



Illinois Department of Transportation

Division of Traffic Safety

1340 North 9th Street / P.O. Box 19245 / Springfield, Illinois / 62794-9245

TECHNICAL REPORT

April 2011

Evaluation of FY10 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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**Illinois Department of Transportation
Division of Traffic Safety
Evaluation Unit**

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

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

This report provides descriptive evaluations of the Integrated Mini-Grant Enforcement Program (IMaGE) and the Mini-Alcohol Program (MAP) using the fiscal year 2010 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, 1340 North 9th, Springfield, IL 62702, mehdi.nassirpour@illinois.gov.

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**Analysis of the FY10 Integrated Mini-Grant Enforcement Program
(IMaGE) Projects**

Summary of IMaGE Program

During FY 2010, the Division of Traffic Safety funded 59 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 59 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 32,761 patrol hours, an average of 6,552 hours per campaign (32,761 divided by 5 campaigns).
2. A total of 292 out of a possible 295 campaigns were conducted.
3. A total of 42,556 vehicles were stopped during these campaigns with a vehicle contact rate of one for every 46.1 minutes of patrol.
4. A total of 44,434 citations were issued (one for every 44.2 minutes of patrol).
5. There were 11,362 speeding citations issued during the five enforcement periods. More than 25 percent of the total citations were issued for speeding violations.
6. During FY10, all the IMaGE projects combined issued 19,226 safety belt citations.
7. A total of 1,011 child safety seat citations were issued.
8. A total of 420 impaired driving citations, including DUIs, were issued during the enforcement campaigns. It should be noted that no specific alcohol-related objectives were set for the IMaGE projects since alcohol-related violations were a secondary emphasis for the IMaGE projects.

Table 1

FY10 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	70	97	71	87	95	420
Safety Belt	4134	2432	5449	3207	4004	19226
Child Safety Seat	189	152	308	153	209	1011
Felony	16	14	20	21	30	101
Stolen Vehicles	2	2	1	1	1	7
Fugitives	57	72	65	58	81	333
Suspended License	248	246	285	301	374	1454
Uninsured	577	744	526	786	825	3458
Speeding	1781	2473	1459	2693	2956	11362
Reckless Driving	4	4	1	4	10	23
Drug Arrest	45	41	40	53	42	221
Other	1223	1530	1156	1441	1468	6818
Vehicles Stopped	7991	7237	10097	7982	9249	42556
Vehicle Contact Rate	46.8	49.1	39.8	46.9	49.8	46.2
Average B.A.C.'s						0.00
Image Totals	8346	7807	9351	8805	10095	44434

Regular Non-Overtime Patrol

Type of Citation	Campaign #1	Campaign #2	Campaign #3	Campaign #4	Campaign #5	Total
Speeding	2733	1584	2538	2255	2391	8963
Other Moving Viol.	3589	3244	3848	2952	3475	13260
DUI	272	173	220	151	155	751
Alcohol Related	105	77	95	80	77	339
Safety Belt	973	745	4360	1169	1316	4203
Child Restraint	56	60	193	82	65	263
Safety Belt W/Warn.	98	80	157	81	74	333
Child Rest. W/Warn.	1	2	3	1	2	6
Regular Enf. Total	7827	5965	11414	6771	7555	31706

IMAGE SUMMARY DATA

	Campaign #1	Campaign #2	Campaign #3	Campaign #4	Campaign #5	Total
Total Patrol Hours	6230.5	5924.5	6695.5	6240.5	7670.5	32761.5
Night Time Patrol Hrs.	3747	3281.5	3812.5	3386.8	4151.5	18379.3
Total P.I. & E.'s	1915	744	2440	416	642	6157
Pre Survey %	126469 141813 89.2%				N/A N/A N/A	89.2%
Post Survey %	N/A				126778 137924 91.9%	91.9%
Safety Belt % Change						2.7%

Average Campaign Patrol Hours	6552.3 hours
Motorist Contact Rate (citations/written warnings)	44.2 minutes
Occupant Protection Violation Percentage	45.5 %
Speed Violation Percentage	25.57 %
DUI Rate	78.0 hours
Alcohol/Drug-Related Contact Rate	51.1 hours
Percentage of Night Time Patrol Hours	56.1 %

Evaluation of the Integrated Mini Grant Enforcement Program (IMaGE)

In Illinois, during 2010, 923 persons were killed in fatal crashes (IDOT, 2010) and approximately 83,936 persons were injured in motor vehicle crashes (Statewide Summary of Motor Vehicle Crash Statistics, 2010). The cost per death in Illinois for 2009 was \$1,300,000 and the cost per nonfatal disabling injury was \$66,900 (National Safety Council, 2009).

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 the local agencies participating in the program conduct enforcement activities 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 FY10 the Division of Traffic Safety funded 59 IMaGE projects throughout the state. Fifty-seven 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 \$2,078,920 was obligated to fund the 59 IMaGE projects, actual program cost for fiscal year 2010 was \$1,826,714. The average cost of one hour of patrol within an IMaGE project was \$55.76 (\$1,826,714 divided by 32,761 patrol hours) during FY10.

The evaluation of the IMaGE program was based on the enforcement data submitted to the Division by the 59 local agencies. Out of 59 projects, 20 met all of their objectives stated in the approved projects. Graphic distribution of all 59 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: No agencies under the 2,500 population category had a project in FY 10.

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

List of IMAge Projects with Populations between 2,501 and 10,000:

- | | |
|---------------|-------------------|
| 1) Burnham | 5) Johnsborg |
| 2) Caseyville | 6) Olympia Fields |
| 3) Flossmoor | 7) Riverside |
| 4) Hillside | 8) Willowbrook |
-

Category Evaluation

All of the eight police departments submitted enforcement data for all 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: *Four of the eight projects met this objective. The average campaign patrol hours for those projects which met this objective ranged from 86.8 average hours per campaign (Olympia Fields Police Department) to 100.2 average hours per campaign (Johnsborg Police Department).*

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

Accomplishments: *All eight projects in this category met this objective. Of these projects, Burnham and Olympia Fields had the best contact rates by making one motorist contact every 25.5 and 29.1 minutes of patrol, respectively.*

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

Accomplishments: *Seven of the eight projects met this objective. For those projects which met this objective, the percentage of occupant restraint violations issued ranged from 30.5 percent (Johnsborg) to more than 69.4 percent (Burnham). Willowbrook failed to meet the objective*

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

Accomplishments: *All eight projects within this category met this objective. The percentage of speeding citations issued ranged from 12.3 percent (Hillside) to 41.0 percent (Willowbrook) for those agencies.*

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

Accomplishments: *Seven out of eight 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 (-0.8%), Flossmoor (-0.1%), Hillside (3.3%), Johnsborg (-7.5%), Olympia Fields (1.4%), Riverside (5.2%) and Willowbrook (-2.5%). Caseyville did not conduct a post survey.*

Category Results:

Overall only three out of the eight projects (Hillside, Johnsborg and Olympia Fields) met all five objectives. The lack of meeting the minimum patrol hours per campaign kept three agencies from meeting all five objectives.

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

Table 3

FY10 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:		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				85-95 Patrol Hours Per Campaign	1 Motorist Contact for each 45-60 Minutes of Patrol		30% of Contacts for Occupant Protection	Less Than 50% of Contacts for Speeding		Conduct Seat Belt Surveys							
	Criteria Met?				Yes	No		Criteria Met?	Yes		No	Criteria Met?		Yes	No		Criteria Met?	Yes
Burnham	418.0	5	83.6		X	25.5	X		69.4%	X		17.6%	X		-0.8%	X		
Caseyville	285.5	5	57.1		X	48.8	X		40.7%	X		37.0%	X		#DIV/0!	X		
Flossmoor	322.0	5	64.4		X	49.7	X		48.3%	X		15.2%	X		-0.1%	X		
Hillside	469.0	5	93.8	X		52.5	X		49.6%	X		12.3%	X		3.3%	X		
Johnsburg	501.0	5	100.2	X		59.5	X		30.5%	X		36.0%	X		-7.5%	X		
Olympia Fields	434.0	5	86.8	X		29.1	X		34.2%	X		14.1%	X		1.4%	X		
Riverside	353.0	5	70.6		X	54.2	X		35.0%	X		37.1%	X		5.2%	X		
Willowbrook	480.0	5	96.0	X		36.4	X		19.1%		X	41.0%	X		-2.5%	X		

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2010.

Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2010.

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) Blue Island | 12) Matteson |
| 2) Belvidere | 13) McHenry |
| 3) Cahokia | 14) Midlothian |
| 4) Campton Hills | 15) Riverdale |
| 5) East Moline | 16) Rolling Meadows |
| 6) East Peoria | 17) Shorewood |
| 7) Hickory Hills | 18) Summitt |
| 8) Homewood | 19) Swansea |
| 9) Jo Daviess County | 20) Westchester |
| 10) Justice | 21) Winnetka |
| 11) Lincolnwood | 22) Yorkville |
-

Category Evaluation

Twenty-one of the 22 agencies submitted enforcement data for all 5 campaigns. Jo Daviess County 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: *Nine out of twenty-two projects in this category met the average patrol hour's objective. Of the projects which met this objective, the average enforcement hours per campaign ranged from 97.0 (Winnetka) to 183.8 (Jo Daviess County). East Moline and McHenry marginally met this objective with 94.8 and 94.0 hours of patrol per campaign. The other projects which failed to meet this objective averaged from 36.0 hours of patrol per campaign (Lincolnwood) to 86.4 hours of patrol per campaign (Westchester).*

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

Accomplishment: *Nineteen of the twenty-two projects in this category met this objective. Of those that met the objective the motorist contact rate ranged from 26.1 (Riverdale) to 57.1 (Yorkville). Those did not meet the objective were East Moline (68.5), Jo Daviess County (82.6) and Winnetka (65.5).*

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

Accomplishment: *Fifteen of the twenty-two projects in the category met this objective. The percentage of occupant restraint violations issued among those departments that met the objective ranged from 32.9 (Swansea) to 88.5 (Riverdale). Among the seven departments that*

didn't meet the objective the percentage of occupant restraint violations ranged from 15.2 (McHenry) to 28.6 (Westchester).

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

Accomplishments: *Twenty-one of the twenty-two projects in this category met this objective. The percentage of speeding violations issued ranged from 0.4 (Riverdale) to 57.9 (Jo Daviess County).*

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

Accomplishments: *Twenty one of the twenty-two projects conducted pre and post observational surveys. The projects had a range in change of seat belt use percentage of -4.6% (Matteson) to 19.8% (Riverdale). The remaining project (Yorkville) in this category failed to conduct post observational seat belt surveys.*

Category Results:

For this category, nine of twenty-two projects met all objectives. Twenty-one 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 0.5 percentage point (Blue Island) to 19.8 percentage points (Riverdale).

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

Table 4

FY10 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	Percentage	Yes	No		Yes	No
Blue Island	523.0	5	104.6	X		31.4	X		57.8%	X		21.2%	X		6.0%	X	
Belvidere	746.0	5	149.2	X		49.1	X		50.5%	X		15.4%	X		-0.1%	X	
Cahokia	533.0	5	106.6	X		42.5	X		19.9%		X	27.4%	X		3.2%	X	
Campton Hills	508.0	5	101.6	X		56.8	X		23.5%		X	57.9%		X	11.4%	X	
East Moline	474.0	5	94.8		X	68.5		X	24.1%		X	34.2%	X		-1.8%	X	
East Peoria	515.0	5	103.0	X		39.3	X		48.9%	X		14.9%	X		2.4%	X	
Hickory Hills	510.0	5	102.0	X		38.0	X		52.7%	X		37.6%	X		0.7%	X	
Homewood	516.0	5	103.2	X		40.5	X		72.5%	X		16.5%	X		6.4%	X	
Jo Daviess County	735.0	4	183.8	X		82.6		X	26.6%		X	49.3%	X		1.1%	X	
Justice	425.0	5	85.0		X	46.2	X		79.5%	X		8.2%	X		9.0%	X	
Lincolnwood	180.0	5	36.0		X	44.8	X		59.3%	X		18.3%	X		10.5%	X	
Matteson	430.0	5	86.0		X	34.4	X		53.5%	X		8.1%	X		-4.6%	X	
McHenry	470.0	5	94.0		X	46.0	X		15.2%		X	32.6%	X		4.9%	X	
Midlothian	421.0	5	84.2		X	27.2	X		46.7%	X		39.5%	X		-2.0%	X	
Riverdale	572.0	5	114.4	X		26.1	X		88.5%	X		0.4%	X		19.8%	X	
Rolling Meadows	519.5	5	103.9	X		37.9	X		35.5%	X		24.8%	X		2.2%	X	
Shorewood	646.0	5	129.2	X		43.4	X		75.1%	X		9.3%	X		-2.8%	X	
Summitt	420.0	5	84.0		X	55.1	X		21.0%		X	40.3%	X		6.4%	X	
Swansea	496.0	5	99.2	X		33.8	X		32.9%	X		41.3%	X		0.9%	X	
Westchester	432.0	5	86.4		X	52.6	X		28.6%		X	11.4%	X		-1.8%	X	
Winnetka	485.0	5	97.0	X		65.5		X	50.0%	X		18.9%	X		0.5%	X	
Yorkville	407.0	5	81.4		X	57.1	X		40.0%	X		47.4%	X		#DIV/0!		X

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Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2010.

Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2010.

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) Moline |
| 2) Belvidere | 11) Oak Forest |
| 3) Calumet City | 12) O'Fallon |
| 4) Carol Stream | 13) Oswego |
| 5) Collinsville | 14) Park Ridge |
| 6) Danville | 15) Pekin |
| 7) Freeport | 16) Quincy |
| 8) Grundy County | 17) West Chicago |
| 9) Maywood | 18) Wilmette |
-

Category Evaluation

Seventeen of the eighteen projects submitted enforcement data for all 5 campaigns. 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: *Thirteen of the eighteen projects met this objective. Those projects that met the objective had a range of 126.8 hours per campaign to 171.9 hours per campaign. The other five projects patrol hours ranged from 48.8 per campaign (Oak Forest) to 121.4 per campaign (West Chicago).*

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

Accomplishments: *Thirteen of the eighteen projects met this objective. Their motorist contact rate ranged from one for every 21.3 minutes of patrol (Calumet City) to one for every 52.6 minutes of patrol (Quincy). Collinsville, Freeport Maywood, O'Fallon and Pekin, failed to meet this objective.*

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

Accomplishments: *Fourteen projects met this objective with the percentage of occupant restraint violations ranging from 30.4 (Wilmette) to 88.6 (Calumet City).*

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

Accomplishments: *All but one of the projects met this objective with the percentage of speeding violations ranging from 0.5 (Calumet City.) to 44.5 (Grundy County). Quincy failed to meet this objective.*

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

Accomplishments: *All eighteen projects conducted pre and post observational seat belt surveys. They had changes ranging from -0.7 percent decrease to 16.7 percent increase in seat belt use.*

Category Results:

Six projects (Alton, Belvidere, Carol Stream, Grundy County, Park Ridge, and Wilmette) met all five objectives. Several of the projects failed to meet the average patrol hours objective and motorist contact rate objective.

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

Table 5

FY10 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:			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	125-135 Patrol Hours Per Campaign			1 Motorist Contact for each 45-60 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	Yes	No			
Alton	700.0	5	140.0	X		38.5	X		58.3%	X		25.4%	X		16.7%	X	
Belvidere	746.0	5	149.2	X		49.1	X		50.5%	X		15.4%	X		-0.1%	X	
Calumet City	539.0	5	107.8		X	21.3	X		88.6%	X		0.5%	X		2.0%	X	
Carol Stream	662.0	5	132.4	X		52.3	X		40.4%	X		8.8%	X		3.2%	X	
Collinsville	840.0	5	168.0	X		67.1		X	37.9%	X		22.0%	X		0.1%	X	
Danville	558.0	5	111.6		X	40.0	X		29.8%		X	11.8%	X		6.6%	X	
Freeport	634.0	5	126.8	X		74.9		X	42.9%	X		27.4%	X		-0.2%	X	
Grundy County	650.0	5	130.0	X		47.8	X		33.7%	X		44.5%	X		5.2%	X	
Maywood	517.0	4	129.3	X		189.1		X	72.0%	X		3.7%	X		-0.7%	X	
Moline	657.0	5	131.4	X		47.8	X		27.3%		X	41.0%	X		7.3%	X	
Oak Forest	244.0	5	48.8		X	34.1	X		57.3%	X		25.9%	X		2.9%	X	
O'Fallon	859.5	5	171.9	X		114.9		X	66.6%	X		8.5%	X		3.2%	X	
Oswego	516.0	5	103.2		X	32.2	X		52.0%	X		28.2%	X		10.9%	X	
Park Ridge	852.0	5	170.4	X		50.6	X		42.8%	X		23.9%	X		5.6%	X	
Pekin	658.0	5	131.6	X		66.1		X	34.0%	X		37.5%	X		2.1%	X	
Quincy	648.0	5	129.6	X		52.6	X		23.8%		X	57.6%		X	0.4%	X	
West Chicago	607.0	5	121.4		X	34.1	X		26.3%		X	41.3%	X		0.5%	X	
Wilmette	660.0	5	132.0	X		52.1	X		30.4%	X		38.7%	X		3.2%	X	

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2010.

Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2010.

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) Berwyn | 7) Oak Lawn |
| 2) Decatur | 8) Orland Park |
| 3) Elgin | 9) Rock Island |
| 4) Hoffman Estates | 10) Schaumburg |
| 5) Joliet | 11) Tinley Park |
| 6) Kendall County | |
-

Category Evaluation

All eleven 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: *Five of the eleven projects (Decatur, Joliet, Oak Lawn, Orland Park and Schaumburg) met this objective. Hours of patrol per campaign ranged from 138.8 (Orland Park) to 188.5 (Decatur) among the projects that met the objective.*

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

Accomplishments: *Eight of the eleven projects in this category met this objective. The motorists contact rate for the eleven projects ranged from one contact made for every 23.5 minutes of patrol (Elgin) to one contact made for every 77.4 minutes of patrol (Rock Island).*

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

Accomplishments: *Seven of the eleven projects met the occupant restraint objective and had a range from 39.5 percent (Schaumburg) to 74.4 percent (Tinley Park). The other four projects had a range of 5.7 percent (Elgin) to 24.2 percent (Joliet).*

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

Accomplishments: *Ten of the eleven projects met this objective. The percentage of speeding citations ranged from 10.3 (Orland Park) to 54.8 (Elgin).*

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

Accomplishments: *All eleven projects in this category conducted both pre and post observational surveys. The percentage point change in seat belt use ranged from 4.2% decrease (Kendall County) to 14.8% increase (Oak Lawn).*

Category Results:

Two projects in this category met all five objectives (Oak Lawn and Orland Park). Kendall County showed a 14.8% increase in seat belt use.

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

Table 6

FY10 IMaGE SUMMARY REPORT

Category 5: Population 50,001 & 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	629.0	5	125.8		X	24.4	X		51.7%	X		19.9%	X		0.9%	X	
Decatur	942.5	5	188.5	X		66.3		X	19.5%		X	27.3%	X		-0.4%	X	
Elgin	601.0	5	120.2		X	23.5	X		5.7%		X	54.8%		X	3.5%	X	
Hoffman Estates	621.0	5	124.2		X	42.0	X		48.2%	X		26.9%	X		-0.9%	X	
Joliet	730.0	5	146.0	X		42.9	X		24.2%		X	24.8%	X		5.3%	X	
Kendall County	535.0	5	107.0		X	54.1	X		54.6%	X		27.2%	X		-4.2%	X	
Oak Lawn	760.0	5	152.0	X		42.7	X		69.2%	X		14.6%	X		14.8%	X	
Orland Park	694.0	5	138.8	X		35.1	X		73.4%	X		10.3%	X		0.5%	X	
Rock Island	496.5	5	99.3		X	77.4		X	13.2%		X	19.2%	X		2.3%	X	
Schaumburg	720.0	5	144.0	X		61.5		X	39.5%	X		43.5%	X		0.8%	X	
Tinley Park	531.0	5	106.2		X	47.1	X		74.4%	X		10.5%	X		8.5%	X	

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2010.

Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2010.

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 FY10 Mini-Grant Alcohol Program (MAP) Projects

Summary of MAP Program

During FY10, the Division of Traffic Safety funded 30 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 30 projects are provided in **Table 7**. **Table 7** 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 9,300 patrol hours, an average of 1163 hours per campaign (9,300 divided by 8 campaigns).
2. A total of 10,206 vehicles were stopped during these campaigns resulting in a vehicle contact rate of one for every 54.67 minutes of patrol (9,300 patrol hours divided by 10,206 vehicles multiplied by 60 minutes).
3. A total of 10,773 citations were issued resulting in a citation rate of one for every 51.8 minutes of patrol (9,300 patrol hours divided by 10,773 citations multiplied by 60 minutes).
4. There were 3,025 speeding citations issued during the eight enforcement campaigns.
5. During FY10, these 30 projects made 907 DUI arrests.
6. During FY10, these projects issued 168 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 854 safety belt and child restraint citations were issued during all eight campaigns.

Table 7
FY10 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	91	129	124	137	99	116	97	907
Safety Belt	88	74	68	91	156	102	118	91	788
Child Restraint	6	4	4	9	14	7	15	7	66
Felony Arrests	14	12	13	11	12	13	11	2	88
Stolen Vehicles	1	2	1	0	0	0	0	0	4
Fugitives Apprehended	13	11	12	24	28	26	20	12	146
Suspended	60	37	82	81	73	57	95	68	553
Uninsured	154	125	219	141	154	166	195	159	1313
Speeding	606	249	457	377	331	350	351	304	3025
Reckless Driving	0	2	1	3	0	2	3	4	15
Drugs	18	9	22	30	19	20	28	22	168
Other	472	467	531	399	467	440	473	451	3700
Vehicles Stopped	1493	1110	1332	1219	1373	1238	1314	1127	10206
Vehicle Contact Rate	55.4	54.3	53.2	58.2	51.3	53.6	58.6	52.5	54.7
Average B.A.C.'s									
Total DUI Procs Hrs									0
Map Totals ■ ■ ■	1546	1083	1539	1290	1391	1282	1425	1217	10773

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	1435	1112	1706	1749	1392	1421	1537	1045	11397
Other Moving Viol.	2177	1673	1846	1871	1435	2001	2271	1385	14659
DUI	126	92	124	106	130	112	104	72	866
Alcohol Related	95	120	81	74	109	61	96	61	697
Safety Belt	251	205	264	266	1579	327	554	372	3818
Child Restraint	17	7	19	23	120	35	61	18	300
Safety Belt W/Warn.	22	15	38	30	198	37	28	17	385
Child Rest. W/Warn.	0	0	7	3	1	0	0	1	12
Regular Enf Totl ■	4123	3224	4085	4122	4964	3994	4651	2971	32134

MAP SUMMARY DATA

	Campaign #1	Campaign #2	Campaign #3	Campaign #4	Campaign #5	Campaign #6	Campaign #7	Campaign #8	Total
Total Patrol Hours	1379	1004	1182	1182.9	1175	1106.4	1284	987	9300.3
Total P.I. & E.'s	362	252	328	346	227	189	226	146	2076

Average Campaign Patrol Hours	1162.5 hours
Motorist Contact Rate (citations/written	51.8 minutes
Occupant Protection Violation Percenta	7.9 %
Speed Violation Percentage	28.1 %
DUI Rate	10.3 hours
Alcohol/Drug-Related Contact Rate	8.7 hours
DUI Processing Time	0.0 hours

Evaluation of the Mini-grant Alcohol Program (MAP)

In Illinois, during 2010, 923 persons were killed in fatal crashes (Fatal Analysis Reporting System, 2009) and approximately 83,936 persons were injured in motor vehicle crashes (IDOT, 2010). The cost per death in Illinois for 2009 was \$1,300,000 and the cost per nonfatal disabling injury was \$66,900 (National Safety Council, 2009). Based on Fatal Analysis Reporting System (FARS) data, 331 (36.3 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 FY10 the Division of Traffic Safety funded 30 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 \$655,835.00 was obligated to fund the 30 MAP projects, actual program cost for FY08 was \$538,704. The average cost of one hour of patrol within a MAP project was \$57.92 (\$538,704 divided by 9300 patrol hours), while the average cost of a citation was \$50.01 (\$538,704 divided by 10,773 citations/written warnings) during FY10.

The evaluations of the MAP projects were based on the enforcement data submitted to the Division by the 30 local agencies. A graphic distribution of 30 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 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 8** depicts selected MAP grant categories based on population size and their specific objectives.

Table 8: Selected Objectives by Selected Population Categories

Categories based on population	Patrol Hours	Contact Rate	DUI Rate	DUI Processing
(1)	(2)	(3)	(4)	(5)
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	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	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	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	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 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) Creve Coeur | 3) Richmond |
| 2) Millstadt | |
-

Category Evaluation

Two of the three projects in this category participated in all eight campaigns. Millstadt participated in just two campaigns. The objectives and accomplishments for these projects are as follows:

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

Accomplishments: *Creve Coeur and Richmond met this objective averaging 27.5 and 27.1 hours of patrol per campaign, respectively. Millstadt averaged 10.5 hours of patrol for the two campaigns they worked.*

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

Accomplishments: *Only Richmond met this objective. They averaged a motorist contact every 39.2 minutes of patrol. Creve Coeur and Millstadt did not meet this objective. Their motorist contact rates were 71.0 and 90.0 minutes of patrol respectively.*

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

Accomplishments: *Millstadt met this objective writing one DUI citation every 7.0 hours of patrol. Creve Coeur marginally met the objective writing a DUI every 10.5. Richmond did not meet the objective, writing a DUI every 21.7 hours of patrol.*

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

Accomplishments: *All three projects met this objective. Their DUI processing rates were 1.2 hours (Creve Coeur), 1.7 hours (Richmond) and 2.0 hours (Millstadt) to process a DUI.*

Category Results:

No projects met all four objectives. Richmond met three of the four objectives.

Table 9 provides data and information pertaining to **Category 1** projects.

Table 9

FY10 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
Creve Coeur	220.0	8	27.5	X		71.0		X	10.5		X	1.2	X	
Millstadt	21.0	2	10.5		X	90.0		X	7.0	X		2.0	X	
Richmond	216.5	8	27.1	X		39.2	X		21.7		X	1.7	X	

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2010.

Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2010.

20 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) Lake Zurich | 6) Sterling |
| 2) Minooka | 7) Troy |
| 3) Morton | 8) Villa Park |
| 4) Palos Heights | 9) Wood Dale |
| 5) South Elgin | |
-

Category Evaluation

Seven of the nine projects participated in all eight 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: *Six of the nine projects in this category met this objective. The average campaign patrol hours for these projects ranged from 36.6 (South Elgin) to 49.4 (Lake Zurich). Minooka, Morton and Palos Heights marginally met the objective. Their average campaign patrol hours were 34.0, 35.4 and 35.3 respectively.*

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

Accomplishments: *Six of the nine projects also met this objective. For those projects which met this objective, the motorist contact rate ranged from one for every 34.7 minutes of patrol (South Elgin) to one for every 58.8 minutes of patrol (Palos Heights). The remaining three projects had motorist contact rates of 64.8 minutes of patrol (Troy), 76.5 minutes of patrol (Minooka) and 84.1 minutes of patrol per campaign (Sterling).*

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

Accomplishments: *Two of the nine projects (Troy and Wood Dale) met this objective. Four projects marginally met the objective. Those four projects had a range from 10.1 hours of patrol per DUI to 10.7 hours of patrol per DUI.*

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 (South Elgin) to 2.1 hours (Wood Dale).*

Category Results:

One project met all four objectives in this category (Wood Dale). Lake Zurich, South Elgin, Troy and Villa Park met three of the four objectives. The one DUI for every ten hours of patrol was met or marginally met by six of the nine projects in the category.

Table 10 provides data and information pertaining to **Category 2** projects.

Table 10

FY10 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
Lake Zurich	395.0	8	49.4	X		41.9	X		10.4		X	2.0	X	
Minooka	102.0	3	34.0		X	76.5		X	51.0		X	2.0	X	
Morton	283.0	8	35.4		X	47.2	X		15.7		X	1.6	X	
Palos Heights	282.0	8	35.3		X	58.8	X		10.1		X	2.0	X	
South Elgin	293.0	8	36.6	X		34.7	X		10.1		X	1.4	X	
Sterling	307.0	8	38.4	X		84.1		X	18.1		X	1.5	X	
Troy	309.0	8	38.6	X		64.8		X	7.9	X		2.0	X	
Villa Park	268.0	7	38.3	X		46.1	X		10.7		X	1.0	X	
Wood Dale	363.0	8	45.4	X		45.8	X		8.9	X		2.1	X	

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Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2010.

Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2010.

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) Granite City |
| 2) Bartlett | 10) Lake in the Hills |
| 3) Boone County | 11) Lombard |
| 4) Carbondale | 12) Niles |
| 5) Carpentersville | 13) Park Ridge |
| 6) Edwardsville | 14) Quincy |
| 7) Elmhurst | 15) St. Charles |
| 8) Glendale Heights | |
-

Category Evaluation

Eleven of the fifteen projects in this category participated in all eight campaigns. Lombard participated in seven campaigns, Carbondale six campaigns and Granite City participated in 5 campaigns. Park Ridge participated in two campaigns and withdrew. 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: *Thirteen of the fifteen projects which met this objective, the average campaign patrol hours ranged from 42.0 per campaign (Bartlett) to 59.8 per campaign (Carbondale). Lombard marginally met the objective averaging 35.3 patrol hours per campaign. Granite City did not meet the objective. They had an average of 33.4 hours of patrol per campaign.*

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

Accomplishments: *Ten of the projects met this objective, the motorist contact rate ranged from one for every 36.1 minutes of patrol (Edwardsville) to one for every 57.5 minutes of patrol (Carpentersville). Those projects which failed to meet this objective had motorist contact rates of one for every 66.0 minutes of patrol (Boone County), one for every 67.5 minutes of patrol (Lombard), one for every 73.0 minutes of patrol (Carbondale), one for every 77.2 minutes of patrol (Quincy) and one for every 79.2 minutes of patrol (St. Charles).*

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

Accomplishments: *Six of the fifteen projects (Alton, Boone County, Edwardsville, Elmhurst, Glendale Heights and Lake in the Hills) met this objective. Those six projects had a range of one DUI every 7.1 hours of patrol to one every 10.0 hours of patrol. Bartlett, Carbondale, Carpentersville, Granite City, Niles and St. Charles marginally met the objective. They had a DUI rate of one every 10.5, 11.2, 10.4, 10.4, 10.4 and 11.0 hours of patrol respectively.*

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

Accomplishments: *Thirteen of the fifteen projects met this objective. Those that met the objective had a DUI processing rate ranging from 1.2 hours to 2.0 hours. Glendale Heights failed to meet the objective. They had a DUI processing rate of 3.1 hours. Park Ridge had a DUI processing rate of 3.0 hours during the two campaigns they participated.*

Category Results:

Four of the fifteen projects in this category met all four objectives. Twelve of the fifteen either met or marginally met the alcohol objective of one DUI every ten hours of patrol. Thirteen projects met the DUI processing rate objective.

Table 11 provides data and information pertaining to **Category 3** projects.

Table 11

FY10 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	Met?		Criteria Met?			Criteria Met?	
				Yes	No					Yes	No		Yes	No
Alton	370.0	8	46.3	X		48.1	X		10.0	X		1.6	X	
Bartlett	336.0	8	42.0	X		37.3	X		10.5		X	2.0	X	
Boone County	384.0	8	48.0	X		66.0		X	8.2	X		2.0	X	
Carbondale	359.0	6	59.8	X		73.0		X	11.2		X	2.0	X	
Carpentersville	364.0	8	45.5	X		57.5	X		10.4		X	2.0	X	
Edwardsville	397.9	8	49.7	X		36.1	X		8.7	X		1.9	X	
Elmhurst	350.0	8	43.8	X		56.9	X		7.1	X		1.8	X	
Glendale Heights	355.0	8	44.4	X		44.5	X		9.1	X		3.1		X
Granite City	167.0	5	33.4		X	44.5	X		10.4		X	2.0	X	
Lake in the Hills	347.0	8	43.4	X		49.1	X		9.1	X		2.0	X	
Lombard	247.4	7	35.3		X	67.5		X	16.5		X	2.0	X	
Niles	373.0	8	46.6	X		53.7	X		10.4		X	1.9	X	
Park Ridge	97.0	2	48.5	X		51.1	X		97.0		X	3.0		X
Quincy	368.0	8	46.0	X		77.2		X	16.0		X	1.2	X	
St. Charles	340.5	8	42.6	X		79.2		X	11.0		X	1.8	X	

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Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2010.

Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2010.

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) Bloomington
 - 2) Palatine
 - 3) Williamson County
-

Category Evaluation

Bloomington submitted enforcement data for all eight enforcement campaigns. Palatine and Williamson County submitted enforcement data for seven of the eight campaigns.

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

Accomplishments: *Palatine and Williamson County met this objective. They averaged 51.0 and 56.9 patrol hours per campaign respectively. Bloomington averaged 33.3 hours of patrol per campaign.*

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

Accomplishments: *Bloomington met this objective having a motorist contact rate of one every 31.1. Palatine marginally met the objective with a motorist contact every 61.2 minutes of patrol. Williamson County didn't meet the objective with a motorist contact every 75.8 minutes of patrol.*

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

Accomplishments: *Bloomington met this objective. They had a DUI rate of one every 5.1 hours of patrol. Palatine and Williamson County did not meet this objective. They had a DUI contact rate of one for every 11.9 and 18.1 hours of patrol respectively.*

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

Accomplishments: *Bloomington, Palatine and Williamson County met this objective. Their DUI processing rates were one for every 0.7, 2.0 and 1.8 hours respectively.*

Category Results:

Each of the three agencies met two of the four objectives.

Table 12 provides data and information pertaining to **Category 4** projects.

Table 12

FY10 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
Bloomington	266.0	8	33.3		X	31.1	X		5.1	X		0.7	X	
Palatine	357.0	7	51.0	X		61.2		X	11.9		X	2.0	X	
Williamson County	398.0	7	56.9	X		75.8		X	18.1		X	1.8	X	

Column 1 shows the total campaign hours conducted by the selected enforcement agency during FY 2010.

Column 2 shows the total campaigns conducted by the selected enforcement agency during FY 2010.

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 2010 Campaign Dates**

Campaign Number	Date	Campaign Phase
#1	Oct. 30-Nov. 5, 2009	Safety Belt Pre-Survey
	Nov. 9-25, 2009	PI&E - Click It or Ticket*
	Nov. 13 – Nov. 29, 2009	Enforcement – Zones Only
	Jan. 10, 2010	Report Due
#2	Dec. 7, 2009	PI&E - You Drink & Drive. You Lose.
	Dec. 18, 2008 - Jan. 3, 2010	Enforcement
	Jan. 4 - 10, 2010	Media Release
	Feb. 10, 2010	Report Due
#3	May 10, 2010	PI&E - Click It or Ticket*
	May 14 – 31, 2010	Enforcement – Zones Only
	July 10, 2010	Report Due
#4	June 14, 2010	PI&E - You Drink & Drive. You Lose.
	June 18 - July 4, 2010	Enforcement
	July 5 - 11, 2010	Media Release
	Aug. 10, 2010	Report Due
#5	Aug. 16, 2010	PI&E - You Drink & Drive. You Lose
	Aug. 20 - Sept. 6, 2010	Enforcement
	Sept. 7-12, 2010	Safety Belt Post-Survey
	Sept. 7-12, 2010	Media Release
	Oct. 10, 2010	Report Due

APPENDIX B

**Mini-Grant Alcohol Program
FY 2010 Campaign Dates**

Campaign Number	Date	Campaign Phase
#1	Nov. 9, 2009	PI&E
	Nov. 13-29, 2009	Enforcement
	Nov. 30-Dec. 7, 2009	PI&E
	Jan. 10, 2009	Report Due
#2	Dec. 7, 2009	PI&E
	Dec. 18,2009-Jan. 3, 2010	Enforcement
	Feb. 10, 2010	Report Due
#3	Jan. 25, 2009	PI&E
	Jan. 29-Feb. 14, 2010	Enforcement
	Feb. 15-21, 2010	PI&E
	Mar. 10, 2010	Report Due
#4	March 1, 2010	PI&E
	March 5 –21, 2010	Enforcement
	Mar. 22-28, 2010	PI&E
	April 10, 2010	Report Due
#5	May 10, 2010	PI&E
	May 14 -31, 2010	Enforcement
	June 10, 2010	Report Due
#6	June 14, 2010	PI&E
	June 18 – July 4, 2010	Enforcement
	July 5 – 11, 2010	PI&E
	Aug. 10, 2010	Report Due
#7	Aug. 16, 2010	PI&E
	Aug. 20 - Sept. 6, 2010	Enforcement
	Sept. 7 - 12, 2010	PI&E
	October 10, 2010	Report Due
#8	To be determined by local agency, i.e., local festival, special event, etc.	

Appendix D
IMaGE Trend Analysis (FY2005-FY2010)

IMaGE Trend Analysis (FY 2005 - FY 2010)					
Agency and Fiscal Year of IMaGE Project	Objective 1:		Objective 2:	Objective 3:	Objective 4:
	Min. patrol hours to be conducted	Actual Patrol Hours Conducted	Motorist Contact Rate 60 minutes or less	Occupant Protection Citation Rate 30% or more	Speeding Citation Contact Rate 50% or less
Alexander Co. FY 2009	85	95.0	95.8	11.8	67.2
Algonquin FY 2009	135	101.6	39.0	63.0	10.6
Alton FY 2008	125	99.0	51.1	89.4	0.1
FY 2009	125	140.2	26.9	62.9	23.4
FY 2010	125	140	38.5	58.3	25.4
Arlington Heights FY 2005	135	138.9	35.3	26.6	51.3
FY 2006	135	144.3	48.2	54.2	19.6
FY 2007	135	132.5	34.2	23.4	56.3
Barrington-Inverness FY 2007	95	104.5	42.2	17.5	53.5
FY 2008	95	114.6	41.9	54.1	20.4
Bartonville FY 2008	85	78.6	57.7	27.6	37.9
FY 2009	85	71.6	64.9	30.8	48.6
Belleville FY 2008	125	156.6	39.5	45.7	30.2
Bellwood FY 2005	95	102.7	49.9	61.5	20.6
Belvidere FY 2007	125	135.0	40.5	65.5	10.8
FY 2009	125	138.3	41.7	51.2	20.7
FY 2010	125	149.2	49.1	50.5	15.4
Berwyn FY 2005	135	145.3	13.7	39.9	18.3
FY 2006	135	140.4	19.0	58.9	16.0
FY 2007	135	109.3	17.5	68.3	20.3
FY 2008	135	133.2	25.6	72.6	15.4
FY 2009	135	121.4	19.4	64.9	14.3
FY 2010	135	125.8	24.4	51.7	19.9

*Bold indicates objective was met. Agencies shaded gray had a project in FY2010.

IMaGE Trend Analysis (Continued)					
Agency and Fiscal Year of IMaGE Project	Objective 1:		Objective 2:	Objective 3:	Objective 4:
	Min. patrol hours to be conducted	Actual Patrol hours conducted	Motorist Contact Rate 60 minutes or less	Occupant Protection Citation Rate 30% or more	Speeding Citation Contact Rate 50% or less
Blue Island					
FY 2005	95	74.4	27.4	37.3	19.4
FY 2006	95	39.5	28.3	47.9	15.1
FY 2007	95	96.5	31.3	39.5	17.8
FY 2008	95	96.4	26.2	55.9	17.8
FY 2009	95	75.2	20.3	59.7	17.7
FY 2010	95	104.6	31.4	57.8	21.2
Bradley					
FY 2005	95	92.5	26.1	30.1	24.2
FY 2006	95	97.8	19.0	32.4	15.5
FY 2007	95	103.5	36.3	21.6	40.1
FY 2008	95	75.6	30.2	48.6	23.7
FY 2009	95	104.0	43.6	72.7	6.3
Brookfield					
FY 2007	95	93.3	42.5	48.4	28.9
FY 2008	95	102.0	44.7	51.8	23.9
FY 2009	95	93.9	47.0	59.4	17.0
Burnham					
FY 2005	85	99.8	28.7	36.4	26.9
FY 2006	85	130.4	37.2	52.6	27.3
FY 2007	85	126.0	38.7	30.2	51.7
FY 2008	85	92.3	34.0	51.6	34.7
FY 2009	85	48.3	28.1	56.6	30.1
FY 2010	85	83.6	25.5	69.4	17.6
Cahokia					
FY 2005	95	97.1	40.4	46.5	31.3
FY 2006	95	102.9	53.6	57.7	17.6
FY 2007	95	98.0	39.6	40.4	10.4
FY 2009	95	86.2	28.4	31.8	16.0
FY 2010	95	106.6	42.5	19.9	27.4
Calumet City					
FY 2006	125	181.0	37.7	33.8	17.9
FY 2007	125	132.0	45.3	61.7	24.9
FY 2008	125	188.3	37.3	74.7	12.2
FY 2009	125	118.3	33.7	88.2	2.4
FY 2010	125	107.8	21.3	88.6	0.5

*Bold indicates objective was met. Agencies shaded gray had a project in FY2010.

IMaGE Trend Analysis (Continued)

Agency and Fiscal Year of IMaGE Project	Objective 1:		Objective 2:	Objective 3:	Objective 4:
	Min. patrol hours to be conducted	Actual Patrol hours conducted	Motorist Contact Rate 60 minutes or less	Occupant Protection Citation Rate 30% or more	Speeding Citation Contact Rate 50% or less
Campton Hills FY2010	95	101.6	56.8	23.5	57.9
Canton FY 2009	85	82.6	50.2	40.9	9.3
Carol Stream FY 2005	125	156.3	20.9	54.8	28.1
FY 2006	125	174.2	38.9	57.1	22.1
FY 2007	125	125.5	25.7	76.8	2.6
FY 2008	125	133.2	32.3	69.8	5.1
FY 2009	125	99.0	18.8	64.9	1.0
FY 2010	125	132.4	52.3	40.4	8.8
Caseyville FY 2010	85	57.1	48.8	40.7	37.0
Centralia FY 2005	95	87.9	37.3	54.0	12.6
FY 2006	95	101.8	44.6	63.7	10.4
FY 2007	95	104.0	45.5	57.3	18.6
FY 2008	135	131.7	45.0	57.3	15.9
Collinsville FY 2005	95	66.6	46.4	37.5	16.6
FY 2006	95	88.3	46.8	66.2	19.2
FY 2007	95	99.8	39.6	41.4	48.7
FY 2008	95	136.3	27.1	58.8	21.7
FY 2009	95	112.8	23.1	66.8	17.9
FY 2010	95	168	67.1	37.9	22.0
Columbia FY 2005	85	106.0	51.8	26.3	36.0
FY 2006	85	90.8	40.3	44.4	29.6
FY 2007	85	90.0	51.9	41.3	42.8
FY 2008	85	118.8	52.3	55.8	29.2
FY 2009	85	85.5	55.2	65.6	23.7
Danville FY 2009	125	106.0	27.0	55.4	16.7
FY 2010	125	111.6	40.4	29.8	11.8
Decatur FY 2009	135	131.0	34.9	36.7	36.3
FY 2010	135	188.5	66.3	19.5	27.3

*Bold indicates objective was met. Agencies shaded gray had a project in FY2010.

IMaGE Trend Analysis (Continued)					
Agency and Fiscal Year of IMaGE Project	Objective 1:		Objective 2:	Objective 3:	Objective 4:
	Min. patrol hours to be conducted	Actual Patrol hours conducted	Motorist Contact Rate 60 minutes or less	Occupant Protection Citation Rate 30% or more	Speeding Citation Contact Rate 50% or less
East Moline					
FY 2005	95	156.3	44.6	62.7	16.2
FY 2006	95	148.6	60.3		7.6
FY 2007	95	115.5	43.0	47.5	40.7
FY 2008	95	55.0	55.7	48.3	36.1
FY 2010	95	94.8	68.5	24.1	34.2
East Peoria					
FY 2005	95	100.2	42.6	73.6	9.5
FY 2006	95	101.2	37.8	73.6	10.2
FY 2007	95	100.0	38.0	56.6	5.4
FY 2008	95	104.8	34.0	67.9	15.8
FY 2009	95	99.0	33.4	69.4	7.3
FY 2010	95	103.0	39.3	48.9	14.9
Elgin					
FY 2010	135	120.2	23.5	5.7	54.8
Elk Grove Village					
FY 2005	125	116.2	39.9	58.0	9.4
FY 2007	125	115.5	25.6	48.9	43.7
Evanston					
FY 2008	135	130.7	43.1	66.6	6.6
FY 2009	135	136.0	41.1	70.6	6.3
Fairmont City					
FY 2005	60	74.3	72.7	36.4	38.6
FY 2006	60	89.0	50.7	25.6	32.3
FY 2007	60	40.0	34.3	30.0	38.6
FY 2008	60	41.9	38.4	24.5	24.2
FY 2009	60	62.2	49.5	33.6	11.9
Flossmoor					
FY 2005	85	80.9	23.1	50.2	3.7
FY 2006	85	91.7	20.5	62.1	11.1
FY 2007	85	106.0	33.3	57.1	27.7
FY 2008	85	123.3	32.9	66.7	18.3
FY 2009	85	85.7	30.4	67.9	8.1
FY 2010	85	64.4	49.7	48.3	15.2
Freeport					
FY 2009	125	116.2	50.2	51.5	34.0
FY 2010	125	126.8	74.9	42.9	27.4

*Bold indicates objective was met. Agencies shaded gray had a project in FY2010.

IMaGE Trend Analysis (Continued)

Agency and Fiscal Year of IMaGE Project	Objective 1:		Objective 2:	Objective 3:	Objective 4:
	Min. patrol hours to be conducted	Actual Patrol hours conducted	Motorist Contact Rate 60 minutes or less	Occupant Protection Citation Rate 30% or more	Speeding Citation Contact Rate 50% or less
Glen Carbon					
FY 2005	95	62.9	65.9	52.8	38.9
FY 2006	95	92.9	75.7	57.9	21.5
FY 2007	95	71.3	92.9	89.1	5.4
Grayslake					
FY 2008	95	96.4	39.3	65.0	17.7
FY 2009	95	83.3	55.0	69.2	16.1
Grundy County					
FY 2010	125	130.0	47.8	33.7	44.5
Gurnee					
FY 2009	125	130.8	49.5	55.6	14.9
Hickory Hills					
FY 2010	95	102.0	38.0	52.7	37.6
Hillside					
FY 2010	85	93.8	52.5	49.6	12.3
Hoffman Estates					
FY2010	135	124.2	42.0	48.2	26.9
Homewood					
FY 2010	95	103.2	40.5	72.5	16.5
Jacksonville					
FY 2007	95	103.5	37.5	69.8	3.6
Jo Daviess Co.					
FY 2009	95	58.3	56.6	17.8	48.2
FY 2010	95	183.7	82.6	26.6	49.3
Johnsburg					
FY 2010	85	100.2	59.5	30.5	36.0
Joliet					
FY 2005	135	125.0	39.2	2.3	13.6
FY 2006	135	52.0	9.7	52.4	10.6
FY 2007	135	138.0	32.5	57.6	7.3
FY 2008	135	148.6	31.4	15.9	45.3
FY 2009	135	142.3	35.0	31.0	21.3
FY 2010	135	146	42.9	24.2	24.8
Justice					
FY 2008	95	94.2	29.3	67.2	19.8
FY 2009	95	84.6	26.5	71.0	18.5
FY 2010	95	85.0	46.2	79.5	8.2

*Bold indicates objective was met. Agencies shaded gray had a project in FY2010.

IMaGE Trend Analysis (Continued)					
Agency and Fiscal Year of IMaGE Project	Objective 1:		Objective 2:	Objective 3:	Objective 4:
	Min. patrol hours to be conducted	Actual Patrol hours conducted	Motorist Contact Rate 60 minutes or less	Occupant Protection Citation Rate 30% or more	Speeding Citation Contact Rate 50% or less
Kendall Co.					
FY 2008	135	111.2	52.0	56.9	20.6
FY 2009	135	92.4	36.4	59.9	16.2
FY 2010	135	107.0	54.1	54.6	27.2
Lake in the Hills					
FY 2005	95	101.8	35.0	77.3	6.3
Lebanon					
FY 2007	95	19.0	22.6	0.6	26.7
Lemont					
FY 2005	95	104.8	16.6	54.8	28.8
FY 2006	95	102.6	32.4	71.0	20.8
Lincolnwood					
FY 2005	95	103.7	35.3	32.5	24.4
FY 2010	95	36.0	44.8	59.3	18.3
Lyons					
FY 2006	95	103.3	35.5	15.3	38.2
Maryville					
FY 2005	85	87.0	66.1	46.2	38.0
Metamora					
FY 2005	85	92.7	61.3	57.5	30.4
FY 2006	85				
FY 2007	85	89.5	124.7	20.0	66.7
FY 2008	85	73.8	110.7	18.0	66.5
Matteson					
FY 2006	95	105.8	26.9	67.8	17.7
FY 2007	95	100.0	32.3	49.3	24.5
FY 2008	95	91.8	30.5	78.8	11.0
FY 2009	95	99.6	38.1	72.1	11.7
FY 2010	95	86.0	34.4	53.5	8.1
Maywood					
FY 2005	125	98.3	73.0	62.8	15.5
FY 2006	125	135.3	54.5	74.7	8.3
FY 2007	125	40.0	26.1	13.0	53.3
FY 2008	125	151.3	45.1	50.7	33.5
FY 2010	125	129.2	189.1	72.0	3.7

*Bold indicates objective was met. Agencies shaded gray had a project in FY2010.

IMaGE Trend Analysis (Continued)

Agency and Fiscal Year of IMaGE Project	Objective 1:		Objective 2:	Objective 3:	Objective 4:
	Min. patrol hours to be conducted	Actual Patrol hours conducted	Motorist Contact Rate 60 minutes or less	Occupant Protection Citation Rate 30% or more	Speeding Citation Contact Rate 50% or less
McHenry FY 2010	95	94.0	46.0	15.2	32.6
McHenry Co. FY 2007	135	139.5	45.9	29.9	40.0
FY 2008	135	139.6	48.7	58.7	21.7
FY 2009	135	125.4	44.8	51.5	22.5
Midlothian FY 2010	95	84.2	27.2	46.7	39.5
Minooka FY 2008	125	86.8	75.7	59.6	32.0
Moline FY 2010	125	131.4	47.8	27.3	41.0
Oak Brook FY 2005	85	106.6	41.6	40.8	37.1
Oak Forest FY 2008	125	90.4	33.7	49.5	35.6
FY 2009	125	60.6	27.3	49.5	33.4
FY 2010	125	48.8	34.1	57.3	25.9
Oak Lawn FY 2005	135	133.3	28.4	83.5	5.9
FY 2007	135	139.3	22.6	77.5	12.8
FY 2008	135	144.4	25.6	73.1	15.7
FY 2010	135	152.0	42.7	69.2	14.6
Oak Forest FY 2008	125	90.4	33.7	49.5	35.6
O'Fallon FY 2006	125	88.5	36.1	59.1	4.8
FY 2007	125	132.5	34.7	61.6	21.8
FY 2008	125	135.3	41.7	54.4	31.9
FY 2009	125	118.3	48.3	50.6	32.2
FY 2010	125	171.9	114.9	66.6	8.5
Olympia Fields FY 2009	85	72.4	18.0	36.7	18.0
FY 2010	85	86.8	29.1	34.2	14.1

*Bold indicates objective was met. Agencies shaded gray had a project in FY2010.

IMaGE Trend Analysis (Continued)

Agency and Fiscal Year of IMaGE Project	Objective 1:		Objective 2:	Objective 3:	Objective 4:
	Min. patrol hours to be conducted	Actual Patrol hours conducted	Motorist Contact Rate 60 minutes or less	Occupant Protection Citation Rate 30% or more	Speeding Citation Contact Rate 50% or less
Orland Park					
FY 2007	135	98.0	22.0	60.8	32.6
FY 2008	135	109.2	22.9	75.5	19.1
FY 2009	135	89.0	20.2	81.1	12.8
FY 2010	135	138.8	35.1	73.4	10.3
Oswego					
FY 2006	95	101.6	32.0	72.5	16.5
FY 2007	95	70.0	30.0	73.8	15.1
FY 2008	95	105.4	31.8	76.0	13.1
FY 2009	95	125.4	28.2	61.7	23.3
FY 2010	95	103.2	32.2	52.0	28.2
Palatine					
FY 2007	135	131.5	26.3	55.6	25.5
FY 2008	135	135.4	40.1	60.3	19.1
FY 2009	135	133.8	40.9	56.8	22.2
Palos Heights					
FY 2007	95	108.1	27.2	95.4	3.6
Palos Hills					
FY 2005	95	105.0	48.5	40.8	30.8
Park City					
FY 2006	85	128.6	43.8	30.4	34.5
Park Ridge					
FY 2007	125	134.1	31.9	19.8	47.5
FY 2008	125	136.4	44.2	71.8	17.5
FY 2009	125	120.2	38.4	80.8	10.1
FY 2010	125	170.4	50.6	42.8	37.5
Pekin					
FY 2005	125	125.8	37.8	42.9	14.6
FY 2006	125	133.4	52.7	37.0	19.2
FY 2007	125	114.0	51.3	58.0	16.5
FY 2008	125	132.0	48.8	29.5	39.1
FY 2009	125	126.0	69.5	45.3	37.0
FY 2010	125	131.6	66.1	34.0	37.5

*Bold indicates objective was met. Agencies shaded gray had a project in FY2010.

IMaGE Trend Analysis (Continued)

Agency and Fiscal Year of IMaGE Project	Objective 1:		Objective 2:	Objective 3:	Objective 4:
	Min. patrol hours to be conducted	Actual Patrol hours conducted	Motorist Contact Rate 60 minutes or less	Occupant Protection Citation Rate 30% or more	Speeding Citation Contact Rate 50% or less
Peoria					
FY 2006	135	84.4	53.2	46.2	19.1
FY 2007	135	127.0	52.7	53.6	13.8
FY 2008	135	138.4	44.3	47.2	15.5
FY 2009	135	76.7	31.3	51.6	11.9
Peoria Co.					
FY 2007	125	102.5	58.9	37.8	40.2
FY 2008	125	125.0	59.9	40.1	14.9
Prospect Heights					
FY 2005	95	84.7	33.0	39.8	30.1
FY 2009	95	80.8	37.6	42.7	19.8
Quincy					
FY 2007	125	133.0	42.4	37.5	49.7
FY 2008	125	130.5	30.5	63.6	25.8
FY 2009	125	132.8	44.6	38.8	48.4
FY 2010	125	129.6	52.6	23.8	57.6
Randolph Co.					
FY 2009	125	89.8	74.6	43.2	38.5
Riverdale					
FY 2009	95	81.2	15.7	87.4	0.9
FY 2010	95	114.4	26.1	88.5	0.4
Riverside					
FY 2005	85	81.0	43.7	49.6	27.5
FY 2006	85	77.6	35.1	81.4	10.7
FY 2007	85	77.7	36.1	76.7	18.1
FY 2008	85	100.8	50.1	41.6	33.4
FY 2009	85	68.4	38.4	34.6	34.5
FY 2010	85	70.6	54.2	35.0	37.1
Rock Falls					
FY 2009	85	100.1	44.0	31.5	34.1
Rock Island					
FY 2005	125	121.1	37.2	39.1	47.8
FY 2006	125	114.0	38.0	34.3	49.7
FY 2010	125	99.3	77.4	13.2	19.2
Rolling Meadows					
FY 2010	95	103.9	37.9	35.5	24.8

*Bold indicates objective was met. Agencies shaded gray had a project in FY2010.

IMaGE Trend Analysis (Continued)

Agency and Fiscal Year of IMaGE Project	Objective 1:		Objective 2:	Objective 3:	Objective 4:
	Min. patrol hours to be conducted	Actual Patrol hours conducted	Motorist Contact Rate 60 minutes or less	Occupant Protection Citation Rate 30% or more	Speeding Citation Contact Rate 50% or less
Roxana FY 2005	60	72.5	32.8	43.9	18.6
Schaumburg FY 2005	135	133.6	26.0	34.8	45.6
FY 2006	135	143.5	41.6	31.9	52.7
FY 2007	135	144.0	39.9	47.8	34.4
FY 2008	135	137.6	49.5	39.0	41.4
FY 2009	135	108.6	42.1	40.8	39.9
FY 2010	135	144.0	61.5	39.5	43.5
Shorewood FY 2005	85	71.5	43.9	51.5	24.2
FY 2010	85	129.2	43.4	75.1	9.3
Stephenson Co. FY 2007	125	135.5	43.4	53.7	23.2
FY 2008	125	119.7	42.2	63.1	26.0
Streator FY 2006	95	109.1	36.3	67.6	24.3
FY 2007	95	96.0	46.3	63.9	26.9
Summit FY 2010	95	84.0	55.1	21.0	40.3
Swansea FY 2010	95	99.2	33.8	32.9	41.3
Tazewell Co. FY 2006	135	95.2	62.7	46.9	34.1
Thornton FY 2005	85	94.0	51.3	67.6	9.7
FY 2006	85	62.3	51.3	72.3	12.6
Tinley Park FY 2008	135	98.4	43.3	68.2	18.9
FY 2009	135	115.0	34.6	70.6	22.8
FY 2010	135	106.2	47.1	74.4	10.5
Vandalia FY 2009	85	99.6	117.2	77.3	9.8
Villa Park FY 2009	95	96.6	32.0	24.3	7.3

*Bold indicates objective was met. Agencies shaded gray had a project in FY2010.

IMaGE Trend Analysis (Continued)

Agency and Fiscal Year of IMaGE Project	Objective 1:		Objective 2:	Objective 3:	Objective 4:
	Min. patrol hours to be conducted	Actual Patrol hours conducted	Motorist Contact Rate 60 minutes or less	Occupant Protection Citation Rate 30% or more	Speeding Citation Contact Rate 50% or less
West Chicago					
FY 2005	125	105.2	28.8	68.0	3.2
FY 2008	125	168.8	31.3	72.0	4.8
FY 2009	125	152.8	34.9	59.1	9.5
FY 2010	125	121.4	34.1	26.3	41.3
Westchester					
FY 2010	95	86.4	52.6	28.6	11.4
Westmont					
FY 2008	125	90.1	38.3	77.2	10.9
FY 2009	125	103.4	34.4	68.3	20.5
Wheaton					
FY 2006	135	157.0	25.5	74.1	22.4
FY 2007	135	143.7	29.9	84.2	12.5
FY 2008	135	150.6	31.9	81.4	15.3
FY 2009	135	135.5	30.8	74.1	22.7
Willowbrook					
FY 2005	85	87.5	27.5	44.6	41.6
FY 2006	85	95.0	26.2	69.9	28.4
FY 2007	85	87.0	21.7	76.3	21.6
FY 2008	85	94.6	25.2	74.5	19.5
FY 2009	85	94.2	29.3	61.2	27.1
FY 2010	85	96.0	36.4	19.1	41.0
Wilmette					
FY 2005	125	118.4	67.5	37.5	43.2
FY 2006	125	124.1	41.2	43.4	29.5
FY 2007	125	84.3	38.9	30.8	57.3
FY 2009	125	128.8	38.8	43.6	27.1
FY 2010	125	132.0	52.1	30.4	38.7
Winnebago Co.					
FY 2005	135	106.3	34.5	41.3	22.7
FY 2006	135	87.9	34.1	35.2	20.4
FY 2007	135	158.5	97.5	36.9	18.5

*Bold indicates objective was met. Agencies shaded gray had a project in FY2010.

IMaGE Trend Analysis (Continued)

Agency and Fiscal Year of IMaGE Project	Objective 1:		Objective 2:	Objective 3:	Objective 4:
	Min. patrol hours to be conducted	Actual Patrol hours conducted	Motorist Contact Rate 60 minutes or less	Occupant Protection Citation Rate 30% or more	Speeding Citation Contact Rate 50% or less
Winnetka					
FY 2005	95	125.5	49.1	35.5	41.2
FY 2006	95	101.3	55.8	35.4	36.1
FY 2007	95	99.0	57.7	22.8	48.5
FY 2008	95	96.8	57.4	56.7	33.0
FY 2009	95	94.4	52.7	57.7	18.8
FY 2010	95	97.0	65.5	50.0	18.9
Woodridge					
FY 2006	125	107.8	28.2	79.5	7.1
FY 2007	125	126.3	25.7	72.9	4.4
FY 2008	125	136.6	35.3	67.1	12.8
Wilmette					
FY 2005	125	118.4	67.5	37.5	43.2
FY 2006	125	124.1	41.2	43.4	29.5
FY 2007	125	84.3	38.9	30.8	57.3
FY 2009	125	128.8	38.8	43.6	27.1
FY 2010	125	132.0	52.1	30.4	38.7
Yorkville					
FY 2010	95	81.4	57.1	40.0	47.0

*Bold indicates objective was met. Agencies shaded gray had a project in FY2010.

Appendix E
MAP Trend Analysis (FY2005-FY2010)

MAP Trend Analysis (FY 2005-FY 2010)

Agency and Fiscal Year of MAP Project	Objective 1:		Objective 2:	Objective 3:	Objective 4:
	Min. patrol hours to be conducted	Actual Patrol hours conducted	Motorist Contact Rate 60 minutes or less	DUI Arrest Rate: 1 for every 10 hours of patrol	DUI Processing Rate: No More Than 2 Hours
Addison					
FY 2005	40	40.0	55.1	46.7	2.7
FY 2006	40	37.9	54.1	26.5	1.4
FY 2007	40	27.5	47.9	10.5	1.6
Alton					
FY 2006	40	54.5	52.4	13.6	2.1
FY 2007	40	44.6	62.4	11.9	2.1
FY 2008	40	43.6	77.9	10.5	2.7
FY 2009	40	44.1	55.8	10.7	2.0
FY 2010	40	46.3	48.1	10.0	1.6
Barrington					
FY 2005	36	119.2	93.5	79.5	2.1
Barrington-Inverness					
FY 2007	36	41.4	62.5	14.4	2.0
Bartlett					
FY 2008	36	47.5	40.7	8.6	2.0
FY 2009	40	47.9	36.9	8.0	2.0
FY 2010	36	42.0	37.3	10.5	2.0
Belleville					
FY 2008	40	50.6	63.5	11.1	1.9
Bellwood					
FY 2006	36	32.6	39.8	19.0	1.7
Bloomington					
FY 2010	36	33.3	31.1	5.1	0.7
Boone County					
FY 2009	40	48.1	54.1	9.9	1.7
FY 2010	40	48.0	66.0	8.2	2.0
Carbondale					
FY 2006	40	60.8	66.6	13.5	1.4
FY 2007	40	37.0	72.8	9.0	1.1
FY 2008	40	55.8	60.8	15.9	2.0
FY 2009	40	93.8	90.3	13.1	1.0
FY 2010	40	59.8	73.0	11.2	2.0

*Bold indicates agency met objective. Agencies shaded gray had a project in FY2010.

MAP Trend Analysis (Continued)

Agency and Fiscal Year of MAP Project	Objective 1:		Objective 2:	Objective 3:	Objective 4:
	Min. patrol hours to be conducted	Actual Patrol hours conducted	Motorist Contact Rate 60 minutes or less	DUI Arrest Rate: 1 for every 10 hours of patrol	DUI Processing Rate: No More Than 2 Hours
Carpentersville					
FY 2005	40	35.3	73.5	26.5	2.0
FY 2007	40	44.8	69.7	13.3	2.0
FY 2008	40	49.1	64.6	9.1	2.0
FY 2009	40	46.8	65.8	7.2	2.0
FY 2010	40	45.5	57.5	10.4	2.0
Caseyville					
FY 2005	24	18.8	30.3	18.8	2.0
FY 2006	24	20.6	34.7	4.0	0.9
Clarendon Hills					
FY 2008	24	17.5	71.2	15.6	1.3
Colona					
FY 2007	24	22.6	124.7	19.8	1.3
Cook County					
FY 2005	48	48.0	46.0	13.1	1.6
FY 2006	48	47.0	68.5	8.8	2.0
FY 2007	48	49.4	84.0	10.4	2.0
Creve Couer					
FY 2005	24	27.3	79.8	8.4	1.4
FY 2006	24	28.7	56.4	10.9	0.5
FY 2007	24	26.3	78.8	10.5	1.4
FY 2008	24	28.8	71.3	9.6	1.6
FY 2009	24	27.1	66.1	10.3	1.5
FY 2010	24	27.5	71.0	10.5	1.2
Downers Grove					
FY 2005	40	36.8	83.4	13.0	2.5
FY 2006	40	46.2	68.1	16.1	1.8
FY 2007	40	46.4	73.5	23.2	2.0
FY 2008	40	46.8	71.2	31.2	2.0
East Hazel Crest					
FY 2005	24	28.9	54.4	14.4	0.9
FY 2006	24	27.6	42.0	13.8	0.4
FY 2007	24	24.3	43.2	12.2	1.3

*Bold indicates agency met objective. Agencies shaded gray had a project in FY2010.

MAP Trend Analysis (Continued)

Agency and Fiscal Year of MAP Project	Objective 1:		Objective 2:	Objective 3:	Objective 4:
	Min. patrol hours to be conducted	Actual Patrol hours conducted	Motorist Contact Rate 60 minutes or less	DUI Arrest Rate: 1 for every 10 hours of patrol	DUI Processing Rate: No More Than 2 Hours
Edwardsville					
FY 2005	36	35.3	44.8	11.8	0.6
FY 2006	36	39.5	50.0	7.5	1.8
FY 2007	36	40.8	59.6	9.6	2.0
FY 2008	36	46.1	60.9	8.3	2.0
FY 2009	40	45.0	66.3	8.4	2.0
FY 2010	40	49.7	36.1	8.7	1.9
Elmhurst					
FY 2008	40	35.3	53.5	6.9	2.0
FY 2009	40	38.0	41.0	6.5	1.9
FY 2010	40	43.8	56.9	7.1	1.8
Fairview Heights					
FY 2007	36	29.3	61.7	26.1	2.2
Glendale Heights					
FY 2005	40	45.3	83.3	9.3	2.2
FY 2006	40	45.2	65.2	17.6	0.8
FY 2007	40	46.8	48.5	10.7	2.1
FY 2008	40	46.1	53.0	10.5	2.2
FY 2009	40	41.4	58.4	7.7	3.1
FY 2010	40	44.4	44.5	9.1	3.1
Granite City					
FY 2007	40	45.0	55.4	14.4	2.0
FY 2008	40	35.7	56.2	16.8	2.0
FY 2009	40	26.8	50.8	17.8	1.3
FY 2010	40	33.4	44.5	10.4	2.0
Gurnee					
FY 2009	40	51.9	44.9	10.9	2.0
Harwood Heights					
FY 2006	24	42.5	62.2	14.2	0.5
Hinsdale					
FY 2008	36	41.3	61.3	16.5	2.0
FY 2009	36	33.5	58.7	19.1	2.1
Johnsburg					
FY 2005	24	29.7	269.5	18.5	2.2

*Bold indicates agency met objective Agencies shaded gray had a project in FY2010.

MAP Trend Analysis (Continued)

Agency and Fiscal Year of MAP Project	Objective 1:		Objective 2:	Objective 3:	Objective 4:
	Min. patrol hours to be conducted	Actual Patrol hours conducted	Motorist Contact Rate 60 minutes or less	DUI Arrest Rate: 1 for every 10 hours of patrol	DUI Processing Rate: No More Than 2 Hours
Lake in the Hills					
FY 2008	40	44.7	54.7	11.9	2.2
FY 2009	40	41.4	46.7	7.2	2.0
FY 2010	40	43.4	49.1	9.1	2.0
Lake Zurich					
FY 2005	40	42.6	57.5	10.0	1.4
FY 2006	40	49.0	45.8	7.0	2.0
FY 2007	40	40.4	44.3	6.6	1.9
FY 2008	40	43.6	56.3	8.5	2.5
FY 2009	40	45.5	32.6	8.1	2.0
FY 2010	40	49.4	41.9	10.4	2.0
Lombard					
FY 2009	40	47.3	73.5	21.0	1.9
FY 2010	40	35.3	67.5	16.5	2.0
Madison Co.					
FY 2006	48	52.1	83.2	91.2	2.0
Metropolis					
FY 2008	24	29.6	81.6	39.7	2.0
Millstadt					
FY 2010	24	10.5	90.0	7.0	2.0
Lake in the Hills					
FY 2008	40	44.7	54.7	11.9	2.2
FY 2009	40	41.4	46.7	7.2	2.0
FY 2010	40	43.4	49.1	9.1	2.0
Minooka					
FY 2010	36	34.0	76.5	51.0	2.0
Morton					
FY 2008	36	40.0	53.9	16.0	1.7
FY 2009	36	41.1	57.2	15.0	1.8
FY 2010	36	35.4	47.2	15.7	1.6
Lake Zurich					
FY 2005	40	42.6	57.5	10.0	1.4
New Athens					
FY 2005	24	16.3	66.5	13.9	1.1
New Lenox					
FY 2005	24	16.3	66.5	13.9	1.1
FY 2006	24	17.1	60.9	51.3	1.0
FY 2008	36	36.3	40.6	10.1	2.0

*Bold indicates agency met objective. Agencies shaded gray had a project in FY2010.

MAP Trend Analysis (Continued)

Agency and Fiscal Year of MAP Project	Objective 1:		Objective 2:	Objective 3:	Objective 4:
	Min. patrol hours to be conducted	Actual Patrol hours conducted	Motorist Contact Rate 60 minutes or less	DUI Arrest Rate: 1 for every 10 hours of patrol	DUI Processing Rate: No More Than 2 Hours
Niles					
FY 2005	40	37.0	49.9	9.3	2.3
FY 2006	40	48.7	37.1	10.7	2.1
FY 2007	40	44.4	80.4	10.7	2.1
FY 2010	40	46.6	53.7	10.4	1.9
Northbrook					
FY 2005	40	46.1	116.0	19.0	2.2
FY 2006	40	50.9	112.0	9.6	1.3
FY 2007	40	42.3	58.1	11.3	2.0
Palatine					
FY 2005	48	52.8	39.8	37.7	1.9
FY 2006	48	52.0	43.3	22.3	1.8
FY 2008	48	55.3	67.7	10.8	4.2
FY 2009	48	45.8	59.5	10.5	1.7
FY 2010	48	51.0	61.2	11.9	2.0
Palos Heights					
FY 2005	36	40.4	44.1	10.1	0.4
FY 2006	36	53.4	57.1	10.2	0.5
FY 2008	36	42.0	73.3	12.0	2.0
FY 2009	36	44.3	60.7	11.4	2.0
FY 2010	36	35.3	58.8	10.1	2.0
Park Ridge					
FY 2010	36	48.5	51.1	97.0	3.0
Peoria					
FY 2005	48	51.5	65.2	7.0	2.2
FY 2006	48	37.6	54.6	5.6	1.2
Pulaski County					
FY 2008	24	23.3	55.2	10.3	1.9
Quincy					
FY 2009	40	44.0	68.6	11.0	1.4
FY 2010	40	46.0	77.2	16.0	1.2
Richmond					
FY 2010	24	27.1	39.2	21.7	1.7
Riverwoods					
FY 2005					
FY 2006	24	29.7	97.5	10.9	1.4

*Bold indicates agency met objective. Agencies shaded gray had a project in FY2010.

MAP Trend Analysis (Continued)

Agency and Fiscal Year of MAP Project	Objective 1:		Objective 2:	Objective 3:	Objective 4:
	Min. patrol hours to be conducted	Actual Patrol hours conducted	Motorist Contact Rate 60 minutes or less	DUI Arrest Rate: 1 for every 10 hours of patrol	DUI Processing Rate: No More Than 2 Hours
Rockton FY 2009	24	22.8	89.3	7.6	1.8
Rolling Meadows FY 2006	36	44.4	80.8	8.9	1.8
FY 2007	36	46.9	50.9	6.3	1.3
Roselle FY 2008	36	43.9	43.8	14.0	1.4
South Elgin FY 2010	36	36.6	34.7	10.1	1.4
SIU					
Carbondale FY 2005	36	40.5	53.0	13.5	
FY 2006	36	38.1	41.9	6.9	1.8
FY 2007	36	41.7	49.2	6.8	1.8
FY 2008	36	42.6	48.1	7.9	1.9
Spring Grove FY 2009	24	26.2	66.9	11.0	2.0
St Charles					
FY 2005	40	39.9	39.8	10.4	1.6
FY 2006	40	43.2	54.1	7.7	1.8
FY 2007	40	45.3	65.5	10.1	1.6
FY 2008	40	44.9	86.5	12.4	1.8
FY 2009	40	47.3	91.2	9.5	1.6
FY 2010	40	42.6	79.2	11.0	1.8
Sterling FY 2010	36	38.4	84.1	18.1	1.5
Streamwood					
FY 2008	40	44.4	46.0	14.2	2.0
FY 2009	24	42.3	44.7	11.3	1.7
Swansea					
FY 2005	36	36.0	38.4	10.0	2.0
FY 2006	36	45.0	47.1	12.9	2.2
Troy					
FY 2008	24	28.3	59.5	7.1	1.6
FY 2009	36	27.5	66.3	7.1	2.0
FY 2010	36	38.6	64.8	7.9	2.0

*Bold indicates agency met objective. Agencies shaded gray had a project in FY2010.

MAP Trend Analysis (Continued)

Agency and Fiscal Year of MAP Project	Objective 1:		Objective 2:	Objective 3:	Objective 4:
	Min. patrol hours to be conducted	Actual Patrol hours conducted	Motorist Contact Rate 60 minutes or less	DUI Arrest Rate: 1 for every 10 hours of patrol	DUI Processing Rate: No More Than 2 Hours
Villa Park					
FY 2005	36	41.5	49.0	7.4	1.2
FY 2006	36	46.7	61.5	6.8	1.2
FY 2007	36	44.0	21.4	8.4	1.3
FY 2008	36	47.7	50.4	9.5	1.6
FY 2010	36	38.3	46.1	10.7	1.0
West Chicago					
FY 2006	36	30.8	53.9	35.9	1.0
Williamson Co.					
FY 2005	48	45.0	50.2	10.6	1.3
FY 2006	40	46.7	55.0	9.6	2.0
FY 2007	40	46.3	54.0	9.6	1.8
FY 2008	40	46.6	64.7	11.7	2.0
FY 2009	40	41.1	51.3	9.9	1.3
FY 2010	40	56.9	75.8	18.1	1.8
Winfield					
FY 2006	24	12.0	65.5	0.0	0.0
WIU					
FY 2005	36	40.6	48.7	10.1	1.5
FY 2006	36	41.7	49.5	9.7	1.7
Wood Dale					
FY 2005	36	33.6	47.5	12.9	0.9
FY 2009	36	42.3	46.1	10.2	2.2
FY 2010	36	45.4	45.8	8.9	2.1

*Bold indicates agency met objective. Agencies shaded gray had a project in FY2010.

