy of a core highway safety database

Program Area: Traffic Records

### Project Safety Impacts

Accuracy reflects the degree to which the traffic safety data are error-free and satisfies internal consistency of the data. It is measured by number of erroneous critical data items and their attributes. A main goal is to reduce number of erroneous data items by analyzing the data using descriptive statistics and data quality matrices. In addition to being able to access traffic records, the accuracy of the records is a primary concern. Ensuring that the data received and transmitted between Illinois and agencies are accurate enables all involved to gain insight and improve decisions. If accuracy is low, poor decisions may be made because of inaccurate information. A main goal is to reduce errors and improve data quality. IDOT plans to enhance accuracy through the use of The Roadway Data Improvement Program (RDIP), the BSPE Data Collection, quality reports, and quality metrics.

### Linkage Between Program Area

Having accurate data allows the state to make data-driven, informed decisions. If information is incorrect, issues that require attention may not be noticed or areas that are not of concern may be focused on when resources and time should be spent elsewhere. The countermeasure of completeness is directly affected by how accurate the data are. If information is inaccurate, the database becomes skewed and is thereby incomplete. Enabling agencies to submit data electronically and formatting forms to detect errors in addition to performing quality control checks on the databases, allows Illinois to increase accuracy.

### Rationale

Improving accuracy of the crash data is an important aspect of the data quality. As proposed, here IDOT will develop quarterly data quality matrixes to ensure data items and attributes are correct. This is also recommended by the Illinois traffic records assessment team. This project will be funded through 405 C.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
18-17	Data Governance/Data Warehouse

## Planned Activity: Data Governance/Data Warehouse

Planned activity number: 18-17

Primary Countermeasure Strategy ID: Improves timeliness of a core highway safety database

### Planned Activity Description

IDOT has allocated \$500,000 to develop a data warehouse to integrate all the existing IDOT databases, including crash, roadway, traffic, and land use in addition to many other small databases. IDOT has vast amounts of high quality and high value data originating from the agency's various data subject areas and spanning the complete transportation project/asset life cycle. Also, IDOT is planning to update the Crash Safety Portal web-based system. The site has the ability to monitor the number of registered users based on roles, such as law enforcement, engineers, federal partners, etc. The updated website also provides the user the ability to request data via email. Either counting requests or the number of "hits" on the portal would provide an excellent opportunity to complete the accessibility measure. To improve data quality, Illinois will implement monthly or quarterly data quality reports focusing on 36 critical MIRE data elements. IDOT will also develop data quality metrics to generate error reports for all crash types and submit to the responsible agencies. Also, Illinois will participate in Roadway Data Improvement Program (RDIP). Illinois expects to receive a final report from FHWA in August of 2019. Lastly, Illinois will increase the number of agencies submitting data electronically. Based on the report provided by the state, there are currently 211 agencies submitting crashes electronically at 100 percent. Many other agencies are nearing that mark.

### Intended Subrecipients

Illinois Department of Transportation

### Countermeasure strategies

Countermeasure Strategy
Improves accessibility of a core highway safety database
Improves accuracy of a core highway safety database
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases
Improves timeliness of a core highway safety database

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$500,000.00	\$0.00	

### Countermeasure Strategy: Improves completeness of a core highway safety database

Program Area: Traffic Records

### Project Safety Impacts

Completeness of databases that are used for Traffic Records is a primary concern. Missing or incomplete data may lead to erroneous conclusions and decision making. To Improve completeness of core highway safety databases, IDOT is providing funds to Illinois Department of Public Health to improve its Trauma Registry. IDOT is also linking data with Crash Outcome Data Evaluation System (CODES) which connects healthcare data to crash data. In addition, the state is implementing Roadway Data Improvement Program (RDIP). This program will assist Illinois in ensuring data are complete.

### Linkage Between Program Area

Having a complete database is vital to Illinois reaching safety goals. If the data received are incomplete, there is information that is unknown, thereby hindering progress. Only when all possible information is acquired can the state move closer to its goals. Performance measures directly impacted are Completeness, Data Integration, and Timeliness. If information is missing, integrating data becomes cumbersome and is likely to result in an inability to derive valid and reliable relationships among the variables. Timeliness is directly affected due to increased effort to make the database complete. Funding Trauma Registry for IDPH, developing Crash Outcome Data Evaluation System (CODES), and participating in Roadway Data Improvement Program (RDIP) allows the state to have thorough and complete databases and more efficiently and effectively meet set goals.

### Rationale

Reducing “unknown” and “blanks” will improve quality of the crash data and enable the state highway safety analysts to develop accurate problem identifications and program evaluations.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
03-05	UIC Laboratory Testing
04-08	Traffic Information Officer
18-03	Data Warehouse (SOS)
18-08	Bureau of Data Collection Traffic Records Match
18-12	Image Enhancement (SOS)
18-17	Data Governance/Data Warehouse
18-18	Change SR 1050 Crash Form

### Planned Activity: UIC Laboratory Testing

Planned activity number: 03-05

Primary Countermeasure Strategy ID: Laboratory Drug Testing Equipment

#### Planned Activity Description

The UIC Analytical Forensic Testing Laboratory (AFTL) is proposing a project which seeks to reduce incidents of drug-impaired driving by increasing the volume of collected DUI samples that are tested and gathering data on these samples to look for trends. In particular, AFTL is focused on tetrahydrocannabinol (THC) and its impact on people's ability to drive safely while under the influence. AFTL receives samples from various police departments all over the state of Illinois so this project can potentially serve the entire state.

#### Intended Subrecipients

University of Illinois Chicago Analytical Forensic Testing Lab

## Countermeasure strategies

Countermeasure Strategy
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases
Laboratory Drug Testing Equipment

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	402 - Traffic Safety	402 FAST Act Traffic Records	\$491,778.00	\$87,230.00	\$0.00

## Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Laboratory Information Management System	1	\$47,487.00	\$47,487.00	\$37,989.60	\$37,989.60
Laboratory Refrigerator	1	\$10,000.00	\$10,000.00	\$8,000.00	\$8,000.00
Liquid Chromatograph Triple Quadrupole Mass Spectrometer	1	\$378,662.00	\$378,662.00	\$302,929.60	\$302,929.60

## Planned Activity: Traffic Information Officer

Planned activity number: 04-08

Primary Countermeasure Strategy ID: Improves accessibility of a core highway safety database

### Planned Activity Description

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

### Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$182,700.00	\$0.00	\$0.00

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
ArcGIS Desktop Advanced License	1	\$9,256.00	\$9,256.00	\$9,256.00	\$9,256.00
ArcGIS Enterprise Standard	1	\$5,500.00	\$5,500.00	\$5,500.00	\$5,500.00
ArcGIS Maintenance	1	\$5,500.00	\$5,500.00	\$5,500.00	\$5,500.00
ESRI Service/Insights License	1	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00
ESRI/25 ArcGIS Licensing and Fees	1	\$12,500.00	\$12,500.00	\$12,500.00	\$12,500.00

Planned Activity: Data Warehouse (SOS)

Planned activity number: 18-03

Primary Countermeasure Strategy ID: Improves completeness of a core highway safety database

Planned Activity Description

Currently, two systems contain multiple databases that are to be combined on a new platform to allow for "one-customer one-record" and advanced data mining. This includes 23 million vehicles' titles records, 25 million vehicle registration records, and 21 million Drivers License and Identification Card records (with over 40 million historical photo records). Each has been maintained separately over many decades and in most cases have records for duplicate customers in their respective databases. Customer's that have vehicles registered in

Illinois are in a separate database which in most cases has no information for the same individual regarding their driver license or identification card. Not only are these system not currently synchronized, each do not necessarily use the same keys to identify customers. The current data formats and database systems do not allow for combining to achieve the preferred method of one-customer one-record. The project hopes to achieve this goal.

The project will serve statewide Illinois, neighboring states, and to some extent all other law enforcement and states/jurisdictions citizens doing businesses with the Office of the Secretary of State, individuals and organizations that own vehicles registered in Illinois and constituents which hold or have held a valid Illinois Driver License or Identification Card. This extends beyond the borders of Illinois, although most are citizens of Illinois.

The goals would be to first develop new data architecture to allow for "one customer - one record" (to allow vehicle registration records to be coordinated with the relevant records in the drivers license and identification card system). Second: implementation of a new data management/database system to move past our existing flat-file systems allowing for more simplified and accurate integration with future systems and data mining activates not currently possible. Lastly, implement changes at the customer transaction level to ensure data needs for both systems are consistency captured and updated regardless of the type of transaction any one customer is completing with this Office, which also improves the customer service experience for citizens that hold licenses and may have registered vehicles in Illinois.

This software will help develop the architecture of the Illinois Secretary of State’s new database platform. The database architects will use this software to integrate two data systems that contain multiple databases within them. The new platform will allow for a "one-customer one-record" and the advanced data mining of driver records. This software is integral to the creation and development of the new data warehouse.

### Intended Subrecipients

Illinois Secretary of State

### Countermeasure strategies

Countermeasure Strategy
Improves completeness of a core highway safety database

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	FAST Act 405c Data Program	405c Data Program (FAST)	\$500,000.00	\$0.00	

### Major purchases and dispositions

**Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Data Warehouse Software	1	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00

## Planned Activity: Bureau of Data Collection Traffic Records Match

Planned activity number: 18-08

Primary Countermeasure Strategy ID: Improves integration between one or more core highway safety databases

### Planned Activity Description

The Illinois Department of Transportation will use the Bureau of Data Collection expenditures to meet the requirement for State Match. This Bureau collects and records all crash reports and supplies data and information to BSPE.

Based on the NHTSA review team's recommendations, Illinois revised the crash form by adding and modifying several data items and attributes. The new crash form was implemented January 1, 2019. Many new items and attributes will be collected from all the state and local police departments.

### Intended Subrecipients

Illinois Department of Transportation

### Countermeasure strategies

Countermeasure Strategy
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	Other	State Match	\$0.00	\$719,300.00	

## Planned Activity: Image Enhancement (SOS)

Planned activity number: 18-12

Primary Countermeasure Strategy ID: Improves integration between one or more core highway safety databases

### Planned Activity Description

This project provides funds for the Office of the Illinois Secretary of State (SOS) to continue the accurate expedient automated transmittal of crash data between IDOT data files and SOS files. SOS will hire one temporary service employee to input large volume of crash reports to the SOS driving record. Section 405c Data.

### Intended Subrecipients

Illinois Secretary of State

## Countermeasure strategies

Countermeasure Strategy
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$30,438.00	\$0.00	

## Planned Activity: Data Governance/Data Warehouse

Planned activity number: 18-17

Primary Countermeasure Strategy ID: Improves timeliness of a core highway safety database

### Planned Activity Description

IDOT has allocated \$500,000 to develop a data warehouse to integrate all the existing IDOT databases, including crash, roadway, traffic, and land use in addition to many other small databases. IDOT has vast amounts of high quality and high value data originating from the agency's various data subject areas and spanning the complete transportation project/asset life cycle. Also, IDOT is planning to update the Crash Safety Portal web-based system. The site has the ability to monitor the number of registered users based on roles, such as law enforcement, engineers, federal partners, etc. The updated website also provides the user the ability to request data via email. Either counting requests or the number of "hits" on the portal would provide an excellent opportunity to complete the accessibility measure. To improve data quality, Illinois will implement monthly or quarterly data quality reports focusing on 36 critical MIRE data elements. IDOT will also develop data quality metrics to generate error reports for all crash types and submit to the responsible agencies. Also, Illinois will participate in Roadway Data Improvement Program (RDIP). Illinois expects to receive a final report from FHWA in August of 2019. Lastly, Illinois will increase the number of agencies submitting data electronically. Based on the report provided by the state, there are currently 211 agencies submitting crashes electronically at 100 percent. Many other agencies are nearing that mark.

### Intended Subrecipients

Illinois Department of Transportation

## Countermeasure strategies

Countermeasure Strategy
Improves accessibility of a core highway safety database
Improves accuracy of a core highway safety database
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases
Improves timeliness of a core highway safety database

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$500,000.00	\$0.00	

## Planned Activity: Change SR 1050 Crash Form

Planned activity number: 18-18

Primary Countermeasure Strategy ID: Improves completeness of a core highway safety database

### Planned Activity Description

Based on the NHTSA review team's recommendations, Illinois revised the crash form by adding and modifying several data items and attributes. The new crash form was implemented January 1, 2019. Many new items and attributes will be collected from all the state and local police departments.

### Intended Subrecipients

Illinois Department of Transportation

### Countermeasure strategies

Countermeasure Strategy
Improves completeness of a core highway safety database

## Funding sources

## Countermeasure Strategy: Improves integration between one or more core highway safety databases

Program Area: Traffic Records

### Project Safety Impacts

Integration reflects the ability of records in a database to be linked to a set of records in another of traffic safety databases, such as health care. To do this, IDOT is in a process of hiring data scientists and developing data governance in order to facilitate data linkages among several databases. Additionally, the state is co-creating an analytical tool, CATT, which enables Illinois to receive real-time data, perform situational analyses, and expand analytical capabilities.

### Linkage Between Program Area

When data are not integrated, Traffic Records databases are incomplete and time to manipulate information is increased. Integration of relevant data increases benefits that may be derived by adding value to information that was previously viewed separately or not at all. Roadway Data Improvement Program (RDIP), BSPE Data Collection, and CATT Lab-Safety Analysis all enable Illinois to expand data integration by connecting information.

### Rationale

Based on the 2016 Illinois Traffic Records Assessment, IDOT needs to integrate all the traffic safety databases,

such as crash, roadway, vehicle, driver, citation, and health care data. The state will link crash data to health care data to enhance nature and consequences of motor vehicle related crashes . When data are not integrated, possible relationships and correlations may be overlooked.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
03-05	UIC Laboratory Testing
04-08	Traffic Information Officer
18-01	Traffic Records Coordinator
18-02	Trauma Registry
18-07	Crash Outcomes Data Evaluation System (CODES)
18-08	Bureau of Data Collection Traffic Records Match
18-12	Image Enhancement (SOS)
18-17	Data Governance/Data Warehouse

**Planned Activity: UIC Laboratory Testing**

Planned activity number: 03-05

Primary Countermeasure Strategy ID: Laboratory Drug Testing Equipment

**Planned Activity Description**

The UIC Analytical Forensic Testing Laboratory (AFTL) is proposing a project which seeks to reduce incidents of drug-impaired driving by increasing the volume of collected DUI samples that are tested and gathering data on these samples to look for trends. In particular, AFTL is focused on tetrahydrocannabinol (THC) and its impact on people's ability to drive safely while under the influence. AFTL receives samples from various police departments all over the state of Illinois so this project can potentially serve the entire state.

**Intended Subrecipients**

University of Illinois Chicago Analytical Forensic Testing Lab

**Countermeasure strategies**

Countermeasure Strategy
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases
Laboratory Drug Testing Equipment

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	402 - Traffic Safety	402 FAST Act Traffic Records	\$491,778.00	\$87,230.00	\$0.00

**Major purchases and dispositions**

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Laboratory Information Management System	1	\$47,487.00	\$47,487.00	\$37,989.60	\$37,989.60
Laboratory Refrigerator	1	\$10,000.00	\$10,000.00	\$8,000.00	\$8,000.00
Liquid Chromatograph Triple Quadrupole Mass Spectrometer	1	\$378,662.00	\$378,662.00	\$302,929.60	\$302,929.60

### Planned Activity: Traffic Information Officer

Planned activity number: 04-08

Primary Countermeasure Strategy ID: Improves accessibility of a core highway safety database

#### Planned Activity Description

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

#### Intended Subrecipients

Illinois Association of Chiefs of Police Foundation

#### Countermeasure strategies

Countermeasure Strategy
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$182,700.00	\$0.00	\$0.00

#### Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
ArcGIS Desktop Advanced License	1	\$9,256.00	\$9,256.00	\$9,256.00	\$9,256.00
ArcGIS Enterprise Standard	1	\$5,500.00	\$5,500.00	\$5,500.00	\$5,500.00
ArcGIS Maintenance	1	\$5,500.00	\$5,500.00	\$5,500.00	\$5,500.00
ESRI Service/Insights License	1	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00
ESRI/25 ArcGIS Licensing and Fees	1	\$12,500.00	\$12,500.00	\$12,500.00	\$12,500.00

### Planned Activity: Traffic Records Coordinator

Planned activity number: 18-01

Primary Countermeasure Strategy ID: Improves integration between one or more core highway safety databases

### Planned Activity Description

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

### Intended Subrecipients

Illinois Department of Transportation

### Countermeasure strategies

Countermeasure Strategy
Improves integration between one or more core highway safety databases

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2016	FAST Act 405c Data Program	405c Data Program (FAST)	\$120,000.00	\$0.00	
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## Planned Activity: Trauma Registry

Planned activity number: 18-02

Primary Countermeasure Strategy ID: Improves accessibility of a core highway safety database

### Planned Activity Description

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

### Intended Subrecipients

Illinois Department of Public Health

### Countermeasure strategies

Countermeasure Strategy
Improves integration between one or more core highway safety databases

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$483,421.00	\$0.00	

## Planned Activity: Crash Outcomes Data Evaluation System (CODES)

Planned activity number: 18-07

Primary Countermeasure Strategy ID: Improves integration between one or more core highway safety databases

### Planned Activity Description

IDOT will hire Data Scientist to conduct data linkages. The primary purpose of this position to develop and link statewide crash data to health care data using advanced probabilistic methods and several descriptive and multivariate statistical techniques including multiple regression, logistic regression, and structural equation modeling. The linked data will be used to analyze and study financial and medical outcomes of individuals who are involved in motor vehicle crashes. This will allow us to link the following data bases using 2016 and 2017 crash and hospital discharge data that reside at the Illinois Department of Public Health (IDPH):

2016-2017 Crash Data to Hospital 2016-2017 Hospital Discharge (Inpatient) Data

2016-2017 Crash Data to Hospital 2016-2017 Hospital Discharge (Emergency Department) Data

## Intended Subrecipients

Illinois Department of Transportation

### Countermeasure strategies

Countermeasure Strategy
Improves integration between one or more core highway safety databases

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	FAST Act 405c Data Program	405c Data Program (FAST)	\$130,000.00	\$0.00	

## Planned Activity: Bureau of Data Collection Traffic Records Match

Planned activity number: 18-08

Primary Countermeasure Strategy ID: Improves integration between one or more core highway safety databases

### Planned Activity Description

The Illinois Department of Transportation will use the Bureau of Data Collection expenditures to meet the requirement for State Match. This Bureau collects and records all crash reports and supplies data and information to BSPE.

Based on the NHTSA review team's recommendations, Illinois revised the crash form by adding and modifying several data items and attributes. The new crash form was implemented January 1, 2019. Many new items and attributes will be collected from all the state and local police departments.

## Intended Subrecipients

Illinois Department of Transportation

### Countermeasure strategies

Countermeasure Strategy
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	Other	State Match	\$0.00	\$719,300.00	

## Planned Activity: Image Enhancement (SOS)

Planned activity number: 18-12

Primary Countermeasure Strategy ID: Improves integration between one or more core highway safety

databases

## Planned Activity Description

This project provides funds for the Office of the Illinois Secretary of State (SOS) to continue the accurate expedient automated transmittal of crash data between IDOT data files and SOS files. SOS will hire one temporary service employee to input large volume of crash reports to the SOS driving record. Section 405c Data.

## Intended Subrecipients

Illinois Secretary of State

## Countermeasure strategies

Countermeasure Strategy
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$30,438.00	\$0.00	

## Planned Activity: Data Governance/Data Warehouse

Planned activity number: 18-17

Primary Countermeasure Strategy ID: Improves timeliness of a core highway safety database

## Planned Activity Description

IDOT has allocated \$500,000 to develop a data warehouse to integrate all the existing IDOT databases, including crash, roadway, traffic, and land use in addition to many other small databases. IDOT has vast amounts of high quality and high value data originating from the agency's various data subject areas and spanning the complete transportation project/asset life cycle. Also, IDOT is planning to update the Crash Safety Portal web-based system. The site has the ability to monitor the number of registered users based on roles, such as law enforcement, engineers, federal partners, etc. The updated website also provides the user the ability to request data via email. Either counting requests or the number of "hits" on the portal would provide an excellent opportunity to complete the accessibility measure. To improve data quality, Illinois will implement monthly or quarterly data quality reports focusing on 36 critical MIRE data elements. IDOT will also develop data quality metrics to generate error reports for all crash types and submit to the responsible agencies. Also, Illinois will participate in Roadway Data Improvement Program (RDIP). Illinois expects to receive a final report from FHWA in August of 2019. Lastly, Illinois will increase the number of agencies submitting data electronically. Based on the report provided by the state, there are currently 211 agencies submitting crashes electronically at 100 percent. Many other agencies are nearing that mark.

## Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Improves accessibility of a core highway safety database
Improves accuracy of a core highway safety database
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases
Improves timeliness of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$500,000.00	\$0.00	

Countermeasure Strategy: Improves timeliness of a core highway safety database

Program Area: Traffic Records

Project Safety Impacts

Receiving traffic safety data in a timely fashion allows users to have immediate access to crash related databases. The timeliness is measured by the span of time between the occurrence of an event and entry of information into the appropriate database. Electronic submission by the agencies is the fastest method to receive data quickly.

Linkage Between Program Area

Having accessible, complete, accurate, and integrated data may not be enough if the information is too old to be relevant. By decreasing the time that it takes to receive such data, decisions may be made faster and goals may be reached sooner. In increasing the number of agencies that submit information electronically, data timeliness is enhanced.

Rationale

Timeliness of the crash data in an important component of the data quality. State will provide additional funding for all the local law enforcement agencies to purchase laptops to collect, process, and transmit crash data to IDOT electronically. This will enable IDOT to receive the crash data within 48 hours. To make relevant decisions and bring attention to traffic safety issues, data must be received in a timely fashion. The faster the information can be received, analyzed, and interpreted; the faster safety in Illinois can be improved. This project is funded through 405 (C) that was recommended by the assessment team in 2016.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
18-17	Data Governance/Data Warehouse

## Planned Activity: Data Governance/Data Warehouse

Planned activity number: 18-17

Primary Countermeasure Strategy ID: Improves timeliness of a core highway safety database

### Planned Activity Description

IDOT has allocated \$500,000 to develop a data warehouse to integrate all the existing IDOT databases, including crash, roadway, traffic, and land use in addition to many other small databases. IDOT has vast amounts of high quality and high value data originating from the agency's various data subject areas and spanning the complete transportation project/asset life cycle. Also, IDOT is planning to update the Crash Safety Portal web-based system. The site has the ability to monitor the number of registered users based on roles, such as law enforcement, engineers, federal partners, etc. The updated website also provides the user the ability to request data via email. Either counting requests or the number of "hits" on the portal would provide an excellent opportunity to complete the accessibility measure. To improve data quality, Illinois will implement monthly or quarterly data quality reports focusing on 36 critical MIRE data elements. IDOT will also develop data quality metrics to generate error reports for all crash types and submit to the responsible agencies. Also, Illinois will participate in Roadway Data Improvement Program (RDIP). Illinois expects to receive a final report from FHWA in August of 2019. Lastly, Illinois will increase the number of agencies submitting data electronically. Based on the report provided by the state, there are currently 211 agencies submitting crashes electronically at 100 percent. Many other agencies are nearing that mark.

### Intended Subrecipients

Illinois Department of Transportation

### Countermeasure strategies

Countermeasure Strategy
Improves accessibility of a core highway safety database
Improves accuracy of a core highway safety database
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases
Improves timeliness of a core highway safety database

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$500,000.00	\$0.00	

### Program Area: Young Drivers

### Description of Highway Safety Problems

Columns 1 and 2 are self-explanatory.

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

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

Columns 3 and 4 are speed-related fatalities and serious injuries.

Columns 5 and 6 are occupant fatalities and serious injuries

Columns 7 and 8 are belted occupant fatalities and serious injuries.

Columns 9 and 10 are population data.

Column 11 is the proportion of the age group to the population.

Column 12 is ratio of percent occupant fatalities and serious injuries to percent population.

**Summary Report**

Speed-related fatalities and serious injuries for males and females age 16-20 in Illinois make up 13.22 percent of all speed-related fatalities and serious injuries in Illinois.

Occupant fatalities and serious injuries for males and females age 16-20 in Illinois make up 13.31 percent of all occupant fatalities and serious injuries in Illinois.

Belted fatalities and serious injuries for males and females age 16-20 in Illinois make up 12.75 percent of all belted fatalities and serious injuries in Illinois.

Males and females age 16-20 in Illinois make up 6.54 percent of the population in Illinois.

The ratio of percent fatalities and serious injuries to percent population among the 16-20 age group in Illinois is 1.83 (11.9 percent total fatalities and injuries versus 6.54 percent of population).

**Associated Performance Measures**

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	985.0
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	11,668.70

2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	125.4
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### Countermeasure Strategies in Program Area

Countermeasure Strategy
Enforcement of GDL and Zero-tolerance Laws
Graduated Driver Licensing (GDL)

### Countermeasure Strategy: Enforcement of GDL and Zero-tolerance Laws

Program Area: Young Drivers

#### Project Safety Impacts

Illinois is fortunate to have very comprehensive GDL laws as well as a Zero-tolerance law that has been in existence since the mid-1990s. While the low VMT of this underage drivers makes enforcement difficult, GDL and Zero Tolerance laws are enforced with all state and local enforcement programs in Illinois' Highway Safety Program.

#### Linkage Between Program Area

This countermeasure assists with meeting the following FY20 Illinois HSP performance measures: C-1) Number of traffic fatalities (FARS); C-2) Number of serious injuries in traffic crashes (State crash data files); C-3) Fatalities/VMT (FARS, FHWA); C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS); C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS); C-9) Number of drivers under age 20 involved in fatal crashes (FARS); C-12) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey).

#### Rationale

Enforcement in general as well as enforcement of licensing restrictions associated with GDL and Zero Tolerance laws have been shown to reduce crash rates in young drivers.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
04-02	STEP (Local)
04-04	NITE Patrol (ISP)
04-05	STEP (ISP)
04-11	Cops in Shops (SOS)
13-01	DUIE (ISP)
13-11	ACE (ISP)
13-12	Local Alcohol Project (LAP)
19-01	OREP (ISP)

#### Planned Activity: STEP (Local)

Planned activity number: 04-02

Primary Countermeasure Strategy ID: High Visibility Enforcement

## Planned Activity 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, Holiday Season, St. Patrick’s Day, Memorial Day, Fourth of July, and Labor Day Campaign are required. Grantees can also conduct additional occupant protection, impaired driving, distracted driving, speed patrols, and roadside safety checks.

## Intended Subrecipients

Local police agencies

## Countermeasure strategies

Countermeasure Strategy
Underage Drinking Enforcement
High Visibility Enforcement
Integrated Enforcement
Publicized Sobriety Checkpoints
Combined Seat Belt and Alcohol Enforcement, Nighttime
High Visibility Enforcement
Speed Limits
High Visibility Cellphone/Text Messaging Enforcement
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
Sustained Enforcement
Short-term, High Visibility Law Enforcement
Sustained Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$9,085,000.00	\$0.00	\$9,085,000.00

## Planned Activity: NITE Patrol (ISP)

Planned activity number: 04-04

Primary Countermeasure Strategy ID: High Visibility Enforcement

## Planned Activity Description

This task provides funds for the Illinois State Police (ISP) to identify and focus enforcement on 6:00pm to 6:00am when impaired driving is highest and safety belt usage is lowest. Officers will place an emphasis on primary occupant restraint laws, DUI, alcohol-related violations, speeding, distracted driving, and Scott’s Law.

## Intended Subrecipients

Illinois State Police

## Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Short-term, High Visibility Law Enforcement
Speed Limits
Sustained Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,227,697.00	\$0.00	\$0.00

## Planned Activity: STEP (ISP)

Planned activity number: 04-05

Primary Countermeasure Strategy ID: High Visibility Enforcement

## Planned Activity 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 using the High Accident Location and Information System (HALIS).

## Intended Subrecipients

Illinois State Police

## Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Short-term, High Visibility Law Enforcement
Speed Limits

Sustained Enforcement
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### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,019,441.00	\$0.00	\$0.00

### Planned Activity: Cops in Shops (SOS)

Planned activity number: 04-11

Primary Countermeasure Strategy ID: Alcohol Vendor Compliance Checks

#### Planned Activity Description

This activity funds the Illinois Secretary of State Police to conduct its "Cops in Shops" program for FY20. Investigators trained in the Straight ID program will provide community outreach by recognizing and preventing the sale of alcohol to minors in establishments that sell liquor in college communities and at state and county fairs. Non-uniformed officers inside the establishment will look for misuse of identification and consumption of alcohol by minors. Uniformed officers will be available nearby for enforcement of minors caught misusing identification cards and consuming alcohol.

#### Intended Subrecipients

Illinois Secretary of State Police

#### Countermeasure strategies

Countermeasure Strategy
Alcohol Vendor Compliance Checks
Enforcement of GDL and Zero-tolerance Laws
Liquor Law Enforcement
Underage Drinking Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$96,512.00	\$0.00	\$0.00

### Planned Activity: DUIE (ISP)

Planned activity number: 13-01

Primary Countermeasure Strategy ID: High Visibility Enforcement

#### Planned Activity Description

This task provides funds for the Illinois State Police to continue its alcohol-related crash reduction program by providing hours of hire back to officers and supervisors conducting roadside safety checks and impaired driving

saturation patrols. Officers will patrol during periods when DUI and other alcohol-related violations occur most frequently. This program is designed to reduce the number of alcohol-related crashes by decreasing the incidence of DUI.

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Publicized Sobriety Checkpoints
Short-term, High Visibility Law Enforcement
Sustained Enforcement
Underage Drinking Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$1,072,696.00	\$0.00	

### Planned Activity: ACE (ISP)

Planned activity number: 13-11

Primary Countermeasure Strategy ID: Underage Drinking Enforcement

### Planned Activity Description

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

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Alcohol Vendor Compliance Checks
Communication Campaign
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement

Liquor Law Enforcement
Short-term, High Visibility Law Enforcement
Underage Drinking Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$1,135,091.00	\$0.00	

## Planned Activity: Local Alcohol Project (LAP)

Planned activity number: 13-12

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This activity funds various non-enforcement projects including: local police departments providing DRE Instructor officers to conduct ARIDE and DRE training and assist the DRE Program with re-certifications, etc.; court monitoring through the Alliance Against Intoxicated Motorists and Mothers Against Drunk Driving; Underage substance use and impaired driving prevention efforts via Students Against Destructive Decisions and other organizations including school districts, DUI Court in Peoria and Tazewell Counties and Foundational DUI Court Training for other counties. This task also provides funds for the Chicago Police Department to conduct comprehensive DUI enforcement details throughout the year.

### Intended Subrecipients

Governmental and private agencies

### Countermeasure strategies

Countermeasure Strategy
BAC Test Refusal Penalties
Court Monitoring
Drug Recognition Expert (DRE) Training
Drugged Driver Roadside Testing
DWI Courts
High Visibility Enforcement
Integrated Enforcement
Law Enforcement Training
Prevention
High Visibility Enforcement
Alcohol Vendor Compliance Checks
Enforcement of GDL and Zero-tolerance Laws
Drug Recognition Expert (DRE) Training
ARIDE Training for Law Enforcement Officers
Short-term, High Visibility Law Enforcement

Impaired Driving Task Force
DUI Law Review
Liquor Law Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,775,000.0 0	\$0.00	

### Planned Activity: OREP (ISP)

Planned activity number: 19-01

Primary Countermeasure Strategy ID: High Visibility Enforcement

### Planned Activity Description

This task provides funds for the Illinois State Police to conduct increased enforcement of Illinois' occupant protection laws. The patrols focus on roadways identified as having low safety belt compliance rates. This task also provides for travel, supplies, and equipment associated with the Safety Education/Public Information Unit.

### Intended Subrecipients

Illinois State Police

### Countermeasure strategies

Countermeasure Strategy
Combined Seat Belt and Alcohol Enforcement, Nighttime
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Short-term, High Visibility Law Enforcement
Speed Limits
Sustained Enforcement
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP High	405b High Police Traffic Services (FAST)	\$1,102,182.0 0	\$0.00	

## Countermeasure Strategy: Graduated Driver Licensing (GDL)

Program Area: Young Drivers

### Project Safety Impacts

Young drivers represent a disproportionate amount of injuries and fatalities in Illinois. Education aimed at the specific behaviors and risks associated with 16-20 year old drivers is the focus of this countermeasure strategy. Graduated Driver Licensing handbooks and a supporting curriculum will be among the funded planned activities.

### Linkage Between Program Area

This countermeasure is intended to assist with meeting the following FY20 Illinois HSP performance measures: C-1) Number of traffic fatalities (FARS); C-2) Number of serious injuries in traffic crashes (State crash data files); C-3) Fatalities/VMT (FARS, FHWA); C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS); C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS); C-9) Number of drivers under age 20 involved in fatal crashes (FARS); C-12) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey).

### Rationale

GDL is a proven method for reducing teen crashes and their associated injuries and fatalities. Activities that support GDL education and enforcement are key to its success in reducing crashes among 16 to 20 year olds.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
02-02	Injury Prevention (Local)
05-01	Parent/Teen Handbook

### Planned Activity: Injury Prevention (Local)

Planned activity number: 02-02

Primary Countermeasure Strategy ID: Prevention

#### Planned Activity Description

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

Traffic Safety Resource Prosecutor  
 Regional Traffic Safety Resource Centers  
 Judicial Outreach Liaison  
 Law Enforcement Liaison  
 GDL  
 CPS  
 Young Driver Education

**Intended Subrecipients**

Various public and private organizations across the state

**Countermeasure strategies**

Countermeasure Strategy
Alcohol Vendor Compliance Checks
ARIDE Training for Law Enforcement Officers
Child Restraint System Inspection Station(s)
Graduated Driver Licensing (GDL)
Judicial Education
Prevention
Traffic Safety Resource Prosecutor
Underage Drinking Enforcement

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$1,899,000.00	\$0.00	\$0.00

**Planned Activity: Parent/Teen Handbook**

Planned activity number: 05-01

Primary Countermeasure Strategy ID: Graduated Driver Licensing (GDL)

**Planned Activity Description**

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

**Intended Subrecipients**

Illinois Secretary of State

**Countermeasure strategies**

Countermeasure Strategy
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Graduated Driver Licensing (GDL)
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## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Driver Education (FAST)	\$65,000.00	\$0.00	\$0.00

## Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
13-11	ACE (ISP)
12-02	Bike/Pedestrian Safety
13-03	Breath Test Analysis (ISP)
06-03	Distracted Driving Enforcement (Local)
06-02	Distracted Driving Enforcement (SOS)
13-01	DUIE (ISP)
19-03	Illinois State Police (State Match)
04-03	Illinois State Police Match
03-04	Law Enforcement Liaisons
13-12	Local Alcohol Project (LAP)
04-09	Motorcycle Patrol Unit
04-04	NITE Patrol (ISP)
19-01	OREP (ISP)
06-04	Paid Media (Distracted Driving)
13-14	Paid Media (Impaired Driving)
19-11	Paid Media CIOT
04-01	Police Training (ILETSB)
13-06	Police Training Board (ILETSB)
04-05	STEP (ISP)
04-02	STEP (Local)

**Analysis of crashes, crash fatalities, and injuries in areas of highest risk.**

### Crash Analysis

Each year, IDOT identifies traffic safety problems using several existing databases, such as crash reports, Fatality Analysis Reporting System (FARS), health care data, census data, vehicle miles traveled (VMT) data, survey data, and results of telephone and observational seat belt surveys. These databases are used for policy development and for the allocation of public funds to effective and cost-effective projects and programs. A “traffic safety problem” is an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is statistically higher in collision experience than normal expectations. Problem identification through over-representation studies involves the relationships between crashes and the population, licensed drivers, registered vehicles, and vehicle miles of travel as well as characteristics of specific subgroups that may contribute to

crashes.

## Deployment of Resources

### Heat Maps for the State and Local Law Enforcement Agencies

Illinois crash data have historically been tracked and published by IDOT. However, because IDOT crash reports provide all the data available for a particular location or topic, some readers may be overwhelmed by the comprehensive nature of the crash reports and may have trouble finding the information they require.

Beginning in the fall of 2017, IDOT's Bureau of Safety Programs and Engineering began providing all state and local law enforcement agencies grantees with new, easy to read heat maps and summary data tables that focus on the data relevant to respective agencies. By using these heat maps, law enforcement agencies will be able to make data-driven decisions to plan traffic safety enforcement events in those areas where there are high rates of unsafe driver behavior.

Using five years of traffic and crash data, the specialized heat maps use icons and color-coding to identify specific road segments and intersections in a particular municipality or county where speeding, aggressive driving, seatbelt violations, alcohol impaired driving, motorcycles crashes and other crashes occurred.

Similarly, the new data tables identify the number of crashes, fatal crashes, fatalities and injuries for the same period of time and location. Information is provided for both daytime and nighttime hours, as well as for incorporated and unincorporated areas. The data tables also detail the number of fatalities and injuries attributed to alcohol, speeding and aggressive driving; and the number of occupants, unrestrained occupants, pedestrians, bicyclists and motorcyclists killed or injured.

All law enforcement agencies receiving grant funding from IDOT received printed and electronic copies of the heat maps and data tables for the municipalities and counties they cover. While the use of these resources is not mandatory, their use is strongly encouraged since they provide targeted, data-driven and easy-to-read tools for the agencies to use when planning traffic safety enforcement campaigns such as the Memorial Day weekend "Click it or Ticket" campaign and the Labor Day weekend "Drive Sober or Get Pulled Over" campaign.

These tools are updated annually, and plans are underway to provide them to non-grantee law enforcement agencies in an effort to improve traffic safety throughout the state and to recruit those agencies for future enforcement campaigns.

## Effectiveness Monitoring

Statewide Enforcement Activities During Holiday Campaigns in Illinois--Each year, the Illinois Department of Transportation's Bureau of Safety Programs and Engineering (IDOT, BSPE) provides enforcement agencies throughout the state with grant funding for enhanced enforcement activities. These grant-funded local and state police enforcement agencies are required to focus enforcement efforts on occupant protection, impaired driving, and other traffic-related violations. As part of the grants, the BSPE requires that agencies submit detailed enforcement data in an accurate and timely fashion. The BSPE uses this information to evaluate how each grant-funded enforcement agency performed throughout the year. See the following link:

<http://www.idot.illinois.gov/Assets/uploads/files/Transportation->

[System/Reports/Safety/Evaluations/Enforcement/FY%2018%20Enforcement%20Tools\\_.pdf](http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/Safety/Evaluations/Enforcement/FY%2018%20Enforcement%20Tools_.pdf)

Evaluation of two major Holiday Campaigns--IDOT conducts two in-depth evaluations, namely Click It or Ticket (CIOT) Campaign and Drive Sober or Get Pulled Over (DSGOPO) Campaign. Both reports include

detail data on process and outcome measures. The following two links provide information on both campaigns.  
<http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/Safety/Evaluations/ClickItOrTicket/May%202018%20Click%20it%20or%20Ticket%20Report.pdf>  
<http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/Safety/Evaluations/Alcohol/2018%20Labor%20Day%20Alcohol%20Report.pdf>

## High-visibility enforcement (HVE) strategies

### Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
Alcohol Vendor Compliance Checks
ARIDE Training for Law Enforcement Officers
BAC Test Refusal Penalties
Breath Test Devices
Combined Seat Belt and Alcohol Enforcement, Nighttime
Communication Campaign
Communication Campaign
Drug Recognition Expert (DRE) Training
Drug Recognition Expert (DRE) Training
Enforcement of GDL and Zero-tolerance Laws
High Visibility Enforcement
High Visibility Enforcement
Integrated Enforcement
Law Enforcement Training
Publicized Sobriety Checkpoints
Short-term, High Visibility Law Enforcement
Speed Limits
Sustained Enforcement
Sustained Enforcement
Traffic Safety Resource Prosecutor
Underage Drinking Enforcement

**HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:**

Unique Identifier	Planned Activity Name
13-01	DUIE (ISP)
13-03	Breath Test Analysis (ISP)
13-14	Paid Media (Impaired Driving)
13-11	ACE (ISP)
13-06	Police Training Board (ILETSB)
04-04	NITE Patrol (ISP)

19-01	OREP (ISP)
19-11	Paid Media CIOT
03-04	Law Enforcement Liaisons
04-02	STEP (Local)
04-03	Illinois State Police Match
04-05	STEP (ISP)
04-09	Motorcycle Patrol Unit
06-02	Distracted Driving Enforcement (SOS)
06-03	Distracted Driving Enforcement (Local)
13-12	Local Alcohol Project (LAP)
19-03	Illinois State Police (State Match)

## 405(b) Occupant protection grant

### Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)

### Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
STEP - 214 Local Law Enforcement Grantees and the Illinois State Police.

**Description of the State's planned participation in the Click-it-or-Ticket national mobilization:**

### Planned Participation in Click-it-or-Ticket

Click It or Ticket (CIOT) is a highly-visible, massive enforcement effort designed to detect violators of Illinois traffic laws with special emphasis on occupant protection in selected areas. Illinois will conduct an intense public information and education campaign which will run concurrently with the enforcement blitz to inform the motoring public of the benefits of seat belt use and of issuing tickets for seat belt violations during a brief four to six week period. 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.

Illinois will participate in the November 2019 and May 2020 CIOT campaigns during FFY 2020. Illinois will conduct two types of media to inform and educate the public about the importance of seat belt use. Paid media consists of advertising which has been purchased and strategically placed. Earned media is free media publicity, such as newspaper, television, or radio news stories, as well as community outreach activities. Illinois plans on conducting both paid and earned media in the during the FFY 2020 CIOT campaigns. Paid media will focus on media avenues most likely to reach the target population of 18-34 year old males. Illinois will also conduct earned media events not only during the CIOT campaigns but throughout the year by highlighting positive community traffic safety initiatives such as "Saved by the Belt" and Saved by the Car Seat."

The most effective tool in reducing injuries and fatalities is through high-visibility increased enforcement. Increased enforcement maximizes the likelihood of detecting, arresting, and convicting drivers. IDOT encourages local, county, and state agencies to establish strong policies regarding enforcement. Innovative techniques and available technology increase apprehension and the public’s perception of the risk of apprehension. Department grantees are required to participate in campaign promotions by posting op-ed articles, sending email blasts, distributing education materials, and staffing booths at safety fairs. The enforcement of occupant protection laws will reach Illinois residents by concentrating on the 23-county breakdown and other counties where IDOT determines a need through our problem identification analysis. IDOT continues to use the Federal Model where 85 percent of the population resides but 70 percent of the total fatalities, 88 percent of total crashes, and 88 percent of injury crashes occurred using the past five years of crash data (2013–2017).

The Sustained Traffic Enforcement Program (STEP) grants focus sharply on specific times of the year and also on specific times of the day when data shows alcohol-involved and unbuckled fatalities are the highest. The increased enforcement details conducted during these times raises the perception of getting caught and deters potential impaired and/or unbuckled drivers and passengers. STEP brings impaired driving and seat belt enforcement closer together because of the connection between late-night alcohol-involved fatalities, late-night unbuckled fatalities, and lower late-night seat belt usage. STEP requires participation in the Thanksgiving, Christmas/New Year’s, St. Patrick’s Day, Memorial Day, July 4th, and Labor Day Campaigns. Halloween and Super Bowl are optional campaigns. This creates a sustained, year-long emphasis on IDOT’s high enforcement priorities: impaired driving and nighttime seat belt usage.

In FFY 2020, law enforcement agencies that participate in CIOT will continue to be required to conduct a minimum of 50 percent of their enforcement activities after 6 p.m. and before 6 a.m. for the Thanksgiving and Memorial Day campaigns.

## List of Task for Participants & Organizations

### Child restraint inspection stations

**Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:**

Countermeasure Strategy
Child Restraint System Inspection Station(s)

**Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:**

Unique Identifier	Planned Activity Name
19-05	CPS Programs (Local Agency)
02-02	Injury Prevention (Local)
19-02	Keep Me In a Safe Seat (Secretary of State)
02-09	State Match (Local) RTSRC

**Total number of planned inspection stations and/or events in the State.**

Planned inspection stations and/or events: 236

**Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:**

Populations served - urban: 208

Populations served - rural: 202

Populations served - at risk: 216

**CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.**

### Child passenger safety technicians

**Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:**

Countermeasure Strategy
Child Restraint System Inspection Station(s)

**Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:**

Unique Identifier	Planned Activity Name
19-05	CPS Programs (Local Agency)
18-03	Data Warehouse (SOS)
02-02	Injury Prevention (Local)
19-02	Keep Me In a Safe Seat (Secretary of State)
19-12	Public Information & Education Materials
02-09	State Match (Local) RTSRC

**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: 99

Estimated total number of technicians: 1,600

### Maintenance of effort

**ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.**

### 405(c) State traffic safety information system improvements grant Traffic records coordinating committee (TRCC)

**Meeting dates of the TRCC during the 12 months immediately preceding the application due date:**

Meeting Date
10/23/2018
1/22/2019
4/30/2019

**Name and title of the State’s Traffic Records Coordinator:**

Name of State’s Traffic Records Coordinator: Mehdi Nassirpour, Acting Traffic Records Coordinating Committee.

Title of State’s Traffic Records Coordinator: •Manager of Evaluation Section at the Bureau of Safety Programs and Engineering

**TRCC members by name, title, home organization and the core safety database represented:**

**List of TRCC members**

Please see attached documents of 2019 Crash Electronic Reporting System (405c Interim Progress Report Format), TRCC Minutes, TR Assessment Final Report,

Hanss, Eric	IT Consultant	CDOT	Crash
Kolody Silverman, Kim	Consultant	CH2M Hill	Crash/Roadway
David Smith	Manager of Bike/Ped Program	Chicago DOT	Crash/Roadway
Emmanuel, Abraham	Deputy Commissioner – Traffic Safety	Chicago DOT	Crash/Roadway
Willner, John	L T. Information Services Division	Chicago PD	Driver/Vehicle
Batey, Catherine	Division Administrator	FHWA	Crash/Roadway
Ho, Alan	Mobility and Safety Team Leader	FHWA	Crash/Roadway
Piland, Greg	Safety Programs Specialist	FHWA	Crash/Roadway
Laffey, Steve	Railroad Safety Specialist	ICC	Crash/Roadway
Wilcox, Dan	Chief, Bureau of Information Processing	IDOT	Crash/Roadway
Tim Peters	Local Program Development Engineer	IDOT	Crash/Roadway
Mlacnik, Dan	Policy Engineer	IDOT/BDE	Crash/Roadway
Beckett, Katherine	Safety Evaluation Engineer	IDOT/BSPE	Crash/Roadway and Driver/Vehcile
Synthia Watters	Bureau Chief	IDOT/BSPE	Crash/Roadway and Driver/Vehcile
Nassirpour, Mehdi	Manager of Research amp Evaluation/Technical Advisor/Acting TRCC Coordinator	IDOT/BSPE	Crash/Roadway and Driver/Vehcile and Health Care
Pava, Juan	Work Zone Safety Engineer	IDOT/BSPE	Crash/Roadway
Lloyd, Jonathan	Crash Analysis Engineer	IDOT/Dist. 1	Crash/Roadway

Keirn, Doug	Programming Engineer	IDOT/Dist. 9	Crash/Roadway
Keldermans, Jessica	Bureau Chief	IDOT/OPP	Crash
Morgan, William	Planning/Systems Section Chief	IDOT/OPP	Roadway
Williams, Vicky	Public Service Administrator	IDPH	Vital records
Jovanov, Dejan	Public Service Administrator	IDPH	Hospital Discharge, NEMSIS and Trauma Registry
Lee, Dan	Data and Inf. Systems Manager	IDPH	Hospital Discharge, NEMSIS and Trauma Registry
Lyons, Evelyn	EMS for Children Program	IDPH	Hospital Discharge, NEMSIS and Trauma Registry
Martin, Jennifer	Social Service Program Planner	IDPH	Hospital Discharge, NEMSIS and Trauma Registry
Orantia, Adelisa	State Trauma Registrar	IDPH	Hospital Discharge, NEMSIS and Trauma Registry
Butler, Boyd	Program Coordinator	ISP	Crash/Citation
Davis, Matthew	Captain	ISP	Crash/Citation
McKnelly, Cheryl	Manager of IT (DoIT)	ISP	Crash/Citation
Kafensztok, Ruth	Assistant Professor	Loyola University	Hospital Discharge, NEMSIS and Trauma Registry
Leonard, Dan	Data Manager	Loyola University	Hospital Discharge, NEMSIS and Trauma Registry
Casson, Tom	County Engineer	Menard Co. Highway Dept.	Crash/Roadway
Warren, Lyn	Regional Program Manager	NHTSA	Driver/Vehicle and Citation
Ashby, Darin	Secretary of State (IT Staff)	SOS	Driver/Vehicle and Citation
Clifford, John	Driver Services-Information Tech	SOS	Driver/Vehicle and Citation
Cooper, Donna	Driver Services-Information Tech	SOS	Driver/Vehicle and Citation
Mayer, Mike	Director, Driver Services	SOS	Driver/Vehicle and Citation
Riseling, Mary	Secretary of State (wrong title)	SOS	Driver/Vehicle and Citation
Rod Smith	Data Systems Manager	SOS	Driver/Vehicle and Citation
Simmons, Andy	Federal Grant Manager	SOS	Driver/Vehicle and Citation
Hall, James	MIS Faculty at UIS	Univ. of IL. Springfield	Crash and Roadway

Ouyang, Yanfeng	MIS Faculty at UIS	Univ. of IL. Urbana	Crash and Roadway
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### Traffic Records System Assessment

Please see the attached 2019 TRCC Strategic Plan.

### Traffic Records for Measurable Progress

Please see the attached table 2019 TRCC Implemented Action Items for HSP.

### Traffic Records Supporting Non-Implemented Recommendations

Please see the attached 2019 TRCC Strategic Plan.

### Traffic Records for Model Performance Measures

Please see attached 2019 Crash Electronic Reporting System (405c INTERIM PROGRESS REPORT FORMAT) as well as the below table of A list of Performance Measures for Crash Data.

#### State traffic records strategic plan

**Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State’s core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:**

**Planned activities that implement recommendations:**

Unique Identifier	Planned Activity Name
18-03	Data Warehouse (SOS)
18-12	Image Enhancement (SOS)
18-02	Trauma Registry
03-05	UIC Laboratory Testing

#### Quantitative and Measurable Improvement

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.

#### State Highway Safety Data and Traffic Records System Assessment

**Date of the assessment of the State’s highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:**

Date of Assessment: 6/1/2019

#### Requirement for maintenance of effort

**ASSURANCE:** The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

#### 405(d) Impaired driving countermeasures grant

## Impaired driving assurances

Impaired driving qualification: Low-Range State

**ASSURANCE:** The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

**ASSURANCE:** The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

## 405(d) Alcohol-ignition interlock law grant

### Alcohol-ignition interlock laws Grant

Legal citations to demonstrate that the State statute meets the requirement.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.	Yes

### Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: 30 ILCS 105/5.676

Amended Date: 8/11/2009

### Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: 30 ILCS 105/5.676

Amended Date: 8/11/2009

### Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: 625 ILCS 5/1-144.5

Amended Date: 1/1/2009

### Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with

alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: 625 ILCS 5/1-144.5

Amended Date: 1/1/2009

### Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: 625 ILCS 5/6-113

Amended Date: 8/6/2015

### Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: 625 ILCS 5/6-113

Amended Date: 8/6/2015

### Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: 625 ILCS 5/6-201

Amended Date: 8/25/2017

### Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: 625 ILCS 5/6-201

Amended Date: 8/25/2017

### Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: 625 ILCS 5/6-202

Amended Date: 7/2/2010

### Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: 625 ILCS 5/6-202

Amended Date: 7/2/2010

## Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: 625 ILCS 5/6-203

Amended Date: 1/1/2017

## Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: 625 ILCS 5/6-203

Amended Date: 1/1/2017

## Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: 625 ILCS 5/6-205

Amended Date: 8/8/2017

## Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: 625 ILCS 5/6-205

Amended Date: 8/8/2017

## Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: 625 ILCS 5/6-205.2

Amended Date: 1/25/2013

## Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: 625 ILCS 5/6-205.2

Amended Date: 1/25/2013

## Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals

convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: 625 ILCS 5/6-206

Amended Date: 7/28/2016

### Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: 625 ILCS 5/6-206

Amended Date: 7/28/2016

### Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: 625 ILCS 5/6-206.1

Amended Date: 1/1/2016

### Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: 625 ILCS 5/6-206.1

Amended Date: 1/1/2016

### Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: 625 ILCS 5/6-206.2

Amended Date: 8/21/2008

### Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: 625 ILCS 5/6-206.2

Amended Date: 8/21/2008

### Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: 625 ILCS 5/6-208.1

Amended Date: 7/29/2016

### Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: 625 ILCS 5/6-208.1

Amended Date: 7/29/2016

## 405(d) 24-7 Sobriety programs grant

### Mandatory license restriction requirement

The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(9)(2) applies, for a period of not less than 30 days.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.	Yes

### Citations

Legal Citation Requirement: The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.

Legal Citation: 625 ILCS 5/11-501

Amended Date: 7/29/2016

### Citations

Legal Citation Requirement: The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.

Legal Citation: 625 ILCS 5/11-501

Amended Date: 7/29/2016

### Citations

Legal Citation Requirement: The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.

Legal Citation: 625 ILCS 5/11-501.01

Amended Date: 1/1/2018

### Citations

Legal Citation Requirement: The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.

Legal Citation: 625 ILCS 5/11-501.01

Amended Date: 1/1/2018

### Citations

Legal Citation Requirement: The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.

Legal Citation: 625 ILCS 5/11-501.1

Amended Date: 7/29/2016

### Citations

Legal Citation Requirement: The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.

Legal Citation: 625 ILCS 5/11-501.1

Amended Date: 7/29/2016

### Sobriety program information

Legal citations: No

State program information: Yes

### Legal citations

State law authorizes a Statewide 24-7 sobriety program.

Requirement Description	State citation(s) captured
State law authorizes a Statewide 24-7 sobriety program.	No

### Program information

State program information that authorize a Statewide 24-7 sobriety program.

## 405(e) Distracted driving grant

### Sample Questions

### Legal citations

**The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.**

Is a violation of the law a primary or secondary offense?: Primary Offense

Date enacted: 1/1/2013

Date amended: 7/1/2019

Requirement Description	State citation(s) captured
Prohibition on texting while driving.	Yes

05. If you are driving and you need to use your wireless phone, it is best to:
- a. carefully use your wireless phone, but do not talk for a long time.
  - b. slow down and make the call.
  - c. use a hands-free device so you can keep both hands on the steering wheel.

9. 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.
- a. True
  - b. False

14. A driver may type, send, or read a text message while operating a motor vehicle.
- a. True
  - b. False

Definition of covered wireless communication devices.	Yes
Minimum fine of at least \$25 for an offense.	Yes

### Citations

Legal Citation Requirement: Prohibition on texting while driving.

Legal Citation: 625 ILCS 5/12-610.1

Amended Date: 1/1/2014

### Citations

Legal Citation Requirement: Prohibition on texting while driving.

Legal Citation: 625 ILCS 5/12-610.2

Amended Date: 8/3/2018

### Citations

Legal Citation Requirement: Prohibition on texting while driving.

Legal Citation: 625 ILCS 5/12-610.2

Amended Date: 7/1/2019

### Citations

Legal Citation Requirement: Definition of covered wireless communication devices.

Legal Citation: 625 ILCS 5/12-610.2(a)

Amended Date: 1/1/2014

### Citations

Legal Citation Requirement: Definition of covered wireless communication devices.

Legal Citation: 625 ILCS 5/12-610.2(a)

Amended Date: 7/1/2019

### Citations

Legal Citation Requirement: Minimum fine of at least \$25 for an offense.

Legal Citation: 705 ILCS 135/5-5 / P.A. 100-987

Amended Date: 7/1/2019

**Legal citations for exemptions to the State's texting ban:**

## Citations

Legal Citation Requirement:

Legal Citation: 625 ILCS 5/12-610.2(d)

Amended Date: 7/1/2019

**The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.**

Is a violation of the law a primary or secondary offense?: Primary Offense

Date enacted: 1/1/2013

Date amended: 1/1/2014

Requirement Description	State citation(s) captured
Prohibition on youth cell phone use while driving.	Yes
Definition of covered wireless communication devices.	Yes
Minimum fine of at least \$25 for an offense.	Yes

## Citations

Legal Citation Requirement: Prohibition on youth cell phone use while driving.

Legal Citation: 625 ILCS 5/12-610.1

Amended Date: 1/1/2014

## Citations

Legal Citation Requirement: Prohibition on youth cell phone use while driving.

Legal Citation: 625 ILCS 5/12-610.1

Amended Date: 1/1/2014

## Citations

Legal Citation Requirement: Prohibition on youth cell phone use while driving.

Legal Citation: 625 ILCS 5/12-610.2

Amended Date: 1/1/2014

## Citations

Legal Citation Requirement: Prohibition on youth cell phone use while driving.

Legal Citation: 625 ILCS 5/12-610.2

Amended Date: 7/1/2019

## Citations

Legal Citation Requirement: Definition of covered wireless communication devices.

Legal Citation: 625 ILCS 5/12-610.1(a)

Amended Date: 1/1/2014

## Citations

Legal Citation Requirement: Definition of covered wireless communication devices.

Legal Citation: 625 ILCS 5/12-610.1(a)

Amended Date: 1/1/2014

### Citations

Legal Citation Requirement: Definition of covered wireless communication devices.

Legal Citation: 625 ILCS 5/12-610.2(a)

Amended Date: 1/1/2014

### Citations

Legal Citation Requirement: Definition of covered wireless communication devices.

Legal Citation: 625 ILCS 5/12-610.2(a)

Amended Date: 7/1/2019

### Citations

Legal Citation Requirement: Minimum fine of at least \$25 for an offense.

Legal Citation: 625 ILCS 5/16-104(e)

Amended Date: 1/1/2014

### Citations

Legal Citation Requirement: Minimum fine of at least \$25 for an offense.

Legal Citation: 705 ILCS 135/5-5 / P.A. 100-987

Amended Date: 7/1/2019

**Legal citations for exemptions to the State's youth cell phone use ban.**

### Citations

Legal Citation Requirement:

Legal Citation: 625 ILCS 5/12-610.1(c)

Amended Date: 1/1/2014

## 405(f) Motorcyclist safety grant

### Motorcycle safety information

**To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:**

Motorcycle rider training course: Yes

Motorcyclist awareness program: No

Reduction of fatalities and crashes: No

Impaired driving program: No

Reduction of impaired fatalities and accidents: No

Use of fees collected from motorcyclists: Yes

### Motorcycle rider training course

**Name and organization of the head of the designated State authority over motorcyclist safety issues:**

State authority agency: Illinois Department Of Transportation

State authority name/title: Robert Williams

**Introductory rider curricula that has been approved by the designated State authority and adopted by the State:**

Approved curricula: (i) Motorcycle Safety Foundation Basic Rider Course

Other approved curricula:

**CERTIFICATION:** The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Adams	2,760
Champaign	4,999
Clinton	1,499
Cook	71,794
Effingham	1,580
Fulton	1,873
Jackson	1,706
Kane	13,125
Kankakee	3,707
Knox	2,198
La Salle	5,704
Lake	18,735
Livingston	1,619
Macon	3,924
Madison	10,044
McDonough	880
McLean	5,333
Montgomery	1,638
Morgan	1,478
Richland	841
Rock Island	4,819
Sangamon	6,688
St. Clair	7,378
Stephenson	1,926
Tazewell	6,673
Will	20,270
Winnebago	9,470

**Total number of registered motorcycles in State.**

Total # of registered motorcycles in State: 332,106

### [Use of fees collected from motorcyclists for motorcycle programs](#)

Process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs.

Use of fees criterion: Law State

**Legal citations for each law state criteria.**

Requirement Description	State citation(s) captured
The State law or regulation requiring that 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.	Yes
The State law appropriating funds demonstrates that for the current fiscal year, for requiring 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.	Yes

**Citations**

Legal Citation Requirement: The State law or regulation requiring that 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: 625 ILCS 35/6, 625 ILCS 35/7

Amended Date: 1/1/2010

**Citations**

Legal Citation Requirement: The State law appropriating funds demonstrates that for the current fiscal year, for requiring 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: 625 ILCS 35/6, 625 ILCS 35/7

Amended Date: 1/1/2010

**405(g) State graduated driver licensing incentive grant**

**Graduated driver licensing**

Date that the State's graduated driver's licensing statute requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license was last amended. The statute must be in effect and be enforced during the entire fiscal year of the grant.

Graduated driver licensing law last amended on: 1/1/2015

**Legal citations demonstrating that the State statute meets the requirement.**

Requirement Description	State citation(s) captured
Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State.	Yes

Applicant must pass vision test and knowledge assessment.	Yes
In effect for at least 6 months.	Yes
In effect until driver is at least 16 years of age.	Yes
Must be accompanied and supervised at all times.	Yes
Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night.	Yes
Prohibits use of personal wireless communications device.	Yes
Extension of learner's permit stage if convicted of a driving-related offense.	Yes

### Citations

Legal Citation Requirement: Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State.

Legal Citation: 625 ILCS 5/6-107.1

Amended Date: 1/1/2011

### Citations

Legal Citation Requirement: Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State.

Legal Citation: 625 ILCS 5/6-107.1

Amended Date: 1/1/2015

### Citations

Legal Citation Requirement: Applicant must pass vision test and knowledge assessment.

Legal Citation: 625 ILCS 5/6-107 (b)(2)

Amended Date: 1/1/2015

### Citations

Legal Citation Requirement: Applicant must pass vision test and knowledge assessment.

Legal Citation: 625 ILCS 5/6-107(b)(2)

Amended Date: 1/1/2015

### Citations

Legal Citation Requirement: Applicant must pass vision test and knowledge assessment.

Legal Citation: 625 ILCS 5/6-109

Amended Date: 8/12/2011

### Citations

Legal Citation Requirement: In effect for at least 6 months.

Legal Citation: 625 ILCS 5/6-103(b)(1)

Amended Date: 1/1/2016

### Citations

Legal Citation Requirement: In effect for at least 6 months.

Legal Citation: 6250ILCS 5/6-103(b)(1)

Amended Date: 7/29/2015

### Citations

Legal Citation Requirement: In effect until driver is at least 16 years of age.

Legal Citation: 625 ILCS 5/6-107.1

Amended Date: 1/1/2011

### Citations

Legal Citation Requirement: In effect until driver is at least 16 years of age.

Legal Citation: 625 ILCS 5/6-107.1

Amended Date: 1/1/2015

### Citations

Legal Citation Requirement: Must be accompanied and supervised at all times.

Legal Citation: 625 ILCS 5/6-107.1

Amended Date: 1/1/2011

### Citations

Legal Citation Requirement: Must be accompanied and supervised at all times.

Legal Citation: 625 ILCS 5/6-107.1

Amended Date: 1/1/2015

### Citations

Legal Citation Requirement: Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night.

Legal Citation: 625 ILCS 5/6-107(b)(3)

Amended Date: 1/1/2015

### Citations

Legal Citation Requirement: Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night.

Legal Citation: 625 ILCS 5/6-107(b)(3)

Amended Date: 1/1/2015

### Citations

Legal Citation Requirement: Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night.

Legal Citation: 625 ILCS 5/6-107(b-1)

Amended Date: 1/1/2011

### Citations

Legal Citation Requirement: Requires completion of State-certified driver education or training course or at

least 50 hours of behind-the-wheel training, with at least 10 of those hours at night.

Legal Citation: 625 ILCS 5/6-107(b-1)

Amended Date: 1/1/2015

### Citations

Legal Citation Requirement: Prohibits use of personal wireless communications device.

Legal Citation: 625 ILCS 5/12-610.1

Amended Date: 1/1/2014

### Citations

Legal Citation Requirement: Prohibits use of personal wireless communications device.

Legal Citation: 625 ILCS 5/12-610.1

Amended Date: 1/1/2014

### Citations

Legal Citation Requirement: Prohibits use of personal wireless communications device.

Legal Citation: 625 ILCS 5/12-610.2

Amended Date: 7/16/2014

### Citations

Legal Citation Requirement: Prohibits use of personal wireless communications device.

Legal Citation: 625 ILCS 5/12-610.2

Amended Date: 7/1/2019

### Citations

Legal Citation Requirement: Extension of learner's permit stage if convicted of a driving-related offense.

Legal Citation: 625 ILCS 5/6-107(c)

Amended Date: 1/1/2015

### Citations

Legal Citation Requirement: Extension of learner's permit stage if convicted of a driving-related offense.

Legal Citation: 625 ILCS 5/6-107(c)

Amended Date: 1/1/2015

### Citations

Legal Citation Requirement: Extension of learner's permit stage if convicted of a driving-related offense.

Legal Citation: 625 ILCS 5/6-107(d)

Amended Date: 1/1/2015

### Citations

Legal Citation Requirement: Extension of learner's permit stage if convicted of a driving-related offense.

Legal Citation: 625 ILCS 5/6-107(d)

Amended Date: 1/1/2015

**Legal citations for exemptions to the State's texting ban:**

### Citations

Legal Citation Requirement:

Legal Citation: 625 ILCS 5/12-610.1(c)

Amended Date: 1/1/2014

### Citations

Legal Citation Requirement:

Legal Citation: 625 ILCS 5/12-610.2(d)

Amended Date: 7/16/2014

### Citations

Legal Citation Requirement:

Legal Citation: 625 ILCS 5/6-107.1(b)

Amended Date: 1/1/2011

**Legal citations demonstrating that the State statute meets the requirement.**

Requirement Description	State citation(s) captured
Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State.	Yes
Applicant must pass behind-the-wheel driving skills assessment.	Yes
In effect for at least 6 months.	Yes
In effect until driver is at least 17 years of age.	Yes
Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies.	Yes
No more than 1 nonfamilial passenger younger than 21 years of age allowed.	Yes
Prohibits use of personal wireless communications device.	Yes
Extension of intermediate stage if convicted of a driving-related offense.	Yes

### Citations

Legal Citation Requirement: Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State.

Legal Citation: 625 ILCS 5/6-107(b)

Amended Date: 1/1/2015

### Citations

Legal Citation Requirement: Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State.

Legal Citation: 625 ILCS 5/6-107(b)

Amended Date: 1/1/2015

## Citations

Legal Citation Requirement: Applicant must pass behind-the-wheel driving skills assessment.

Legal Citation: 625 ILCS 5/6-107(b)(2)

Amended Date: 1/1/2015

## Citations

Legal Citation Requirement: Applicant must pass behind-the-wheel driving skills assessment.

Legal Citation: 625 ILCS 5/6-107(b)(2)

Amended Date: 1/1/2015

## Citations

Legal Citation Requirement: In effect for at least 6 months.

Legal Citation: 625 ILCS 5/6-107

Amended Date: 1/1/2015

## Citations

Legal Citation Requirement: In effect for at least 6 months.

Legal Citation: 625 ILCS 5/6-107

Amended Date: 1/1/2015

## Citations

Legal Citation Requirement: In effect until driver is at least 17 years of age.

Legal Citation: 625 ILCS 5/6-107

Amended Date: 1/1/2015

## Citations

Legal Citation Requirement: In effect until driver is at least 17 years of age.

Legal Citation: 625 ILCS 5/6-107

Amended Date: 1/1/2015

## Citations

Legal Citation Requirement: Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies.

Legal Citation: 625 ILCS 5/6-110 (a-1)(a-2)

Amended Date: 8/16/2013

## Citations

Legal Citation Requirement: Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies.

Legal Citation: 625 ILCS 5/6-110(a-1)(a-2)

Amended Date: 8/16/2013

## Citations

Legal Citation Requirement: No more than 1 nonfamilial passenger younger than 21 years of age allowed.

Legal Citation: 625 ILCS 5/6-107(g)

Amended Date: 1/1/2015

### Citations

Legal Citation Requirement: No more than 1 nonfamilial passenger younger than 21 years of age allowed.

Legal Citation: 625 ILCS 5/6-107(g)

Amended Date: 1/1/2015

### Citations

Legal Citation Requirement: Prohibits use of personal wireless communications device.

Legal Citation: 625 ILCS 5/12-610.1

Amended Date: 1/1/2014

### Citations

Legal Citation Requirement: Prohibits use of personal wireless communications device.

Legal Citation: 625 ILCS 5/12-610.1

Amended Date: 1/1/2014

### Citations

Legal Citation Requirement: Prohibits use of personal wireless communications device.

Legal Citation: 625 ILCS 5/12-610.2

Amended Date: 7/16/2014

### Citations

Legal Citation Requirement: Prohibits use of personal wireless communications device.

Legal Citation: 625 ILCS 5/12-610.2

Amended Date: 7/1/2019

### Citations

Legal Citation Requirement: Extension of intermediate stage if convicted of a driving-related offense.

Legal Citation: 625 ILCS 5/6-107(c)(d)(e)(g)(h)(i)

Amended Date: 1/1/2015

### Citations

Legal Citation Requirement: Extension of intermediate stage if convicted of a driving-related offense.

Legal Citation: 625 ILCS 5/6-107(c)(d)(e)(g)(h)(i)

Amended Date: 1/1/2015

### **Legal citations for exemptions to the State's texting ban:**

### Citations

Legal Citation Requirement:

Legal Citation: 625 ILCS 5/12-610.1(c)

Amended Date: 1/1/2014

### Citations

Legal Citation Requirement:

Legal Citation: 625 ILCS 5/12-610.2(d)

Amended Date: 7/1/2019

### Citations

Legal Citation Requirement:

Legal Citation: 625 ILCS 5/6-110(a-2)

Amended Date: 8/16/2013

### 405(h) Nonmotorized safety grant

**ASSURANCE:** The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

### 1906 Racial profiling data collection grant

#### Racial profiling data collection grant

Application Type: Official documents

#### Official documents

**Official documents that demonstrate 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.**

Law: Yes

Regulation: No

Binding policy directive: No

Letter from the Governor: No

Court order: No

Other: No

Enter other document type:

**Each requirement below provides legal citations to demonstrate that the State statute meets the requirement:**

Requirement Description	State citation(s) captured
Law(s) that demonstrate 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.	Yes

### Citations

Legal Citation Requirement: Law(s) that demonstrate 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.

Legal Citation: 5 ILCS 140/1

Amended Date: 1/1/2010

### Citations

Legal Citation Requirement: Law(s) that demonstrate 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.

Legal Citation: 625 ILCS 5/11-212

Amended Date: 1/1/2016

### Citations

Legal Citation Requirement: Law(s) that demonstrate 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.

Legal Citation: 625 ILCS 5/11-212 PA 101-0024

Amended Date: 6/21/2019

**Official documents that demonstrate 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.**

Supporting Documents
<a href="#">2017 IPSS Agency Reports.pdf</a>
<a href="#">2017 ITSS Statewide and Agency Reports.pdf</a>
<a href="#">Illinois Traffic Stop Study.pdf</a>
<a href="#">Illinois Racial Profiling Statute Changes.docx</a>

### Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.

Supporting Documents
<a href="#">2019 TRCC Implemented Action Items.docx</a>
<a href="#">2019 Crash Electronic Reporting System (405c INTERIM PROGRESS REPORT FORMAT).docx</a>
<a href="#">2019 TRCC Strategic Plan.docx</a>
<a href="#">TRCC Minutes.pdf</a>
<a href="#">TR Assessment Final Report.pdf</a>
<a href="#">2020 Certs and Assurances Signed.pdf</a>

