



Illinois Department of Transportation

Division of Traffic Safety
3215 Executive Park Drive / P.O. Box 19245 / Springfield, Illinois / 62794-9245

TECHNICAL REPORT

April 2007

Evaluation of FY06 Integrated Mini-Grant Enforcement Program (IMaGE) and Mini-Grant Alcohol Program (MAP) Projects in Illinois

Compiled and Prepared by

Illinois Department of Transportation

Division of Traffic Safety

Evaluation Unit

3215 Executive Park Drive

Springfield, Illinois 62794-9245

Illinois Department of Transportation

Division of Traffic Safety

Evaluation Unit

The Evaluation Unit within the Division of Traffic Safety in the Illinois Department of Transportation focuses on evaluation and monitoring of various highway safety projects and programs in Illinois. The Evaluation Unit conducts research and analyses that enhance the safety and efficiency of transportation by understanding the human factors that are important to transportation programs in Illinois. The main functions of the Unit include the following:

1. Develop an in-depth analysis of motor vehicle related fatalities and injuries in Illinois using several crash related databases (Crash data, FARS, Trauma Registry, and Hospital data, state and local police data).
2. Develop measurable long term and short term goals and objectives for the Highway Safety Program in Illinois using historical crash related databases.
3. Evaluate each highway safety project with enforcement component (e.g., Traffic Law Enforcement Program, Local Alcohol Program, IMaGE projects) using crash and citation data provided by local and state police Departments.
4. Evaluate several highway safety programs (e.g., Occupant Protection and Alcohol). This involves evaluating the effects of public policy and intervention programs that promote safe driving.
5. Design and conduct annual observational safety belt and child safety seat surveys for Illinois. This survey is based on a multi-stage random selection of Interstate Highways, US/IL Highways, and several local and residential streets.
6. Provide results of research and evaluation as well as annual enforcement activities to the National Highway Traffic Safety Administration (NHTSA) as part of the Federal Requirements of State Highway Safety Program in Illinois.
7. Provide statistical consultation to other Sections at the Division of Traffic Safety and other Divisions at IDOT.
8. Publish results of all research and evaluation at the Division and place them as PDF files at IDOT's Website.

This report provides descriptive evaluations of the Integrated Mini-Grant Enforcement Program (IMaGE) and the Mini-Alcohol Program (MAP) using the fiscal year 2005 monthly enforcement data obtained from the local grantees. The focus of the enforcement projects included, but was not limited to, occupant protection enforcement, speeding enforcement, and impaired driving enforcement.

The report was compiled and prepared by the Evaluation staff. Comments or questions may be addressed to Mehdi Nassirpour, Chief of Evaluation Unit, Bureau of Administrative Services, Division of Traffic Safety, Illinois Department of Transportation, 3215 Executive Park Drive, Springfield, IL 62794-9245.

Table of Contents

IMaGE Projects Section

Analysis of the FY06 IMaGE Projects	1
Summary of IMaGE Program	2
Limitations of Enforcement Data.....	3
Evaluation of IMaGE Program.....	5
General Objectives of IMaGE Projects.....	6
Category 1 IMaGE: Population under 2,500.....	8
Category 2 IMaGE: Population 2,501-10,000.....	10
Category 3 IMaGE: Population 10,001-25,000.....	13
Category 4 IMaGE: Population 25,001-50,000.....	16
Category 5 IMaGE: Population 50,001 and over.....	19

List of IMaGE Tables

Table 1: IMaGE Data Summary Table	4
Table 2: Selected Objectives by Selected Population Categories.....	7
Table 3: IMaGE: Population Under 2,500.....	9
Table 4: IMaGE: Population 2,501-10,000.....	12
Table 5: IMaGE: Population 10,001-25,000.....	15
Table 6: IMaGE: Population 25,001-50,000.....	18
Table 7: IMaGE: Population 50,000 and over.....	21

MAP Projects Section

Analysis of the FY06 MAP Projects	22
Summary of MAP Program	23
Evaluation of MAP Program.....	25
General Objectives of MAP Projects.....	26
Category 1 MAP: Population 2,501-10,000.....	28
Category 2 MAP: Population 10,001-25,000.....	31
Category 3 MAP: Population 25,001-50,000.....	34
Category 4 MAP: Population 50,001 and over.....	37

List of MAP Tables

Table 8: MAP Data Summary Table.....	24
Table 9: MAP Selected Objectives by Selected Population Categories.....	27
Table 10: MAP: Population 2,501-10,000.....	30
Table 11: MAP: Population 10,001-25,000.....	33
Table 12: MAP: Population 25,001-50,000.....	36
Table 13: MAP: Population 50,001 and over.....	39

Appendix A: Integrated Mini-Grant Enforcement FY 2006 Campaign Dates	40
Appendix B: Mini Grant Alcohol Program FY 2006 Campaign Dates	41
Appendix C: Map of FY 2006 IMaGE and MAP Projects by County	42

**Analysis of the FY2006 Integrated Mini-Grant
Enforcement Program (IMaGE) Projects**

Summary of IMaGE Program

During FY 2006, the Division of Traffic Safety funded 52 Integrated Mini Grant Enforcement (IMaGE) projects in Illinois. An IMaGE grantee is usually a local police agency with adequate number of police officers who are familiar with traffic safety related issues. The main goal of the IMaGE program is to promote safety belt and child safety seat use by focusing on occupant protection and speed violations at selected locations and selected time slots. The enforcement activities were scheduled five times a year (two-week period per campaign).

Data and information on these 52 projects are provided in **Table 1**. **Table 1** shows total traffic enforcement data by five campaigns. In addition, summary statistics, such as average campaign patrol hours, motorist contact rate, percent occupant protection violations, percent speed violations, DUI rate and alcohol-related contact rate are reported in this table.

Based on the data and information provided by the IMaGE grantees, the following results were obtained:

1. Selected police departments had a total of 24,169 patrol hours, an average of 4,834 hours per campaign (24,169 divided by 5 campaigns).
2. A total of 221 out of a possible 260 campaigns were conducted.
3. A total of 45,057 vehicles were stopped during these campaigns with a vehicle contact rate of one for every 32.2 minutes of patrol.
4. A total of 41,139 citations and written warnings were issued (one for every 35.2 minutes of patrol).
5. There were 8,440 speeding citations issued during the five enforcement periods. More than 20 percent of the total citations and written warnings were issued for speeding violations.
6. During FY06, all the IMaGE projects combined issued 21,118 safety belt citations and 67 safety belt written warnings.
7. A total of 1,029 child safety seat citations and 18 child safety seat written warnings were issued.
8. A total of 1,334 alcohol-related citations, including DUIs, were issued during the 221 enforcement campaigns. It should be noted that no specific alcohol-related objectives were set for the IMaGE projects since alcohol-related violations were a secondary emphasis for the IMaGE projects.

Limitation of Reported Enforcement Data

In this report the pre and post observational survey results by 24 IMaGE grantees (out of 52 grantees) were missing (19 grantees), and incorrect (5 grantees). Since the observational survey data is the only indicator that is used to evaluate the effectiveness of the enforcement activities, it is very difficult to accurately assess the progress of these agencies.

List of Local Police Departments Did not Report or Reported Pre/Post Safety Belt Data Incorrectly	
Did not report	Data seems incorrect
Calumet City	Burnham
Collinsville	Cahokia
Columbia	Midlothian
Fairmont City	Morgan County
Glen Carbon	Streator
Lyons	
Madison	
Markham	
Moline	
Oak Brook	
O'Fallon	
Park City	
Pekin	
Riverside	
Rock Island	
Tazewell County	
Wilmette	
Winnebago County	
Woodridge	

The Evaluation staff at DTS are planning to contact those agencies and discuss the consequences of not reporting the required enforcement activities.

Table 1
 FY06 IMAGE CAMPAIGN PROJECT DATA SUMMARY TABLE
 IMAGE PROGRAM TOTALS
 ALL POLICE AND SHERIFF'S DEPARTMENTS
 Image "Overtime" Enforcement

Type of Citation	Campaign #1	Campaign #2	Campaign #3	Campaign #4	Campaign #5	Total
Speeding	672	2,527	471	1,991	2,779	8,440
Other Moving Viol.	814	1,674	685	1,714	2,438	7,325
DUI	6	71	6	55	59	197
Alcohol Related	81	105	371	40	44	641
Safety Belt	6,149	2,227	6,194	2,673	3,875	21,118
Child Restraint	373	104	266	88	198	1,029
Drugs	18	79	35	72	32	236
Weapons	0	22	4	46	1	73
Stolen Vehicles	0	21	19	14	4	58
Outstand Warrants	39	118	80	121	112	470
Suspended License	216	295	160	210	324	1,205
Sworn Reports	3	237	3	13	6	262
Safety Belt W/Warn.	23	18	10	16	0	67
Child Rest. W/Warn	18	0	0	0	0	18
Vehicles Stopped	7,275	6,335	15,005	6,962	9,480	45,057
Vehicle Contact Rate	37.3	42.5	18.2	37.1	39.8	32.2
Average B.A.C.'s						
Image Totals	8,412	7,498	8,304	7,053	9,872	41,139

Regular Non-Overtime Patrol

Type of Citation	Campaign #1	Campaign #2	Campaign #3	Campaign #4	Campaign #5	Total
Speeding	2,276	2,007	1,786	2,347	2,737	11,153
Other Moving Viol.	3,700	2,828	3,048	3,070	4,302	16,948
DUI	136	168	139	141	178	762
Alcohol Related	120	91	208	88	65	572
Safety Belt	698	556	1,542	664	591	4,051
Child Restraint	62	94	247	150	55	608
Safety Belt W/Warn.	23	45	101	2	0	171
Child Rest. W/Warn.	2	11	62	2	0	75
Regular Enf. Total	7,017	5,800	7,133	6,462	7,928	34,340

IMAGE SUMMARY DATA

	Campaign #1	Campaign #2	Campaign #3	Campaign #4	Campaign #5	Total
Total Patrol Hours	4,527.5	4,491.9	4,555.2	4,308.9	6,285.3	24,168.8
Total P.I.&E's	2,139	1,642	231	232	370	4,614
Pre Survey %	74.643	91.530	81.6%	N/A	N/A	81.6%
Post Survey %	N/A	N/A	N/A	N/A	N/A	84.8%
Safety Belt % Change						3.2%

Average Campaign Patrol Hours	4,833.8 hours
Motorist Contact Rate (citations/written warnings)	35.2 minutes
Occupant Protection Violation Percentage	53.8 %
Speed Violation Percentage	20.5 %
DUI Rate	122.7 hours
Alcohol/Drug-Related Contact Rate	18.1 hours

Evaluation of the Integrated Mini Grant Enforcement Program (IMaGE)

In Illinois, during 2006, 1,265 persons were killed in fatal crashes (Fatal Analysis Reporting System, 2006) and approximately 112,343 persons were injured in motor vehicle crashes (Statewide Summary of Motor Vehicle Crash Statistics, 2005). The cost per death in Illinois for 2005 was \$1,150,000 and the cost per nonfatal disabling injury was \$60,500 (National Safety Council, 2005).

Previous studies have shown that changing public attitudes regarding risk-taking behaviors such as speeding, impaired driving, and not using safety belts and child safety seats will save lives. It has also been shown that visible enforcement programs focusing on these violations offer the greatest potential for changing these behaviors. To change public attitudes regarding these behaviors, the Division of Traffic Safety (DTS) has developed the IMaGE program. The IMaGE program provides selected police departments with extra funding to place enforcement officers on overtime patrols for speeding violations, impaired driving violations, and occupant protection violations during five specified enforcement periods throughout the state. These enforcement periods are scheduled around holidays when the highways are the busiest. All agencies participating in the program conduct enforcement within the same two-week period (see **Appendix A**) to ensure high visibility of enforcement statewide.

The Specific Goals of the IMaGE Program are:

1. Achieve higher use of safety belts and child safety seats.
2. Increase enforcement of occupant restraint, impaired driving and speed laws.
3. Reduce the number of motor vehicle related fatalities and injuries.

In FY06 the Division of Traffic Safety funded 52 IMaGE projects throughout the state. Only 30 of the 52 projects participated in all 5 campaigns. Funding for the IMaGE program, which is administered by DTS, is provided by the National Highway Traffic Safety Administration (NHTSA). Although a total of \$1,405,223.00 was obligated to fund the 52 IMaGE projects, actual program cost for fiscal year 2006 was \$1,320,754.00. The average cost of one hour of patrol within an IMaGE project was \$54.65 (\$1,320,754 divided by 24,169 patrol hours), while the average cost of a citation/written warning was \$32.11 (\$1,320,754 divided by 1,139 citations/written warnings) during FY06.

The evaluation of the IMaGE program was based on the enforcement data submitted to the Division by the 52 local agencies. Out of 52 projects, 21 met all of their objectives stated in the approved projects. Graphic distribution of all 52 projects is displayed on the Illinois map (see **Appendix C**).

General Objectives of IMaGE Projects

- 1) X number of patrol hours per enforcement campaign
- 2) A minimum of one motorist contact (citations and/or written warnings) for every 60 minutes of patrol.
- 3) Thirty percent of contacts must be for occupant protection violations.
- 4) No more than 50 percent of contacts should be for speeding violations.
- 5) Conduct pre and post observational safety belt surveys.

The above objectives vary from location to location. The patrol hours and contact rates are determined by the population size of a location, the higher the population in a location, the higher the number of patrol hours and contact rates for that location. Location-specific historical data within specific population groups were used to produce selected traffic safety indicators listed in objectives 1 through 4.

Table 2 depicts selected IMaGE grant categories based on population size and their specific objectives.

Table 2: Selected Objectives by Selected Population Categories

Categories based on population (1)	Patrol hours (2)	Contact rate (3)	Occupant protection (4)	Speed (5)	Safety belt surveys (6)
Under 2,500	60-70 per campaign (350 annually)	One (1) contact for every 60 patrol minutes	Thirty (30) percent of contacts for occupant protection	No more than 50 percent of citations for speed	Conduct pre and post surveys at two (2) sites
2,501-10,000	85-95 per campaign (474 annually)	One (1) contact for every 60 patrol minutes	Thirty-six (36) percent of contacts for occupant protection	No more than 50 percent of citations for speed	Conduct pre and post surveys at four (4) sites
10,001-25,000	95-105 per campaign (525 annually)	One (1) contact for every 60 patrol minutes	Thirty-two (32) percent of contacts for occupant protection	No more than 50 percent of citations for speed	Conduct pre and post surveys at six (6) sites
25,001-50,000	125-135 per campaign (675 annually)	One (1) contact for every 60 patrol minutes	Thirty-three (33) percent of contacts for occupant protection	No more than 50 percent of citations for speed	Conduct pre and post surveys at eight (8) sites
Over 50,000	135-145 per campaign (725 annually)	One (1) contact for every 60 patrol minutes	Thirty (30) percent of contacts for occupant protection	No more than 50 percent of citations for speed	Conduct pre and post surveys at ten (10) sites

Column 1: Selected population categories
 Column 2: Total number of hours assigned to each population category
 Column 3: The number of traffic stops every X minutes of patrol
 Column 4: The assigned percentage of occupant protection citations
 Column 5: No more than 50 percent of citations for speeding
 Column 6: The number of pre and post safety belt survey sites

Category 1 IMaGE: Population under 2,500

List of IMaGE Projects with Populations under 2,500:

- 1) Fairmont City
 - 2) Roxana (withdrew)
-

Category Evaluation

Fairmont City submitted enforcement data for 3 of 5 campaigns. Roxana withdrew from the project before conducting any enforcement. The objectives and accomplishments for these projects are as follows:

Objective 1: Conduct 60-70 patrol hours per enforcement campaign (300-350 hours annually).

Accomplishments: *As shown in Table 3, Fairmont City met this objective. The average hours of patrol per campaign for Fairmont City was 89.0.*

Objective 2: Have a motorist contact rate of one for every 60 minutes of patrol.

Accomplishments: *Fairmont City met this objective by averaging one contact for every 50.7 minutes of patrol.*

Objective 3: More than 30 percent of all citations must be written for occupant restraint violations.

Accomplishments: *Fairmont City issued 25.6% of all citations for occupant restraint violations.*

Objective 4: Citations issued for speeding violations must not exceed 50 percent of all citations written.

Accomplishments: *Fairmont City issued 32.3% of all citations for speeding therefore meeting the objective.*

Objective 5: Agency must conduct pre and post safety belt surveys.

Accomplishments: *Fairmont City failed to submit a post seat belt survey.*

Category Results:

Fairmont City met all of the objectives except conducting a post seat belt survey and the occupant protection rate objective by only writing 25.6% of citations for occupant protection.

Table 3 provides data and information pertaining to **Category 1** projects.

Table 3

FY06 IMAGE Summary Report

Category 1: Population Under 2,500

IMAGE Projects	1	2	3	4		5	6		7	8		9	10		11	12	
	CRITERIA: Total Campaign Patrol Hours To Date	Number of Campaigns Entered	Average Campaign Patrol Hours	CRITERIA: 60 - 70 Patrol Hours Per Campaign Criteria Met? Yes No		Motorist Contact Rate (In Minutes)	CRITERIA: 1 Motorist Contact for each 60 Minutes of Patrol Criteria Met? Yes No		Occupant Protection Violation Percentage	CRITERIA: 30% of Contacts for Occupant Protection Criteria Met? Yes No		Speed Violation Percentage	CRITERIA: Less Than 50% of Contacts for Speeding Criteria Met? Yes No		Safety Belt Percent Change Between Pre & Post Survey #DIV/0!	CRITERIA: Conduct Seat Belt Surveys Criteria Met? Yes No	
Fairmount City	267.0	3	89.0	X		50.7	X		25.6%		X	32.3%	X		#DIV/0!		X
Roxana	0.0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#####	#####	#DIV/0!	#####	#####	#DIV/0!		X

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2006.

Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2006.

Columns 4, 6, 8, 10, and 12 show the criteria that each project was required to meet.

Column 3 = Average Campaign Patrol Hours (# Patrol Hours / # Campaigns to Date)

Column 5 = Motorist Contact Rate = (Total Campaign Hours / # Citations & Written Warnings) * 60

Column 7 = Occupant Protection Violation Percentage = (Seat Belt Violation+Seat Belt Warnings+Child Restraint Violations+Child Restraint Warnings/ Total Number Citations Written) *100

Column 9 = Speed Violation Percentage = (Number of Speeding Citations / Total Number of Citations) * 100

Category 2 IMAgE: Population 2,501 - 10,000

List of IMAgE Projects with Populations Between 2,501 and 10,000:

- | | |
|--------------------|-----------------|
| 1) Burnham | 9) Millstadt |
| 2) Columbia | 10) Oak Brook |
| 3) Dupo (withdrew) | 11) Park City |
| 4) Flossmoor | 12) Riverside |
| 5) Madison | 13) Thornton |
| 6) Maryville | 14) Willowbrook |
| 7) Mendota | 15) Winnebago |
| 8) Metamora | |

Category Evaluation

Burnham, Flossmoor, Metamora, Millstadt, Oak Brook, Riverside, Thornton, Willowbrook, and Winnebago submitted enforcement data for all 5 campaigns. Columbia, Madison, Maryville, Mendota and Park City submitted enforcement data for 4 of 5 campaigns. Dupo withdrew their project before conducting any enforcement. The objectives and accomplishments for the fourteen (excluding Dupo) projects are as follows:

Objective 1: Conduct 85-95 patrol hours per enforcement campaign (425-475 hours annually).

Accomplishments: *Eleven of the fourteen projects met this objective. The average campaign patrol hours for those projects which met this objective ranged from 87.9 average hours per campaign (Winnebago Police Department) to 128.6 average hours per campaign (Park City Police Department).*

Objective 2: Have a motorist contact rate of one for every 45-60 minutes of patrol.

Accomplishments: *Twelve of the fourteen projects in this category met this objective. Those projects included Burnham, Columbia, Flossmoor, Madison, Maryville, Millstadt, Oak Brook, Park City, Riverside, Thornton, Willowbrook, and Winnebago. Of these projects, Flossmoor and Willowbrook had the best contact rates by making one motorist contact every 20.5 and 26.2 minutes of patrol, respectively. The two projects which failed to meet this objective included Metamora (one motorist contact for every 61.3 minutes of patrol), and Mendota (one motorist contact for every 95.8 minutes of patrol).*

Objective 3: Thirty six percent of all contacts must be for occupant protection.

Accomplishments: *Eleven out of the fourteen projects met this objective. For those projects which met this objective, the percentage of occupant restraint violations issued ranged from 42.8 percent (Maryville) to more than 81.4 percent (Riverside).*

Objective 4: Speeding contacts must be less than 50 percent.

Accomplishments: *All of the projects within this category met this objective. The percentage of speeding citations issued ranged from 10.7 percent (Riverside) to 34.5 percent (Park City).*

Objective 5: Agency must conduct pre and post safety belt surveys.

Accomplishments: *Eight out of fourteen departments in this category conducted both pre and post observational seat belt surveys. The following list shows the projects which met this objective with the percentage point change of seat belt use in parentheses: Burnham (-29.5), Flossmoor (10.1), Maryville (19.7), Mendota (16.1), Metamora (6.3), Millstadt (-2.7) Thornton (-2.3) and Willowbrook (8.7). The four projects which did not conduct both pre and post observational surveys included Oak Brook, Riverside, and Shorewood.*

Category Results:

Overall four out of the fourteen projects (Burnham, Flossmoor, Millstadt, and Willowbrook) met all five objectives. Five of the projects which conducted seat belt surveys noticed increases in seat belt use in their respective areas ranging from increases of 8.7 percentage points (Willowbrook) to 10.1 percentage points (Flossmoor). Burnham and Willowbrook noticed decreases in belt use by 29.5 and 2.7 percentage points, respectively.

Table 4 provides data and information pertaining to **Category 2**.

Table 4

FY06 IMAGE Summary Report

Category 2: Population 2,501 - 10,000

IMAGE Projects	1	2	3	4		5	6		7	8		9	10		11	12	
	CRITERIA: Total Campaign Patrol Hours To Date	Number of Campaigns Entered	Average Campaign Patrol Hours	CRITERIA: 85-95 Patrol Hours Per Campaign		Motorist Contact Rate (In Minutes)	CRITERIA: 1 Motorist Contact Minutes of Patrol		Occupant Protection Violation Percentage	CRITERIA: 36% of Contacts for Occupant Protection		Speed Violation Percentage	CRITERIA: Less Than 50% of Contacts for Speeding		Safety Belt Percent Change Between Pre & Post Survey	CRITERIA: Conduct Seat Belt Surveys	
				Criteria Met? Yes	No		Criteria Met? Yes	No		Criteria Met? Yes	No		Criteria Met? Yes	No		Criteria Met? Yes	No
Burnham	652.0	5	130.4	X		37.2	X		52.6%	X		27.3%	X		-29.5%	X	
Columbia	363.0	4	90.8	X		40.3	X		44.4%	X		29.6%	X		#DIV/0!		X
Dupo	0.0	0	#DIV/0!	#DIV/0!	#DIV/0!	20.5	X		#DIV/0!	#####	#####	#DIV/0!	#####	#####	#DIV/0!		X
Flossmoor	458.5	5	91.7	X		30.5	X		62.1%	X		11.1%	X		10.1%		X
Madison	390.0	4	97.5	X		30.5	X		18.8%		X	25.5%	X		#DIV/0!		X
Maryville	251.0	4	62.8		X	52.8	X		42.8%	X		20.7%	X		14.7%		X
Mendota	370.5	4	92.6	X		95.8		X	53.0%	X		15.5%	X		16.1%		X
Metamora	463.5	5	92.7	X		61.3		X	57.7%	X		30.4%	X		6.3%		X
Millstadt	443.0	5	88.6	X		55.8	X		48.5%	X		20.4%	X		-2.7%		X
Oak Brook	592.5	5	118.5	X		56.9	X		45.4%	X		29.3%	X		#DIV/0!		X
Park City	514.5	4	128.6	X		43.8	X		30.4%		X	34.5%	X		#DIV/0!		X
Riverside	388.0	5	77.6		X	35.1	X		81.4%	X		10.7%	X		#DIV/0!		X
Thornton	311.5	5	62.3		X	51.3	X		72.3%	X		12.6%	X		-2.3%		X
Willowbrook	475.0	5	95.0	X		26.2	X		69.9%	X		24.8%	X		8.7%		X
Winnebago	439.5	5	87.9	X		34.1	X		35.2%		X	20.4%	X		#DIV/0!		X

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2006.

Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2006.

Columns 4, 6, 8, 10, and 12 show the criteria that each project was required to meet.

Column 3 = Average Campaign Patrol Hours (# Patrol Hours / # Campaigns to Date)

Column 5 = Motorist Contact Rate = (Total Campaign Hours / # Citations & Written Warnings) * 60

Column 7 = Occupant Protection Violation Percentage = (Seat Belt Violation+Seat Belt Warnings+Child Restraint Violations+Child Restraint Warnings)/Total Number Citations Written)*100

Column 9 = Speed Violation Percentage = (Number of Speeding Citations / Total Number of Citations) * 100

Category 3 IMAgE: Population 10,001 - 25,000

List of IMAgE Projects with Populations Between 10,001 and 25,000:

- | | |
|--------------------------|------------------|
| 1) Bradley | 10) Lyons |
| 2) Cahokia | 11) Markham |
| 3) Centralia | 12) Matteson |
| 4) Collinsville | 13) Melrose Park |
| 5) Crest Hill (withdrew) | 14) Midlothian |
| 6) East Moline | 15) O'Fallon |
| 7) East Peoria | 16) Oswego |
| 8) Glen Carbon | 17) Streator |
| 9) Lemont | 18) Winnetka |
-

Category Evaluation

East Peoria, Glen Carbon, Lemont, Markham, Matteson, Melrose Park, Midlothian, Oswego, Streator, and Winnetka submitted enforcement data for all 5 campaigns. Bradley, Cahokia, Centralia, Collinsville, East Moline, Lyons, and O'Fallon submitted enforcement data for 4 of 5 campaigns. Crest Hill withdrew before conducting any enforcement. The objectives and accomplishments for the seventeen (excluding Crest Hill) projects are as follows:

Objective 1: Conduct 95-105 patrol hours per enforcement campaign (475-525 hours annually).

Accomplishment: *Fourteen out of seventeen projects in this category met the average enforcement hour objective. Of the projects which met this objective, the average enforcement hours per campaign ranged from 97.6 (Markham) to 154.0 (Melrose Park). The projects which failed to meet this objective included Collinsville (average of 88.3 patrol hours per campaign), Glen Carbon (average of 92.9 patrol hours per campaign), and O'Fallon (average of 88.5 patrol hours per campaign).*

Objective 2: Have a motorist contact rate of one for every 45-60 minutes of patrol.

Accomplishment: *All of the projects in this category, excluding East Moline and Glen Carbon, met this objective. For those projects which met this objective, the motorist contact rate ranged from 18.7 (Melrose Park) to 55.8 (Winnetka). Glen Carbon marginally met the objective with a rate of 60.3.*

Objective 3: Thirty two percent of all contacts must be for occupant protection.

Accomplishment: *All of the projects in this category met this objective except Lyons. The percentage of occupant restraint violations issued ranged from 32.4 (Bradley) to 73.6 (East Peoria).*

Objective 4: Speeding contacts must be less than fifty percent.

Accomplishments: *All of the projects in this category met this objective. The percentage of speeding violations issued ranged from 4.8 (O'Fallon) to 38.2 (Lyons).*

Objective 5: Agencies must conduct pre and post observational safety belt surveys.

Accomplishments: *Twelve of the seventeen projects conducted pre and post observational surveys. The following list shows the projects which met this objective with the percentage point change of seat belt use in parentheses: Bradley (0.2), Cahokia (-30.7), Centralia (10.8), East Moline (9.3), East Peoria (1.5), Lemont (4.3), Matteson (-0.9), Melrose Park (0.7), Midlothian (18.2), Oswego (6.6), Streator (19.0), and Winnetka (2.0). The remaining 5 projects in this category failed to conduct pre and post observational seat belt surveys.*

Category Results:

For this category, eleven of seventeen projects met all five objectives. Twelve projects conducted both pre and post observational seat belt surveys. Of those that conducted both surveys, the projects which had increases in belt use ranged from 0.2 percentage point (Bradley) to 19.0 percentage points (Streator).

Table 5 provides data and information pertaining to **Category 3**.

Table 5

FY06 IMAGE Summary Report

Category 3: Population 10,001 - 25,000

IMAGE Projects	1	2	3	4		5	6		7	8		9	10		11	12	
	CRITERIA: Total Campaign Patrol Hours To Date	Number of Campaigns Entered	Average Campaign Patrol Hours	CRITERIA: 95-105 Patrol Hours Per Campaign		Motorist Contact Rate (In Minutes)	CRITERIA: 1 Motorist Contact for each 45-60 Minutes of Patrol		Occupant Protection Violation Percentage	CRITERIA: 32% of Contacts for Occupant Protection		Speed Violation Percentage	CRITERIA: Less Than 50% of Contacts for Speeding		Safety Belt Percent Change Between Pre & Post Survey	CRITERIA: Conduct Seat Belt Surveys/	
				Yes	No		Yes	No		Yes	No		Yes	No		Yes	No
Bradley	391.0	4	97.8	X		19.0	X		32.4%	X		15.5%	X		0.2%	X	
Carokia	411.8	4	102.9	X		53.6	X		57.7%	X		17.6%	X		-30.7%	X	
Centralia	407.0	4	101.8	X		44.6	X		63.7%	X		10.4%	X		10.8%	X	
Collinsville	353.0	4	88.3		X	46.8	X		66.2%	X		19.2%	X		#DIV/0!		X
Crest Hill	0.0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#####	#####	#DIV/0!	#####	#####	#DIV/0!		X
East Moline	594.3	4	148.6	X		60.3		X		X		7.6%	X		9.3%	X	
East Peoria	506.0	5	101.2	X		37.8	X		73.6%	X		10.2%	X		1.5%	X	
Glen Carbon	464.5	5	92.9		X	75.7		X	57.9%	X		21.5%	X		#DIV/0!		X
Lemont	513.0	5	102.6	X		32.4	X		71.0%	X		20.8%	X		4.3%	X	
Lyons	413.0	4	103.3	X		53.5	X		15.3%		X	38.2%	X		#DIV/0!		X
Markham	488.0	5	97.6	X		37.5	X		54.3%	X		27.8%	X		#DIV/0!		X
Matteson	529.0	5	105.8	X		26.9	X		67.8%	X		17.7%	X		-0.9%	X	
Melrose Park	770.0	5	154.0	X		18.7	X		43.1%	X		15.2%	X		0.7%	X	
Midlothian	510.0	5	102.0	X		32.7	X		69.3%	X		28.1%	X		18.2%	X	
O'Fallon	354.0	4	88.5		X	36.1	X		59.1%	X		4.8%	X		#DIV/0!		X
Oswego	508.0	5	101.6	X		32.0	X		72.5%	X		16.5%	X		6.6%	X	
Streator	545.3	5	109.1	X		36.3	X		67.6%	X		24.3%	X		19.0%	X	
Winnetka	506.5	5	101.3	X		55.8	X		35.4%	X		36.1%	X		2.0%	X	

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2006.
 Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2006.
 Columns 4, 6, 8, 10, and 12 show the criteria that each project was required to meet.
 Column 3 = Average Campaign Patrol Hours (# Patrol Hours / # Campaigns to Date)
 Column 5 = Motorist Contact Rate = (Total Campaign Hours / # Citations & Written Warnings) * 60
 Column 7 = Occupant Protection Violation Percentage = (Seat Belt Violations+Seat Belt Warnings+Child Restraint Violations+Child Restraint Warnings)/Total Number Citations * 100
 Column 9 = Speed Violation Percentage = (Number of Speeding Citations / Total Number of Citations) * 100

Category 4 IMaGE: Population 25,001 - 50,000

List of IMaGE Projects with Populations Between 25,001 and 50,000:

- | | |
|-----------------|------------------|
| 1) Blue Island | 6) Morgan County |
| 2) Calumet City | 7) Pekin |
| 3) Carol Stream | 8) Rock Island |
| 4) Maywood | 9) Wilmette |
| 5) Moline | 10) Woodridge |
-

Category Evaluation

Calumet City, Carol Stream, Moline, Morgan County, Pekin, Rock Island, and Woodridge submitted enforcement data for all 5 campaigns. Wilmette submitted enforcement data for 4 of the 5 campaigns. The objectives and accomplishments for these projects are as follows:

Objective 1: Conduct 125-135 patrol hours per enforcement campaign (625-675 hours annually).

Accomplishments: *Only five of the ten projects (Calumet City, Carol Stream, Moline, Morgan County and Pekin) met this objective. The other five projects patrol hours ranged from 93.53 per campaign (Blue Island) to 124.1 per campaign (Wilmette).*

Objective 2: Have a motorist contact rate of one for every 45-60 minutes of patrol.

Accomplishments: *All ten projects met this objective. Their motorist contact rate ranged from one for every 28.2 minutes of patrol (Woodridge) to one for every 54.5 minutes of patrol (Maywood and Morgan County).*

Objective 3: Thirty three percent of all contacts must be for occupant protection.

Accomplishments: *All of the projects met this objective with the percentage of occupant restraint violations ranging from 33.8 (Calumet City) to 79.5 (Woodridge).*

Objective 4: Speeding contacts must be less than fifty percent.

Accomplishments: *All of the projects met this objective with the percentage of speeding violations ranging from 7.1 (Woodridge) to 49.7 (Rock Island).*

Objective 5: Agency must conduct pre and post safety belt surveys.

Accomplishments: *Four projects (Blue Island, Carol Stream, Maywood, and Morgan County) conducted pre and post observational seat belt surveys.*

They had increases ranging from 1.0 to 20.7 percent in seat belt use. Blue Island had a decrease of 5.4%.

Category Results:

Three projects (Carol Stream, Maywood, and Morgan County) met all five objectives. Several of the projects failed to meet the average patrol hours objective and failed to conduct pre and post observational seat belt surveys.

Table 6 provides data and information pertaining to **Category 4** projects.

Table 6

FY06 IMAGE Summary Report

Category 4: Population 25,001 - 50,000

IMAGE Projects	1	2	3	4		5	6		7	8		9	10		11	12	
	CRITERIA: Total Campaign Patrol Hours To Date	Number of Campaigns Entered	Average Campaign Patrol Hours	CRITERIA: 125-135 Patrol Hours Per Campaign		Motorist Contact Rate (In Minutes)	CRITERIA: 1 Motorist Contact Minutes for each 60 Minutes of Patrol		Occupant Protection Percentage	CRITERIA: 33% of Contacts for Occupant Protection		Speed Violation Percentage	CRITERIA: Less Than 50% of Contacts for Speeding		Safety Belt Percent Change Between Pre & Post Survey	CRITERIA: Conduct Seat Belt Surveys/ Criteria Met?	
	Yes	No	Yes	No	Yes	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
Blue Island	280.5	3	93.5	X	X	28.3	X		47.9%	X		15.1%	X		-5.4%	X	
Calumet City	905.0	5	181.0	X		37.7	X		33.8%	X		17.9%	X		#DIV/0!		X
Carol Stream	871.0	5	174.2	X		38.9	X		57.1%	X		22.1%	X		1.0%		X
Maywood	406.0	3	135.3	X		54.5	X		74.7%	X		8.3%	X		2.7%		X
Moline	551.4	5	110.3		X	28.8	X		57.3%	X		12.9%	X		#DIV/0!		X
Morgan County	630.2	5	126.0	X		54.5	X		59.4%	X		28.5%	X		20.7%		X
Pekin	667.0	5	133.4	X		52.7	X		37.0%	X		19.2%	X		#DIV/0!		X
Rock Island	569.9	5	114.0	X		38.0	X		34.3%	X		49.7%	X		#DIV/0!		X
Wilmette	496.3	4	124.1	X		41.2	X		43.4%	X		29.5%	X		#DIV/0!		X
Woodridge	539.0	5	107.8	X		28.2	X		79.5%	X		7.1%	X		#DIV/0!		X

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2006.
 Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2006.
 Columns 4, 6, 8, 10, and 12 show the criteria that each project was required to meet.
 Column 3 = Average Campaign Patrol Hours (# Patrol Hours / # Campaigns to Date)
 Column 5 = Motorist Contact Rate = (Total Campaign Hours / # Citations & Written Warnings) * 60
 Column 7 = Occupant Protection Violation Percentage=(Seat Belt Violations+Seat Belt Warnings+Child Restraint Violations+Child Restraint Warnings)/Total Number Citations Written)*100
 Column 9 = Speed Violation Percentage=(Number of Speeding Citations / Total Number of Citations) * 100

Category 5 IMAGE: Population 50,001 and Above

List of IMAGE Projects with Populations 50,001 and Above:

- | | |
|----------------------|--------------------|
| 1) Arlington Heights | 5) Schaumburg |
| 2) Berwyn | 6) Tazewell County |
| 3) Joliet | 7) Wheaton |
| 4) Peoria | |
-

Category Evaluation

Arlington Heights, Joliet, Peoria, and Wheaton submitted enforcement data for all 5 campaigns. Berwyn and Schaumburg submitted enforcement data for 4 of the 5 campaigns. The objectives and accomplishments for these projects are as follows:

Objective 1: Conduct 135-145 patrol hours per enforcement campaign (675-725 hours annually).

Accomplishments: *Four of these seven projects (Arlington Heights, Berwyn, Schaumburg, and Wheaton) met this objective. Joliet, Peoria, and Tazewell County failed to come close to meeting the objective.*

Objective 2: Have a motorist contact rate of one for every 45-60 minutes of patrol.

Accomplishments: *Six of the seven projects in this category met this objective. The motorists contact rate for these six projects ranged from one contact made for every 9.7 minutes of patrol (Joliet) to one contact made for every 53.2 minutes of patrol (Peoria).*

Objective 3: Thirty percent of all contacts must be for occupant protection.

Accomplishments: *All seven projects met the occupant restraint objective and had a range from 31.9 percent (Schaumburg) to 74.1 percent (Wheaton).*

Objective 4: Speeding contacts must be less than fifty percent.

Accomplishments: *The percentage of speeding citations ranged from 10.6 (Joliet) to 34.1 (Tazewell County). On the other hand, Schaumburg failed to meet this objective by issuing more than 52.7 percent of all citations for speeding violations.*

Objective 5: Agency must conduct pre and post safety belt surveys.

Accomplishments: *Six projects in this category (Arlington Heights, Berwyn, Joliet, Peoria, Schaumburg, and Wheaton) conducted both pre and post observational surveys. The percentage point change in seat belt*

use ranged from 1.4% increase (Schaumburg) to 13.3% increase (Berwyn).

Category Results:

Three projects in this category met all five objectives (Arlington Heights, Berwyn, and Wheaton). All of the projects in this category except Tazewell County met the motorist contact rate objective. All projects met the occupant restraint violations objective ensuring that the departments were active in the pursuit of occupant restraint violations.

Table 7 provides data and information pertaining to **Category 5** projects.

Table 7

FY06 IMAGE Summary Report

Category 5: Population 50,001 and Over

IMAGE Projects	1	2	3	4		5	6		7	8		9	10		11	12	
	CRITERIA: Total Campaign Patrol Hours To Date	Number of Campaigns Entered	Average Campaign Patrol Hours	CRITERIA: 135-145 Patrol Hours Per Campaign Criteria Met?		Motorist Contact Rate (In Minutes)	CRITERIA: 1 Motorist Contact Minutes for each 45-60 Minutes of Patrol Criteria Met?		Occupant Protection Violation Percentage	CRITERIA: 30% of Contacts for Occupant Protection Criteria Met?		Speed Violation Percentage	CRITERIA: Less Than 50% of Contacts for Speeding Criteria Met?		Safety Belt Percent Change Between Pre & Post Survey	CRITERIA: Conduct Seat Belt Surveys/ Criteria Met?	
	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	
Arlington Heights	721.3	5	144.3	X		48.2	X		54.2%	X		19.6%	X		3.0%	X	
Berwyn	561.5	4	140.4	X		19.0	X		58.9%	X		16.0%	X		13.3%	X	
Joliet	260.0	5	52.0	X		9.7	X		52.4%	X		10.6%	X		5.6%	X	
Peoria	421.9	5	84.4	X		53.2	X		46.2%	X		19.1%	X		2.9%	X	
Schaumburg	574.0	4	143.5	X		41.6	X		31.9%	X		52.7%	X		1.4%	X	
Tazewell Co	285.5	3	95.2	X		62.7		X	46.9%	X		34.1%	X		#DIV/0!		X
Wheaton	784.8	5	157.0	X		25.5	X		74.1%	X		22.4%	X		4.9%	X	

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2006.
 Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2006.
 Columns 4, 6, 8, 10, and 12 show the criteria that each project was required to meet.
 Column 3 = Average Campaign Patrol Hours (# Patrol Hours / # Campaigns to Date)
 Column 5 = Motorist Contact Rate = (Total Campaign Hours / # Citations & Written Warnings) * 60
 Column 7 = Occupant Protection Violation Percentage=(Seat Belt Violation+Seat Belt Warnings+Child Restraint Violations+Child Restraint Warnings)/Total Number Citations)*100
 Column 9 = Speed Violation Percentage = (Number of Speeding Citations / Total Number of Citations) * 100

**Analysis of the FY2006 Mini-Grant Alcohol Program
(MAP) Projects**

Summary of MAP Program

During FY06, the Division of Traffic Safety funded 31 MAP projects. A MAP grantee is usually a local police agency with an adequate number of police officers who are familiar with traffic safety related issues. The main goal of the MAP program is to reduce the number of individuals involved in fatal and serious injury impaired driving crashes by focusing on impaired driving violations at selected locations and selected time slots. The enforcement activities were scheduled seven times a year (two-week period per campaign).

Summary data and information on these 31 projects are provided in **Table 8**. **Table 8** shows total traffic enforcement data for the eight enforcement campaigns. In addition, summary statistics, such as average campaign patrol hours, motorist contact rate, percent occupant protection violations, percent speed violations, DUI rate and alcohol-related contact rate are reported in this table.

Based on the data provided by the MAP grantees, the following results were obtained:

1. Selected police departments had a total of 8,201 patrol hours, an average of 1,025 hours per campaign (8,201 divided by 8 campaigns).
2. A total of 8,730 vehicles were stopped during these campaigns resulting in a vehicle contact rate of one for every 56.4 minutes of patrol (8,201 patrol hours divided by 8,730 vehicles multiplied by 60 minutes).
3. A total of 8,689 citations and written warnings were issued resulting in a citation/written warning rate of one for every 56.6 minutes of patrol (8,201 patrol hours divided by 8,689 citations/written warnings multiplied by 60 minutes).
4. There were 2,737 speeding citations issued during the eight enforcement campaigns.
5. During FY06, these 31 projects made 748 DUI arrests.
6. During FY06, these projects issued 600 alcohol-related citations and 90 drug-related citations.
7. The projects issued 112 sworn reports to motorists under the age of 21 with a positive BAC level under .08.

It should be noted that no specific occupant protection objectives were set for the MAP program since occupant protection violations are a secondary emphasis for the MAP projects. A total of 1,103 safety belt and child restraint citations were issued and 6 seat belt and child restraint warnings were issued during all eight campaigns.

Table 8
 FY06 MAP CAMPAIGN PROJECT DATA SUMMARY TABLE
 MAP PROGRAM TOTALS
 ALL POLICE AND SHERIFFS DEPARTMENTS
 MAP "Overtime" Enforcement

Type of Citation	Campaign #1	Campaign #2	Campaign #3	Campaign #4	Campaign #5	Campaign #6	Campaign #7	Campaign #8	Total
Speeding	269	380	293	423	295	346	476	255	2,737
Other Moving Viol.	366	353	342	339	345	372	423	226	2,766
DUI	87	89	87	88	88	105	130	64	748
Alcohol Related	39	55	72	66	78	104	126	60	600
Safety Belt	183	129	130	105	163	117	138	96	1,061
Child Restraint	3	6	2	7	13	6	3	2	42
Drugs	1	8	2	11	13	25	13	5	90
Weapons	0	0	1	0	0	0	0	0	3
Stolen Vehicles	0	1	0	3	0	0	1	0	5
Outstand Warrants	22	17	17	16	18	20	10	19	139
Suspended License	32	36	38	47	56	66	68	37	380
Sworn Reports	8	6	9	11	25	25	24	4	112
Safety Belt W/Warn.	0	0	2	2	1	0	1	0	6
Child Rest. W/Warn.	0	0	0	0	0	0	0	0	0
Vehicles Stopped	1,039	1,019	977	1,324	1,059	1,123	1,498	691	8,730
Vehicle Contact Rate	48.2	64.7	60.8	48.2	56.8	57.8	55.5	64.6	56.4
Average B.A.C.'s	0.11	0.11	0.11	0.15	0.10	0.13	0.12	0.14	0.12
Total DUI Procs Hrs	114.9	138.8	184.5	126.3	134.5	170.0	216.7	93.6	1,179.1
Map Totals	1,010	1,080	1,007	1,128	1,095	1,186	1,413	770	8,689

Regular Non-Overtime Patrol

Type of Citation	Campaign #1	Campaign #2	Campaign #3	Campaign #4	Campaign #5	Campaign #6	Campaign #7	Campaign #8	Total
Speeding	1,193	1,119	935	1,311	1,103	1,130	1,290	764	8,845
Other Moving Viol.	1,510	1,916	1,614	1,671	1,909	1,542	1,910	1,110	13,182
DUI	110	149	109	119	136	205	142	93	1,063
Alcohol Related	67	81	79	65	77	77	147	198	791
Safety Belt	206	201	258	410	1,141	549	363	237	3,365
Child Restraint	92	14	23	32	34	38	19	10	262
Safety Belt W/Warn.	10	9	10	16	4	0	0	0	49
Child Rest. W/Warn.	0	1	0	0	0	0	0	0	1
Regular Ent. Total	3,188	3,490	3,028	3,624	4,404	3,541	3,871	2,412	27,558

MAP SUMMARY DATA

	Campaign #1	Campaign #2	Campaign #3	Campaign #4	Campaign #5	Campaign #6	Campaign #7	Campaign #8	Total
Total Patrol Hours	834.9	1,098.7	990.5	1,062.7	1,003.0	1,082.5	1,385.1	744.1	8,201.4
Total P.I. & E.'s	226	336	188	143	86	216	96	40	1,331

Average Campaign Patrol Hours	1025.2 hours
Motorist Contact Rate (citations/written warnings)	56.6 minutes
Occupant Protection Violation Percentage	12.8 %
Speed Violation Percentage	31.5 %
DUI Rate	11.0 hours
Alcohol/Drug-Related Contact Rate	5.3 hours
DUI Processing Time	1.6 hours

Evaluation of the Mini-grant Alcohol Program (MAP)

In Illinois, during 2006, 1,265 persons were killed in fatal crashes (Fatal Analysis Reporting System, 2004) and approximately 112,343 persons were injured in motor vehicle crashes (Statewide Summary of Motor Vehicle Crash Statistics, 2004). The cost per death in Illinois for 2005 was \$1,150,000 and the cost per nonfatal disabling injury was \$60,500 (National Safety Council, 2005.) Based on Fatal Analysis Reporting System (FARS) data, 580 (42.6 percent) of all fatalities occurred in alcohol related crashes.

Many lives could be saved by changing public attitudes regarding risk taking behaviors such as impaired driving, speeding, and the non-use of safety belts and child safety seats. It has been shown that visible enforcement programs focusing on these violations offer the greatest potential for changing these behaviors. To change public attitudes regarding these behaviors, the Division of Traffic Safety (DTS) developed the MAP program (Mini-grant Alcohol enforcement Program). The MAP program provides selected police departments with extra funding to place enforcement officers on overtime patrols for impaired driving and occupant protection violations during eight specified enforcement periods throughout the state. These enforcement periods are scheduled around holidays when the highways are the busiest. All agencies participating in the program conduct enforcement within the same two-week period (see **Appendix B**) to ensure high visibility of enforcement statewide.

The Specific Goals of the MAP Program are:

1. To reduce the number of fatal and alcohol-related traffic crashes.
2. To increase enforcement of impaired driving laws (Secondary emphasis to speed and occupant restraint violations).

In FY06 the Division of Traffic Safety's Local Projects Section funded 31 MAP projects throughout the state. Funding for the MAP program, which is administered by DTS, is provided by the National Highway Traffic Safety Administration (NHTSA). Although a total of \$616,987.00 was obligated to fund the 31 MAP projects, actual program cost for FY06 was \$460,988. The average cost of one hour of patrol within a MAP project was \$56.57 (\$460,988 divided by 8,201 patrol hours), while the average cost of a citation/written warnings was \$53.06 (\$460,988 divided by 8,689 citations/written warnings) during FY06.

The evaluations of the MAP projects were based on the enforcement data submitted to the Division by the 25 local agencies. A graphic distribution of 31 MAP projects is displayed on the Illinois map (see **Appendix C**).

General Objectives of the MAP projects:

- 1) X number of patrol hours per enforcement campaign
- 2) A minimum of one (1) motorist contact (written warnings and citations) for every 60 minutes of patrol.
- 3) A minimum of one DUI arrest for every ten (10) hours of patrol.
- 4) An alcohol-related contact of one for every six (6) hours of patrol.
- 5) A DUI processing rate of no more than two (2) hours.

The above objectives vary from location to location. The number of patrol hours and contact rates are determined by the population in that location, the larger the population size in that location, the higher the hours of patrol for that location. This procedure has been determined using historical data available at the Division. **Table 9** depicts selected MAP grant categories based on population size and their specific objectives.

Table 9: Selected Objectives by Selected Population Categories

Categories based on population (1)	Patrol Hours (2)	Contact Rate (3)	DUI Rate (4)	Alcohol-Related Rate (5)	DUI Processing (6)
2,501-10,000	24-30 per campaign (210 annually)	One (1) contact for every 60 minutes of patrol	One (1) DUI for every 10 hours of patrol	One (1) alcohol related citation for every 6 hours of patrol	DUI processing rate of 2 hours or less
10,001-25,000	36-42 per campaign (294 annually)	One (1) contact for every 60 minutes of patrol	One (1) DUI for every 10 hours of patrol	One (1) alcohol related citation for every 6 hours of patrol	DUI processing rate of 2 hours or less
25,001-50,000	40-46 per campaign (322 annually)	One (1) contact for every 60 minutes of patrol	One (1) DUI for every 10 hours of patrol	One (1) alcohol related citation for every 6 hours of patrol	DUI processing rate of 2 hours or less
Over 50,000	48-54 per campaign (378 annually)	One (1) contact for every 60 minutes of minutes	One (1) DUI for every 10 hours of patrol	One (1) alcohol related citation for every 6 hours of patrol	DUI processing rate of 2 hours or less

Column 1: Selected population categories
 Column 2: Total number of patrol hours assigned to each population category
 Column 3: The number of traffic stops for every 60 minutes of patrol.
 Column 4: The assigned number of DUI citations for every ten hours of patrol.
 Column 5: The assigned number of alcohol-related citations for every six hours of patrol
 Column 6: The number of hours to process one DUI arrest.

Category 1 MAP: Population 2,501- 10,000

List of MAP Projects with Populations Between 2,501 and 10,000:

- | | |
|---------------------|---------------|
| 1) Caseyville | 5) Riverwood |
| 2) Creve Coeur | 6) New Athens |
| 3) East Hazel Crest | 7) Winfield |
| 4) Harwood Heights | |
-

Category Evaluation

Two of the seven projects in this category participated in all eight campaigns. Riverwood participated in seven campaigns. New Athens participated in six campaigns, and Caseyville participated in five campaigns. Harwood Heights only participated in two campaigns. The objectives and accomplishments for these projects are as follows:

Objective 1: Conduct 24-30 patrol hours per enforcement campaign (192-240 hours annually).

Accomplishments: *Four of the seven projects met this objective. These four projects averaged 28.7 patrol hours (Creve Coeur), 27.6 patrol hours (East Hazel Crest) 29.7 (Riverwood), and 42.5 patrol hours (Harwood Heights) per campaign respectively.*

Objective 2: Have a motorist contact rate of one for every 60 minutes of patrol.

Accomplishments: *Three of the seven projects met this objective. These projects had a motorist contact rate of, Caseyville (34.7), Creve Couer (56.4) and East Hazel Crest (42.0) respectively. New Athens and Harwood Heights marginally met the objective having a motorist contact rates of 60.9 and 62.2 minutes of patrol respectively.*

Objective 3: Write one DUI citation for every ten hours of patrol.

Accomplishments: *Only one of the projects (Caseyville) met this objective. Caseyville averaged one DUI arrest for every 4.0 patrol hours. Creve Coeur and Riverwood marginally met this objective. They both averaged one DUI arrest for every 10.9 patrol hours. On the other hand, East Hazel Crest only averaged one DUI arrest for every 13.8 patrol hours, Harwood Heights one every 42.8 and New Athens one every 51.3 hours of patrol.*

Objective 4: Write one alcohol-related citation for every six hours of patrol.

Accomplishments: *Caseyville, Creve Coeur and East Hazel Crest met this objective by issuing one alcohol-related for every 1.9 patrol hours ,4.5 patrol hours and 5.0 patrol hours respectively. On the other hand, , Harwood Heights, New Athens, Riverwood and Winfield failed to*

meet this objective by issuing one alcohol-related citation for every 14.2, 51.3, 8.7 and 8.0 patrol hours respectively.

Objective 5: Have a DUI processing time of no more than two hours.

Accomplishments: *Six of the seven projects met this objective. They had a range of 0.4 to 1.4 hours to process a DUI.*

Category Results:

None of the projects in this category met all five objectives. Caseyville met four objectives and Creve Coeur and East Hazel Crest met four objectives. Although they did not meet all of the objectives, Caseyville, Creve Coeur, and East Hazel Crest have been actively pursuing DUI and alcohol-related violations.

Table 10 provides data and information pertaining to **Category 1** projects.

Table 10

FY06 MAP Summary Report

Category 1: Population 2,501-10,000

MAP Projects	1	2	3	4		5	6		7	8		9	10		11	12	
	CRITERIA: 210 Hrs/Yr Total Campaign Patrol Hours To Date	Number of Campaigns Entered	Average Campaign Patrol Hours	CRITERIA: 24-30 Patrol Hrs Per Campaign Criteria Met? Yes No		Motorist Contact Rate (in Minutes)	CRITERIA: 1 Contact for Each 45-60 Patrol Minutes Criteria Met? Yes No		DUI Rate (in Hours)	CRITERIA: 1 DUI Arrest for Every 10 Actual Patrol Hours Criteria Met? Yes No		Alcohol/ Drug- Related Contact Rate (in Hours)	CRITERIA: 1 Alcohol/Drug- Related Contactper Every 6 Patrol Hours Criteria Met? Yes No		DUI Processing Rate (in Hours)	CRITERIA: DUI Processing Rate No More Than 2 Hours Criteria Met? Yes No	
Caseyville	103.0	5	20.6		X	34.7			4.0		X	1.9			0.9		X
Creve Coeur	229.5	8	28.7	X		56.4	X		10.9	X		4.5	X		0.5	X	
East Hazel Crest	221.0	8	27.6	X		42.0	X		13.8	X		5.0	X		0.4	X	
Harwood Heights	85.0	2	42.5	X		62.2		X	42.5	X	X	14.2		X	0.5	X	
New Athens	102.5	6	17.1		X	60.9		X	51.3	X	X	51.3		X	1.0	X	
Riverwoods	208.0	7	29.7	X		97.5		X	10.9	X	X	8.7		X	1.4	X	
Winfield	24.0	2	12.0		X	65.5		X	#####	#DIV/0!	#DIV/0!	8.0		X	#DIV/0!	#DIV/0!	

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2006.
 Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2006.
 Columns 4, 6, 8, 10, and 12 show the criteria that each project was required to meet.
 Column 3 = Average Campaign Patrol Hours (# Patrol Hours / # Campaigns to Date)
 Column 5 = Motorist Contact Rate = (Total Campaign Hours / Total Number of DUI Citations) * 60
 Column 7 = DUI Rate = (Total Number of Campaign Hours / Total Number of DUI Citations)
 Column 9 = Alcohol/Drug-Related Contact Rate = ((Total Number of Campaign Hours / # DUI Citations + # Alcohol-Related Citations + # Drug Citations + # Sworn Reports))
 Column 11 = DUI Processing Rate = (Total Number of DUI Processing Hours / Total Number of DUI Citations)

Category 2 MAP: Population 10,001-25,000

List of MAP Projects with Populations Between 10,001 and 25,000:

- | | |
|--------------------|---------------------------------|
| 1) Bellwood | 7) SIU-Carbondale |
| 2) Carbondale | 8) Swansea |
| 3) Edwardsville | 9) Villa Park |
| 4) Lake Zurich | 10) West Chicago |
| 5) Palos Heights | 11) Western Illinois University |
| 6) Rolling Meadows | |
-

Category Evaluation

Two projects participated in all eight campaigns (Carbondale and Palos Heights). Bellwood, Edwardsville, Lake Zurich, Rolling Meadows and West Chicago submitted enforcement data for seven campaigns. The projects which submitted enforcement data for six campaigns included Southern Illinois University – Carbondale, Swansea and Villa Park. The objectives and accomplishments for these projects are as follows:

Objective 1: Conduct 36-42 patrol hours per enforcement campaign (288-336 hours annually).

Accomplishments: *Nine of the eleven projects in this category met this objective. The average campaign patrol hours for these projects ranged from 38.1 (SIU-Carbondale) to 60.8 (Carbondale). Although Bellwood did not meet this objective, it was relatively close to meeting the objective by averaging 32.6 patrol hours per campaign.*

Objective 2: Have a motorist contact rate of one for every 60 minutes of patrol.

Accomplishments: *Eight projects met this objective. For those projects which met this objective, the motorist contact rate ranged from one for every 39.8 minutes of patrol (Bellwood) to one for every 57.1 minutes of patrol (Palos Heights). On the other hand, Rolling Meadows had a motorist contact rate of one for every 80.8 minutes of patrol failing to meet this objective.*

Objective 3: Write one DUI citation for every ten hours of patrol.

Accomplishments: *Only six of the eleven projects (Edwardsville, Lake Zurich, Rolling Meadows, SIU-C, Villa Park and WIU) met this objective. Palos Heights was very close to meeting this objective by having a DUI arrest rate of one for every 10.2 patrol hours. On the other hand, West Chicago only averaged one DUI arrest for every 35.9 patrol hours.*

Objective 4: Write one alcohol-related citation for every six hours of patrol.

Accomplishments: *Nine of the eleven departments met this objective. The average alcohol-related contact rate for these nine projects ranged from one for every 2.9 patrol hours (Palos Heights) to one for every 5.8 patrol hours (Rolling Meadows). Bellwood and West Chicago averaged more than 12.7 and 18.0 hours for every alcohol-related contact.*

Objective 5: Have a DUI processing time of no more than two hours.

Accomplishments: *Ten of the eleven departments met this objective. The average DUI processing time for these projects ranged from 0.5 hour (Palos Heights) to 2.0 hours (Lake Zurich). Swansea failed to meet this objective by averaging 2.2 hours to process each DUI arrest.*

Category Results:

Four projects met all five objectives in this category (Edwardsville, Lake Zurich, SIU-Carbondale and Western Illinois University). Palos Heights, Rolling Meadows and Villa Park met four objectives. Bellwood and West Chicago failed to meet any of the alcohol-related objectives, including DUI arrests.

Table 11 provides data and information pertaining to **Category 2** projects.

Table 11

FY06 MAP Summary Report

Category 2: Population 10,001-25,000

MAP Projects	1	2	3	4		5	6		7	8		9	10		11	12	
	CRITERIA: 294 Hrs/Year Total Campaign Patrol Hours To Date	Number of Campaigns Entered	Average Campaign Patrol Hours	CRITERIA: 36-42 Patrol Hrs Per Campaign Criteria Met? Yes No		Motorist Contact Rate (In Minutes)	CRITERIA: 1 Contact for Every 45-60 Patrol Minutes Met? Yes No		DUI Rate (In Hours)	CRITERIA: 1 DUI Arrest For Every 10 Actual Patrol Hours Criteria Met? Yes No		Alcohol/ Drug- Related Contact Rate (In Hours)	CRITERIA: 1 Alcohol/Drug- Related Contact Every 6 Patrol Hours Criteria Met? Yes No		DUI Processing Rate (In Hours)	CRITERIA: DUI Processing Rate No More Than 2 Hours Criteria Met? Yes No	
Belwood	228.0	7	32.6		X	39.8		X	19.0		X	5.0		X	1.7		X
Carbondale	486.5	8	60.8			66.6		X	13.5		X	5.0			1.4		X
Edwardsville	276.7	7	39.5			50.0		X	7.5		X	4.3			1.8		X
Lake Zurich	343.0	7	49.0			45.8		X	7.0		X	4.7			2.0		X
Palos Heights	427.0	8	53.4			57.1		X	10.2		X	2.9			0.5		X
Rolling Meadows	311.0	7	44.4			80.8		X	8.9		X	5.8			1.8		X
SIU	228.5	6	38.1			41.9		X	6.9		X	4.6			1.8		X
Swansea	270.0	6	45.0			47.1		X	12.9		X	4.8			2.2		X
Villa Park	280.0	6	46.7			61.5		X	6.8		X	3.5			1.2		X
West Chicago	215.5	7	30.8		X	53.9		X	35.9		X	18.0		X	1.0		X
WU	292.2	7	41.7		X	49.5		X	9.7		X	3.6		X	1.7		X

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2006.
 Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2006.
 Column 3 = Average Campaign Patrol Hours (# Patrol Hours / # Campaigns to Date).
 Column 4 = Motorist Contact Rate = (Total Campaign Hours / # Citations & Written Warnings) * 60
 Column 5 = DUI Rate = (Total Number of Campaign Hours / Total Number of DUI Citations)
 Column 6 = Alcohol/Drug-Related Contact Rate = (Total Number of Campaign Hours / Total Number of DUI Citations)
 Column 7 = DUI Processing Rate = (Total Number of DUI Processing Hours / Total Number of DUI Citations)

Category 3 MAP: Population 25,001-50,000

List of MAP Projects with Populations Between 25,001 and 50,000:

- | | |
|-----------------------------|----------------------|
| 1) Addison | 7) Northbrook |
| 2) Alton | 8) St. Charles |
| 3) DeKalb County (withdrew) | 9) Williamson County |
| 4) Downers Grove | |
| 5) Glendale Heights | |
| 6) Niles | |
-

Category Evaluation

The only projects in this category which participated in all eight campaigns was Downers Grove and St. Charles. Glendale Heights, Niles and Northbrook participated in seven campaigns. Alton participated in six campaigns. DeKalb County withdrew from the project before conducting any enforcement. The objectives and accomplishments for the eight (excluding DeKalb County) projects are as follows:

Objective 1: Conduct 40-46 patrol hours per enforcement campaign (320-368 hours annually).

Accomplishments: *Seven of the eight projects which met this objective, the average campaign patrol hours ranged from 43.2 per campaign (St. Charles) to 54.5 per campaign (Alton). Addison was the only project that didn't meet the objective by averaging 37.9 hours of patrol per campaign.*

Objective 2: Have a motorist contact rate of one for every 60 minutes of patrol.

Accomplishments: *Five of the projects met this objective, the motorist contact rate ranged from one for every 37.1 minutes of patrol (Niles) to one for every 55.0 minutes of patrol (Williamson County). Those projects which failed to meet this objective had motorist contact rates of one for every 68.1 minutes of patrol (Downers Grove), one for every 65.2 minutes of patrol (Glendale Heights), and one for every 112 minutes of patrol (Northbrook).*

Objective 3: Write one DUI citation for every ten hours of patrol.

Accomplishments: *Only three of the eight projects (Northbrook, St. Charles and Williamson County) met this objective by averaging a DUI contact rate of one for every 9.6, 7.7 and 9.6 patrol hours respectively. The DUI contact rate for the remaining five projects ranged from one for every 10.7 patrol hours (Niles) to one for every 26.5 patrol hours (Addison).*

Objective 4: Write one alcohol-related citation for every six hours of patrol.

Accomplishments: *Four of the eight projects (Niles, Northbrook, St. Charles and Williamson County) met this objective by averaging one alcohol-related contact for every 3.6 patrol hours to 5.3 patrol hours. The alcohol-related contact rate for the remaining four projects ranged from one for every 7.4 patrol hours (Alton) to one for every 11.5 patrol hours (Addison).*

Objective 5: Have a DUI processing time of no more than two hours.

Accomplishments: *All eight projects met this objective. Those projects had a range of processing a DUI every 0.8 hours (Glendale Heights) to 2.0 hours (Williamson County).*

Category Results:

Two projects in this category met all five objectives (St. Charles and Williamson County). Alton, Niles and Northbrook met four of the five objectives. There was a failure by many of the projects in this category to pursue alcohol-related driving violations.

Table 12 provides data and information pertaining to **Category 3** projects.

Table 12

FY06 MAP Summary Report

Category 3: Population 25,001-50,000

MAP Projects	1	2	3	4		5	6		7	8		9	10		11	12	
	CRITERIA: 322 Hrs/Yr Total Campaign Patrol Hours To Date	Number of Campaigns Entered	Average Campaign Patrol Hours	CRITERIA: 40-46 Patrol Hrs Per Campaign Criteria Met? Yes No		Motorist Contact Rate (In Minutes)	CRITERIA: 1 Contact for Each 60 Patrol Minutes Criteria Met? Yes No		DUI Rate (In Hours)	CRITERIA: 1 DUI Arrest For Every 10 Actual Patrol Hours Criteria Met? Yes No		Alcohol/ Drug- Related Contact Rate (In Hours)	CRITERIA: 1 Alcohol/Drug- Related Contact Per Every 6 Patrol Hours Criteria Met? Yes No		DUI Processing Rate (In Hours)	CRITERIA: DUI Processing Rate No More Than 2 Hours Criteria Met? Yes No	
Addison	265.2	7	37.9	X	X	54.1	X	X	26.5	X	X	1.5	X	X	1.4	X	X
Alton	327.3	6	54.5	X	X	52.4	X	X	13.6	X	X	7.4	X	X	2.1	X	X
DeKalb Co.	0.0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#####	#DIV/0!	#DIV/0!	#####	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Downers Grove	369.8	8	46.2	X	X	68.1	X	X	16.1	X	X	9.7	X	X	1.8	X	X
Glendale Heights	316.3	7	45.2	X	X	65.2	X	X	17.6	X	X	8.8	X	X	0.8	X	X
Niles	341.0	7	48.7	X	X	37.1	X	X	10.7	X	X	5.3	X	X	2.1	X	X
Northbrook	356.5	7	50.9	X	X	112.0	X	X	9.6	X	X	5.2	X	X	1.3	X	X
St. Charles	345.3	8	43.2	X	X	54.1	X	X	7.7	X	X	4.9	X	X	1.8	X	X
Williamson Co.	327.0	7	46.7	X	X	55.0	X	X	9.6	X	X	3.6	X	X	2.0	X	X

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2006.
 Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2006.
 Columns 4, 6, 8, 10, and 12 show the criteria that each project was required to meet.
 Column 3 = Average Campaign Patrol Hours (# Patrol Hours / # Campaigns to Date)
 Column 5 = Motorist Contact Rate = (Total Campaign Hours / # Citations & Written Warnings) * 60
 Column 7 = DUI Rate = (Total Number of Campaign Hours / Total Number of DUI Citations)
 Column 9 = Alcohol/Drug-Related Contact Rate = (Total Number of Campaign Hours / # Alcohol-Related Citations + # Drug Citations + # Sworn Reports)
 Column 11 = DUI Processing Rate = (Total Number of DUI Processing Hours / Total Number of DUI Citations)

Category 4 MAP: Population 50,001 and Above

List of MAP Projects with Populations 50,001 and Above:

- | | |
|-------------------|-------------|
| 1) Cook County | 3) Palatine |
| 2) Madison County | 4) Peoria |
-

Category Evaluation

None of the projects participated in all eight campaigns. Madison County and Peoria participated in seven of the eight. Cook County and Palatine participated in six of the eight campaigns. Often times departments have trouble filling the overtime hours for these campaigns.

Objective 1: Conduct 48-54 patrol hours per enforcement campaign (384-432 hours annually).

Accomplishments: *Madison County and Palatine met this objective averaging 52.0 and 52.1 hours of patrol per campaign respectively. Cook County Marginally met the objective averaging 47 patrol hours per campaign. Peoria did not meet the objective averaging 37.6 patrol hours per campaign.*

Objective 2: Have a motorist contact rate of one for every 60 minutes of patrol.

Accomplishments: *Palatine and Peoria met this objective. Palatine had a motorist contact rate of one contact every 43.3 minutes of patrol while Peoria had a motorist contact of one every 54.6 minutes of patrol. Cook County (68.5 motorist contact rate) and Madison County (83.2 motorist contact rate) did not meet the objective.*

Objective 3: Write one DUI citation for every ten hours of patrol.

Accomplishments: *Two of the projects within this category met this objective. Peoria averaged one DUI arrest for every 5.60 patrol hours and Cook County averaged one DUI arrest for every 8.8 patrol hours. The remaining projects had DUI arrest rates of 12.5 (Palatine) and 91.2 (Madison County).*

Objective 4: Write one alcohol-related citation for every six hours of patrol.

Accomplishments: *Two of the four projects within this category met this objective. Peoria averaged one alcohol-related contact for every 3.2 patrol hours and Cook County averaged one alcohol-related contact for every 4.9 patrol hours. The other two projects had alcohol-related contact rates of 12.5 (Palatine) and 13.0 (Madison County).*

Objective 5: Have a DUI processing time of no more than two hours.

Accomplishments: *Three of the four projects met this objective by averaging DUI processing times of 1.2 (Peoria), 1.8 (Palatine), and 2.0 (Cook County).*

Category Results:

None of the projects in this category met all five objectives. Cook County and Peoria did meet four objectives. Palatine met three objectives. Madison County only met one objective. Two of the projects in this category failed to meet or come close to meeting the alcohol-related objectives.

Table 13 provides data and information pertaining to **Category 4** projects.

Table 13

FY06 MAP Summary Report

Category 4: Population Over 50,000

MAP Projects	1	2	3	4		5	6		7	8		9	10		11	12	
	CRITERIA: 378 Hrs/Tr. Total Campaign Patrol Hours To Date	Number of Campaigns Entered	Average Campaign Patrol Hours	CRITERIA: 48-54 Patrol Hrs Per Campaign Criteria Met? Yes No		Motorist Contact Rate (In Minutes)	CRITERIA: 1 Contact for Each 45-60 Patrol Minutes Met? Yes No		DUI Rate (In Hours)	CRITERIA: 1 DUI Arrest For Every 10 Actual Patrol Hours Criteria Met? Yes No		Alcohol/ Drug- Related Contact Rate (In Hours)	CRITERIA: 1 Alcohol/Drug- Related Contact Per Every 6 Patrol Hours Criteria Met? Yes No		DUI Processing Rate (In Hours)	CRITERIA: DUI Processing Rate No More Than 2 Hours Criteria Met? Yes No	
Cook Co.	282.0	6	47.0		X	68.5		X	8.8		X	4.9		X	2.0		X
Madison Co.	364.7	7	52.1	X		83.2	X		91.2		X	13.0	X		13.8	X	
Palatine	312.0	6	52.0	X		43.3			22.3		X	12.5			1.8	X	
Peoria	263.2	7	37.6		X	54.6		X	5.6	X		3.2	X		1.2	X	

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2006.

Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2006.

Columns 4, 6, 8, 10, and 12 show the criteria that each project was required to meet.

Column 3 = Average Campaign Patrol Hours (# Patrol Hours / # Campaigns to Date)

Column 5 = Motorist Contact Rate = (Total Campaign Hours / # Citations & Written Warnings) * 60

Column 7 = DUI Rate = (Total Number Patrol Hours / Total Number of DUI Citations)

Column 9 = Alcohol/Drug-Related Contact Rate = (Total Number of Campaign Hours/(# DUI Citations + # Alcohol-Related Citations + # Drug Citations + # Sworn Reports))

Column 11 = DUI Processing Rate = (Total Number of DUI Processing Hours / Total Number of DUI Citations)

APPENDIX A

Integrated Mini-Grant Enforcement FY 2006 Campaign Dates

Campaign Number	Date	Campaign Phase
#1	Nov. 7 - 13, 2005	Safety Belt Pre-Survey
	Nov. 14 - 20, 2005	PI&E - Click It or Ticket*
	Nov. 21 – Dec. 4, 2005	Enforcement – Zones Only
	Jan 10, 2005	Report Due
#2	Dec. 12 - 18, 2005	PI&E - You Drink & Drive. You Lose.
	Dec. 19, 2005 - Jan. 1, 2006	Enforcement
	Jan 2 - 8, 2006	Media Release
	Feb. 10, 2005	Report Due
#3	May 15 - 21, 2006	PI&E - Click It or Ticket*
	May 22 - June 4, 2006	Enforcement – Zones Only
	July 10, 2005	Report Due
#4	June 19 - 25, 2006	PI&E - You Drink & Drive. You Lose.
	June 26 - July 9, 2006	Enforcement
	July 10 - 16, 2006	Media Release
	Aug. 10, 2005	Report Due
#5	Aug. 11 - 17, 2006	PI&E - You Drink & Drive. You Lose
	Aug. 18 - Sept. 4, 2006	Enforcement
	Sept. 5- 11, 2006	Safety Belt Post-Survey
	Sept. 12 - 28, 2006	Media Release
	Nov. 1, 2006	Report Due

APPENDIX B

Mini-Grant Alcohol Program FY 2006 Campaign Dates

Campaign Number	Date	Campaign Phase
#1	Oct. 10 - 16, 2005	PI&E
	Oct. 17 - 31, 2005	Enforcement
	Nov. 1 - 7, 2005	PI&E
	Dec 10, 2005	Report Due
#2	Nov. 14 - 20, 2005	PI&E
	Nov. 21 - Dec. 4, 2005	Enforcement
	Jan 10, 2006	Report Due
#3	Dec. 12 - 18, 2005	PI&E
	Dec. 19, 2005 - Jan. 1, 2006	Enforcement
	Jan. 2 - 8, 2006	PI&E
	Feb. 10, 2006	Report Due
#4	March 27 - April 2, 2006	PI&E
	April 3 - 16, 2006	Enforcement
	April 17 - 23, 2006	PI&E
	June 10, 2006	Report Due
#5	May 15 - 21, 2006	PI&E
	May 22 - June 4, 2006	Enforcement
	July 10, 2006	Report Due
#6	June 19 - 25, 2006	PI&E
	June 26 - July 9, 2006	Enforcement
	July 10 - 16, 2006	PI&E
	Aug. 10, 2006	Report Due
#7	Aug. 11 - 17, 2006	PI&E
	Aug. 18 - Sept. 4, 2006	Enforcement
	Sept. 5 - 11, 2006	PI&E
	October 10, 2006	Report Due
#8	To be determined by local agency, i.e., local festival, special event, etc.	

