

# Illinois Traffic Safety Programs of Evaluation or Assessment

5/22/83

Evaluation Report  
of the Traffic Enforcement Program  
of the Police

Illinois Department of Transportation  
Division of Traffic Safety

CONCENTRATED TRAFFIC ENFORCEMENT PROGRAM  
ILLINOIS STATE POLICE

INTERIM EVALUATION REPORT

**NCJRS**

APR 17 1979

**ACQUISITIONS**

Department of Transportation  
Division of Traffic Safety

Questions concerning this  
paper may be addressed  
directly to the author.

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July, 1978

This report was prepared by the  
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## I. OVERVIEW

The Illinois State Police are conducting a Concentrated Traffic Enforcement Program, the first phase of which extended from September 1, 1977 to December 31, 1977. The goal of this program is to reduce motor vehicle accidents and their resultant injuries and deaths by increasing police visibility and enforcement of all traffic laws on selected high-accident locations. The enforcement is supplemented by a public information campaign and the establishment of judicial cooperation.

The program utilized 31,063 man-hours during the first phase for patrol of 45 locations at times when accidents were over-represented. During these hours 29,782 citations and warnings were issued by the officers: an average of one every hour on duty. Nearly 50 percent of these citations and warnings were issued for speed related violations.

At the writing of this report accident data were available for only the first three months of operation. A comparison between accidents during scheduled hours of added patrol for those three months and the corresponding three months in 1976 revealed a 0.8 percent decrease in accidents on selected locations. This seemingly small decrease is pertinent considering that accidents when extrapatrol was not mounted increased 22.8 percent on the same locations. Unfortunately, the additional patrol had little effect on the severity of accidents as measured in terms of the percentage resulting in injury or death, which increased during the time of added patrol as well as during other hours.

The State Police have apparently been successful in containing increases in accidents during hours scheduled for increased patrol. However, there appears to have been no "carry over" of this deterrent to hours when extra patrol was not present.

## II. PURPOSE AND SCOPE OF THIS REPORT

The purpose of this report is to make an interim assessment of the Illinois State Police Concentrated Traffic Enforcement Program. This program operated for six months during FY 78, the first four months of which are evaluated herein (September 1977 through December 1977).

No concentrated enforcement was scheduled for the period January 1, 1978 through April 30, 1978. The final two months of operations were conducted during May and June 1978.

This interim evaluation includes an assessment of the impact of the project and a summary of enforcement and public relation activities. Impact assessment is based on changes in both the frequency and severity of accidents during the first three months of operation (September through November 1977). Only three months are used for comparison because of a lag in data availability as specified in the original Evaluation Plan. The description of enforcement activities includes summaries of the hours of added patrol, the issuance of citations and warnings, and the level of enforcement during the first four months of operation.

The primary sources of data were bi-monthly reports submitted to the Division of Traffic Safety (DTS) by the State Police and DTS accident records.

## III. BACKGROUND

The Concentrated Traffic Enforcement Program conducted by the Illinois State Police was conceived as a result of analysis of accident over-representation in 1975 and 1976. During these years significant patterns of over-representation occurred on Friday and Saturday nights, although other peak hours were revealed at some locations. Other conclusions drawn

from the analyses suggested that accidents which meet certain criteria during these hours are likely to involve the use of alcohol.<sup>1</sup>

Although detection of alcohol-related and fatigue-related behavior was the original focus of the plan, the program was expanded to include concentrated enforcement of all traffic laws at times when accidents were historically over-represented. In order to supplement the increased enforcement, the Illinois State Police were to conduct a public information campaign designed to increase the general public's awareness and support of the program. Judicial cooperation was also encouraged in order to ensure the prompt disposal of increased traffic citations.

Specific locations were selected for concentrated enforcement on the basis of 1975 accident rate maps which were prepared by the Division of Traffic Safety. The segments originally targeted for increased enforcement experienced a significantly higher rate of accidents per hundred million vehicle miles than expected. Some changes were made as a result of the 1976 rate maps and responses from State Police District Commanders in order to increase the exposure of the patrols and impact on motorists. Because some changes made by District Commanders altered the patrols to meet the special problems of routes with many accidents yet also high traffic volumes, several of the routes finally selected did not appear on the rate maps. Figure 1 identifies locations targeted for enforcement.

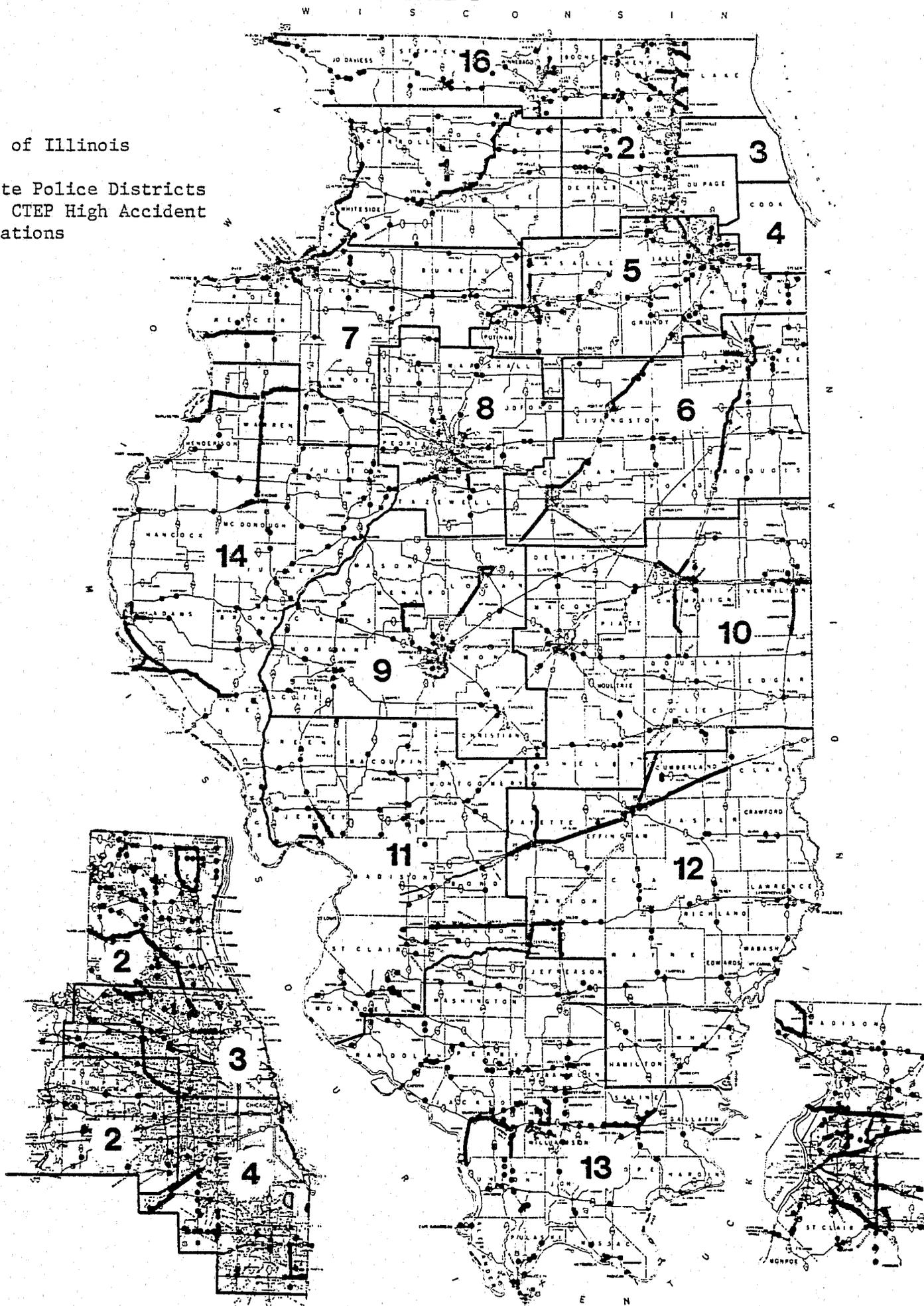
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<sup>1</sup>"Empirical Development of a Surrogate Measure of Alcohol Involvement in Official Accident Data," R. L. Douglas and C. D. Fulkins, HIT LAB Reports, Vol. 4, Number 9, May 1974, pp. 7-11.

FIGURE I

Map of Illinois

State Police Districts  
and CTEP High Accident  
Locations



#### IV. OBJECTIVES

Specific objectives were established for each State Police District, as well as the overall program. The primary objective of this program is to reduce accidents and their resultant injuries and deaths at selected high-accident locations by increasing police visibility and enforcement of traffic laws. Supplemental to increased enforcement is improved public awareness of the program and cooperation between the police and courts. Table 1 summarizes the specific enforcement objectives of the program as a whole.

TABLE 1

Concentrated Traffic Enforcement Program  
Objectives (Statewide for 6 months)\*

- . Provide 48,720 additional hours of patrol.
- . Increase the number of enforcement contacts. Add 16,800 contacts to existing enforcement.
- . Reduce the number of accidents occurring during hours of added patrol from 1054 to 878 - 16.7 percent decrease (significant at  $p = 0.2$ ).
- . Reduce the severity of accidents from a rate of 370 to 357.  
Severity Rate =  $\frac{\text{Fatal} + \text{P.I. Accidents}}{\text{Total Accidents}} \times 1000$

\*Established goals were based on the assumption that total accidents would remain constant in 1977 in the absence of the program.

#### V. ANALYSES OF ACCIDENTS

Accidents on selected routes from September through November during times when extra patrol was not mounted increased 22.8 percent from 1480

in 1976 to 1818 in 1977. On the other hand, accidents during scheduled hours of added patrol decreased from 524 in 1976 to 520 in 1977, a 0.8 percent reduction. This decrease in accidents alone cannot be judged statistically significant considering the total population of 524. Yet, since accidents during hours of additional patrol comprised only 21.5 percent of total accidents in 1977 compared to 26.1 percent in 1976, there is only a two percent probability that this decrease could have occurred by chance fluctuation. The probability of chance influence was determined by using the Wilcoxon Matched-Pairs Signed-Ranks Test, which assesses "the relative magnitude as well as direction of differences; that is one can make the judgment of 'greater than' between any pairs two performances."<sup>2</sup> Table 2 provides a summary of accident statistics both statewide and by State Police District.

A measure of the severity of accidents can be generated by using the following formula:

$$\frac{\text{Fatal + Personal Injury Accidents}}{\text{Total Accidents}} \times 1000$$

The severity rate for the comparable period in 1976 (September through November) was 358. The severity rate rose to 376 during the three months from September through November 1977. Accidents involving a fatality or injury increased during hours of additional patrol as well as during all other times of the day.

Although the percentage increase in these accidents was less during added patrol,

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<sup>2</sup>Nonparametric Statistics for the Behavior Sciences, Sydney Siegal, McGraw-Hill: New York, 1956, pp. 75-76.

TABLE 2

SUMMARY OF ACCIDENTS  
Sept. - Nov. 1976/1977

Accidents Sept. - Nov. 1976				Accidents Sept. - Nov. 1977			Percent Change	
State Police District	Total Accidents	Accidents During Added Patrol	Percent of Total	Total Accidents	Accidents During Added Patrol	Percent of Total	Total Accidents	Accidents During Added Patrol
1	72	16	22.2%	90	14	15.6%	25.0%	-12.5%
2	280	74	26.4	282	71	25.2	0.7	- 4.1
3	191	69	36.1	258	90	34.9	35.1	30.4
4	90	20	22.2	94	23	24.5	4.4	15.0
5	47	12	25.5	97	19	19.6	106.4	58.3
6	131	41	31.3	154	39	25.3	17.6	- 4.9
7	66	22	33.3	70	12	17.1	6.1	-45.5
8	179	31	17.3	198	35	17.7	10.6	12.9
9	148	60	40.5	185	70	37.8	25.0	16.7
10	67	19	28.4	107	13	12.1	59.7	-31.6
11	298	54	18.1	333	64	19.2	11.7	18.5
12	112	28	25.0	100	9	9.0	-10.7	-67.9
13	116	28	24.1	115	16	13.9	- 0.9	-42.9
14	134	34	25.4	157	29	18.5	17.2	-14.7
16	73	16	21.9	98	16	16.3	34.2	0.0
TOTAL	2004	524	26.1%	2338	520	21.5%	16.7%	- 0.8%

there is no significance to this difference since the sum of severe as well as property damage accidents decreased during patrol hours. Hence, there was simply less opportunity for severe accidents to occur. Table 3 provides a breakdown of fatal and injury accident statistics statewide as well as by District.

Accident statistics for each location have not been listed because the majority of locations had ten or fewer accidents. Hence the percentage changes would appear dramatic, but in reality are invalid because of the small numbers of accidents.

#### VI. *SUMMARY OF ENFORCEMENT ACTIVITY*

Highway Safety Funds were authorized for the Concentrated Traffic Enforcement Program in order to supplement the existing resources of the Illinois State Police, which were not sufficient to provide additional traffic enforcement. A total of \$523,596.00 were authorized for expenditure in FY 78, of which approximately \$312,670.00 (60 percent) have been spent in the first four months. The State Police have reported 31,063 man-hours on-duty and 145,338 miles of driving for the first four months of operation: approximately 64 percent of the estimated amount. Most State Police Districts have reported man-hours which approximate the hours allotted to their respective districts for four months (i.e. 94 percent or greater). However, total man-hours spent in Districts 4, 12, and 13 fell below 90 percent with usage of 84.8, 89.2, and 87.3 percent, respectively (Table 4). Man-hours by location and month are provided in Appendix A. Plans indicate 67 percent of the authorized funds should have been used at the end of the first four months: 64 percent of estimated man-hours have been utilized, yet only

TABLE 3

## SUMMARY OF FATAL AND INJURY ACCIDENTS

Sept. - Nov. 1976				Sept. - Nov. 1977			Percent Change	
State Police District	Total Accidents	Accidents During Added Patrol	Percent Of Total	Total Accidents	Accidents During Added Patrol	Percent Of Total	Total Accidents	Accidents During Added Patrol
1	19	2	10.5 %	33	3	9.1 %	73.7%	50.0 %
2	107	27	25.2	120	29	24.2	12.1	7.4
3	55	16	29.1	69	20	28.9	25.5	25.0
4	41	8	19.5	41	7	17.1	0.0	-12.5
5	17	5	29.4	37	7	18.9	117.6	40.0
6	44	10	22.7	61	18	29.5	38.6	80.0
7	28	9	32.1	23	3	13.0	-17.9	-66.7
8	76	7	9.2	77	5	6.5	1.3	-28.6
9	47	17	36.2	70	30	42.9	48.9	76.5
10	34	11	32.4	49	5	10.2	44.1	-54.5
11	105	29	27.6	140	28	20.0	33.3	- 3.4
12	37	9	24.3	39	5	12.8	5.4	-44.4
13	39	9	23.1	36	3	8.3	- 7.7	-66.7
14	42	14	33.3	51	13	25.5	21.4	- 7.1
16	28	4	14.3	34	5	14.7	21.4	25.0
TOTAL	719	177	24.6 %	880	181	20.6 %	22.4 %	2.3 %

TABLE 4

Additional Hours On-Duty  
(Sept.-Dec.)

<u>ISP District</u>	<u>Allotted Man-Hours</u>	<u>Man-Hours Spent</u>	<u>Percent Used</u>
1	1160	1133	97.7 %
2	2320	2342	100.9
3	2320	2223	95.8
4	2320	1968	84.8
5	2320	2221	95.7
6	2320	2271	97.9
7	2320	2302	99.2
8	2320	2268	97.8
9	2320	2349	101.3
10	2320	2199	94.8
11	2320	2246	96.8
12	2320	2069	89.2
13	2320	2026	87.3
14	2320	2287	98.6
16	1160	1159	99.9
TOTAL	32,480	31,063	95.6%

60 percent of dollars has been used. The difference in officers' salaries may account for the difference between man-hours and dollars, which indicates that more than the estimated number of man-hours can be used in May and June without exceeding the authorized expenditures.

Participating officers issued approximately 29,800 citations and warnings during the first phase of the project, far exceeding the goal set in the Operation and Evaluation Plan. The goal for four months was approximately 11,200, which is based on normal Illinois State Police level of activity. The average number of citations and warnings was 7,700 per month from September through November. However, the number fell to 6,720 in the month of December which corresponds with a slight decrease in activities in many Districts reported by the State Police (Table 5).

"Level of enforcement" (which is a measure of productivity) can be calculated from the summaries of citations and warnings, and patrol hours. It reveals approximately how often a citation or warning is issued during scheduled hours on-duty. The State Police issued a citation or warning approximately once every hour (1/60) from September through November. However, the average decreased to 1/69 in December, which indicates that as less man-hours were used in December the rate of enforcement contacts also decreased. The level of enforcement varied among State Police Districts, for example: in the month of December, the level of enforcement was 1/45 in District 2 and 1/145 in District 9. While this indicates that officers in District 2 made more contacts with motorists in a given period than officers in District 9, no direct correlation between level of enforcement and reduction of accidents has yet been established. Hence,

TABLE 5

Number of Citations & Warnings

<u>District</u>	<u>Monthly Average: Sept.-Nov.</u>	<u>Monthly Average: Dec.</u>	<u>Total Number Issued (4 mos.)</u>
1	208	147	773
2	652	819	2775
3	493	622	2103
4	476	554	1983
5	745	559	2795
6	551	413	2066
7	488	386	1850
8	568	348	2054
9	351	258	1313
10	488	458	1923
11	614	566	2410
12	580	389	2129
13	638	724	2640
14	531	224	1818
16	299	253	1150
TOTAL	7687	6720	29,782

this measure is best used to determine internal differences in this project. The unique characteristics of the project such as being statewide and primarily rural preclude making comparisons between it and other traffic enforcement projects in Illinois. Table 6 lists the average level of enforcement for each State Police District, as well as statewide averages.

A further analysis of citations and warnings reveals issuance of primarily warning tickets. Of the 29,782 citations and warnings issued, 8,312 (27.9 percent) were citations. The percent of citations varied between Districts from a high of 42.3 percent in District 7 to a low of 11.9 percent in District 5 (Table 7). During normal State Police activity, approximately 42 percent of enforcement contacts result in citations. Although a large percentage of the warnings issued during the first phase of the project were for equipment violations, many were issued for moving violations such as speed and signal violations. There are no criteria by which the "proper" ratio of warnings to citations can be established. More warnings are being issued by the Illinois State Police in the concentrated patrol areas than are issued, proportionately, statewide during a year. However, these additional warnings are due partly to the fact that the patrol officers are making more stops, often applying more stringent compliance criteria than they normally do. When the stop does not involve apparent willfully negligent actions on the part of the motorist, and when the officer determines, by the routine records

check, that the motorist has not been previously warned on a similar violation, often a warning will be issued in lieu of a citation. At present, the Illinois State Police take the position that the ratio of warnings to citations is generally sound. However, they are concerned that in some individual Districts too many warnings have been issued, and have taken action to adjust the ratio. IDOT does not attempt to judge the validity of the warning/citation ratio at this interim point in the evaluation. However, there is a point at which over-reliance on warnings could reduce the credibility to motorists of police enforcement. Both IDOT and the ISP will be alert to indications that this may be occurring; and the matter will be explored in greater detail in the final evaluation report on the first year of the project's operation.

Table 8 provides a summary of the most common violations cited. Citations and warnings for speeding accounted for 49 percent of the total; those for equipment violations added another 24 percent. Speeding is only one of several violations which have been identified for emphasis on most locations; improper lane usage, failure to yield, failure to obey traffic signs and signals, driving under the influence are among those ~~marked~~ marked for particular emphasis (see Appendix B - "Specific Enforcement Objectives"). According to the instructions issued to patrol officers, equipment violations were targeted for emphasis on only five locations.

TABLE 6

Level of Enforcement\*

<u>District</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Average</u>
1	1/69	1/80	1/95	1/120	1/88
2	1/55	1/52	1/51	1/45	1/51
3	1/58	1/65	1/66	1/63	1/63
4	1/58	1/56	1/58	1/66	1/60
5	1/49	1/45	1/45	1/53	1/48
6	1/60	1/59	1/67	1/83	1/67
7	1/59	1/66	1/76	1/103	1/75
8	1/77	1/57	1/58	1/83	1/66
9	1/93	1/98	1/104	1/145	1/107
10	1/66	1/65	1/73	1/71	1/69
11	1/58	1/57	1/53	1/57	1/56
12	1/58	1/59	1/52	1/67	1/58
13	1/59	1/47	1/42	1/38	1/46
14	1/70	1/67	1/77	1/108	1/75
16	1/52	1/60	1/61	1/71	1/60
TOTAL	1/61	1/60	1/61	1/69	1/63

\* One citation or warning per x minutes of patrol

TABLE 7

NUMBER OF CITATIONS vs WARNINGS  
(STATEWIDE)

	<u>Total Contacts</u>	<u>Citations</u>	<u>Citations as Percent of Total</u>	<u>Warnings</u>
September	7,254	2,266	31.2%	4,988
October	7,879	2,355	29.8%	5,524
November	7,929	2,151	27.1%	5,778
December	6,720	1,540	22.9%	5,180
TOTAL	29,782	8,312	27.9%	21,470

NUMBER OF CITATIONS vs WARNINGS  
BY DISTRICT (4 mos.)

<u>District</u>	<u>Citations/Warnings</u>	<u>Citations as Percent of Total Contacts</u>
1	175/ 598	22.6%
2	983/1792	35.4%
3	313/1790	14.9%
4	236/1747	11.9%
5	801/1994	28.7%
6	873/1193	42.3%
7	436/1414	23.6%
8	403/1651	19.6%
9	351/ 962	26.7%
10	649/1274	33.7%
11	862/1548	35.8%
12	855/1274	40.2%
13	382/2258	14.5%
14	714/1104	39.3%
16	279/ 871	24.3%
TOTAL	8312/21470	27.9%

TABLE 8

Twelve Most Common Violations Cited

	<u>Number</u>	<u>Percent of Total</u>	<u>Percent of 12 Most Common</u>
Speeding	14,588	49.0%	56.6%
Equipment-Vehicle Condition Violation	7,265	24.4%	28.2%
Improper Turning/ Signal Intention	1,143	3.8%	4.4%
Improper Overtaking/ Passing	625	2.1%	2.4%
Improper Lane Usage	579	1.9%	2.2%
Disobeyed Traffic Signs & Signals	499	1.8%	1.9%
Fitness	438	1.5%	1.7%
Following too Closely	261	.8%	1.0%
Failure to Yield	199	.7%	.8%
Wrong Side/Wrong Way	109	.3%	.4%
Driving While Intoxicated	72	.2%	.3%
Reckless Driving	15	.1%	.1%
Other	3,989	13.4%	-
TOTAL	29,782	100.0%	100.0%

On the other hand, detection of alcohol-related behavior has been encouraged on nearly one-half of the 45 locations. However, only 0.2 percent of citations and warnings were issued for Driving While Intoxicated (DWI). Excluding warnings, DWI still accounted for less than one percent of all citations.

The excessive use of officers' time with the processing of drunk drivers is well recognized. There are many factors affecting the level of DWI arrests; e.g., intoxicated drivers must be present and detected, probable cause established, and various legal provisions complied with during arrest and processing. Despite the above-mentioned factors, officers are encouraged to aggressively enforce this law.

#### *VII. PUBLIC INFORMATION CAMPAIGN*

One of the underlying concepts of Concentrated Traffic Enforcement assumes that motorists will drive carefully if they expect the presence of police. In order to enhance the effect of actual patrol, the State Police conducted a special campaign to increase the public's awareness of concentrated police presence.

The Public Affairs Section of the State Police began the effort to inform the public of this program at its onset in September. A news conference was held and press releases distributed statewide. Most Districts supplemented this effort with additional news releases, interviews, and public presentations. A letter explaining the purpose of the program was to be given to each motorist stopped (Appendix C). However, the campaign

progressively diminished in strength after the initial surge of publicity and a few Districts apparently limited their campaign to only those releases provided by the Public Affairs Office. This decline may be due in part to the reluctance of media sources to continue coverage of the program. Since accident data were unavailable to the State Police during the first phase of the program, the newsworthiness of the program gradually diminished. It may be possible to increase media coverage by including items of human interest with releases.

Reporting of public relations activities was not complete during the beginning of the program. However, steps have been taken to correct deficiencies. The third bi-monthly report should provide more accurate and complete information.

In addition to standard public relations activities, the State Police have attempted to gain judicial understanding and cooperation to ensure prompt adjudication of increased citations. Letters explaining the nature of the program were sent to judges, state and district attorneys, and city officials statewide. There was virtually no written response to these letters. However a few judges orally conveyed their approval of the program goals to District Commanders.

VIII. CONCLUSIONS

The first phase of the Concentrated Traffic Enforcement Program conducted by the Illinois State Police appears to have been well managed. The majority of reporting has been timely and complete, and the patrol schedule has been maintained to the degree possible. Expenditures were slightly below the expected amount, but these monies may be used during the second phase of the program. The coordinator of the program has made every attempt to assist the Division of Traffic Safety by monitoring the program and by providing additional data and technical advice.

The quantity of enforcement has been greater than originally anticipated. However, an effort should be made to enforce a wider range of traffic laws, with particular emphasis on those laws which when violated, may contribute to accidents. For example: there should be an improvement in apprehension of drinking drivers, despite the problems of adjudication which may frustrate officers assigned to this program.

The public information campaign, though strong in the beginning of the program, showed signs of weakening in later months. We encourage the Public Affairs Office and their District counterparts to publicize the program as frequently and enthusiastically as possible, despite the lack of timely accident statistics. Although no attempt has yet been made to assess the effectiveness of the public information campaign, increased publicity would more frequently bring the program to the attention of the driving public.

Another objective of this program was to test the hypothesis that the effect of concentrated police presence would carry over to times when no additional patrol was scheduled: a basic concept of concentrated traffic enforcement. Unfortunately, this program has yet to demonstrate a carry

over effect. Although accidents remained relatively constant during scheduled hours of extra patrol, accidents during other hours increased. Failure to achieve a reduction in accidents during hours not scheduled for extra patrol does not suggest that the State Police Concentrated Traffic Enforcement Program is ineffective; it appears to be effective when officers are present.

APPENDICES

## APPENDIX A

## Man-hours

## Hours

<u>District</u>	<u>Patrol</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
1	1	80	81	84	83	328
	2	<u>191</u>	<u>195</u>	<u>208</u>	<u>211</u>	<u>805</u>
		271	276	292	294	1,133
2	3	120	122	126	130	498
	4	247	246	255	281	1,029
	6	<u>202</u>	<u>202</u>	<u>206</u>	<u>205</u>	<u>815</u>
	569	570	587	616	2,342	
3	57	276	301	354	410	1,341
	63	<u>129</u>	<u>171</u>	<u>335</u>	<u>247</u>	<u>882</u>
		405	472	689	657	2,223
4	60	137	191	282	266	876
	61	<u>196</u>	<u>240</u>	<u>312</u>	<u>344</u>	<u>1,092</u>
		333	431	594	610	1,968
5	8	162	164	164	80	570
	11	110	113	113	111	447
	12	<u>325</u>	<u>287</u>	<u>288</u>	<u>304</u>	<u>1,204</u>
	597	564	565	495	2,221	
6	14	142	129	110	124	505
	15	142	132	130	137	541
	16	160	164	172	164	660
	17	<u>141</u>	<u>144</u>	<u>136</u>	<u>144</u>	<u>565</u>
	585	569	548	569	2,271	
7	18	64	64	56	72	256
	19	16	8	12	12	48
	20	80	152	216	201	649
	21	216	246	313	312	1,087
	22	32	40	24	16	112
	23	<u>38</u>	<u>32</u>	<u>32</u>	<u>48</u>	<u>150</u>
	446	542	653	661	2,302	
8	26	179	105	69	67	420
	27	138	178	210	140	666
	28	<u>274</u>	<u>322</u>	<u>309</u>	<u>277</u>	<u>1,182</u>
	591	605	588	484	2,268	
9	29	144	152	136	170	602
	30	96	112	112	120	440
	31	112	120	120	113	465
	32	<u>196</u>	<u>234</u>	<u>192</u>	<u>220</u>	<u>842</u>
	548	618	560	623	2,349	
10	33	325	255	269	227	1,076
	35	<u>212</u>	<u>303</u>	<u>296</u>	<u>312</u>	<u>1,123</u>
	537	558	565	539	2,199	

Hours

<u>District</u>	<u>Patrol</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
11	36	96	97	77	74	344
	37	174	167	218	168	727
	38	181	154	159	154	648
	40	<u>128</u>	<u>145</u>	<u>115</u>	<u>139</u>	<u>527</u>
		579	563	569	535	2,246
12	41	340	290	298	238	1,166
	42	<u>193</u>	<u>264</u>	<u>248</u>	<u>198</u>	<u>903</u>
		533	554	546	436	2,069
13	45	237	81	133	182	633
	47	178	244	106	115	643
	48	<u>163</u>	<u>260</u>	<u>171</u>	<u>156</u>	<u>750</u>
		578	585	410	453	2,026
14	49	286	325	326	206	1,143
	50	<u>287</u>	<u>331</u>	<u>329</u>	<u>197</u>	<u>1,144</u>
		573	656	655	403	2,287
16	51	32	56	40	40	168
	53	184	168	177	184	713
	55	<u>72</u>	<u>56</u>	<u>73</u>	<u>77</u>	<u>278</u>
		288	280	290	301	1,159
State	All	7,433	7,843	8,111	7,676	31,063 (4 mos.)

APPENDIX B

CONCENTRATED TRAFFIC ENFORCEMENT PROGRAM

Specific Enforcement Objectives

Patrol I.D.

All Moving Violations, With Particular Emphasis On:

- Q01 Speed, turning and signal intention, equipment, under influence of alcohol.
- Q02 Speed, overtaking/passing, turning and signal intention, under influence of alcohol.
- Q03 Failure to yield right-of-way, speed, overtaking/passing, improper lane usage.
- Q04 Traffic signs and signals, under influence of alcohol, speed, following too closely.
- Q06 Speed, equipment, traffic signs and signals, overtaking/passing.
- Q08 Under influence of alcohol, speed.
- Q11 Speed, improper lane usage, traffic signs and signals.
- Q12 Speed, overtaking/passing, improper lane usage, traffic signs and signals.
- Q14 Speed, under influence of alcohol, turning and signal intention, right-of-way, passing, improper lane usage.
- Q15 Speed, improper lane usage, under influence of alcohol, equipment, following too closely.
- Q16 Speed, improper lane usage, traffic signs and signals, right-of-way, under influence of alcohol.
- Q17 Speed, improper lane usage, traffic signs and signals, equipment.
- Q18 Intersection, traffic signs and signals, turning and signal intention, improper lane usage.
- Q19 Improper lane usage, turning and signal intention, under influence of alcohol.
- Q20 Under influence of alcohol, speed, passing, failure to yield right-of-way.
- Q21 Speed, failure to yield right-of-way, improper lane usage, under influence of alcohol.
- Q22 Traffic signs and signals, turning and signal intention, improper lane usage.
- Q23 Speed, failure to yield right-of-way, under influence of alcohol.
- Q26 Under influence of alcohol.
- Q27 Speed.

Specific Enforcement Objectives

<u>Patrol I.D.</u>	<u>All Moving Violations, With Particular Emphasis On:</u>
Q28	Under influence of alcohol.
Q29	Speed, failure to yield right-of-way, following too closely, turning and signal intention.
Q30	Speed, overtaking/passing, improper lane usage, failure to yield right-of-way.
Q31	Improper lane usage, turning and signal intention, failure to yield right-of-way.
Q32	Improper lane usage, overtaking/passing, failure to yield right-of-way, signals, under influence of alcohol.
Q33	Speed, equipment, improper lane usage.
Q35	Under influence of alcohol, speed, turning and signal intention, traffic signs and signals, following too closely.
Q36	Speed, failure to yield right-of-way, under influence of alcohol.
Q37	Speed, failure to yield right-of-way, improper lane usage, under influence of alcohol.
Q38	Speed, failure to yield right-of-way.
Q40	Under influence of alcohol.
Q41	Speed, wrong side/wrong way, under influence of alcohol, improper lane usage.
Q42	Speed, wrong side/wrong way, under influence of alcohol, improper lane usage.
Q45	Speed, passing, traffic signs and signals, under influence of alcohol.
Q47	Under influence of alcohol, speed, failure to yield right-of-way,
Q48	Under influence of alcohol, speed, traffic signs and signals, improper lane usage.
Q49	Under influence of alcohol, speed.
Q50	Under influence of alcohol, speed.
Q51	Under influence of alcohol, passing, speed and signal intention.
Q53	Speed, failure to yield right-of-way, following too closely, under influence of alcohol, improper lane usage.

Specific Enforcement Objectives

Patrol I.D.

All Moving Violations, With Particular Emphasis On:

- Q55 Speed, failure to yield right-of-way, improper lane usage.
- Q57 Speed, improper lane usage, failure to yield right-of-way, following too closely.
- Q63 Speed, failure to yield right-of-way, improper lane usage.
- Q60 Speed, improper lane usage, failure to yield right-of-way.
- Q61 Speed, failure to yield right-of-way.

**State of Illinois Department  
of Law Enforcement**TYRONE C FAHNER  
DIRECTOR

Armory Building, Springfield, Illinois 62706

Dear Motorist:

The highway on which you are driving has one of the highest accident rates of any highway in the State of Illinois. The violation for which you were cited is one of the leading contributors to motor vehicle accidents on this highway.

The Illinois State Police and the Illinois Department of Transportation are sponsoring a Concentrated Traffic Enforcement Program called "CTEP" in an effort to reduce motor vehicle accidents, fatalities, and injuries. Our "CTEP" is providing additional police patrols at high accident locations. Studies have proven that increased police patrol and enforcement can have a significant impact in reducing motor vehicle accidents.

We hope you will cooperate with the Illinois State Police in our efforts to make the State of Illinois a safer place to drive. Please drive safely.

Thank you,

A handwritten signature in black ink, appearing to read "Lynn E. Baird".

Lynn E. Baird  
Superintendent

**END**