



ILLINOIS STATE POLICE
Office of the Director

JB Pritzker
Governor

Brendan F. Kelly
Director

December 23, 2022

Honorable Members of the Illinois General Assembly
State House
Springfield, Illinois 62706

Dear Honorable Members of the Illinois General Assembly:

Pursuant to 625 ILCS 5/11-907.2, enclosed is the mandated report from the Move Over Early Warning Task Force. December 23, 2022, will mark the 22nd 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," and 2022 also marks the 20th anniversary of Illinois' Scott's Law (Public Act 92-283).

According to the National Highway Traffic Safety Administration (NHTSA), the first "Move Over" law originated in South Carolina in 1996 after a paramedic was struck and killed while responding to a crash. Since then, every state has enacted such laws, including Hawaii, which in 2012 became the 50th and final state to enact "Move Over" legislation." NHTSA also reports that since 2017, there have been [149](#) law enforcement officers killed in traffic-related incidents.

Communicating the presence of maintenance activities, work zones, and emergency scenes on our highways has historically been accomplished with ever-evolving emergency lighting technology, plastic and concrete barriers, fixed signs (e.g. cones and fixed and dynamic signage). The increase of in-vehicle technology, whether it be integrated into modern vehicle's on-board computer or drivers' smart phones, provides an opportunity to alert motorists from inside their vehicle to the presence of emergency vehicles, tow trucks, and highway maintenance zones. While this is an emerging technology, it is critical Illinois start to leverage and study this technology.

On behalf of the Move Over Early Warning Task Force members, we stand ready to assist you and the leaders of the General Assembly in this noble effort to reduce the loss of life on Illinois highways.

Very respectfully,

Handwritten signature of Brendan F. Kelly in black ink.

Brendan F. Kelly
Director

cc: House Minority Leader Jim Durkin
Senate President Don Harmon
Senate Minority Leader Dan McConchie
Speaker of the House Emanuel Chris Welch
Legislative Research Unit/COGFA

Move Over Early Warning Task Force

Final Report

Pursuant to Public Act 102-336

Submitted December 23, 2022

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Move Over Early Warning Task Force Membership

Public Act 102-336 created the Move Over Early Warning Task Force.

Task Force Membership

Chaired by Illinois State Police Director Brendan F. Kelly, the Move Over Early Warning Task Force is comprised of the following members:

- Cindy Barbera-Brelle Statewide 911 Administrator
- Lanyea Griffin Director of Illinois Toll Highway Authority’s designee
- Matthew Hart Representative of a statewide trucking association
- Anthony Isla Representative from a large wireless carrier
- Lou Jogmen Illinois Association of Chiefs of Police (President)
- Jim Kaitschuk Illinois Sheriffs’ Association
- Juan Pava Secretary of Transportation’s designee
- Deno Perdiou Incumbent local exchange carrier
- Ruben Ramirez Chair of the Illinois Commerce Commission’s designee
- Steve Shetsky Associated Fire Fighters of Illinois
- Charlene Sligting Representative of Chicago Area Motor Club
- Brian Tamblin Secretary of State’s designee

Task Force Duties

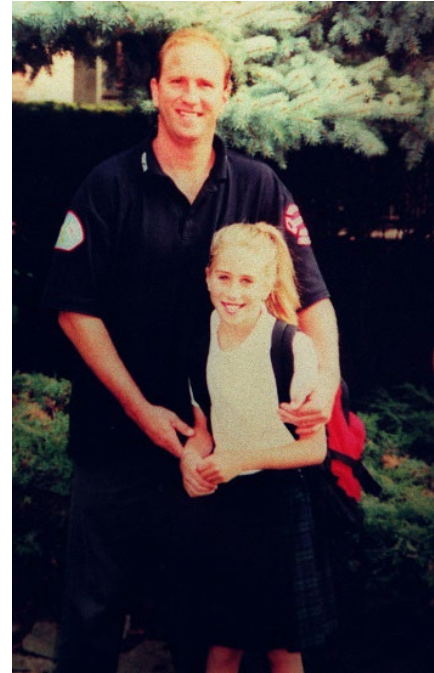
Pursuant to 625 ILCS 5/11-907.2, the Move Over Early Warning Task Force was created to “study new technologies and early warning systems in cellular phones and vehicles that alert the public to the presence of first responders and road safety hazards.”

In 2022, the Task Force met on the following dates: May 20, July 20, October 12, November 4, and December 21. This report was approved unanimously at the December 21, 2022, meeting with the following members present: Chair Brendan Kelly, Cindy Barbera-Brelle, Matthew Hart, Jim Kaitschuk, Juan Pava, Ruben Ramirez, Steve Shetsky, Charlene Sligting, and Brian Tamblin.

Background on Scott's Law

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 a.m., 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."



History of Illinois' Move Over Law

In early 2001, during the 92nd General Assembly, Lieutenant Governor Wood started an online petition campaign, www.scottslaw.org, which promoted House Bill 180. House Bill 180 created "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. It is worth noting, 2022 marks the 20th anniversary of Illinois' Scott's Law (Public Act 92-283).

Public Act 92-283 created Scott's Law (also know as the Move Over Law). Pursuant to the original law from the 92nd General Assembly, which amended Sections 6-206 and 11-907(c) of the Illinois Vehicle Code and Section 5-5-3 of the Unified Code of Corrections to provide that 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. The law provides 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 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 to yield 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 made the following changes:

- Clarified the requirements of Scott's Law (Move Over Law) relative to 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 were changed to 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 Illinois 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. The Public Act also created the Move Over Task Force.

[Public Act 102-336](#), effective January 1, 2022, amended Scott's Law to provide in addition to Illinois driving under the influence laws, two new additional factors in aggravation, if a person commits a Scott's Law offense while in violation of Illinois' two electronic communication device laws. The Public Act also clarified, the visual signals specified in Scott's Law, given by an authorized emergency vehicle "is an indication to drivers of approaching vehicles that a hazardous condition is present when circumstances are not immediately clear. Drivers of vehicles approaching a stationary emergency vehicle in any lane shall heed the warning of the signal, reduce the speed of the vehicle, proceed with due caution, maintain a safe speed for road conditions, be prepared to stop, and leave a safe distance until safely passed the stationary emergency vehicle." Finally, Public Act 102-336, also created the Move Over Early Warning Task Force.

[Public Act 102-338](#), effective January 1, 2022, amended the Illinois Vehicle Code to provide that, in addition to other penalties imposed for a violation of provisions concerning operation of a vehicle while approaching an authorized emergency vehicle, the court may order a person to perform community service as determined by the court.

Federal Legislation

In 2019, United States Senator Richard Durbin of Illinois introduced Senate Bill 2700 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.

Senator Durbin's "Protecting Roadside First Responders Act" sought 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, National Priority Safety Program, which provides grant funding to address selected national priorities for reducing highway deaths and injuries, improve compliance with Move Over laws, and provides 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 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 prevent injuries and deaths from motor vehicle accidents through efforts to reduce drug and alcohol impaired driving, speeding, and to 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.

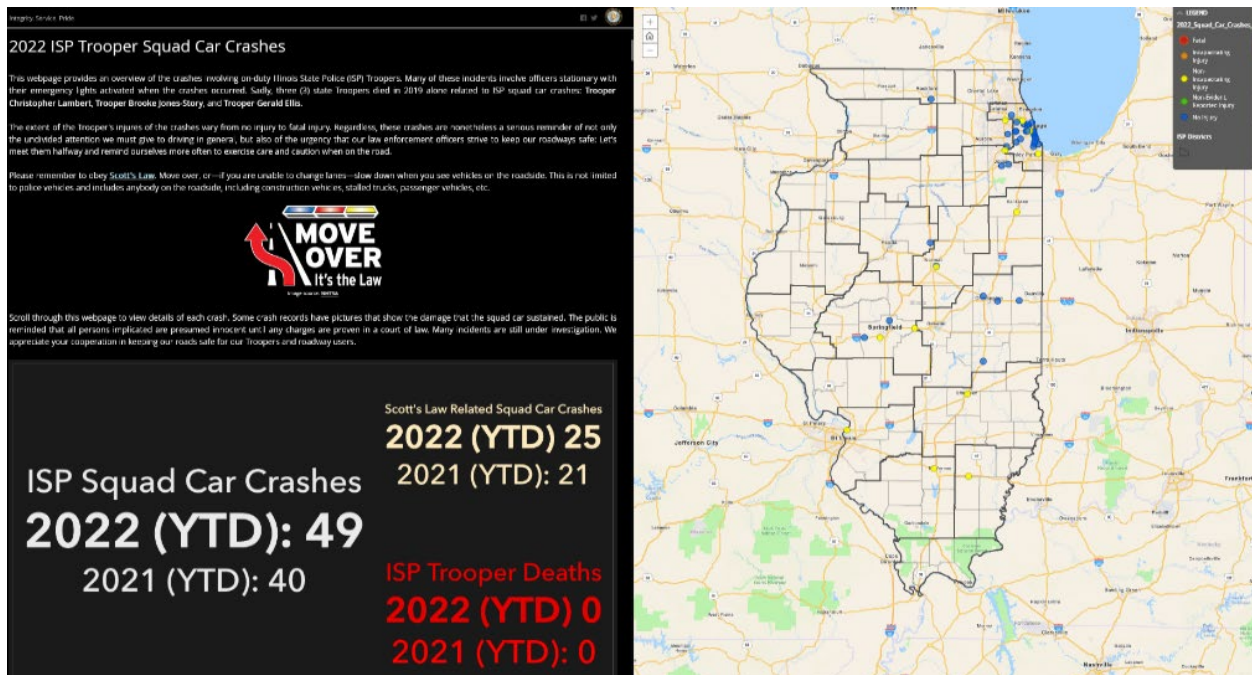
Finally, on November 15, 2021, President Biden signed [Public Law 117-58](#), the Infrastructure Investment and Jobs Act. Contained in this law are elements of Senator Durbin’s Protecting Roadside First Responders Act. First, the Comptroller General of the United States shall carry out a study of the efficacy of Move Over or Slow Down Laws and related public awareness campaigns. The study shall include—(a) a review of each Federal and State Move Over or Slow Down Law, including--(i) penalties associated with the Move Over or Slow Down Laws; (ii) the level of enforcement of Move Over or Slow Down Laws; and (iii) the applicable class of vehicles that triggers Move Over or Slow Down Laws; (b) an identification and description of each Federal and State public awareness campaign relating to Move Over or Slow Down Laws; and (c) a description of the role of the Department in supporting State efforts with respect to Move Over or Slow Down Laws, such as conducting research, collecting data, or supporting public awareness or

education efforts. On completion of the study, the Comptroller General shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report that describes (1) the findings of the study; and (2) any recommendations to improve public awareness campaigns, research, or education efforts relating to the issues.

Secondly, the Infrastructure Investment and Jobs Act also created a grant program titled, "Preventing Roadside Deaths." The Secretary of Transportation shall provide grants to States to prevent death and injury from crashes involving motor vehicles striking other vehicles and individuals stopped at the roadside. The grants received by a State shall be used by the State (a) to purchase and deploy digital alert technology that (i) is capable of receiving alerts regarding nearby first responders; and (ii) in the case of a motor vehicle that is used for emergency response activities, is capable of sending alerts to civilian drivers to protect first responders on the scene and en route; (b) to educate the public regarding the safety of vehicles and individuals stopped at the roadside in the State through public information campaigns for the purpose of reducing roadside deaths and injury; (c) for law enforcement costs relating to enforcing State laws to protect the safety of vehicles and individuals stopped at the roadside; (d) for programs to identify, collect, and report to State and local government agencies data relating to crashes involving vehicles and individuals stopped at the roadside; and (e) to pilot and incentivize measures, including optical visibility measures, to increase the visibility of stopped and disabled vehicles.

Illinois State Police Squad Car Crashes

In 2019, the Illinois State Police reported 72 total squad car crashes; 26 of those were “Move Over” related crashes; and 3 of the crashes resulted in the death of An Illinois State Police Trooper. To raise awareness of “Move Over” related crashes, the Illinois State Police created a [dashboard](#) on the Illinois State Police webpage, to provide an overview of crashes involving on-duty Illinois State Police Troopers.



In 2020, the Illinois State Police reported 23 total squad car crashes; 15 of those were “Move Over” related crashes. In 2021, the Illinois State Police reported 41 total squad car crashes; 22 of those were “Move Over” related crashes. As of December 2022, the Illinois State Police reported 49 total squad car crashes; 25 of those were “Move Over” related crashes.

Move Over Enforcement

The Illinois State Police reported the following enforcement statistics for “Move Over” (625 ILCS 5/11-907(c)). In 2019, the Illinois State Police issued 6,570 citations and 3,627 warnings. In 2020, the Illinois State Police issued 2,046 citations and 2,102 written warnings. In 2021, the Illinois State Police issued 3,252 citations and 2,130 written warnings. As of November 2022, the Illinois State Police has issued 1,168 citations and 1,599 written warnings. It should be noted, there is no central repository for citation or warning data inclusive of all Illinois law enforcement agencies.

Public Act 101-173 created a conditional assessment of \$250, which shall be deposited into the newly created Scott's Law Fund state fund. In the original Move Over Task Force Report, as of December 2020, the balance in the fund was \$42,413.25. As of November 2022, the balance in the fund is \$242,794.19. No monies have been paid out of this fund to date. 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.

The information below is a snapshot, as of November 2022, 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:

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

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

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

2020

- Convictions entered on driving record – 540
- Supervisions entered on driving record – 1,374

- Out-of-State convictions entered on driving record for Illinois driver – 331
- Suspensions under 625 ILCS 5-6-206(a)37** entered on driving record – 5

2021

- Convictions entered on driving record – 654
- Supervisions entered on driving record – 1,867
- Out-of-State convictions entered on driving record for Illinois driver – 377
- Suspensions under 625 ILCS 5-6-206(a)37** entered on driving record – 13

2022 (through November)

- Convictions entered on driving record – 380
- Supervisions entered on driving record – 923
- Out-of-State convictions entered on driving record for Illinois driver – 286
- Suspensions under 625 ILCS 5-6-206(a)37** entered on driving record – 6

*This number should be considered a minimum as some previous convictions may have been removed due to updated court disposition. 2017-2019 numbers are from the [Move Over Task Force Report](#).

**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.

Increased Public Awareness

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.”

In 2017, the Illinois Tollway, the Illinois Department of Transportation, the Illinois State Police, AAA The Auto Club Group, the Mid-West Truckers Association, and Secretary of State Jesse White's office announced the “[Give](#)



Them Distance” campaign. The purpose is to educate drivers to slow down and change lanes when approaching any vehicle with flashing lights.

In 2018, the Illinois Department of Transportation debuted the Life or Death Illinois, a multimedia safety campaign on the real stories of people who have lost their lives on Illinois roads. Life or Death Illinois spotlights the impacts on the families left behind. One of the stories featured Illinois State Police Trooper Kyle Deatherage, who was a victim to a “Move Over” violation.



In 2019, the Illinois State Police began a public awareness campaign. The Illinois State Police began pushing more information to the media concerning “Move Over” related crashes. The Illinois State Police had a larger online media presence.

SCOTT'S LAW THE "MOVE OVER" LAW

PLEASE PROTECT THOSE WHO PROTECT US

WHAT IS SCOTT'S LAW?
 (65 ILCS 6/1-2.1) Scott's Law was named after Lieutenant Scott Gillet of the Chicago Police Department who was struck and killed by a truck while searching for a crash on the Dan Ryan Expressway. Scott's Law mandates that upon approaching any stationary vehicle with flashing emergency lights, including commercial trucks and cars, all approaching vehicles shall:

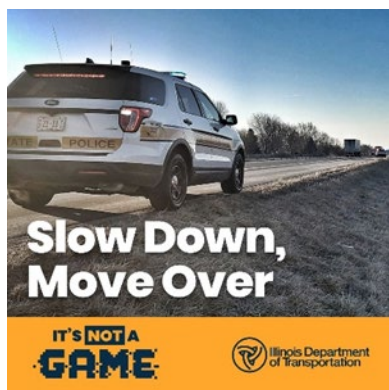
- reduce speed
- change lanes if possible; and
- proceed with caution.

IF IT'S FLASHING, MOVE OVER!

NOTICE
 MOVEDOVER-SLOWDOWN FOR STOPPED EMERGENCY OR MAINTENANCE VEHICLES IT'S THE LAW

As a result of the 2020 Move Over Task Force, the Illinois Broadcasters Association and the Illinois News Broadcasters Association produced Move Over Public Service Announcements for television and radio, which were made possible by funding from the AAA The Auto Club Group.

In October 2022, the United States Department of Transportation's NHTSA launched a "Move Over" public awareness campaign to increase familiarity with the laws in all 50 states requiring drivers to Move Over for first responders. In the latest multimedia campaign developed by the Illinois Department of Transportation, "It's Not a Game" materials specific for the education of the "Move Over" law have been created and are being disseminated.

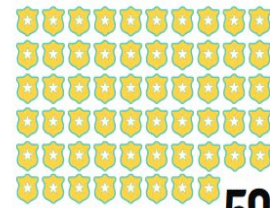


**MOVE OVER.
IT'S THE RIGHT THING TO DO.**



Number of law enforcement officers killed in traffic-related incidents from 2011-2020.

Source: www.cdc.gov/niosh/topics/leo/default.html



Number of law enforcement officers killed in traffic-related incidents in 2021. **58**

Source: <https://nleomf.org/wp-content/uploads/2022/01/2021-EOY-Fatality-Report-Final-web.pdf>



Move Over for law enforcement vehicles.



Number of years since South Carolina enacted the first Move Over law.



Violating this law will get you a ticket.

www.TrafficSafetyMarketing.gov/MoveOver



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Digital Alert Technology

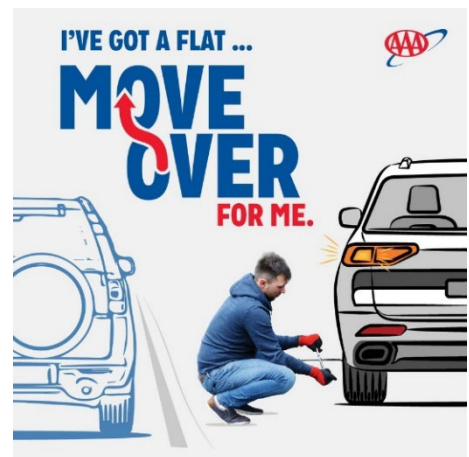
The Task Force members reviewed a study on in-vehicle digital communication alerts. Specifically, a September 2021 study titled, "[Evaluating the Impact of Vehicle Digital Communication Alerts on Vehicles](#)," by the Joint Transportation Research Program, a collaboration between Purdue University and the Indiana Department of Transportation. This study deployed HAAS Alert Devices in eight Indiana Department of Transportation vehicles.

[What is digital alert technology and how does it work?](#) According to the study, "A vehicle installed with the onboard HAAS device has the capability of sending alerts to the HAAS server and then to the navigation applications such as Waze. The device is wired to the vehicle in such a way that the alerts are shown on Waze only when the vehicle turns on its strobe lights."

In total, HAAS devices were installed on eight different Indiana Department of Transportation vehicles between May 14 and August 31, 2020, which included queue trucks (trucks deployed ahead of highway maintenance zones) and motorist assist trucks. Hard braking data was used to determine if these alerts have a meaningful impact on safety. According to the study, "Approximately 370 hours of queueing with queue trucks present and 58 hours of queueing without queue trucks present were evaluated. Hard-braking events were found to decrease approximately 80 percent when queue warning trucks were used to alert motorists of impending queues."

AAA The Auto Club Group Digital Alert Pilot Program

During the Task Force meetings, AAA The Auto Club Group announced they were creating a grant program to fund a three-year pilot program on digital alert technology. The grant program will outfit pilot program patrol vehicles with the necessary equipment and subscription fees to generate digital alerts. The systems will be set up in such a way that a digital alert will be created when the vehicle emergency response lights are activated. The digital alert will then be broadcast via navigational apps and through select in-vehicle equipment as available.



Task Force Conclusions/Recommendations

The need is clear that more action is needed to prevent injury and death of emergency responders and the motoring public. Despite the enactment of Scott's Law in 2002, injuries and deaths continue.

During the past four years, Illinois has seen an increase in crashes involving stationary authorized emergency vehicles. In 2019, the Illinois State Police experienced 26 "Move Over" crashes. Two of these crashes were fatal. In 2020, the Illinois State Police experienced 15 "Move Over" crashes. In 2021, the Illinois State Police experienced 22 "Move Over" crashes. One of the Troopers from a 2021 crash remains critically injured today. These crashes are not confined to the Illinois State Police. Both the Illinois Department of Transportation and Illinois Tollway have experienced "Move Over" related crashes. On October 18, 2022, two construction workers were fatally struck in western Illinois due to an alleged "Move Over" violation.

Public awareness campaigns, highway signage, and driver's education instruction have been conducted and updated during the past 20 years to raise awareness of the "Move Over" law. Additionally, emergency lighting packages have drastically improved during the past 20 years; however, more needs to be done.

Recommendations

Digital alert technologies are emerging to provide advanced warning to road users via smart phones and in-vehicle equipment to alert motorist of the presence of first responders, construction workers, tow truck operators, and other roadside safety hazards. While the Indiana Department of Transportation/Purdue University research is promising, additional research and piloting would be beneficial.

- The Task Force supports the efforts of AAA The Auto Club Group to conduct a pilot program on this technology. During the Task Force meetings, the Illinois Department of Transportation and the Illinois Center for Transportation at University of Illinois Urbana Champaign announced it will conduct a formal evaluation of the pilot programs funded through the AAA grant. It is expected that the evaluation project will start in the first quarter of 2023. The study will evaluate the effectiveness of digital alert technologies on reducing operating speeds, increasing compliance with "Move Over" requirements, and preventing crashes. The study will also evaluate any available research on this subject including operational hurdles, security issues, implementation case studies, etc.
- The Task Force recommends the Illinois State Police be provided procurement flexibility to pilot advanced warning technology. The Task Force encourages the procurement laws be modified where necessary to include digital alert technology equipment in master contracts for patrol cars and/or emergency lighting packages.

- The Task Force recommends, if resources and funding are available, advanced warning technology should be mandatory for all Illinois State Police patrol vehicles by July 1, 2024.
- The Task Force recommends designated specific funds be created and made available to expand advanced warning technology for all local first responders covered under 625 ILCS 5/11-907(c) (Scott's Law).
- The Task Force recommends the Illinois State Police and Illinois Department of Transportation work collaboratively to identify potential funding sources and ways to streamline the implementation of digital alert systems statewide. The Task Force supports the Illinois Department of Transportation including digital alert technology in the 2024 Highway Safety Plan. This will place Illinois in a unique position to be eligible for federal grants created in [Public Law 117-58](#), the Infrastructure Investment and Jobs Act.
- The Task Force recommends the Illinois Department of Transportation increase Scott's Law messaging by use of dynamic message boards as well as update the signage along Illinois highways using newly designed information graphics.

