

TECHNICAL REPORT

December 2004

**IMaGE (Integrated Mini-Grant
Enforcement Program) Projects in
Illinois in 2004**

Compiled and Prepared by

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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 of 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 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 in 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 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 Traffic Law Enforcement Program (TLEP) and the Local Alcohol Program (LAP) projects using the Fiscal Year 2004 monthly enforcement data obtained from the local grantees.

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

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Executive Summary of IMaGE Program

During FY 2004, the Division of Traffic Safety funded 23 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 focussing 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 23 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 114,214 patrol hours, an average of 2,243 hours per campaign (11,214 divided by 5 campaigns).
2. A total of 19,544 vehicles were stopped during these campaigns with a vehicle contact rate of one for every 34.4 minutes.
3. A total of 20,525 citations and written warnings were issued (one for every 32.8 minutes).
4. There were 1,822 speeding citations issued during the five enforcement periods. Over 8 percent of the total citations and written warnings were issued for speed violations.
5. There were 12,618 safety belt citations and 1,413 safety belt written warnings issued over the same period.
6. A total of 342 child safety seat citations and 22 child safety seat written warnings were issued.
7. The average safety belt usage rate among 23 projects increased by X percentage points from X percent before these projects started to X percent after these projects were completed.
8. A total of 178 alcohol-related citations were issued during the 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.

FY04 IMAGE CAMPAIGN PROJECT DATA SUMMARY TABLE

Table 1: Totals
POLICE DEPARTMENT
Image "Overtime" Enforcement

Type of Citation	Campaign #1	Campaign #2	Campaign #3	Campaign #4	Campaign #5	Total
Speeding	353	303	377	404	390	1827
Other Moving Viol.	754	693	618	637	743	3445
DUI	12	23	11	16	23	85
Alcohol Related	9	9	10	23	36	87
Safety Belt	3344	2199	2898	2148	2222	12811
Child Restraint	79	58	82	58	83	360
Drugs	8	12	2	7	27	56
Weapons	1	3	0	1	3	8
Stolen Vehicles	2	0	0	0	0	2
Outstand Warrants	45	41	22	42	49	199
Suspended License	73	92	90	109	104	468
Sworn Reports	3	6	0	0	1	10
Safety Belt W/Warn.	323	237	249	257	348	1414
Child Rest. W/Warn	0	4	6	3	9	22
Vehicles Stopped	4910	4232	3545	3052	4013	19752
Vehicle Contact Rate	28.6	32.4	38.2	40.4	35.7	34.4
Average B.A.C.'s						0.00
Image Totals	5006	3680	4365	3705	4038	20794

Regular Non-Overtime Patrol

Type of Citation	Campaign #1	Campaign #2	Campaign #3	Campaign #4	Campaign #5	Total
Speeding	864	748	832	715	766	3925
Other Moving Viol.	1679	1162	1500	1108	1142	6591
DUI	88	67	67	69	65	356
Alcohol Related	59	36	47	47	68	257
Safety Belt	246	250	808	420	210	1934
Child Restraint	22	32	40	15	37	146
Safety Belt W/Warn.	11	2	74	23	33	143
Child Rest. W/Warn.	0	0	5	0	2	7
Regular Enf. Total	2969	2297	3373	2397	2323	13359

IMAGE SUMMARY DATA

	Campaign #1			Campaign #2			Campaign #3			Campaign #4			Campaign #5			Total
Total Patrol Hours	2338.75			2288			2255.25			2054.75			2390.25			11327.0
Total P.I. & E.'s	210			146			156			113			173			798
Pre Survey %	35609	50498	70.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	70.5	
Post Survey %	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	85.2	
Safety Belt % Change																14.7

Average Campaign Patrol Hours	2265.4	hours
Motorist Contact Rate (citations/written warnings)	32.7	minutes
Occupant Protection Violation Percentage	63.3	%
Speed Violation Percentage	8.8	%
DUI Rate	133.3	hours
Alcohol/Drug-Related Contact Rate	47.6	hours

Evaluation of the Integrated Mini Grant Enforcement Program (IMaGE)

In Illinois, during 2003, 1,454 persons were killed in fatal crashes (Fatal Analysis Reporting System, 2002) and approximately 136,279 persons were injured in motor vehicle crashes (Statewide Summary of Motor Vehicle Crash Statistics, 2003). The cost per death in Illinois for 2003 was \$1,120,000 and the cost per nonfatal disabling injury was \$55,500 (National Safety Council, 2003)

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 overtime enforcement officers to enforce speed, impaired driving, 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 FY04 the Division of Traffic Safety's Local Projects Section funded 29 IMaGE projects throughout the state. Funding for the IMaGE program, which is administered by DTS, is provided by the National Highway Traffic Safety Administration (NHTSA). Although a total of \$706,952.00 was obligated to fund the 23 IMaGE projects, actual program cost for fiscal year 2004 was \$557,688. The average cost of one hour of patrol within an IMaGE project was \$37.55 (\$557,688 divided by 14,850 patrol hours), while the average cost of a citation/written warning was \$24.78 (\$557,688 divided by 22,510 citations/written warnings) during FY04.

The evaluation of the IMaGE program was based on the enforcement data submitted to the Division by the 23 local agencies. Out of 23 projects, 13 met all of their objectives stated in the approved projects. A graphic distribution of all 23 projects is displayed in Illinois map (see Appendix B).

General Objectives of IMaGE 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. Thirty percent of contacts must be for occupant protection violations.
4. No more than 50 percent of contacts should be for speeding.
5. Conduct pre and post 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 A depicts selected IMaGE grant categories based on population size and their specific objectives.

Table A: 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 2500	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
2501-10,000	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: Population under 2500

List of Agencies (1 Agency)

1) Roxana Police Department

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

Accomplishments:

The average hours of patrol per campaign for Roxana were 65.7. The Roxana Police Department met this objective.

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

Accomplishments:

Roxana Police Department met this objective. Roxana had a motorist contact every 45.1 minutes of patrol.

Objective 3: 30 percent of all contacts must be for occupant protection.

Accomplishments:

Roxana issued 48.0% of all citations for occupant restraint violations.

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

Accomplishments:

Roxana Police Department met this objective. Roxana issued 14.4% of all citations for speed violations.

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

Accomplishments:

A post seat belt survey has not been submitted.

Category Results:

Roxana Police Department was the only department in this category. To date they have submitted only three of the five campaign reports. They met all objectives during those three campaigns.

Table 2 provides data and information pertaining to **Category 1** projects.

Table 2

Category 1: Population Under 2,500

	1	1	2	3		4	5		6	7		8	9		10	11	
	CRITERIA:			CRITERIA:			CRITERIA:			CRITERIA:			CRITERIA:			CRITERIA:	
	Total Campaign Patrol Hours To Date	Number of Campaigns Entered	Average Campaign Patrol Hours	60 - 70 Patrol Hours Per Campaign		Motorist Contact Rate	1 Motorist Contact for each 60 Minutes of Patrol		Occupant Protection Violation Percentage	30% of Contacts for Occupant Protection		Speed Violation Percentage	Less Than 50% of Contacts for Speeding		Safety Belt Percent Change Between Pre & Post Survey	Conduct Seat Belt Surveys	
				Criteria Met?		(In Minutes)	Criteria Met?			Criteria Met?			Criteria Met?			Criteria Met?	
				Yes	No		Yes	No		Yes	No		Yes	No		Yes	No
Roxana	197.0	3	65.7	X		39.7	X		48.0%	X		14.4%	X		#DIV/0!	X	X

Columns 1, 3, 5, 7, 9, and 11 are self explanatory

Column 2 = Average Campaign Patrol Hours (# Patrol Hours / # Campaigns to Date)

Column 4 = Motorist Contact Rate = (Total Campaign Hours / # Citations & Written Warnings) * 60

Column 6 = Occupant Protection Violation Percentage = ((Seat Belt Violation+Seat Belt Warnings+Child Restraint Violations+Child Restraint Warnings)/ Total Number Citations Written)*100

Column 8 = Speed Violation Percentage = (Number of Speeding Citations / Total Number of Citations) * 100

Column 10= Change in safety belt use percentage within agency jurisdiction. N/A means agency didn't conduct post survey.

#DIV/0!= no seat belt survey was submitted

Category 2: Population 2,501- 10,000

List of Agencies (2 Agencies)

1) Rock Falls Police Department

2) Thornton Police Department

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

Accomplishments:

Both Rock Falls and Thornton Police Departments met this objective. The average patrol hours per campaign were 86.4 and 95.2 respectively.

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

Accomplishments:

Rock Falls Police Department had a motorist contact rate of one motorist contact for every 41.2 minutes of patrol. Thornton Police Department had a motorist contact for every 55.8 minutes of patrol. Both departments in the category met this objective.

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

Accomplishments:

The two departments in this category easily met this objective. Rock Falls Police Department wrote 58.8% and Thornton Police Department wrote 63.7% of all their citations for occupant restraint violations.

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

Accomplishments:

Both departments met this objective. Thornton Police Department wrote 3.9% of their citations for speeding while Rock Falls Police Department wrote 21.8% of their citations for speeding.

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

Accomplishments:

Rock Falls had an increase of 12.9% in seat belt use based on the post survey they conducted. To date the post survey from Thornton has not been submitted.

Category Results

The two police departments in this category met all objectives. All five campaigns were conducted both Rock Falls and Thornton Police Departments.

Table 3 provides data and information pertaining to **Category 2**

Table 3

Category 2: Population 2,501 - 10,000

	1	2	3		4	5		6	7		8	9		10	11		
	CRITERIA: Total Campaign Patrol Hours To Date	Number of Campaigns Entered	Average Campaign Patrol Hours	CRITERIA: 85-95 Patrol Hours Per Campaign Criteria Met?		Motorist Contact Rate (In Minutes)	CRITERIA: 1 Motorist Contact for each 45-60 Minutes of Patrol Criteria Met?		Occupant Protection Violation Percentage	CRITERIA: 36% 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
Rock Falls	432.0	5	86.4	X		41.2	X		58.8%	X		21.8%	X		12.9%	X	
Thornton	476.0	5	95.2	X		55.8	X		63.7%	X		3.9%	X		#DIV/0!		X

Columns 1, 3, 5, 7, 9, and 11 are self explanatory

Column 2 = Average Campaign Patrol Hours (# Patrol Hours / # Campaigns to Date)

Column 4 = Motorist Contact Rate = (Total Campaign Hours / # Citations & Written Warnings) * 60

Column 6 = Occupant Protection Violation Percentage =((Seat Belt Violation+Seat Belt Warnings+Child Restraint Violations+Child Restraint Warnings)/ Total Number Citations Written)*100

Column 8 = Speed Violation Percentage =(Number of Speeding Citations / Total Number of Citations) * 100

Column 10= Change in safety belt use percentage within agency jurisdiction. N/A means agency didn't conduct post survey.

#DIV/0!= no seat belt survey was submitted

Category 3: Population 10,001- 25,000

List of Agencies (6 Agencies)

- | | |
|----------------------------------|--|
| 1) Blue Island Police Department | 2) Lake in the Hills Police Department |
| 3) Centralia Police Department | 4) Sterling Police Department |
| 5) East Moline Police Department | 6) West Chicago Police Department |

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

Accomplishments:

All six police departments in **Category 3** met this objective. The category had a range of 99.0 hours of patrol per campaign (Lake in the Hills Police Department) to 135.9 hours of patrol per enforcement campaign (East Moline Police Department).

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

Accomplishments:

All six police departments met this objective. West Chicago Police Department had the best motorist contact rate in the category with a motorist contact for every 26.1 minutes of patrol. The range for this category was one motorist contact for every 26.1 minutes of patrol to one motorist contact for every 54.5 minutes of patrol.

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

Accomplishments:

Five of the six police departments met this objective by writing more than 32% of all citations for occupant restraint violations. The category had a range of 89.7% to 26.7% of all citations for occupant restraint violations.

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

Accomplishments:

This objective was met by all six police departments in **Category 3**. The percent of speed violations in this category ranged from 0.6 in East Moline Police Department to 31.1% percent in Blue Island Police Department.

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

Accomplishments:

All projects except one submitted pre and post safety belt survey data. Safety belt usage rate within the category ranged from an increase of 27.1% in East Moline to 0.1% in Lake in the Hills.

Category Results

Five of the six projects in **Category 3** met all five objectives. Those projects were East Moline, Centralia, Lake in the Hills, Sterling and West Chicago Police Departments. The police departments issued 556 speeding, 19 DUI, 2,872 seat belt and 115 child restraint violations during the five enforcement campaigns. In addition, 84 seat belt written warnings and 3 child-safety restraint written warnings were issued.

Table 4 provides data and information pertaining to **Category 3**.

Table 4
Category 3: Population 10,001 - 25,000

	1	2	3		4	5		6	7		8	9		10	11		
	CRITERIA: Total Campaign Patrol Hours To Date	Number of Campaigns Entered	Average Campaign Patrol Hours	CRITERIA: 95-105 Patrol Hours Per Campaign Criteria Met?		Motorist Contact Rate (In Minutes)	CRITERIA: 1 Motorist Contact for each 45-60 Minutes of Patrol Criteria Met?		Occupant Protection Violation Percentage	CRITERIA: 32% 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
Blue Island	518.5	5	103.7	X		30.7	X		26.7%		X	31.1%	X		#DIV/0!		X
Centralia	394.0	4	98.5	X		54.5	X		54.1%	X		12.4%	X		7.4%	X	
East Moline	543.5	4	135.9	X		38.5	X		89.7%	X		0.6%	X		27.1%	X	
Lake in the Hills	494.8	5	99.0	X		40.3	X		77.6%	X		6.2%	X		0.1%	X	
Sterling	496.3	5	99.3	X		45.4	X		50.3%	X		19.2%	X		26.4%	X	
West Chicago	570.5	5	114.1	X		25.9	X		78.1%	X		1.1%	X		5.6%	X	

Columns 1, 3, 5, 7, 9, and 11 are self explanatory

Column 2 = Average Campaign Patrol Hours (# Patrol Hours / # Campaigns to Date)

Column 4 = Motorist Contact Rate = (Total Campaign Hours / # Citations & Written Warnings) * 60

Column 6 = Occupant Protection Violation Percentage =((Seat Belt Violation+Seat Belt Warnings+Child Restraint Violations+Child Restraint Warnings)/ Total Number Citations Written)*100

Column 8 = Speed Violation Percentage =(Number of Speeding Citations / Total Number of Citations) * 100

Column 10= Change in safety belt use percentage within agency jurisdiction. N/A means agency didn't conduct post survey.

#DIV/0!= no seat belt survey was submitted

Category 4: Population 25,001- 50,000

List of Agencies (9 Agencies)

- | | |
|-----------------------------------|----------------------------------|
| 1) Adams Co. Sheriff's Department | 2) East Peoria Police Department |
| 3) Addison Police Department | 4) Elk Grove Police Department |
| 5) Algonquin Police Department | 6) Maywood Police Department |
| 7) Belleville Police Department | 8) Woodridge Police Department |
| 9) Calumet City Police Department | |

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

Accomplishments:

Only three of the nine projects in the category met this objective. One marginally met the objective with 123.8 hours of patrol per campaign.

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

Accomplishments:

All nine projects met this objective. Belleville Police Department had the best contact rate in this category with a rate of one contact for every 21.4 minutes of patrol. The category had a range of one contact for every 21.4 minutes of patrol to one contact for every 53.6 minutes of patrol.

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

Accomplishments:

All nine police departments met the objective of 33% or more of citations for occupant restraint violations. Maywood, Algonquin and East Peoria wrote 80.2%, 77.4% and 77.0% of their citations for occupant restraint violations respectively.

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

Accomplishments:

Every police department was able to write less than 50% of all citations/written warnings for speeding. The category had a range of .3% to 20.5% citations/written warnings for speeding violations.

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

Accomplishments:

Seven of the nine projects completed and submitted pre and post seat belt surveys. The projects in this category had an increase in seat belt usage rates from 77.6% to 87.1% during the project year, a 9.5 percentage points increase.

Category Results:

Three of the nine projects met all five objectives. Those projects were the Adams County, Belleville and Calumet City Police Departments. There was an increase of 9.5% in seat belt usage rates among the nine communities. The nine police departments issued 628 speeding, 52 DUI, 6,355 seat belt and 105 child restraint violations during the five enforcement campaigns.

Table 5 provides data and information pertaining to **Category 4** projects.

Table 5
Category 4: Population 25,001 - 50,000

	1	1	2	3		4	5		6	7		8	9		10	11	
	CRITERIA:	Number of Campaigns Entered	Average Campaign Patrol Hours	CRITERIA: 125-135 Patrol Hours Per Campaign		Motorist Contact Rate (In Minutes)	CRITERIA: 1 Motorist Contact for each 60 Minutes of Patrol		Occupant Protection Violation 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	
	Total Campaign Patrol Hours To Date			Criteria Met?			Criteria Met?			Criteria Met?			Criteria Met?			Criteria Met?	
	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	
Adams County	685.0	5	137.0	X		53.6	X		65.3%	X		20.5%	X		8.0%	X	
Addison	618.8	5	123.8		X	35.7	X		56.1%	X		7.9%	X		1.7%	X	
Algonquin	597.0	5	119.4		X	39.4	X		77.4%	X		8.7%	X		4.6%	X	
Belleville	841.0	5	168.2	X		21.4	X		68.3%	X		2.9%	X		7.1%	X	
Calumet City	630.5	5	126.1	X		24.1	X		81.2%	X		0.3%	X		-2.3%	X	
East Peoria	498.0	5	99.6		X	40.2	X		77.0%	X		8.1%	X		10.1%	X	
Elk Grove	589.8	5	118.0		X	45.7	X		45.2%	X		12.0%	X		9.8%	X	
Maywood	310.0	4	77.5		X	39.2	X		80.2%	X		3.8%	X		21.0%	X	
Woodridge	348.5	4	87.1		X	28.8	X		67.3%	X		9.1%	X		#DIV/0!		X

Columns 1, 3, 5, 7, 9, and 11 are self explanatory

Column 2 = Average Campaign Patrol Hours (# Patrol Hours / # Campaigns to Date)

Column 4 = Motorist Contact Rate = (Total Campaign Hours / # Citations & Written Warnings) * 60

Column 6 = Occupant Protection Violation Percentage =((Seat Belt Violation+Seat Belt Warnings+Child Restraint Violations+Child Restraint Warnings)/ Total Number Citations Written)*100

Column 8 = Speed Violation Percentage =(Number of Speeding Citations / Total Number of Citations) * 100

Column 10= Change in safety belt use percentage within agency jurisdiction. N/A means agency didn't conduct post survey.

#DIV/0!= no seat belt survey was submitted

Category 5: Population 50,000 and up

List of Agencies (5 Agencies)

- | | |
|-------------------------------------|--------------------------------------|
| 1) Cicero Police Department | 2) Macon County Sheriff's Department |
| 3) Oak Lawn Police Department | 4) Skokie Police Department |
| 5) Winnebago County Sheriff's Dept. | |

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

Accomplishments:

Three of the five departments in this category were able to meet the objective of at least 135 hours of patrol per enforcement campaign. The category had a range of 77.6 hours of patrol per campaign to 145.0 hours of patrol per campaign.

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

Accomplishments:

All five police departments in the category were able to maintain a motorist contact rate of one contact for every 60 minutes of patrol. The category had a range of one contact for every 19.3 minutes of patrol to one contact for every 49.0 minutes of patrol.

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

Accomplishments:

Four of the five projects met this objective. The category had a range of 25.3% to the 88.9% of citations for occupant restraint violations.

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

Accomplishments:

All five projects wrote less than fifty percent of their total citations/written warnings for speeding violations.

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

Accomplishments:

To date three of the five projects have conducted and submitted post seat belt surveys. The highest increase of seat belt usage rates in the category was 15.2% by Oak Lawn Police Department.

Category Results:

There was a 14.4% increase in seat belt usage rates in the communities within the category. The four police departments issued 674 speeding, 37 DUI, 3,334 seat belt and 133 child restraint violations during the five enforcement campaigns.

Table 6 provides data and information pertaining to **Category 5** projects.

Table 6
Category 5: Population 50,001 and Over

	1	1	2	3		4	5		6	7		8	9		10	11	
	CRITERIA: Total Campaign Patrol Hours To Date	Number of Campaigns Entered	Average Campaign Patrol Hours	CRITERIA: 135-145 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: 30% 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?			Criteria Met?			Criteria Met?			Criteria Met?			Criteria Met?	
				Yes	No		Yes	No		Yes	No		Yes	No		Yes	No
Cicero	725.0	5	145.0	X		30.0	X		63.1%	X		9.2%	X		#DIV/0!		X
Macon Co.	388.0	5	77.6		X	49.0	X		44.6%	X		10.3%	X		10.0%	X	
Oak Lawn	547.5	4	136.9	X		19.3	X		88.9%	X		4.9%	X		15.2%	X	
Skokie	725.0	5	145.0	X		21.2	X		25.3%		X	11.0%	X		7.4%	X	
Winnebago Co.	429.5	5	85.9		X	24.6	X		34.5%	X		26.1%	X		#DIV/0!		X

Columns 1, 3, 5, 7, 9, and 11 are self explanatory

Column 2 = Average Campaign Patrol Hours (# Patrol Hours / # Campaigns to Date)

Column 4 = Motorist Contact Rate = (Total Campaign Hours / # Citations & Written Warnings) * 60

Column 6 = Occupant Protection Violation Percentage = ((Seat Belt Violation+Seat Belt Warnings+Child Restraint Violations+Child Restraint Warnings)/ Total Number Citations Written)*100

Column 8 = Speed Violation Percentage =(Number of Speeding Citations / Total Number of Citations) * 100

Column 10= Change in safety belt use percentage within agency jurisdiction. N/A means agency didn't conduct post survey.

#DIV/0!= no seat belt survey was submitted

Appendix A

Integrated Mini-Grant Enforcement FY 2004 Campaign Dates		
#1		
	Nov. 10– 16, 2003	Safety Belt Pre-Survey
	Nov. 17– 23, 2003	PI&E
	Nov. 24 – Dec 7, 2003	Enforcement
	Dec. 8 – Dec 14 2003	Press Release
	Jan 10, 2004	Report Due
#2		
	Dec. 15 – Dec 21, 2003	PI&E
	Dec 22,2003 –Jan 4, 2004	Enforcement
	Jan 5 – Jan 11, 2004	Press Release
	Feb 10, 2004	Report Due
#3		
	May 17 – 23, 2004	PI&E
	May 24 – June 6, 2004	Enforcement
	June 7– June 13, 2004	Press Release
	July 10, 2004	Report Due
#4		
	June 14 - 20, 2004	PI&E
	June 21 - July 4, 2004	Enforcement
	July 5- 11, 2004	PI&E
	Aug. 10, 2004	Report Due
#5		
	Aug. 23 - 29, 2004	PI&E
	Aug. 30 - Sept. 12, 2004	Enforcement
	Sept. 13- 19, 2004	Safety Belt Post-Survey
	Sept. 20 – 26, 2004	Press Release
	Nov. 1, 2004	Report Due

Appendix B

