



Illinois Department of Transportation

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

TECHNICAL REPORT

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Evaluation of FY07 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

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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 2007 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.

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Analysis of the FY07 Integrated Mini-Grant Enforcement Program (IMaGE) Projects

Summary of IMaGE Program

During FY 2007, the Division of Traffic Safety funded 61 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 61 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 32,712 patrol hours, an average of 6,542 hours per campaign (32,712 divided by 5 campaigns).
2. A total of 295 out of a possible 305 campaigns were conducted.
3. A total of 62,438 vehicles were stopped during these campaigns with a vehicle contact rate of one for every 31.4 minutes of patrol.
4. A total of 53,543 citations were issued (one for every 36.7 minutes of patrol).
5. There were 13,370 speeding citations issued during the five enforcement periods. More than 25 percent of the total citations were issued for speeding violations.
6. During FY07, all the IMaGE projects combined issued 28,560 safety belt citations.
7. A total of 985 child safety seat citations were issued.
8. A total of 246 impaired driving citations, including DUIs, were issued during the 295 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.

Table 1

FY07 IMAGE CAMPAIGN PROJECT DATA SUMMARY TABLE

TOTALS

POLICE DEPARTMENT

Image "Overtime" Enforcement



Type of Citation	Campaign #1	Campaign #2	Campaign #3	Campaign #4	Campaign #5	Total
DUI	6	51	15	32	45	149
Safety Belt	7451	2811	9558	3537	5203	28560
Child Safety Seat	206	115	299	122	243	985
Felony	15	15	11	9	27	77
Stolen Vehicles	0	0	1	0	2	3
Fugitives	59	97	64	68	108	396
Suspended License	208	317	231	329	402	1487
Uninsured	421	645	448	640	809	2963
Speeding	1315	4351	591	3360	3753	13370
Reckless Driving	0	4	0	3	1	8
Drug Arrest	14	23	12	17	31	97
Other	978	1262	598	1124	1486	5448
Vehicles Stopped	20139	8456	14085	8413	11345	62438
Vehicle Contact Rate	18.6	45.9	28.3	42.5	39.2	31.4
Average B.A.C.'s						0.00
Image Totals	10673	9691	11828	9241	12110	53543

Regular Non-Overtime Patrol

Type of Citation	Campaign #1	Campaign #2	Campaign #3	Campaign #4	Campaign #5	Total
Speeding	2240	2186	2121	2473	2205	11225
Other Moving Viol.	3834	3519	3604	6244	5786	22987
DUI	189	175	145	180	145	834
Alcohol Related	84	100	103	109	113	509
Safety Belt	1087	700	1862	794	759	5202
Child Restraint	181	62	93	50	84	470
Safety Belt W/Warn.	93	51	130	93	96	463
Child Rest. W/Warn.	9	3	7	0	1	20
Regular Enf. Total	7717	6796	8065	9943	9189	41710

IMAGE SUMMARY DATA

	Campaign #1	Campaign #2	Campaign #3	Campaign #4	Campaign #5	Total		
Total Patrol Hours	6228.5	6464.25	6641.5	5961	7417	32712.3		
Total P.I.& E.'s	516	595	799	541	512	2963		
Pre Survey %	97,995	117,677	83.3%		N/A	N/A	N/A	83.3%
Post Survey %	N/A	N/A	N/A		97,333	110,077	88.4%	88.4%
Safety Belt % Change								0.1

Average Campaign Patrol Hours	6542.5 hours
Motorist Contact Rate (citations/written warnings)	36.7 minutes
Occupant Protection Violation Percentage	55.2 %
Speed Violation Percentage	25.0 %
DUI Rate	219.5 hours
Alcohol/Drug-Related Contact Rate	133.0 hours

Evaluation of the Integrated Mini Grant Enforcement Program (IMaGE)

In Illinois, during 2006, 1,254 persons were killed in fatal crashes (Fatal Analysis Reporting System, 2006) and approximately 106,918 persons were injured in motor vehicle crashes (Statewide Summary of Motor Vehicle Crash Statistics, 2006). The cost per death in Illinois for 2006 was \$1,200,000 and the cost per nonfatal disabling injury was \$62,300 (National Safety Council, 2006).

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 FY07 the Division of Traffic Safety funded 61 IMaGE projects throughout the state. Fifty three of the 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 \$2,035,046 was obligated to fund the 61 IMaGE projects, actual program cost for fiscal year 2007 was \$1,759,336. The average cost of one hour of patrol within an IMaGE project was \$53.78 (\$1,759,336 divided by 32,712 patrol hours) during FY07.

The evaluation of the IMaGE program was based on the enforcement data submitted to the Division by the 61 local agencies. Out of 61 projects, 25 met all of their objectives stated in the approved projects. Graphic distribution of all 61 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) New Athens
-

Category Evaluation

Fairmont City submitted enforcement data for all 5 campaigns. New Athens submitted enforcement data for 4 of the 5 enforcement campaigns. 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 63.3. New Athens did not meet the objective. They averaged 10.1 hours of patrol per campaign.*

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 37.8 minutes of patrol. New Athens failed to meet this objective averaging one contact for every 69.4 minutes of patrol.*

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

Accomplishments: *Fairmont City and New Athens issued 44.5% and 57.1% respectively of all citations for occupant restraint violations easily meeting this objective.*

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

Accomplishments: *Fairmont City issued 23.7% and New Athens issued 2.9% of all citations for speeding therefore meeting the objective.*

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

Accomplishments: *Fairmont City submitted seat belt surveys. They had an increase of 19.7 percentage points. New Athens did not submit pre or post surveys.*

Category Results:

Fairmont City met all of the objectives. New Athens met the occupant protection contact rate (57.1%) and the speed contacts (2.9%), but failed to meet the average patrol hours per campaign (10.1) and the motorist contact rate (69.4 minutes).

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

Table 3
Category 1: Population Under 2,500

IMaGE Projects	1	2	3	4		5	6		7	8		9	10		11	12	
	CRITERIA:			CRITERIA:		Motorist Contact Rate (In Minutes)	CRITERIA:		Occupant Protection Violation Percentage	CRITERIA:		Speed Violation Percentage	CRITERIA:		Safety Belt Percent Change Between Pre & Post Survey	CRITERIA:	
	Total Campaign Patrol Hours To Date	Number of Campaigns Entered	Average Campaign Patrol Hours	60 - 70 Patrol Hours Per Campaign			1 Motorist Contact for each 60 Minutes of Patrol			30% of Contacts for Occupant Protection			Less Than 50% of Contacts for Speeding			Conduct Seat Belt Surveys	
				Criteria Met?			Criteria Met?			Criteria Met?			Criteria Met?			Criteria Met?	
			Yes	No		Yes	No		Yes	No		Yes	No		Yes	No	
Fairmount City	316.5	5	63.3	X		37.8	X		44.5%	X		23.7%	X		19.7%	X	
New Athens	40.5	4	10.1		X	69.4		X	57.1%	X		2.9%	X		#DIV/0!		X

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2007.

Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2007.

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 | 7) Metamora |
| 2) Columbia | 8) Millstadt |
| 3) Flossmoor | 9) Oak Brook |
| 4) Lebanon | 10)Riverside |
| 5) Madison | 11)Willowbrook |
| 6) Mendota | |

Category Evaluation

Burnham, Columbia, Flossmoor, Madison, Mendota, Metamora, Oak Brook, Riverside, and Willowbrook submitted enforcement data for all 5 campaigns. Millstadt submitted enforcement data for 4 of the campaigns and Lebanon submitted enforcement data for 3 of 5 campaigns. The objectives and accomplishments for these projects are as follows:

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

Accomplishments: *Nine of the eleven projects met this objective. The average campaign patrol hours for those projects which met this objective ranged from 88.2 average hours per campaign (Metamora Police Department) to 102.2 average hours per campaign (Burnham Police Department).*

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

Accomplishments: *Nine of the eleven projects in this category met this objective. Those projects included Burnham, Columbia, Flossmoor, Lebanon, Madison, Millstadt, Oak Brook, Riverside and Willowbrook. Of these projects, Willowbrook and Lebanon had the best contact rates by making one motorist contact every 25.3 and 26.4 minutes of patrol, respectively. The two projects which failed to meet this objective included Metamora and Mendota (one motorist contact for every 95.3 minutes of patrol).*

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

Accomplishments: *Eight out of the eleven projects met this objective. For those projects which met this objective, the percentage of occupant restraint violations issued ranged from 43.9 percent (Mendota) to more than 75 percent (Lebanon).*

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

Accomplishments: *Eight of the eleven projects within this category met this objective. The percentage of speeding citations issued ranged from 17.6 percent (Flossmoor) to 41.3 percent (Columbia) for the agencies that met the objective. Burnham, Metamora and Oak Brook failed to meet the objective.*

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

Accomplishments: *Five out of eleven 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 (11.0), Columbia (7.6), Flossmoor (9.4), Metamora (1.9) and Willowbrook (0.1). The six projects which did not conduct both pre and post observational surveys included Lebanon, Madison, Mendota, Millstadt, Oak Brook and Riverside.*

Category Results:

Overall three out of the eleven projects (Columbia, Flossmoor, and Willowbrook) met all five objectives.

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

Table 4
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 for each 45-60 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?			Criteria Met?			Criteria Met?			Criteria Met?			Criteria Met?	
				Yes	No		Yes	No		Yes	No		Yes	No		Yes	No
Burnham	511.0	5	102.2	X		37.8	X		28.1%		X		X		11.0%	X	
Columbia	449.0	5	89.8	X		52.5	X		46.4%	X			X		7.6%	X	
Flossmoor	504.5	5	100.9	X		28.0	X		69.2%	X			X		9.4%	X	
Lebanon	66.0	3	22.0		X	26.4	X		74.7%	X			X		#DIV/0!		X
Madison	445.0	5	89.0	X		41.2	X		54.2%	X			X		#DIV/0!		X
Mendota	467.0	5	93.4	X		95.3		X	43.9%	X			X		#DIV/0!		X
Metamora	441.0	5	88.2	X		95.3		X	28.5%		X		X		1.9%	X	
Millstadt	245.0	4	61.3		X	53.3	X		51.4%	X			X		#DIV/0!		X
Oak Brook	454.0	5	90.8	X		50.3	X		27.1%		X		X		#DIV/0!		X
Riverside	487.0	5	97.4	X		48.1	X		51.5%	X			X		#DIV/0!		X
Willowbrook	486.0	5	97.2	X		25.3	X		69.5%	X			X		0.1%	X	

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2007.

Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2007.

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 IMA GE: Population 10,001 - 25,000

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

- | | |
|-------------------------|-------------------|
| 1) Barrington-Inverness | 12) Markham |
| 2) Blue Island | 13) Matteson |
| 3) Bradley | 14) Melrose Park |
| 4) Cahokia | 15) Midlothian |
| 5) Centralia | 16) Monmouth |
| 6) East Moline | 17) O'Fallon |
| 7) East Peoria | 18) Oswego |
| 8) Glen Carbon | 19) Palos Heights |
| 9) Hickory Hills | 20) Streator |
| 10) Homewood | 21) Winnetka |
| 11) Jacksonville | |
-

Category Evaluation

Twenty of the 21 agencies submitted enforcement data for all 5 campaigns. Centralia submitted enforcement data for 4 of 5 campaigns. The objectives and accomplishments for these projects are as follows:

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

Accomplishment: *Fifteen out of twenty one 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 95.4 (Brookfield) to 139.4 (Cahokia). The six projects which failed to meet this objective averaged from 76.9 hours of patrol per campaign (Glen Carbon) to 92.2 hours of patrol per campaign (Bradley).*

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 Glen Carbon and Monmouth, met this objective. For those projects which met this objective, the motorist contact rate ranged from 27.4 (Homewood) to 54.0 (Winnetka). Monmouth and Glen Carbon had motorist contact rates of 68.2 and 73.0 respectively.*

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

Accomplishment: *Twenty of the twenty one projects in this category met this objective. The percentage of occupant restraint violations issued ranged from 35.2 (Bradley) to 72.2 (Oswego). Melrose Park failed*

to meet the objective writing 20.8 percent occupant restraint violations.

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

Accomplishments: *All twenty one projects in this category met this objective. The percentage of speeding violations issued ranged from 9.4 (Cahokia) to 43.3 (East Moline).*

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

Accomplishments: *Fourteen of the twenty one projects conducted pre and post observational surveys. The projects had a range in change of seat belt use percentage of -8.3% (Matteson) to 33.0% (Cahokia). The remaining seven projects in this category failed to conduct pre and post observational seat belt surveys.*

Category Results:

For this category, ten of twenty one projects met all objectives. Fourteen 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 (East Peoria) to 33.0 percentage points (Cahokia).

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

Table 5
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	
				Criteria Met?			Criteria Met?			Criteria Met?			Criteria Met?			Criteria Met?	
				Yes	No		Yes	No		Yes	No		Yes	No		Yes	No
Barrington-Inverness	603	5	120.6	X		45.3	X		37.0%	X		35.4%	X		1.0%	X	
Blue Island	515	5	103	X		28.0	X		49.2%	X		16.1%	X		7.4%	X	
Bradley	461.0	5	92.2		X	29.9	X		35.2%	X		39.7%	X		1.2%	X	
Brookfield	477.0	5	95.4	X		44.1	X		43.5%	X		32.4%	X		#DIV/0!		X
Cahokia	697.0	5	139.4	X		45.7	X		36.6%	X		9.4%	X		33.0%	X	
Centralia	416.0	4	83.2		X	48.0	X		58.8%	X		18.8%	X		10.8%	X	
East Moline	585.0	5	117	X		45.5	X		40.3%	X		43.3%	X		2.2%	X	
East Peoria	515.0	5	103	X		33.7	X		68.1%	X		16.8%	X		0.2%	X	
Glen Carbon	384.5	5	76.9		X	73.0		X	69.3%	X		14.6%	X		#DIV/0!		X
Hickory Hills	508.0	5	101.6	X		28.0	X		64.5%	X		28.8%	X		#DIV/0!		X
Homewood	394.0	5	78.8		X	27.4	X		48.1%	X		38.4%	X		#DIV/0!		X
Jacksonville	525.0	5	105.0	X		37.1	X		55.7%	X		17.6%	X		4.4%	X	
Markham	520.0	5	104.0	X		33.3	X		45.8%	X		17.5%	X		#DIV/0!		X
Matteson	457.5	5	91.5		X	30.9	X		57.1%	X		18.7%	X		-8.3%	X	
Melrose Park	449.0	5	89.8		X	33.4	X		20.8%		X	26.9%	X		3.3%	X	
Midlothian	517.5	5	103.5	X		32.8	X		70.6%	X		24.6%	X		-1.9%	X	
Monmouth	525.0	5	105.0	X		68.2		X	44.8%	X		17.1%	X		#DIV/0!		X
Oswego	595.0	5	119.0	X		30.9	X		72.2%	X		15.7%	X		-0.8%	X	
Palos Heights	534.3	5	106.9	X		29.4	X		83.3%	X		15.2%	X		#DIV/0!		X
Streator	557.3	5	111.5	X		45.6	X		59.0%	X		31.9%	X		-2.1%	X	
Winnetka	489.0	5	97.8	X		54.0	X		37.4%	X		33.9%	X		2.3%	X	

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2007.

Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2007.

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 4 IMaGE: Population 25,001 - 50,000

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

- | | |
|----------------------|-----------------------|
| 1) Belvidere | 9) Park Ridge |
| 2) Calumet City | 10) Pekin |
| 3) Carol Stream | 11) Peoria County |
| 4) Collinsville | 12) Quincy |
| 5) Elk Grove Village | 13) Stephenson County |
| 6) Maywood | 14) Wilmette |
| 7) Morgan County | 15) Woodridge |
| 8) O'Fallon | |
-

Category Evaluation

Twelve of the fifteen projects submitted enforcement data for all 5 campaigns. Calumet City, Stephenson County and Woodridge 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 nine of the fifteen projects (Belvidere, Carol Stream, Collinsville, Morgan County, O'Fallon, Park Ridge, Quincy, Stephenson County and Woodridge) met this objective. The other six projects patrol hours ranged from 72.8 per campaign (Maywood) to 121.8 per campaign (Wilmette).*

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

Accomplishments: *All fifteen projects met this objective. Their motorist contact rate ranged from one for every 22.2 minutes of patrol (Elk Grove Village) to one for every 59.2 minutes of patrol (Morgan County).*

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

Accomplishments: *Fourteen of the fifteen projects met this objective with the percentage of occupant restraint violations ranging from 36.4 (Quincy) to 80.9 (Calumet City). Wilmette marginally met the objective with 31.8 percent occupant restraint violations written.*

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 4.9 (Carol Stream) to 48.6 (Wilmette), except Quincy which wrote 51.9 percent speeding violations.*

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

Accomplishments: *Ten projects (Belvidere, Calumet City, Carol Stream, Elk Grove Village, Maywood, Morgan County, Park Ridge, Pekin, Peoria County, and Stephenson County) conducted pre and post observational seat belt surveys. They had increases ranging from 2.2 to 19.4 percent in seat belt use. Calumet City, Elk Grove Village, Maywood and Morgan County had decreases ranging from 0.3 to 4.9 percent in seat belt use.*

Category Results:

Five projects (Belvidere, Carol Stream, Morgan County, Park Ridge, and Stephenson 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
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 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	
				Criteria Met?			Criteria Met?			Criteria Met?			Criteria Met?			Criteria Met?	
				Yes	No		Yes	No		Yes	No		Yes	No		Yes	No
Belvidere	711.0	5	142.2	X		41.1	X		52.9%	X		18.6%	X		4.3%	X	
Calumet City	483.0	4	120.8		X	35.6	X		80.9%	X		11.7%	X		-4.9%	X	
Carol Stream	677.0	5	135.4	X		24.9	X		72.2%	X		4.9%	X		2.2%	X	
Collinsville	642.5	5	128.5	X		38.8	X		67.4%	X		22.2%	X		#DIV/0!		X
Elk Grove Village	596.0	5	119.2		X	22.2	X		59.5%	X		35.6%	X		-0.3%	X	
Maywood	364.0	5	72.8		X	47.5	X		63.0%	X		12.8%	X		-1.0%	X	
Morgan County	661.5	5	132.3	X		59.2	X		56.4%	X		33.3%	X		-2.0%	X	
O'Fallon	736.0	5	147.2	X		35.7	X		56.5%	X		25.4%	X		#DIV/0!		X
Park Ridge	710.8	5	142.2	X		32.9	X		49.7%	X		27.2%	X		9.5%	X	
Pekin	606.0	5	121.2		X	49.3	X		37.0%	X		24.5%	X		19.4%	X	
Peoria County	599.0	5	119.8		X	55.9	X		41.1%	X		36.5%	X		7.7%	X	
Quincy	672.5	5	134.5	X		46.2	X		36.4%	X		51.9%		X	#DIV/0!		X
Stephenson County	505.0	4	126.3	X		39.1	X		64.1%	X		21.4%	X		5.6%	X	
Wilmette	608.8	5	121.8		X	34.8	X		31.8%		X	48.6%	X		#DIV/0!		X
Woodridge	519.8	4	129.9	X		33.6	X		75.5%	X		9.3%	X		#DIV/0!		X

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2007.

Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2007.

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 5 IMaGE: Population 50,001 and Above

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

- | | |
|----------------------|----------------------|
| 1) Arlington Heights | 7) Orland Park |
| 2) Berwyn | 8) Palatine |
| 3) Joliet | 9) Peoria |
| 4) Madison County | 10) Schaumburg |
| 5) McHenry County | 11) Wheaton |
| 6) Oak Lawn | 12) Winnebago County |
-

Category Evaluation

Eleven of the twelve projects submitted enforcement data for all 5 campaigns. Madison County submitted enforcement data for 3 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: *Eight of these twelve projects (Arlington Heights, Berwyn, Joliet, Madison County, McHenry County, Oak Lawn, Schaumburg and Wheaton) met this objective. Peoria marginally met the objective with 134.8 hours of patrol per campaign. Orland Park, Palatine and Winnebago County failed to meet the objective.*

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

Accomplishments: *Ten of the twelve projects in this category met this objective. The motorists contact rate for these six projects ranged from one contact made for every 21.4 minutes of patrol (Orland Park) to one contact made for every 46.1 minutes of patrol (McHenry County).*

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

Accomplishments: *Eleven of the twelve projects met the occupant restraint objective and had a range from 31.0 percent (Arlington Heights) to 78.2 percent (Oak Lawn). Winnebago County failed to meet this objective writing 27.4 percent of occupant restraint violations.*

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

Accomplishments: *All twelve projects met this objective. The percentage of speeding citations ranged from 12.2 (Oak Lawn) to 46.1 (Arlington Heights).*

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

Accomplishments: *nine projects in this category (Arlington Heights, Berwyn, Joliet, Oak Lawn, Palatine, Peoria, Schaumburg, Wheaton and Winnebago County) conducted both pre and post observational surveys. The percentage point change in seat belt use ranged from 1.4% increase (Wheaton) to 7.8% increase (Berwyn).*

Category Results:

Six projects in this category met all five objectives (Arlington Heights, Berwyn, Joliet, Oak Lawn, Schaumburg and Wheaton). All of the projects in this category except Madison County and Winnebago County met the motorist contact rate objective. All projects except Winnebago County met the occupant restraint violations objective ensuring that the departments were active in the pursuit of occupant restraint violations. All projects met the speed objective

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

Table 7
Category 5: Population 50,001 and Over

IMaGE Projects	1	2	3	4		5	6		7	8		9	10		11	12	
	CRITERIA:			CRITERIA:			CRITERIA:			CRITERIA:			CRITERIA:			CRITERIA:	
	Total Campaign Patrol Hours To Date	Number of Campaigns Entered	Average Campaign Patrol Hours	135-145 Patrol Hours Per Campaign		Motorist Contact Rate	1 Motorist Contact for each 45-60 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	
Arlington Heights	700.0	5	140.0	X		45.9	X		31.0%	X		46.1%	X		3.3%	X	
Berwyn	820.5	5	164.1	X		22.2	X		64.9%	X		10.9%	X		7.8%	X	
Joliet	696.0	5	139.2	X		31.7	X		48.5%	X		15.8%	X		7.7%	X	
Madison County	444.0	3	148.0	X		62.7		X	47.8%	X		21.4%	X		#DIV/0!		X
McHenry County	686.0	5	137.2	X		46.1	X		42.5%	X		34.0%	X		#DIV/0!		X
Oak Lawn	690.0	5	138.0	X		21.8	X		78.2%	X		12.2%	X		5.6%	X	
Orland Park	537.0	5	107.4		X	21.4	X		59.4%	X		32.8%	X		#DIV/0!		X
Palatine	636.0	5	127.2		X	24.9	X		61.6%	X		19.2%	X		2.2%	X	
Peoria	674.0	5	134.8		X	40.2	X		49.2%	X		19.9%	X		7.2%	X	
Schaumburg	720.0	5	144.0	X		44.6	X		41.2%	X		41.3%	X		2.3%	X	
Wheaton	761.0	5	152.2	X		31.8	X		77.4%	X		18.5%	X		1.4%	X	
Winnebago County	617.5	5	123.5		X	88.2		X	27.4%		X	18.6%	X		6.5%	X	

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2007.
 Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2007.
 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) * 60
 Column 7 = Occupant Protection Violation Percentage =((Seat Belt Violation++Child Restraint Violations)/Total Number Citations Written)*100
 Column 9 = Speed Violation Percentage =(Number of Speeding Citations / Total Number of Citations) * 100

**Analysis of the FY07 Mini-Grant Alcohol Program
(MAP) Projects**

Summary of MAP Program

During FY07, the Division of Traffic Safety funded 22 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 22 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 6,727 patrol hours, an average of 840 hours per campaign (6,727 divided by 8 campaigns).
2. A total of 7,170 vehicles were stopped during these campaigns resulting in a vehicle contact rate of one for every 56.34 minutes of patrol (6,727 patrol hours divided by 7,170 vehicles multiplied by 60 minutes).
3. A total of 6,673 citations were issued resulting in a citation rate of one for every 60.5 minutes of patrol (6,727 patrol hours divided by 6,673 citations multiplied by 60 minutes).
4. There were 1,860 speeding citations issued during the eight enforcement campaigns.
5. During FY07, these 22 projects made 643 DUI arrests.
6. During FY07, these projects issued 115 drug-related citations.

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 533 safety belt and child restraint citations were issued during all eight campaigns.

Table 8

FY07 MAP CAMPAIGN PROJECT DATA SUMMARY TABLE

TOTALS

POLICE DEPARTMENT
MAP "Overtime" Enforcement

Type of Citation	Campaign #1	Campaign #2	Campaign #3	Campaign #4	Campaign #5	Campaign #6	Campaign #7	Campaign #8	Total
DUI	83	70	76	65	91	76	92	90	643
Safety Belt	50	44	76	34	72	61	66	100	503
Child Restraint	2	0	4	5	3	2	2	12	30
Felony Arrests	2	7	4	8	13	12	9	7	62
Stolen Vehicles	0	0	0	0	0	0	0	0	0
Fugitives Apprehended	8	14	15	7	15	11	11	22	103
Suspended	56	38	46	34	51	25	53	82	385
Uninsured	91	61	62	45	73	48	81	166	627
Speeding	276	168	256	207	204	229	295	225	1860
Reckless Driving	0	3	1	0	0	0	2	0	6
Drugs	7	14	13	8	14	14	13	32	115
Other	320	279	239	246	326	289	327	313	2339
Vehicles Stopped	775	577	781	625	927	693	881	1911	7170
Vehicle Contact Rate	68.5	70.3	61.6	64.8	60.1	63.8	67.0	32.6	56.3
Average B.A.C.'s	3.1837	2.786	2.841	2.0515	3.105	2.238	2.673	2.393	2.68
Total DUI Procs Hrs	149.95	120.75	141.3	87	168.95	130.95	169.9	156	1124.8
Map Totals	895	698	792	659	862	767	951	1049	6673

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	779	990	696	914	949	1117	1074	1122	7641
Other Moving Viol.	1826	2001	1690	1642	2230	1770	1788	2341	15288
DUI	97	102	102	65	80	93	122	136	797
Alcohol Related	62	46	61	46	53	454	112	78	912
Safety Belt	240	249	114	105	1120	193	220	813	3054
Child Restraint	8	15	16	9	56	29	19	40	192
Safety Belt W/Warn.	11	5	7	26	17	8	12	19	105
Child Rest. W/Warn.	2	0	0	3	4	4	2	4	19
Regular Enf. Total	3025	3408	2686	2810	4509	3668	3349	4553	28008

MAP SUMMARY DATA

	Campaign #1	Campaign #2	Campaign #3	Campaign #4	Campaign #5	Campaign #6	Campaign #7	Campaign #8	Total
Total Patrol Hours	885.35	676.25	802.08	675.5	928.1	736.75	983.75	1039.08	6726.9
Total P.I. & E.'s	214	89	190	255	76	68	25182	65	26139

Average Campaign Patrol Hours	840.9 hours
Motorist Contact Rate (citations/written warnings)	60.5 minutes
Occupant Protection Violation Percentage	8.0 %
Speed Violation Percentage	27.9 %
DUI Rate	10.5 hours
Alcohol/Drug-Related Contact Rate	8.9 hours
DUI Processing Time	1.7 hours

Evaluation of the Mini-grant Alcohol Program (MAP)

In Illinois, during 2006, 1,254 persons were killed in fatal crashes (Fatal Analysis Reporting System, 2004) and approximately 106,918 persons were injured in motor vehicle crashes (Statewide Summary of Motor Vehicle Crash Statistics, 2006). The cost per death in Illinois for 2006 was \$1,200,000 and the cost per nonfatal disabling injury was \$62,300 (National Safety Council, 2006). Based on Fatal Analysis Reporting System (FARS) data, 594 (47.4 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 FY07 the Division of Traffic Safety's Local Projects Section funded 22 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 \$481,230.00 was obligated to fund the 22 MAP projects, actual program cost for FY07 was \$417,745. The average cost of one hour of patrol within a MAP project was \$62.10 (\$417,745 divided by 6,727 patrol hours), while the average cost of a citation was \$62.60 (\$417,745 divided by 6,673 citations/written warnings) during FY07.

The evaluations of the MAP projects were based on the enforcement data submitted to the Division by the 22 local agencies. A graphic distribution of 22 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 DUI/Drug contact of one for every nine (9) 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/Drug 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/drug related citation for every 9 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/drug related citation for every 9 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/drug related citation for every 9 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/drug related citation for every 9 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 DUI/Drug citations for every nine 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) Colona
 - 2) Creve Coeur
 - 3) East Hazel Crest
-

Category Evaluation

Two of the three projects in this category (Creve Coeur and East Hazel Crest) participated in all eight campaigns. Colona participated in seven 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: *East Hazel Crest and Creve Coeur met this objective averaging 24.3 and 26.3 hours of patrol per campaign respectively. Colona just missed meeting the objective averaging 22.6 hours of patrol per campaign.*

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

Accomplishments: *East Hazel Crest met this objective. They averaged a motorist contact every 43.2 minutes of patrol. Creve Coeur and Colona did not meet this objective. Their motorist contact rates were 78.8 and 124.7 minutes of patrol respectively.*

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

Accomplishments: *Creve Coeur marginally met this objective writing one DUI citation every 10.5 hours of patrol. East Hazel Crest and Colona did not meet the objective as they respectively wrote a DUI for every 12.2 and 19.8 hours of patrol.*

Objective 4: Write one alcohol/drug citation for every nine hours of patrol.

Accomplishments: *Creve Coeur wrote an alcohol/drug related citation every 8.8 hours of patrol meeting the objective. East Hazel Crest wrote an alcohol/drug citation every 11.4 hours of patrol and Colona wrote an alcohol/drug citation every 15.8 hours of patrol.*

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

Accomplishments: *All three projects met this objective. Colona and East Hazel Crest processed a DUI in 1.3 hours and Creve Coeur processed a DUI in 1.4 hours.*

Category Results:

None of the projects in this category met all five objectives. Creve Coeur had the best results in this category. They marginally met the DUI objective and met the alcohol/drug objective.

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

Table 10
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		Motorist Contact Rate (In Minutes)	CRITERIA: 1 Contact for Each 45-60 Patrol Minutes		DUI Rate (In Hours)	CRITERIA: 1 DUI Arrest for Every 10 Actual Patrol Hours		Alcohol/ Drug- Related Contact Rate (In Hours)	CRITERIA: 1 Alcohol/Drug- Related ContactPer Every 9 Patrol Hours		DUI Processing Rate (In Hours)	CRITERIA: DUI Processing Rate No More Than 2 Hours	
				Criteria Met?			Criteria	Met?		Criteria Met?			Criteria Met?				
				Yes	No		Yes	No		Yes	No		Yes	No		Yes	No
Colona	158.0	7	22.6		X	124.7		X	19.8		X	15.8		X	1.3	X	
Creve Coeur	210.0	8	26.3	X		78.8		X	10.5		X	8.8	X		1.4	X	
East Hazel Crest	194.5	8	24.3	X		43.2	X		12.2		X	11.4		X	1.3	X	

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2007.

Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2007.

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 + # Drug Citations)). *Due to a change in the collection form alcohol related citations and sworn reports data items are no longer collected. This objective*

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) Barrington-Inverness | 5) SIU-Carbondale |
| 2) Edwardsville | 6) Villa Park |
| 3) Fairview Heights | |
| 4) Rolling Meadows | |
-

Category Evaluation

Five of the six projects participated in all eight campaigns (Barrington-Inverness, Edwardsville, Fairview Heights, SIU-Carbondale and Villa Park). Rolling Meadows submitted enforcement data for seven campaigns. 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: *Five of the six projects in this category met this objective. The average campaign patrol hours for these projects ranged from 40.8 (Edwardsville) to 46.9 (Rolling Meadows). Although Fairview Heights did not meet this objective, it was relatively close to meeting the objective by averaging 29.3 patrol hours per campaign.*

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

Accomplishments: *Four projects met this objective. For those projects which met this objective, the motorist contact rate ranged from one for every 21.4 minutes of patrol (Villa Park) to one for every 59.6 minutes of patrol (Edwardsville). The remaining two projects had motorist contact rates of 61.7 minutes of patrol (Fairview Heights) and 62.5 minutes of patrol (Barrington-Inverness).*

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

Accomplishments: *Four of the six projects (Edwardsville, Rolling Meadows, SIU-Carbondale and Villa Park) met this objective. Barrington-Inverness wrote a DUI every 14.4 hours of patrol. Fairview Heights only averaged one DUI arrest for every 26.1 patrol hours.*

Objective 4: Write one alcohol/drug citation for every nine hours of patrol.

Accomplishments: *Three of the six departments met this objective. The average alcohol-related contact rate for these three projects ranged from one for every 5.6 patrol hours (Rolling Meadows) to one for every 7.7 patrol hours (Villa Park). Edwardsville marginally met the objective by writing a alcohol/drug citation every 9.3 hours of*

patrol. Barrington-Inverness and Fairview Heights failed to meet the objective.

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

Accomplishments: *All six projects at least marginally met this objective. The average DUI processing time had a range of 1.3 hours (Rolling Meadows and Villa Park) to 2.2 hours (Fairview Heights).*

Category Results:

Three projects met all five objectives in this category (Rolling Meadows, SIU-Carbondale and Villa Park). Barrington-Inverness and Fairview Heights 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
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		Motorist Contact Rate (In Minutes)	CRITERIA: 1 Contact for Every 45-60 Patrol Minutes		DUI Rate (In Hours)	CRITERIA: 1 DUI Arrest For Every 10 Actual Patrol Hours		Alcohol/ Drug- Related Contact Rate (In Hours)	CRITERIA: 1 Alcohol/Drug- Related ContactPer Every 9 Patrol Hours		DUI Processing Rate (In Hours)	CRITERIA: DUI Processing Rate No More Than 2 Hours	
				Criteria Met?			Criteria	Met?		Criteria Met?			Criteria Met?				
				Yes	No		Yes	No		Yes	No		Yes	No		Yes	No
Barrington-Inverness	331.0	8	41.4	X		62.5		X	14.4		X	10.7		X	2.0	X	
Edwardsville	326.6	8	40.8	X		59.6	X		9.6	X		9.3		X	2.0	X	
Fairview Heights	234.5	8	29.3		X	61.7		X	26.1		X	11.2		X	2.2		X
Rolling Meadows	328.3	7	46.9	X		50.9	X		6.3	X		5.6	X		1.3	X	
SIU Carbondale	333.6	8	41.7	X		49.2	X		6.8	X		5.9	X		1.8	X	
Villa Park	352.0	8	44.0	X		21.4	X		8.4	X		7.7	X		1.3	X	

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2007.

Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2007.

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 + # Drug Citations)). *Due to a change in the collection form alcohol related citations and sworn reports data items are no longer collected. This objective*

Column 11 = 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 | 8) Lake Zurich |
| 2) Alton | 9) Niles |
| 3) Carbondale | 10) Northbrook |
| 4) Carpentersville | 11) St. Charles |
| 5) Downers Grove | 12) Williamson County |
| 6) Glendale Heights | |
| 7) Granite City | |
-

Category Evaluation

Eight of the twelve projects in this category participated in all eight campaigns. Downers Grove, Lake Zurich and Niles participated in seven campaigns. Winnebago County only participated in six of the eight campaigns. The objectives and accomplishments for these projects are as follows:

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

Accomplishments: *Eleven of the twelve projects which met this objective, the average campaign patrol hours ranged from 37.0 per campaign (Carbondale) to 46.8 per campaign (Glendale Heights). Addison was the only project that didn't meet the objective by averaging 27.5 hours of patrol per campaign.*

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

Accomplishments: *Six of the projects met this objective, the motorist contact rate ranged from one for every 44.3 minutes of patrol (Lake Zurich) to one for every 58.1 minutes of patrol (Northbrook). Those projects which failed to meet this objective had motorist contact rates of one for every 62.4 minutes of patrol (Alton), one for every 65.5 minutes of patrol (St. Charles), one for every 69.7 minutes of patrol (Carpentersville), one for every 72.8 minutes of patrol (Carbondale), one for every 73.5 minutes of patrol (Downers Grove) and one for every 80.4 minutes of patrol (Niles).*

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

Accomplishments: *Only three of the twelve projects (Carbondale, Lake Zurich and Williamson County) met this objective by averaging a DUI contact rate of one for every 9.0, 6.6 and 9.6 patrol hours respectively. The DUI contact rate for the remaining five projects ranged from one for every 10.1 patrol hours (St. Charles) to one for every 23.2 patrol hours (Downers Grove).*

Objective 4: Write one alcohol/drug citation for every nine hours of patrol.

Accomplishments: *Seven of the twelve projects (Addison, Carbondale, Glendale Heights, Lake Zurich, Northbrook, St. Charles and Williamson County) met this objective by averaging one alcohol-related contact for every 6.0 patrol hours to 8.8 patrol hours. The alcohol/drug contact rate for the remaining five projects ranged from one for every 10.7 patrol hours (Niles) to one for every 20.3 patrol hours (Downers Grove).*

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

Accomplishments: *All twelve projects either met or marginally met this objective. Those projects had a range of processing a DUI every 1.1 hours (Carbondale) to 2.1 hours (Alton, Glendale Heights and Niles).*

Category Results:

Two projects in this category met all five objectives (Lake Zurich and Williamson County). 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
Category 3: Population 25,001-50,000

MAP Projects	1	2	3	4		5	6		7	8		9	10		11	12	
	CRITERIA: 294 Hrs/Year			CRITERIA: 36-42 Patrol Hrs			CRITERIA: 1 Contact for			CRITERIA: 1 DUI Arrest For		Alcohol/ Drug- Related	CRITERIA: 1 Alcohol/Drug- Related ContactPer		DUI Processing	CRITERIA: DUI Processing	
	Total	Number of Campaigns Entered	Average Campaign Patrol Hours	Per Campaign		Motorist Contact Rate (In Minutes)	Every 45-60		DUI Rate	Every 10 Actual		Contact Rate (In Hours)	Every 9 Patrol Hours		Rate	Than 2 Hours	
	Campaign Patrol Hours To Date			Criteria Met?			Patrol Minutes			Patrol Hours			Criteria Met?			Criteria Met?	
			Yes	No		Yes	No	(In Hours)	Yes	No		Yes	No	(In Hours)	Yes	No	
Addison	220.3	8	27.5		X	47.9	X		10.5		X	8.5	X		1.6	X	
Alton	357.0	8	44.6	X		62.4		X	11.9		X	10.8		X	2.1	X	
Carbondale	296.2	8	37.0	X		72.8		X	9.0	X		7.4	X		1.1	X	
Carpentersville	358.0	8	44.8	X		69.7		X	13.3		X	11.5		X	2.0	X	
Downers Grove	324.8	7	46.4	X		73.5		X	23.2		X	20.3		X	2.0	X	
Glendale Heights	374.0	8	46.8	X		48.5	X		10.7		X	6.9	X		2.1	X	
Granite City	360.0	8	45.0	X		55.4	X		14.4		X	12.9		X	2.0	X	
Lake Zurich	283.0	7	40.4	X		44.3	X		6.6	X		6.0	X		1.9	X	
Niles	311.0	7	44.4	X		80.4		X	10.7		X	10.7		X	2.1	X	
Northbrook	338.8	8	42.3	X		58.1	X		11.3		X	8.7	X		2.0	X	
St. Charles	362.5	8	45.3	X		65.5		X	10.1		X	8.8	X		1.6	X	
Williamson County	278.0	6	46.3	X		54	X		9.6	X		8.4	X		1.8	X	

Column 1 shows the total campaign hours conducted by the selected enforcement agency during
 Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2007.
 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 + # Drug Citations)). *Due to a change in the collection form alcohol related citations and sworn reports data items are no longer collected. This objective*
 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
-

Category Evaluation

Cook County was the only project in this category. Cook County submitted enforcement data for all eight enforcement campaigns.

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

Accomplishments: *Cook County met this objective. They averaged 49.4 patrol hours per campaign.*

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

Accomplishments: *Cook County did not meet this objective having a motorist contact rate of one every 84.0 minutes of patrol.*

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

Accomplishments: *Cook County marginally met this objective. They had a DUI rate of one for every 10.4 hours of patrol.*

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

Accomplishments: *Cook County also marginally met this objective. Their alcohol/drug related citation rate was one for every 9.6 hours of patrol.*

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

Accomplishments: *Cook County met this objective. Their DUI processing time was one every 2.0 hours.*

Category Results:

Cook County met or marginally met four of the five objectives. The only objective they had trouble meeting was the motorist contact rate.

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

Table 13
Category 4: Population 50,001 and Up

MAP Projects	1	2	3	4		5	6		7	8		9	10		11	12		
	CRITERIA: 294 Hrs/Year			CRITERIA: 36-42 Patrol Hrs			CRITERIA: 1 Contact for			CRITERIA: 1 DUI Arrest For	Alcohol/ Drug-	CRITERIA: 1 Alcohol/Drug- Related ContactPer	DUI	CRITERIA: DUI Processing		CRITERIA: DUI Processing		
	Total			Per Campaign			Every 45-60		DUI	Every 10 Actual	Related	Every 9 Patrol Hours	Processing	Rate No More		Than 2 Hours		
	Campaign Patrol Hours To Date	Number of Campaigns Entered	Average Campaign Patrol Hours	Criteria Met?		Motorist Contact Rate (In Minutes)	Patrol Minutes	Criteria	Met?	Rate	Patrol Hours	Contact	Rate	Rate	(In Hours)	Criteria Met?	Yes	No
			Yes	No		Yes	No	(In Hours)	Yes	No	(In Hours)	Yes	No	(In Hours)	Yes	No	Yes	No
Cook County	395.0	8	49.4	X		84.0		X	10.4		X	9.6		X	2.0	X		

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2007.
 Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2007.
 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 + # Drug Citations)). *Due to a change in the collection form alcohol
 related citations and sworn reports data items are no longer collected. This objective*
 Column 11 = DUI Processing Rate = (Total Number of DUI Processing Hours / Total Number of DUI Citations)

APPENDIX A

Integrated Mini-Grant Enforcement FY 2007 Campaign Dates

Campaign Number	Date	Campaign Phase
#1	Nov. 6 - 12, 2006	Safety Belt Pre-Survey
	Nov. 13 - 19, 2006	PI&E - Click It or Ticket*
	Nov. 20 – Dec. 3, 2006	Enforcement – Zones Only
	Jan 10, 2007	Report Due
#2	Dec. 11 - 17, 2006	PI&E - You Drink & Drive. You Lose.
	Dec. 18, 2006 - Jan. 1, 2007	Enforcement
	Jan 2 - 8, 2007	Media Release
	Feb. 10, 2007	Report Due
#3	May 14 - 20, 2007	PI&E - Click It or Ticket*
	May 21 - June 3, 2007	Enforcement – Zones Only
	July 10, 2007	Report Due
#4	June 18 - 24, 2007	PI&E - You Drink & Drive. You Lose.
	June 25 - July 8, 2007	Enforcement
	July 9 - 15, 2007	Media Release
	Aug. 10, 2007	Report Due
#5	Aug. 20 – 26, 2007	PI&E - You Drink & Drive. You Lose
	Aug. 27 - Sept. 9, 2007	Enforcement
	Sept. 10- 16, 2007	Safety Belt Post-Survey
	Sept. 17 – 23, 2006	Media Release
	Nov. 1, 2007	Report Due

APPENDIX B

Mini-Grant Alcohol Program FY 2007 Campaign Dates

Campaign Number	Date	Campaign Phase
#1	Oct. 9 - 15, 2006	PI&E
	Oct. 16 – 29, 2006	Enforcement
	Oct. 30- Nov. 5, 2006	PI&E
	Dec 10, 2006	Report Due
#2	Nov. 13 – 19, 2006	PI&E
	Nov. 22 - Dec. 3, 2006	Enforcement
	Jan 10, 2007	Report Due
#3	Dec. 11 - 17, 2006	PI&E
	Dec. 18, 2006 - Jan. 1, 2007	Enforcement
	Jan. 2 – 8, 2007	PI&E
	Feb. 10, 2007	Report Due
#4	March 26 - April 1, 2007	PI&E
	April 2 – 15, 2007	Enforcement
	April 16 – 22, 2007	PI&E
	June 10, 2007	Report Due
#5	May 14 – 20, 2007	PI&E
	May 21 - June 3, 2007	Enforcement
	July 10, 2007	Report Due
#6	June 18 – 24, 2007	PI&E
	June 25 – July 8, 2007	Enforcement
	July 9 – 15, 2007	PI&E
	Aug. 10, 2007	Report Due
#7	Aug. 20 – 26, 2007	PI&E
	Aug. 27 - Sept. 9, 2007	Enforcement
	Sept. 10 - 16, 2007	PI&E
	October 10, 2007	Report Due
#8	To be determined by local agency, i.e., local festival, special event, etc.	

