



State of Illinois  
Illinois State Police

# Move Over Task Force Report



Illinois State Police



**ILLINOIS STATE POLICE**  
*Office of the Director*

JB Pritzker  
*Governor*

Brendan F. Kelly  
*Director*

December 30, 2020

The Honorable JB Pritzker  
Governor of Illinois  
207 State House  
Springfield, Illinois 62706

Dear Governor Pritzker:

Pursuant to 625 ILCS 5/11-907.1, enclosed is the mandated report from the Move Over Task Force. I am grateful to you and the General Assembly to have served as chair of this task force. All members of the task force have been outstanding contributors to this noble effort.

December 23, 2020, marked the twentieth anniversary of the tragic death of Lieutenant Scott P. Gillen of the Chicago Fire Department. This senseless crash inspired leaders in Illinois to create "Scott's Law."

According to the United States Department of Transportation, "more than 150 law enforcement officers have been killed since 1997 after being struck by vehicles along America's highways." In Illinois, our police, fire, highway workers, and tow truck drivers have all suffered losses due to Scott's Law violators. In 2019, the Illinois State Police were victims of 27 Scott's Law related crashes, which claimed the life of two Illinois State Troopers, Christopher Lambert and Brooke Jones-Story. In 2020, the Illinois State Police have had 15 Scott's Law related crashes. It should be noted, Vermillion County Sheriff's Deputy Michael Vice, who was seriously injured in a Scott's Law crash in January of 2020, spoke to our Task Force about his ongoing recovery efforts.

Since 2000, all fifty states have now enacted some form of a "Move Over" law. Illinois has even extended "Move Over" requirements for motorists with their hazard lights activated along our highways. While much has been accomplished, more work is needed. Illinois must continue to have more proactive traffic enforcement, education, public awareness, better technology, procurement reforms, and continued evaluation of our traffic safety laws.

On behalf of all the Move Over Task Force members, we stand ready to assist you and the leaders of the General Assembly in this noble effort.

Very Respectfully,

A handwritten signature in black ink that reads "B. F. Kelly".

Brendan F. Kelly  
Director

cc: House Minority Leader Jim Durkin  
Senate President Don Harmon  
Speaker of the House Michael Madigan  
State Senate Minority Leader Dan McConchie  
Legislative Research Unit/COGFA

# Move Over Task Force Report

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# Move Over Task Force Final Report

## Move Over Task Force Membership

Public Act 101-174 created the Move Over Task Force.

### Task Force Membership

Chaired by Illinois State Police Director Brendan Kelly, the Move Over Task Force was comprised of the following members:

- Jose Alvarez – Illinois Toll Highway Authority
- Andrew Chesney – State Representative
- David Clague – Sheriff of Knox County
- Michael Geier – Illinois Secretary of State Police
- Matthew Hart – Illinois Trucking Association
- Jay Hoffman – State Representative
- Justin Hood – Hamilton County State’s Attorney (Illinois State’s Attorney’s Association)
- Lou Jogmen – Chief of Highland Park Police Department (Illinois Association of Chiefs of Police)
- Elizabeth Kaveny – Kaveny & Kroll Law Office
- Dennis Lyle – Illinois Broadcasters Association
- Marc Maton – Chief of Lemont Police Department
- Dan McConchie – State Senate Minority Leader-Designate
- Joe Moon – Illinois State Police Trooper (Fraternal Order of Police - Trooper’s Lodge #41)
- Joshua Morgan – Illinois News Broadcasters Association
- Charlene Sligting – American Automobile Association (AAA)
- Chuck Sullivan – Associated Fire Fighters of Illinois
- Cindy Watters – Illinois Department of Transportation

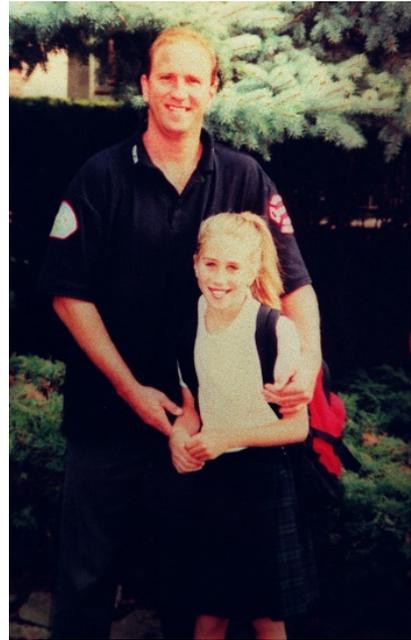
### Task Force Duties

Pursuant to 625 ILCS 5/11-907.1, “The Move Over Task Force is created to study the issue of violations of Sections 11-907, 11-907.5, and 11-908 with particular attention to the causes of violations and ways to protect law enforcement and emergency responders.”

In 2020, the Task Force met on the following dates: April 17, July 10, November 6, and December 18, and December 30. This Final Report was approved unanimously at the December 30, 2020, meeting via a WebEx meeting by members: Alvarez, Geier, Hart, Hood, Kelly, Lyle, Maton, McConchie, Moon, Morgan, Sligting, Sullivan, and Watters.

## Lieutenant Scott P. Gillen, Chicago Fire Department

According to the Illinois Fire Service Institute, “On December 23, 2000, Lieutenant Scott P. Gillen of the Chicago Fire Department was on duty with Truck 27. At 2:38 AM, Truck 27 was dispatched to assist Ambulance 37 at an accident at 11400 South Bishop Ford Expressway. Upon arrival, Truck 27 positioned itself to protect both the ambulance and the entire accident scene from the flow of traffic. The apparatus was positioned to block the inside and center traffic lanes. According to the driver of Truck 27, Gillen was retrieving a piece of equipment from the rear of the apparatus when a civilian automobile illegally crossed into the center lane to cut in front of a tractor trailer that was traveling in the outside lane. The automobile struck the tractor trailer on the front passenger side, causing the car to rotate in a counterclockwise manner. The car struck Gillen and pinned him against the rear bumper of the fire truck. Gillen suffered multiple injuries to his lower extremities and was transported by the University of Illinois Hospital helicopter to Christ Hospital where he died from his injuries.”



According to a December 24, 2000, *Chicago Tribune* article, “The motorist whose car slammed into Gillen allegedly had a blood-alcohol count “way over the legal limit” for driving and a revoked driver’s license, said Fire Department Commissioner James Joyce, who was visibly shaken by the loss of the 14-year veteran.”

A *Chicago Tribune* article, dated June 7, 2002, noted, (the driver) “who killed a Chicago Fire Department lieutenant while speeding through an accident scene showed ‘a callous indifference for human life,’ said a Cook County judge Thursday before handing down a 13-year prison sentence, just short of the maximum for reckless homicide.”

## History of Illinois’ Move Over Law

In early 2001, during the 92<sup>nd</sup> General Assembly, Lieutenant Governor Wood started an online petition campaign, [www.scottslaw.org](http://www.scottslaw.org), which promoted House Bill 180. House Bill 180 created the framework for “Scott’s Law.” In February 2001, when the legislation passed the House Transportation Committee the online petition netted at least 14,000 signatures. House Bill 180 passed the House of Representatives on March 21, 2001, by a vote of 113-0, and passed the State Senate on May 15, 2001, by a vote of 56-0. On August 9, 2001, Governor Ryan signed House Bill 180 into law, Public Act 92-283, which was effective January 1, 2002.

Public Act 92-283 created Scott's Law (also known as the Move Over Law). Pursuant to the original law, from the 92<sup>nd</sup> General Assembly, amended Sections 6-206 and 11-907(c) the Illinois Vehicle Code and Section 5-5-3 of the Unified Code of Corrections to provide upon approaching a stationary authorized emergency vehicle displaying flashing warning lights, a person who drives an approaching vehicle shall yield the right-of-way by making a lane change if it is safe to do so or shall reduce speed and proceed with caution if changing lanes would be impossible or unsafe. The new law further provided, a person who violates the provision commits a business offense punishable by a fine of not more than \$10,000. Furthermore, it is a factor in aggravation if the person committed the offense while under the influence of alcohol, drugs, or intoxicating compounds, and the person's driving privileges shall be suspended for 90 days to one year if the violation results in damage to the property of another person, for 180 days to 2 years if the violation results in injury to another person, and for 2 years if the violation results in the death of another person. "Authorized emergency vehicle" was defined as any vehicle authorized by law to be equipped with oscillating, rotating, or flashing lights under Section 625 ILCS 5/12-215 of the Illinois Vehicle Code, while the owner or operator of the vehicle is engaged in his or her official duties." Editorial note: As of 2020, those authorized in 625 ILCS 5/12-215 includes, but is not limited to, police vehicles, fire vehicles, rescue vehicles, volunteer firefighters, emergency management vehicles, United States Postal Service vehicles, construction vehicles, tow trucks, trucks equipped with containers for garbage, recycling, or refuse hauling, and highway maintenance vehicles.

Public Act 92-872, which was effective January 3, 2003, amended 11-907 to provide a person charged with 11-907 (c) must appear in court to answer the charges.

Public Act 93-173, which was effective July 11, 2003, set a minimum fine for 11-907(c) at \$100.

Public Act 93-705, which was effective July 9, 2004, amended 11-907 to provide the fine for violating 11-907 (c) is not less than \$100. This Public Act also deleted the language from Public Act 92-872 which providing that a person charged with that offense or with failing to follow proper procedures on approaching an authorized emergency vehicle must appear in court to answer the charges.

Public Act 95-884, effective January 1, 2009, amended 11-907 to provide the imposition of the penalties authorized by the provision does not preclude the imposition of appropriate additional civil or criminal penalties. This Public Act also amended the Criminal Code relating to reckless homicide to provide in cases involving reckless homicide in which the defendant unintentionally kills an individual, the trier of fact may infer that the defendant's actions were performed recklessly where he or she was also violating the provisions of the Illinois Vehicle Code for failure to exercise due caution and yielding to an emergency vehicle. The penalty for a reckless homicide in which the driver also violated such provisions of the Illinois Vehicle Code is a Class 2 felony, for which a person, if sentenced to a term of imprisonment, shall be sentenced to a term of not less than 3 years and not more than 14 years.

Public Act 99-146, effective January 1, 2016, amended the State Commemorative Dates Act to designate December 23 of each year as “Scott's Law Day” to honor public safety workers and to remind motorists to slow down, change lanes away from a stationary authorized emergency vehicle, and proceed with due regard to safety and traffic conditions.

Public Act 99-681, effective January 1, 2017, amended the Illinois Vehicle Code to provide a driver of a vehicle approaching a disabled vehicle with lighted hazard lights on a highway of at least four lanes, of which at least two are proceeding in the same direction, shall, proceeding with due caution, make a lane change into a lane not adjacent to the disabled vehicle with lighted hazard lights or, if changing lanes would be impossible or unsafe, reduce the speed of the vehicle and maintain a safe speed for the road conditions. The penalty for violation of this section is a petty offense.

Public Act 101-173, effective January 1, 2020, an Act dedicated to the memory of Lieutenant Scott Gillen, Trooper Brooke Jones-Story, and Trooper Christopher Lambert.

- Clarified the requirements of Scott’s Law (Move Over Law) and approaching any non-emergency disabled vehicle.
  - When approaching a stationary authorized emergency vehicle, if changing lanes would be impossible or unsafe, a person shall proceed with due caution, reduce the speed of the vehicle maintaining a safe speed for road conditions and leaving a safe distance until safely past the stationary vehicles.
  - The requirements for approaching any non-emergency disabled vehicle will mirror Scott’s Law. The penalty for failure to properly approach a disabled vehicle will remain a petty offense.
- Establishes a minimum fine for a Scott’s Law violation without damage or injury to a person or vehicle at \$250 and not more than \$10,000 for the first violation and a fine of not less than \$750 or more than \$10,000 for the second or subsequent violation (instead of a fine of not less than \$100 or more than \$10,000).
- Establishes in the Criminal and Traffic Assessment Act a conditional assessment of \$250, which shall be deposited into the newly created Scott’s Law Fund. The Director of the Illinois State Police shall use all moneys in the Scott's Law Fund to fund the production of materials to educate drivers on approaching stationary authorized emergency vehicles, to hire off-duty Department of State Police for enforcement of this Section, and for other law enforcement purposes the Director deems necessary in these efforts.
- Makes a Scott’s Law violation which results in damage to a vehicle a Class A Misdemeanor and a violation that results in injury or death a Class 4 Felony.
- Increases the penalty for a reckless homicide conviction based on a violation of Scott’s Law that results in the death of a firefighter or emergency medical services personnel

from a Class 3 felony (2 to 5-year prison sentence) to a Class 2 felony (3 to 7-year prison sentence).

- Adds a Scott's Law violation to the list of aggravating factors that may be used in sentencing to impose a more severe sentence within the range allowed for the class of crime.

Public Act 101-174, effective January 1, 2020, amended the Illinois Vehicle Code to provide the Secretary of State shall include, in the question pool used for the written portion of the driver's license examination, at least one test question concerning driver responsibilities when approaching a stationary emergency vehicle. This Public Act also created this Move Over Task Force.

## Federal Perspective

In a 2019 article, United States Secretary of Transportation Elaine L. Chao wrote, "To keep people from being killed or injured in these situations, all fifty states now have mandatory "Move Over" laws." "More than 150 law enforcement officers have been killed since 1997 after being struck by vehicles along America's highways. In fact, traffic-related incidents, including vehicle crashes, are one of the leading causes of death for law enforcement officers. In 2017, 47 officers lost their lives in traffic-related incidents, with nine officers struck and killed outside their vehicles."

In 2019, federal legislation was introduced, Senate Bill 2700, by United State Senator from Illinois, Richard Durbin titled, "Protecting Roadside First Responders Act." According to Senator Durbin, despite all 50 states having "Move Over" laws, studies have shown more than 70 percent of Americans have never heard of these laws.

According to Federal Bureau of Investigation data, between 2007 and 2016, roadway accidents were the single leading cause of officer line-of-duty deaths nationwide. As of October 2019, 29 auto-related first-responder deaths had been recorded for the year, and at the same point in 2018, 21 of these deaths had been recorded.

Senator Durbin's "Protecting Roadside First Responders Act" seeks to increase public awareness of Move Over laws, encourage implementation of life-saving vehicle technology, and ultimately reduce roadside deaths. Specifically, the legislation would:

- 1) Establish a new national safety priority under the Section 405 Program to improve compliance with Move Over laws, by providing states with grant funding for:
  - a) the purchase and deployment of digital alert technology capable of sending alerts to civilian drivers to protect first responders while on scene and enroute, and;

- b) educating the public about Move Over laws through public information campaigns.
- 2) Encourage states to use Section 402 funds for “Move Over” law compliance through the purchase and deployment of digital alert technology and public awareness campaigns.
- 3) Require the National Highway Transportation Safety Administration (NHTSA) to promulgate rules mandating crash avoidance technology on all new motor vehicles by 2022 including automatic emergency braking, forward collision warnings, and lane departure warnings.
- 4) Require all federal fleet vehicles to have crash avoidance technology (automatic emergency braking, forward collision warnings, and lane departure warnings) by 2025.
- 5) Require all federal fleet vehicles used for emergency response activities to be equipped with digital alert technology by 2025.
- 6) Require NHTSA to produce research findings on the efficacy of “Move Over” laws and related public awareness campaigns as well as recommendations on how to improve these efforts to prevent roadside deaths.

The Section 402 Program, administered by NHTSA, provides grants to states to reduce injuries and deaths from motor vehicle accidents, through efforts related to reduce drug and alcohol impaired driving, reduce speeding, improve pedestrian safety and enforcement of traffic laws. It should be noted, Illinois has used these funds to support a paid media “Move Over” awareness campaign.

Similarly, the Section 405 Program under NHTSA establishes national safety priorities and provides grants to states to address these priorities, which include the prevention of cell phone use among drivers. However, these priorities have not yet included efforts to enforce “Move Over” laws or prevent roadside first responder deaths.

## **Squad Car Crashes**

In 2019, the Illinois State Police reported 72 total squad car crashes, 27 of those were “Move Over” related crashes, three of the crashes resulted in the death of a State Trooper. As of November 2020, the Illinois State Police reported 23 total squad car crashes, 15 of those were “Move Over” related crashes.

The Task Force spoke with Vermillion County Sheriff's Deputy Michael Vice. On January 26, 2020, Deputy Vice's squad car was struck by another vehicle on Interstate 74. Deputy Vice suffered a traumatic spinal injury.

## **Enforcement of the Move Over Law**

The Illinois State Police reported the following enforcement statistics. In 2019, the Illinois State Police issued 6,570 citations and 3,627 warnings. In 2020, as a result of the pandemic, traffic flow decreased and the Illinois State Police mission was altered; however, the Illinois State Police reports the following enforcement totals: 1,808 citations and 1,776 written warnings (as of November 2020). It should be noted, there is no central repository for citation or warning data of all law enforcement agencies within Illinois.

Public Act 101-173 created a conditional assessment of \$250, which shall be deposited into the newly created Scott's Law Fund state fund. As of December 2020, the balance in the fund was \$42,413.25. No monies have been paid out of this fund to date. It should be noted, Public Act 101-173 also provided if a county or city police officer issues the citation the assessment shall be deposited into the county's or municipality's Transportation Safety Highway Hire-back Fund. No data for these funds was immediately available.

## **Statewide Move Over Law Court Dispositions**

Due to the unavailability of statewide Move Over citation information for all law enforcement in Illinois, the best source of information is the court disposition data reported to the Illinois Secretary of State. Traffic offenses are reported to the Illinois Secretary of State's office through the Automated Disposition Reporting System from the Administrative Office of the Illinois Courts. It should be noted, the information below is a snapshot, as of November 2020, of data currently in the system. According to the Illinois Secretary of State, the annual conviction and suspension data for the Move Over Law (625 ILCS 5/11-907(c)) is as follows:

### **2020 (through November)**

- Convictions entered on driving record – 501\*
- Supervisions entered on driving record – 1,223
- Out-of-State convictions entered on driving record for Illinois driver – 179\*
- Suspensions under 625 ILCS 5-6-206(a)37\*\* entered on driving record – 4

### **2019**

- Convictions entered on driving record – 1,342
- Supervisions entered on driving record – 4,392
- Out-of-State convictions entered on driving record/Illinois driver – 545\*
- Suspensions under 625 ILCS 5-6-206(a)37\*\* entered on driving record – 14

2018

- Convictions entered on driving record – 212
- Supervisions entered on driving record – 555
- Out-of-State convictions entered on driving record /Illinois driver – 433\*
- Suspensions under 625 ILCS 5-6-206(a)37\*\* entered on driving record – 7

2017

- Convictions entered on driving record – 255
- Supervisions entered on driving record – 660
- Out-of-State convictions entered on driving record/Illinois driver – 381\*
- Suspensions under 625 ILCS 5-6-206(a)37\*\* entered on driving record – 8

\*This number should be considered a minimum as some previous convictions may have been removed due to updated court disposition.

\*\*625 ILCS 5-6-206(a)37 provides the Secretary of State is authorized to suspend or revoke the driving privileges of any person without preliminary hearing upon a showing of the person's records or other sufficient evidence that the person has committed a violation of 625 ILCS 5/11-907(c) that resulted in damage to the property of another or the death or injury of another.

## Illinois Department of Transportation Crash Data

Due to the unavailability of statewide “Move Over” citation information for all law enforcement in Illinois, the Task Force obtained crash report data obtained from the Illinois Department of Transportation. It should be noted, not all “Move Over” violations result in a crash. The Illinois Department of Transportation conducted a search of all crash reports between 2013 through 2019, where a citation for 625 ILCS 5/11-907(c) was listed on the crash report and issued by the investigating law enforcement officer. From 2013 through 2019 there were a total of 148 crashes where a 11-907(c) citation was listed on the crash report. Of the 148 crashes, 79 were investigated by the Illinois State Police. Of the 148 crashes, 56 had an accompanying driving under the influence citation. One potential limitation to this data is the reliance upon the investigating officer to list the specific citation of 11-907(c). If the investigating officer listed only the section 11-907 without specifying paragraph (c), it would not be counted.

<b>YEAR</b>	<b>Crashes listing a 11-907 (c) citation</b>	<b>11-907(c) citation crashes with an accompanying 11-501 (DUI) Citation</b>
2013	3	-
2014	16	-
2015	18	5
2016	22	10
2017	25	18
2018	18	11
2019	46	13

IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.

## Technology and Equipment

Mr. Cory Hohs, CEO & Co-Founder HAAS Alert provided a presentation concerning the HAAS Alert. The system provides digital alerts to drivers as they approach first responders with activated emergency lighting. The alerts notify drivers and connected cars through in-vehicle systems allowing drivers and vehicle systems to make safe maneuvers earlier. Vehicle manufactures, navigation applications (apps), and emergency lighting solutions have begun to implement this technology. The data Mr. Hohs provided, showed the odds of a crash were 60 to 90 percent lower among drivers using vehicle emergency vehicle warning devices rather than relying on flashing lights and sirens.

Task Force Member Justin Hood, with the Illinois State's Attorneys Association, inquired about the feasibility of rear-facing squad car cameras. The Illinois State Police could only estimate a standalone upgrade of all their existing in-car cameras could cost over \$300,000 which does not include the necessity to upgrade their digital storage. It should be noted, law enforcement members of the task force indicated the financial cost of squad car and body cameras continue to be an implementation barrier for several law enforcement agencies.

The Illinois State Police reported to the Task Force on other internal improvements and initiatives. The Illinois State Police's internal Emergency Lights and Risk Management Committee studied and worked to implement technological efficiencies for troopers to have less time on the roadside handling crashes, completing inspections, and traffic stops to reduce exposure to crashes. With the implementation of electronic citations, the Illinois State Police has studied the printers and paper used in their squad car printers as well as using their in-car technology to auto populate paperwork. The Illinois State Police reported new squad cars will come equipped with push bumpers to help absorb front end collisions. Other recommendations from the committee included:

- Reprogram squad cars emergency lightbars to arrow stick/warning mode, where the two signals alternate every three seconds.
- Install a photo electric cell for all vehicles so the lights will switch to the appropriate brightness automatically and free the officer from the responsibility to do so.
- Reflective tape could be placed on the rear of the patrol cars to help oncoming traffic observe vehicles at a greater distance.
- Continue to research and develop new technology and evaluate what other law enforcement agencies are doing to mitigate the risk.

The Task Force notes first responders rely on various technologies for effective service and their own safety. The cost of technology continues to be an obstacle. The Task Force encourages our national and state leaders to prioritize funding for public safety and first responders.

## **Training and Advocacy**

The Illinois State Police reported to the Task Force law enforcement has once again placed an emphasis on troopers utilizing passenger side approach when feasible. Passenger side approach encourages troopers to contact the driver of a vehicle along the right side of the car, a trooper can reduce the areas of concern, eliminating the worry of being struck by an approaching vehicle. The Illinois State Police's internal Emergency Lights and Risk Management Committee recommended in-service training for situational emergency lighting use and what is most beneficial in certain situations. The Illinois State Police will continue to utilize the Illinois State Police's Public Information Office to educate the public about the Scott's Law and Distracted Driving.

The Move Over Task Force heard testimony by Ms. Amy Ent with Move Over Illinois. Move Over Illinois, a 501 (c)(3) non-profit organization created to raise awareness for Illinois' Scott's Law. By use of social media, educational programs and media outreach, Move Over Illinois aims to educate the public about the hazardous working conditions of emergency personnel, and how their obedience to the law can help keep these men and women safe.

# Task Force Recommendations

## Legislative Recommendation

The Task Force believes more improvements are needed for Illinois' Move Over Law. As written, the law requires vehicles to make a lane change (Move Over) from the stationary authorized emergency vehicle. If a lane change is not available, vehicles must reduce their speed. The Task Force believes for vehicles to "proceed with due caution," they should always reduce speed. Therefore, we would achieve Move Over *AND* Slow Down, as opposed to Move Over *OR* Slow Down.

Furthermore, the only factor of aggravation for 625 ILCS 5/11-907 (c) is a violation of the driving under the influence laws. According to NHTSA, "Distracted driving is dangerous, claiming 2,841 lives in 2018 alone. Among those killed: 1,730 drivers, 605 passengers, 400 pedestrians and 77 bicyclists. 400,000 people were injured in crashes involving distracted drivers in 2018." According to a June 2019 report by AAA Foundation for Traffic Safety Report, *2019 Traffic Safety Culture Index*, "drivers who had been involved in a crash(es) in the past two years were significantly more likely to engage in any type of self-reported distracted driving behavior. For example, 43 percent of drivers who had been involved in a crash(es) admitted to having typed on a hand-held cell phone while driving in the past 30 days prior to the survey compared to only 27 percent of drivers who had not been involved in any crash in past two years." In a 2015 report by the AAA Foundation for Traffic Safety, research revealed, "Potentially unsafe mental distractions can persist for as long as 27 seconds after dialing, changing music or sending a text using voice commands." Therefore, the Task Force recommends, Illinois' two distracted driving laws, pertaining to wireless telephones/electronic communications devices, should be included as factors in aggravation.

The Task Force also encourages the United States Congress to pursue legislation, such as the Protecting Roadside First Responders Act. The Task Force agrees "Move Over" laws should be a new national safety priority within an existing federal grant program to increase public awareness.

## Procurement Recommendation

The Illinois State Police reported one hindrance to the timely purchase, acquisition, and testing of new technology and public safety equipment is the lengthy and complex state procurement process. As additional steps continue to be added to the procurement process, this exacerbates the delays in obtaining necessary technology and equipment. For the Illinois State Police to effectively experiment and implement technological changes, the Task Force recommends the Illinois State Police should have more flexibility within the Illinois Procurement Code.

Experts in public safety have determined what is best to keep first responders and the public safe, such as protective equipment and lighting. There are regulatory organizations and accreditations who dictate a minimum level of quality, innovation and standards. It has become increasingly evident the procurement process is not equipped to make educated decisions on what is best for first responders when it comes to the health and safety of the public. This is not an area where a low-priced bid award is in the best interest of public safety.

The Task Force recommends the Director of the Illinois State Police be given authority to appoint an independent Chief Procurement Officer for Public Safety, with the consent of the Executive Ethics Commission. This will ensure the Chief Procurement Officer's office continues to be a fiscal watchdog, while working to advance public safety. The Task Force recommends the General Assembly pass legislation to implement this advancement for the acquisition of necessary public safety technology and equipment in the Illinois Procurement Code.

## **Data Collection Recommendation**

The Task Force noted the unavailability of statewide data for citations, warnings, and crashes. The Task Force would encourage the Illinois Department of Transportation to amend the Illinois Traffic Crash Report (SR-1050) Form, to more easily capture "Move Over" law related crashes.

The Task Force would encourage law enforcement and the Administrative Office of the Illinois Courts work together to amend the Uniform Traffic Citation and Complaint to include a check box for the "Move Over" law.

## **Public Awareness Recommendation**

According to a 2004, World Health Organization report, *World Report on Road Traffic Injury Prevention*, "It is clear that informing and educating road users can improve knowledge about the rules of the road and about such matters as purchasing safer vehicles and equipment." Education can help to bring about a climate of concern and develop sympathetic attitudes towards effective interventions. ...when used in support of legislation and law enforcement, publicity and information can create shared social norms for safety. However, when used in isolation, education, information and publicity do not generally deliver tangible and sustained reductions in deaths and serious injuries."

As law enforcement continues to increase enforcement with Move Over campaigns and details, the Task Force believes more emphasis should be conveyed to the public through public service announcement and other forms of digital and print media. The Task Force members representing the Illinois Broadcasters Association and the Illinois News Broadcasters Association were able to

produce a 30-second television and radio public education announcement for use in developing a public education campaign.

The Task Force encourages all organizations, with a traffic safety-oriented missions, to continue their efforts in educating the public on the Move Over law. Two recent examples of public and private partnerships produced these educational decals.



The Task Force also strongly encourages the Illinois Department of Transportation and the Illinois Tollway Authority to increase signage along highways to educate the motoring public about the “Move Over” law and to study alternative signage designs, which would be more noticeable and memorable for drivers. The Task Force recommends signage be prioritized at state borders, as well as key points where a high volume of motorists enter the highways within the state.





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