



Illinois Department of Transportation

Division of Traffic Safety
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TECHNICAL REPORT

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Evaluation of FY08 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 Safety Programs and Administrative Services, Division of Traffic Safety, Illinois Department of Transportation, 3215 Executive Park Drive, Springfield, IL 62794-9245, mehdi.nassirpour@illinois.gov.

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Analysis of the FY08 Integrated Mini-Grant Enforcement Program (IMaGE) Projects

Summary of IMaGE Program

During FY 2008, the Division of Traffic Safety funded 57 Integrated Mini Grant Enforcement (IMaGE) projects in Illinois. An IMaGE 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 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 57 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 31,539 patrol hours, an average of 6,308 hours per campaign (31,539 divided by 5 campaigns).
2. A total of 277 out of a possible 285 campaigns were conducted.
3. A total of 49,897 vehicles were stopped during these campaigns with a vehicle contact rate of one for every 37.9 minutes of patrol.
4. A total of 52,138 citations were issued (one for every 36.3 minutes of patrol).
5. There were 10,804 speeding citations issued during the five enforcement periods. More than 20 percent of the total citations were issued for speeding violations.
6. During FY08, all of the IMaGE projects combined issued 30,971 safety belt citations.
7. A total of 1045 child safety seat citations were issued.
8. A total of 318 impaired driving citations, including DUIs, were issued during the 277 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

FY08 IMAGE CAMPAIGN PROJECT DATA SUMMARY TABLE

Totals

IMaGE "Overtime" Enforcement

Type of Citation	Campaign #1	Campaign #2	Campaign #3	Campaign #4	Campaign #5	Total
DUI	13	32	15	27	23	110
Safety Belt	7196	3507	9775	4862	5826	31166
Child Safety Seat	190	159	321	168	210	1048
Felony	4	23	20	12	13	72
Stolen Vehicles	0	1	0	2	0	3
Fugitives	31	60	45	57	80	273
Suspended License	189	275	183	251	323	1221
Uninsured	352	639	380	605	690	2666
Speeding	823	3228	286	3186	3371	10894
Reckless Driving	5	4	3	2	2	16
Drug Arrest	16	121	21	25	26	209
Other	748	1268	456	1004	1402	4878
Vehicles Stopped	10923	8319	12413	8722	9917	50294
Vehicle Contact Rate	31.2	42.7	31.6	43.4	44.5	37.9
Average B.A.C.'s						0.00
IMaGE Totals	9567	9317	11505	10201	11966	52556

Regular Non-Overtime Patrol

Type of Citation	Campaign #1	Campaign #2	Campaign #3	Campaign #4	Campaign #5	Total
Speeding	2479	2438	1770	2247	2178	11112
Other Moving Viol.	5888	5914	4718	5706	5503	27729
DUI	165	202	160	180	159	866
Alcohol Related	70	92	71	77	80	390
Safety Belt	461	698	1681	1064	762	4666
Child Restraint	39	52	56	54	31	232
Safety Belt W/Warn.	70	74	109	100	62	415
Child Rest. W/Warn.	0	0	0	3	2	5
Regular Enf. Total	9172	9470	8565	9431	8777	45415

IMAGE SUMMARY DATA

	Campaign #1	Campaign #2	Campaign #3	Campaign #4	Campaign #5	Total		
Total Patrol Hours	5679.3	5923	6542.8	6303.5	7347.3	31795.8		
Total P.I. & E.'s	1897	815	1206	508	14930	19356		
Pre Survey %	105146	126110	83.4%		N/A	N/A	N/A	83.4%
Post Survey %	N/A	N/A	N/A		73723	84210	87.5%	87.5%
Safety Belt % Change								4.2%

Average Campaign Patrol Hours	6359.2 hours
Motorist Contact Rate (citations/written warnings)	36.3 minutes
Occupant Protection Violation Percentage	61.3 %
Speed Violation Percentage	20.7% %
DUI Rate	289.1 hours
Alcohol/Drug-Related Contact Rate	99.7 hours

Evaluation of the Integrated Mini Grant Enforcement Program (IMaGE)

In Illinois, during 2007, 1,248 persons were killed in fatal crashes (Fatal Analysis Reporting System, 2007) and approximately 103,156 persons were injured in motor vehicle crashes (Statewide Summary of Motor Vehicle Crash Statistics, 2007). The cost per death in Illinois for 2007 was \$1,130,000 and the cost per nonfatal disabling injury was \$61,600 (National Safety Council, 2007).

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 FY08 the Division of Traffic Safety funded 57 IMaGE projects throughout the state. Forty-five 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 \$2,054,100 was obligated to fund the 57 IMaGE projects, actual program cost for fiscal year 2008 was \$1,682,886. The average cost of one hour of patrol within an IMaGE project was \$53.36 (\$1,682,886 divided by 31,539 patrol hours) during FY08.

The evaluation of the IMaGE program was based on the enforcement data submitted to the Division by the 57 local agencies. Out of 57 projects, 35 met all of their objectives stated in the approved projects. Graphic distribution of all 57 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 (30) 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 (30) 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 (30) 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) Justice
- 3) New Athens

It should be noted that New Athens worked only 2 campaigns for a total of 13 hours.

Category Evaluation

Fairmont City and Justice submitted enforcement data for all 5 campaigns. New Athens conducted only 2 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, Justice met this objective. The average hours of patrol per campaign for Justice was 94.2. Fairmont City and New Athens did not meet the objective. They averaged 41.9 and 6.5 hours of patrol per campaign respectively.*

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

Accomplishments: *Fairmont City, Justice and New Athens met this objective. The motorist contact rate ranged from 29.3 minutes of patrol to 52.0 minutes of patrol.*

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

Accomplishments: *Fairmont City, Justice and New Athens issued 24.5%, 67.2% and 40.0% respectively of all citations for occupant restraint violations. Justice and New Athens met the objective. Fairmont City did not.*

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

Accomplishments: *Fairmont City issued 24.2%, Justice issued 19.8% and New Athens issued 6.7% of all citations for speeding therefore meeting the objective.*

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

Accomplishments: *Justice and New Athens submitted seat belt surveys. Justice had a 5.2% decrease and New Athens had a 10.1% decrease in seat belt use. Fairmont City did not submit post survey.*

Category Results:

Justice 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). Fairmont City met 2 objectives and failed to submit a post seat belt survey.

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

Table 3

FY08 IMaGE Summary Report

Category 1: Population Under 2,500

IMaGE Projects	1	2	3	4		5	6		7	8		9	10		11	12	
	CRITERIA: Total Campaign Patrol Hours To Date	Number of Campaigns Entered	Average Campaign Patrol Hours	CRITERIA: 60 - 70 Patrol Hours Per Campaign		Motorist Contact Rate (In Minutes)	CRITERIA: 1 Motorist Contact for each 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
Fairmont City	209.5	5	41.9		X	38.4	X		24.5%		X	24.2%	X				
Justice	471.0	5	94.2	X		29.3	X		67.2%	X		19.8%	X		-5.2%		
New Athens	13.0	2	6.5		X	52.0	X		40.0%	X		6.7%	X		-10.1%		

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2008.

Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2008.

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) Bartonville | 6) Madison |
| 2) Burnham | 7) Metamora |
| 3) Columbia | 8) Millstadt |
| 4) Flossmoor | 9) Riverside |
| 5) Hinsdale | 10) Willowbrook |
-

Category Evaluation

Bartonville, Metamora, Millstadt, Riverside and Willowbrook submitted enforcement data for all 5 campaigns. Burnham, Columbia, Flossmoor and Hinsdale submitted enforcement data for 4 of the 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: *Seven of the ten projects met this objective. The average campaign patrol hours for those projects which met this objective ranged from 92.3 average hours per campaign (Burnham Police Department) to 123.3 average hours per campaign (Flossmoor Police Department).*

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

Accomplishments: *Nine of the ten projects in this category met this objective. Those projects included Bartonville, Burnham, Columbia, Flossmoor, Hinsdale, Madison, Millstadt, Riverside and Willowbrook. Of these projects, Willowbrook and Hinsdale had the best contact rates by making one motorist contact every 25.2 and 31.3 minutes of patrol, respectively. The project which failed to meet this objective was Metamora (one motorist contact for every 110.7 minutes of patrol).*

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

Accomplishments: *Eight out of the ten projects met this objective. For those projects which met this objective, the percentage of occupant restraint violations issued ranged from 41.6 percent (Riverside) to more than 80 percent (Hinsdale).*

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

Accomplishments: *Nine of the ten projects within this category met this objective. The percentage of speeding citations issued ranged from 16.4*

percent (Hinsdale) to 37.9 percent (Bartonville) for the agencies that met the objective. Metamora failed to meet the objective.

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

Accomplishments: *Seven out of ten 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: Bartonville (1.4) Burnham (17.9), Columbia (14.0), Flossmoor (10.7), Hinsdale (5.6), Metamora (3.3) and Willowbrook (-.2). The three projects which did not conduct both pre and post observational surveys included Madison, Millstadt and Riverside.*

Category Results:

Overall five out of the ten projects (Burnham, Columbia, Flossmoor, Hinsdale and Willowbrook) met all five objectives.

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

Table 4
FY08 IMaGE Summary Report
Category 2: Population 2,501 - 10,000

IMaGE Projects	1	2	3	4		5	6		7	8		9	10		11	12	
	CRITERIA: Total Campaign Patrol Hours To Date	Number of Campaigns Entered	Average Campaign Patrol Hours	CRITERIA: 85-95 Patrol Hours Per Campaign		Motorist Contact Rate (In Minutes)	CRITERIA: 1 Motorist Contact 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
Bartonville	393.0	5	78.6		X	57.7	X		27.6%		X	37.9%	X		1.4%	X	
Burnham	369.0	4	92.3	X		34.0	X		51.6%	X		34.7%	X		17.9%	X	
Columbia	475.0	4	118.8	X		52.3	X		55.8%	X		29.2%	X		14.0%	X	
Flossmoor	493.0	4	123.3	X		32.9	X		66.7%	X		18.3%	X		10.7%	X	
Hinsdale	487.0	4	121.8	X		31.3	X		80.2%	X		16.4%	X		5.6%	X	
Madison	426.0	4	106.5	X		43.0	X		57.6%	X		18.7%	X				X
Metamora	369.0	5	73.8		X	110.7		X	18.0%		X	66.5%		X	3.3%	X	
Millstadt	111.0	5	22.2		X	48.3	X		50.7%	X		24.6%	X				X
Riverside	504.0	5	100.8	X		50.1	X		41.6%	X		33.4%	X				X
Willowbrook	473.0	5	94.6	X		25.2	X		74.5%	X		19.5%	X		-0.2%	X	

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2008.

Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2008.

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

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

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

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

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

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

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

- | | |
|-------------------------|----------------|
| 1) Barrington-Inverness | 9) Homewood |
| 2) Blue Island | 10) Markham |
| 3) Bradley | 11) Matteson |
| 4) Brookfield | 12) Midlothian |
| 5) East Moline | 13) Monmouth |
| 6) East Peoria | 14) Westmont |
| 7) Grayslake | 15) Winnetka |
| 8) Hickory Hills | |
-

Category Evaluation

Eleven of the 15 agencies submitted enforcement data for all 5 campaigns. Brookfield, Grayslake, Hickory Hills and Midlothian 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: *Ten out of fifteen projects in this category met the average patrol hours objective. Of the projects which met this objective, the average enforcement hours per campaign ranged from 96.4 (Blue Island and Grayslake) to 129.8 (Midlothian). The five projects which failed to meet this objective averaged from 55 hours of patrol per campaign (East Moline) to 91.8 hours of patrol per campaign (Matteson).*

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

Accomplishment: *All of the projects in this category met this objective. The motorist contact rate ranged from 26.2 (Blue Island) to 57.4 (Winnetka).*

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

Accomplishment: *All fifteen projects in this category met this objective. The percentage of occupant restraint violations issued ranged from 43.1 (Monmouth) to 78.8 (Matteson).*

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

Accomplishments: *All fifteen projects in this category met this objective. The percentage of speeding violations issued ranged from 10.9 (Westmont) to 39.1 (Homewood).*

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

Accomplishments: *Twelve of the fifteen projects conducted pre and post observational surveys. The projects had a range in change of seat belt use percentage of -1.7% (Hickory Hills) to 23.9% (Homewood). The remaining three projects in this category failed to conduct pre and post observational seat belt surveys.*

Category Results:

For this category, eight of fifteen projects met all objectives. Twelve projects conducted both pre and post observational seat belt surveys. Of those that conducted both surveys, the projects which had increases in belt use ranged from 1.3 percentage point (Monmouth) to 23.9 percentage points (Homewood).

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

Table 5

FY08 IMAge Summary Report

Category 3: Population 10,001 - 25,000

IMaGE Projects	1	2	3	4		5	6		7	8		9	10		11		12	
	CRITERIA: Total Campaign Patrol Hours To Date	Number of Campaigns Entered	Average Campaign Patrol Hours	CRITERIA: 95-105 Patrol Hours Per Campaign		Motorist Contact Rate (In Minutes)	CRITERIA: 1 Motorist Contact for each 45-60 Minutes of Patrol		Occupant Protection Violation Percentage	CRITERIA: 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	Yes
Barrington-Inverness	573	5	114.6	X		49.1	X		54.1%	X		20.4%	X		3.6%	X		
Blue Island	482	5	96.4	X		26.2	X		55.9%	X		17.8%	X		3.4%	X		
Bradley	378.0	5	75.6		X	30.2	X		48.6%	X		23.7%	X		4.1%	X		
Brookfield	510.0	5	102	X		44.7	X		51.8%	X		23.9%	X				X	
East Moline	275.0	5	55		X	55.7	X		48.3%	X		36.1%	X		2.4%	X		
East Peoria	524.0	5	104.8	X		34.0	X		67.9%	X		15.8%	X		1.4%	X		
Grayslake	385.5	4	96.4	X		39.3	X		65.0%	X		17.7%	X		5.0%	X		
Hickory Hills	520.0	4	130	X		30.1	X		69.0%	X		23.5%	X		-1.7%	X		
Homewood	427.0	5	85.4		X	34.4	X		50.2%	X		39.1%	X		23.9%	X		
Markham	542.5	5	108.5	X		35.0	X		44.1%	X		18.6%	X				X	
Matteson	459.0	5	91.8		X	30.5	X		78.8%	X		11.0%	X		1.7%	X		
Midlothian	519.0	4	129.8	X		33.3	X		64.1%	X		26.0%	X		8.2%	X		
Monmouth	525.0	5	105.0	X		57.3	X		43.1%	X		17.5%	X		1.3%	X		
Westmont	450.5	5	90.1		X	38.3	X		77.2%	X		10.9%	X				X	
Winnetka	484.0	5	96.8	X		57.4	X		56.7%	X		33.0%	X		8.3%	X		

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2008.

Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2008.

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) Alton | 10) Oak Forest |
| 2) Belleville | 11) O'Fallon |
| 3) Calumet City | 12) Park Ridge |
| 4) Carol Stream | 13) Pekin |
| 5) Collinsville | 14) Peoria County |
| 6) Kendall County | 15) Quincy |
| 7) Maywood | 16) Stephenson County |
| 8) Minooka | 17) West Chicago |
| 9) Northbrook | 18) Woodridge |
-

Category Evaluation

Fourteen of the eighteen projects submitted enforcement data for all 5 campaigns. Alton, Belleville, Calumet City and Maywood 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 twelve of the eighteen projects (Belleville, Calumet City, Carol Stream, Collinsville, Maywood, O'Fallon, Park Ridge, Pekin, Peoria County, Quincy, West Chicago and Woodridge) met this objective. The other six projects patrol hours ranged from 86.8 per campaign (Minooka) to 119.0 per campaign (Northbrook).*

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

Accomplishments: *Seventeen of the eighteen projects met this objective. Their motorist contact rate ranged from one for every 15.1 minutes of patrol (Alton) to one for every 59.9 minutes of patrol (Peoria County). Minooka failed to meet this objective with a motorist contact rate of one every 75.7 minutes of patrol*

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

Accomplishments: *Seventeen of the eighteen projects met this objective with the percentage of occupant restraint violations ranging from 40.1 (Peoria County) to 74.7 (Calumet City). Pekin marginally met the objective with 29.5 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 0.1 (Alton) to 39.1 (Pekin).*

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

Accomplishments: *Twelve projects (Alton, Carol Stream, Maywood, Minooka, Northbrook, Oak Forest, O'Fallon, Pekin, Peoria County, Quincy, Stephenson County, and West Chicago) conducted pre and post observational seat belt surveys. They had changes ranging from -9.7 to 27.2 percent in seat belt use. Belleville, Calumet City, Collinsville, Kendall County, Park Ridge, and Woodridge did not submit either a pre or post survey.*

Category Results:

Six projects (Carol Stream, Maywood, Park Ridge, Peoria County, Quincy, and West Chicago) 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
FY08 IMaGE Summary Report
Category 4: Population 25,001 - 50,000

IMaGE Projects	1	2	3	4		5	6		7	8		9	10		11	12	
	CRITERIA: Total Campaign Patrol Hours To Date	Number of Campaigns Entered	Average Campaign Patrol Hours	CRITERIA: 125-135 Patrol Hours Per Campaign		Motorist Contact Rate (In Minutes)	CRITERIA: 1 Motorist Contact for each 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
Alton	396.0	4	99.0		X	15.1	X		89.4%	X		0.1%	X		21.9%	X	
Belleville	626.5	4	156.6	X		39.5	X		45.7%	X		30.2%	X				X
Calumet City	753.0	4	188.3	X		37.3	X		74.7%	X		12.2%	X				X
Carol Stream	666.0	5	133.2	X		32.3	X		69.8%	X		5.1%	X		2.1%	X	
Collinsville	681.5	5	136.3	X		27.1	X		58.8%	X		21.7%	X				X
Kendall County	556.0	5	111.2		X	52.0	X		56.9%	X		20.6%	X				X
Maywood	605.0	4	151.3	X		45.1	X		50.7%	X		33.5%	X		-0.5%	X	
Minooka	434.0	5	86.8		X	75.7		X	59.6%	X		32.0%	X		3.6%	X	
Northbrook	595.0	5	119.0		X	42.9	X		65.4%	X		28.2%	X		8.7%	X	
Oak Forest	452.0	5	90.4		X	33.7	X		49.5%	X		35.6%	X		3.0%	X	
O'Fallon	676.3	5	135.3	X		41.7	X		54.4%	X		31.9%	X		19.5%	X	
Park Ridge	682.0	5	136.4	X		44.2	X		71.8%	X		17.5%	X				X
Pekin	660.0	5	132.0	X		48.8	X		29.5%		X	39.1%	X		27.2%	X	
Peoria County	625.0	5	125.0	X		59.9	X		40.1%	X		14.9%	X		8.8%	X	
Quincy	652.3	5	130.5	X		30.5	X		63.6%	X		25.8%	X		-9.7%	X	
Stephenson County	598.5	5	119.7		X	42.2	X		63.1%	X		26.0%	X		4.2%	X	
West Chicago	843.8	5	168.8	X		31.3	X		72.0%	X		4.8%	X		3.5%	X	
Woodridge	683.0	5	136.6	X		35.3	X		67.1%	X		12.8%	X				X

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2008.
Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2008.
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 IMA GE: Population 50,001 and Above

List of IMA GE Projects with Populations 50,001 and Above:

- | | |
|-------------------|-----------------|
| 1) Berwyn | 7) Oswego |
| 2) Evanston | 8) Palatine |
| 3) Joliet | 9) Peoria |
| 4) McHenry County | 10) Schaumburg |
| 5) Oak Lawn | 11) Tinley Park |
| 6) Orland Park | 12) Wheaton |
-

Category Evaluation

All twelve projects submitted enforcement data for all 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: *Seven of these twelve projects (Joliet, McHenry County, Oak Lawn, Palatine, Peoria, Schaumburg and Wheaton) met this objective. Berwyn marginally met the objective with 133.2 hours of patrol per campaign. Evanston, Orland Park, Oswego and Tinley Park failed to meet the objective.*

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

Accomplishments: *All twelve projects in this category met this objective. The motorists contact rate for the twelve projects ranged from one contact made for every 22.9 minutes of patrol (Orland Park) to one contact made for every 49.5 minutes of patrol (Schaumburg).*

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 39.0 percent (Schaumburg) to 81.4 percent (Wheaton). Joliet failed to meet this objective writing 15.9 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 6.6 (Evanston) to 45.3 (Joliet).*

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

Accomplishments: *Seven projects in this category (Berwyn, Joliet, Oak Lawn, Orland Park, Schaumburg, Tinley Park and Wheaton) conducted both pre*

and post observational surveys. The percentage point change in seat belt use ranged from 20.0% decrease (Wheaton) to 6.2% increase (Oak Lawn).

Category Results:

Three projects in this category met all five objectives (Oak Lawn, Schaumburg and Wheaton). All of the projects in this category met the motorist contact rate objective and the speeding objective. All projects except Joliet met the occupant restraint violations objective ensuring that the departments were active in the pursuit of occupant restraint violations.

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

Table 7
FY08 IMaGE Summary Report
Category 5: Population 50,001 and Over

IMaGE Projects	1	2	3	4		5	6		7	8		9	10		11	12	
	CRITERIA: Total Campaign Patrol Hours To Date	Number of Campaigns Entered	Average Campaign Patrol Hours	CRITERIA: 135-145 Patrol Hours Per Campaign		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
Berwyn	666.0	5	133.2		X	25.6	X		72.6%	X		15.4%	X		6.0%	X	
Evanston	653.3	5	130.7		X	43.1	X		66.6%	X		6.6%	X				X
Joliet	743.0	5	148.6	X		31.4	X		15.9%		X	45.3%	X		4.8%	X	
McHenry County	698.0	5	139.6	X		48.7	X		58.7%	X		21.7%	X				X
Oak Lawn	722.0	5	144.4	X		25.6	X		73.1%	X		15.7%	X		6.2%	X	
Orland Park	546.0	5	109.2		X	22.9	X		75.5%	X		19.1%	X		-0.9%	X	
Oswego	527.0	5	105.4		X	31.8	X		76.0%	X		13.1%	X				X
Palatine	677.0	5	135.4	X		40.1	X		60.3%	X		19.1%	X				X
Peoria	692.0	5	138.4	X		44.3	X		47.2%	X		15.5%	X				X
Schaumburg	688.0	5	137.6	X		49.5	X		39.0%	X		41.4%	X		5.2%	X	
Tinley Park	492.0	5	98.4		X	43.3	X		68.2%	X		18.9%	X		4.1%	X	
Wheaton	753.0	5	150.6	X		31.9	X		81.4%	X		15.3%	X		-20.0%	X	

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2008.

Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2008.

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

Analysis of the FY08 Mini-Grant Alcohol Program (MAP) Projects

Summary of MAP Program

During FY08, the Division of Traffic Safety funded 28 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 eight times a year (two-week period per campaign).

Summary data and information on these 28 projects are provided in **Table 8**. **Table 8** shows total traffic enforcement data for the eight enforcement campaigns. In addition, summary statistics, such as average campaign patrol hours, motorist contact rate, percent occupant protection violations, percent speed violations, DUI rate and alcohol-related contact rate are reported in this table.

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

1. Selected police departments had a total of 8,803 patrol hours, an average of 1,100 hours per campaign (8,803 divided by 8 campaigns).
2. A total of 9,727 vehicles were stopped during these campaigns resulting in a vehicle contact rate of one for every 54.3 minutes of patrol (8,803 patrol hours divided by 9,727 vehicles multiplied by 60 minutes).
3. A total of 9,098 citations were issued resulting in a citation rate of one for every 58.1 minutes of patrol (8,803 patrol hours divided by 9,098 citations multiplied by 60 minutes).
4. There were 2,632 speeding citations issued during the eight enforcement campaigns.
5. During FY08, these 28 projects made 784 DUI arrests.
6. During FY08, these projects issued 137 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 720 safety belt and child restraint citations were issued during all eight campaigns.

Table 8

FY08 MAP CAMPAIGN PROJECT DATA SUMMARY TABLE

Totals

MAP "Overtime" Enforcement

Type of Citation	Campaign #1	Campaign #2	Campaign #3	Campaign #4	Campaign #5	Campaign #6	Campaign #7	Campaign #8	Total
DUI	114	92	106	128	88	102	89	65	784
Safety Belt	98	48	82	112	101	101	67	87	696
Child Restraint	4	1	3	4	3	1	3	5	24
Felony Arrests	10	3	3	14	13	5	5	9	62
Stolen Vehicles	0	0	1	1	0	0	0	1	3
Fugitives Apprehended	19	14	11	22	11	24	17	14	132
Suspended	37	63	55	41	65	43	48	54	406
Uninsured	101	129	110	139	106	121	135	119	960
Speeding	334	352	281	409	295	349	290	322	2632
Reckless Driving	0	2	1	1	0	0	1	0	5
Drugs	17	17	15	27	7	23	18	13	137
Other	330	375	400	486	383	399	482	402	3257
Vehicles Stopped	1110	1329	1096	1388	1040	1150	1207	1407	9727
Vehicle Contact Rate	56.0	52.3	55.6	54.9	58.2	57.5	56.9	45.6	54.3
Average B.A.C.'s	3.026	3.318	3.079	4.098	3.7865	3.5905	3.721	2.338	3.42
Total DUI Procs Hrs	225.3	182	197	251	177	191	190	214	1627.3
MAP Totals	1064	1096	1068	1384	1072	1168	1155	1091	9098

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	1225	1070	847	1205	1138	1135	1233	981	8834
Other Moving Viol.	1367	1629	1378	1655	1541	1491	1664	1203	11928
DUI	100	129	84	83	117	88	104	66	771
Alcohol Related	59	77	77	53	67	98	90	50	571
Safety Belt	182	272	114	230	2149	314	201	286	3748
Child Restraint	11	17	14	15	40	26	18	17	158
Safety Belt W/Warn.	16	17	23	12	78	17	14	7	184
Child Rest. W/Warn.	1	1	0	0	0	1	0	0	3
Regular Enf. Total	2961	3212	2537	3253	5130	3170	3324	2610	26197

MAP SUMMARY DATA

	Campaign #1	Campaign #2	Campaign #3	Campaign #4	Campaign #5	Campaign #6	Campaign #7	Campaign #8	Total
Total Patrol Hours	1036.8	1157.8	1014.9	1268.9	1008.5	1102.3	1144.3	1069.5	8802.8
Total P.I. & E.'s	2219	2199	2208	1194	2300	2259	2234	2530	17143

Average Campaign Patrol Hours	1100.3 hours
Motorist Contact Rate (citations/written warnings)	58.1 minutes
Occupant Protection Violation Percentage	7.9 %
Speed Violation Percentage	28.9 %
DUI Rate	11.2 hours
Alcohol/Drug-Related Contact Rate	9.6 hours
DUI Processing Time	2.1 hours

Evaluation of the Mini-grant Alcohol Program (MAP)

In Illinois, during 2007, 1,248 persons were killed in fatal crashes (Fatal Analysis Reporting System, 2007) and approximately 103,156 persons were injured in motor vehicle crashes (Statewide Summary of Motor Vehicle Crash Statistics, 2007). The cost per death in Illinois for 2007 was \$1,130,000 and the cost per nonfatal disabling injury was \$61,600 (National Safety Council, 2007). Based on Fatal Analysis Reporting System (FARS) data, 461 (37.0 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 FY08 the Division of Traffic Safety funded 28 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 \$622,528.00 was obligated to fund the 28 MAP projects, actual program cost for FY08 was \$534,691. The average cost of one hour of patrol within a MAP project was \$60.74 (\$534,691 divided by 8,803 patrol hours), while the average cost of a citation was \$58.77 (\$534,691 divided by 9,098 citations/written warnings) during FY08.

The evaluations of the MAP projects were based on the enforcement data submitted to the Division by the 28 local agencies. A graphic distribution of 28 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) A 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) Clarendon Hills | 4) Pulaski County |
| 2) Creve Coeur | 5) Troy |
| 3) Metropolis | |
-

Category Evaluation

All five projects in this category participated in all eight 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: *Creve Coeur, Metropolis and Troy met this objective averaging 28.8, 29.8 and 28.3 hours of patrol per campaign, respectively. Pulaski County just missed meeting the objective averaging 23.3 hours of patrol per campaign.*

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

Accomplishments: *Pulaski County and Troy met this objective. They averaged a motorist contact every 55.2 and 59.5 minutes of patrol, respectively. Clarendon Hills, Creve Coeur and Metropolis did not meet this objective. Their motorist contact rates were 71.2, 71.3 and 81.6 minutes of patrol, respectively.*

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

Accomplishments: *Creve Coeur and Troy met this objective writing one DUI citation every 9.6 and 7.1 hours of patrol. Pulaski County marginally met the objective writing a DUI every 10.3 hours of patrol. Clarendon Hills and Metropolis did not meet the objective.*

Objective 4: Have a DUI processing time of no more than two hours.

Accomplishments: *All five projects met this objective. Their DUI processing rate had a range of 1.3 hours to 2.0 hours to process a DUI.*

Category Results:

Troy met all four objectives. Creve Coeur met three of the four objectives. 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
FY08 MAP Summary Report
Category 1: Population 2,501-10,000

MAP Projects	1	2	3	4		5	6		7	8		9	10	
	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		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
Clarendon Hills	140.0	8	17.5		X	71.2		X	15.6		X	1.3	X	
Creve Coeur	230.5	8	28.8	X		71.3		X	9.6	X		1.6	X	
Metropolis	238.0	8	29.8	X		81.6		X	39.7		X	2.0	X	
Pulaski County	186.0	8	23.3		X	55.2	X		10.3		X	1.9	X	
Troy	226.0	8	28.3	X		59.5	X		7.1	X		1.6	X	

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2008.

Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2008.

Columns 4, 6, 8, and 10 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 = 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) Bartlett | 6) Palos Heights |
| 2) Edwardsville | 7) Roselle |
| 3) Hinsdale | 8) SIU-Carbondale |
| 4) Morton | 9) Villa Park |
| 5) New Lenox | |
-

Category Evaluation

Six of the nine projects participated in all eight campaigns (Bartlett, Hinsdale, Morton, Palos Heights, Roselle, and SIU-Carbondale). Edwardsville submitted enforcement data for seven campaigns, Villa Park six campaigns and New Lenox submitted enforcement data for five 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: *All nine projects in this category met this objective. The average campaign patrol hours for these projects ranged from 36.3 (New Lenox) to 47.7 (Villa Park).*

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

Accomplishments: *Six projects met this objective. For those projects which met this objective, the motorist contact rate ranged from one for every 40.6 minutes of patrol (New Lenox) to one for every 53.9 minutes of patrol (Morton). The remaining three projects had motorist contact rates of 60.9 minutes of patrol (Edwardsville), 61.3 minutes of patrol ((Hinsdale) and 73.3 minutes of patrol (Palos Heights).*

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

Accomplishments: *Four of the nine projects (Bartlett, Edwardsville, SIU-Carbondale and Villa Park) met this objective. New Lenox marginally met the objective writing a DUI every 10.1 hours of patrol. Palos Heights wrote a DUI every 12.0 hours of patrol, Roselle every 14.0 hours of patrol, Morton every 16.0 hours of patrol and Hinsdale wrote a DUI every 16.5 hours of patrol.*

Objective 4: Have a DUI processing time of no more than two hours.

Accomplishments: *All nine projects met this objective. The average DUI processing time had a range of 1.4 hours (Roselle) to 2.0 hours (Bartlett, Edwardsville, Hinsdale, New Lenox and Palos Heights).*

Category Results:

Three projects met all four objectives in this category (Edwardsville, SIU Carbondale and Villa Park). Edwardsville, Morton, New Lenox and Roselle met three of the four objectives.

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

Table 11
FY08 MAP Summary Report
Category 2: Population 10,001-25,000

MAP Projects	1	2	3	4		5	6		7	8		9	10	
	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		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
Bartlett	380.0	8	47.5	X		40.7	X		8.6	X		2.0	X	
Edwardsville	322.9	7	46.1	X		60.9		X	8.3	X		2.0	X	
Hinsdale	330.0	8	41.3	X		61.3		X	16.5		X	2.0	X	
Morton	320.0	8	40.0	X		53.9	X		16.0		X	1.7	X	
New Lenox	181.5	5	36.3	X		40.6	X		10.1		X	2.0	X	
Palos Heights	336.0	8	42.0	X		73.3		X	12.0		X	2.0	X	
Roselle	351.0	8	43.9	X		43.8	X		14.0		X	1.4	X	
SIU Carbondale	341.0	8	42.6	X		48.1	X		7.9	X		1.9	X	
Villa Park	286.3	6	47.7	X		50.4	X		9.5	X		1.6	X	

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2008.
Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2008.
Columns 4, 6, 8, and 10 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 10 = 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) Alton | 9) Lake in the Hills |
| 2) Belleville | 10) Lake Zurich |
| 3) Carbondale | 11) St. Charles |
| 4) Carpentersville | 12) Streamwood |
| 5) Downers Grove | 13) Williamson County |
| 6) Elmhurst | |
| 7) Glendale Heights | |
| 8) Granite City | |
-

Category Evaluation

Ten of the thirteen projects in this category participated in all eight campaigns. Alton and Belleville participated in seven campaigns. Carbondale 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 thirteen projects which met this objective, the average campaign patrol hours ranged from 43.6 per campaign (Alton and Lake Zurich) to 55.8 per campaign (Carbondale). Elmhurst and Granite City marginally met the objective by averaging 35.3 and 35.7 hours of patrol per campaign respectively.*

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 46.0 minutes of patrol (Streamwood) to one for every 56.3 minutes of patrol (Lake Zurich). Those projects which failed to meet this objective had motorist contact rates of one for every 60.8 minutes of patrol (Carbondale), one for every 63.5 minutes of patrol (Belleville), one for every 64.6 minutes of patrol (Carpentersville), one for every 65.0 minutes of patrol (Williamson County), one for every 71.2 minutes of patrol (Downers Grove), one every 77.9 minutes of patrol (Alton) and one for every 86.5 minutes of patrol (St. Charles).*

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

Accomplishments: *Only three of the thirteen projects (Carpentersville, Elmhurst and Lake Zurich) met this objective by averaging a DUI contact rate of one for every 9.1, 6.9 and 8.5 patrol hours, respectively. The DUI contact rate for the remaining five projects ranged from one for*

every 10.5 patrol hours (Alton and Glendale Heights) to one for every 31.2 patrol hours (Downers Grove).

Objective 4: Have a DUI processing time of no more than two hours.

Accomplishments: *Nine of the thirteen projects met this objective. Those that met the objective had a DUI processing rate ranging from 1.8 hours to 2.0 hours. The four projects that failed to meet the objective had a DUI processing rate ranging from 2.2 hours (Glendale Heights) to 2.7 hours (Alton).*

Category Results:

None of the thirteen projects in this category met all five objectives. There was a failure by many of the projects in this category to pursue alcohol-related driving violations.

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

Table 12
FY08 MAP Summary Report
Category 3: Population 25,001-50,000

MAP Projects	1	2	3	4		5	6		7	8		9		10		
	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		DUI Processing Rate (In Hours)	CRITERIA: DUI Processing Rate No More Than 2 Hours			
				Criteria Met?			Criteria Yes	Met? No		Criteria Met?			Criteria Met? Yes	No	Criteria Met?	
				Yes	No					Yes	No				Yes	No
Alton	305.0	7	43.6	X		77.9		X	10.5		X	2.7		X		
Belleville	354.5	7	50.6	X		63.5		X	11.1		X	1.9	X			
Carbondale	334.7	6	55.8	X		60.8		X	15.9		X	2.0	X			
Carpentersville	393.0	8	49.1	X		64.6		X	9.1	X		2.0	X			
Downers Grove	374.0	8	46.8	X		71.2		X	31.2		X	2.0	X			
Elmhurst	282.5	8	35.3		X	53.5	X		6.9	X		2.0	X			
Glendale Heights	369.0	8	46.1	X		53.0	X		10.5		X	2.2		X		
Granite City	285.5	8	35.7		X	56.2	X		16.8		X	2.0	X			
Lake in the Hills	357.5	8	44.7	X		54.7	X		11.9		X	2.2		X		
Lake Zurich	349.0	8	43.6	X		56.3	X		8.5	X		2.5		X		
St. Charles	359.0	8	44.9	X		86.5		X	12.4		X	1.8	X			
Streamwood	355.0	8	44.4	X		46.0	X		14.2		X	2.0	X			
Williamson County	373.0	8	46.6	X		64.7		X	11.7		X	2.0	X			

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2008.

Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2008.

Columns 4, 6, 8, and 10 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 10 = 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) Palatine
-

Category Evaluation

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

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

Accomplishments: *Palatine met this objective. They averaged 55.3 patrol hours per campaign.*

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

Accomplishments: *Palatine did not meet this objective having a motorist contact rate of one every 67.7 minutes of patrol.*

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

Accomplishments: *Palatine marginally met this objective. They had a DUI rate of one for every 10.8 hours of patrol.*

Objective 4: Have a DUI processing time of no more than two hours.

Accomplishments: *Palatine did not meet this objective. Their DUI processing rate was one for every 4.2 hours.*

Category Results:

Palatine met or marginally met two of the four objectives.

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

Table 13
FY08 MAP Summary Report
Category 4: Population 50,001 and Up

MAP Projects	1	2	3	4		5	6		7	8		9	10	
	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		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
Palatine	442.0	8	55.3	X		67.7		X	10.8		X	4.2		X

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2008.

Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2008.

Columns 4, 6, 8, and 10 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 10 = DUI Processing Rate = (Total Number of DUI Processing Hours / Total Number of DUI Citations)

APPENDIX A

Integrated Mini-Grant Enforcement FY 2008 Campaign Dates

Campaign Number	Date	Campaign Phase
#1	Oct. 29-Nov. 4, 2007	Safety Belt Pre-Survey
	Nov. 5 - 11, 2007	PI&E - Click It or Ticket*
	Nov. 12 – Nov. 25, 2007	Enforcement – Zones Only
	Jan. 10, 2008	Report Due
#2	Dec. 10 - 16, 2007	PI&E - You Drink & Drive. You Lose.
	Dec. 17, 2007 - Jan. 1, 2008	Enforcement
	Jan. 2 - 8, 2008	Media Release
	Feb. 10, 2008	Report Due
#3	May 12 - 18, 2008	PI&E - Click It or Ticket
	May 19 - June 2, 2008	Enforcement – Zones Only
	July 10, 2008	Report Due
#4	June 16 - 22, 2008	PI&E - You Drink & Drive. You Lose.
	June 23 - July 6, 2008	Enforcement
	July 7 - 13, 2008	Media Release
	Aug. 10, 2008	Report Due
#5	Aug. 18 – 24, 2008	PI&E - You Drink & Drive. You Lose
	Aug. 25 - Sept. 7, 2008	Enforcement
	Sept. 8- 14, 2008	Safety Belt Post-Survey
	Sept. 14 – 20, 2008	Media Release
	Nov. 1, 2008	Report Due

APPENDIX B

Mini-Grant Alcohol Program FY 2008 Campaign Dates

Campaign Number	Date	Campaign Phase
#1	Oct. 13 - 20, 2007	PI&E
	Oct. 21 – Nov. 3, 2007	Enforcement
	Nov. 4- Nov. 10, 2007	PI&E
	Dec 10, 2007	Report Due
#2	Nov. 5 – 11, 2007	PI&E
	Nov. 12 – 25, 2007	Enforcement
	Jan. 10, 2008	Report Due
#3	Dec. 10 - 16, 2007	PI&E
	Dec. 17, 2007 - Jan. 1, 2008	Enforcement
	Jan. 2 – 8, 2008	PI&E
	Feb. 10, 2008	Report Due
#4	March 24 - 30, 2008	PI&E
	March 31 – April 13, 2008	Enforcement
	April 14 – 20, 2008	PI&E
	May 10, 2008	Report Due
#5	May 12 – 18, 2008	PI&E
	May 19 - June 2, 2008	Enforcement
	July 10, 2008	Report Due
#6	June 16 – 22, 2008	PI&E
	June 23 – July 6, 2008	Enforcement
	July 7 – 13, 2008	PI&E
	Aug. 10, 2008	Report Due
#7	Aug. 18 – 24, 2008	PI&E
	Aug. 25 - Sept. 7, 2008	Enforcement
	Sept. 8 - 14, 2008	PI&E
	October 10, 2008	Report Due
#8	To be determined by local agency, i.e., local festival, special event, etc.	

