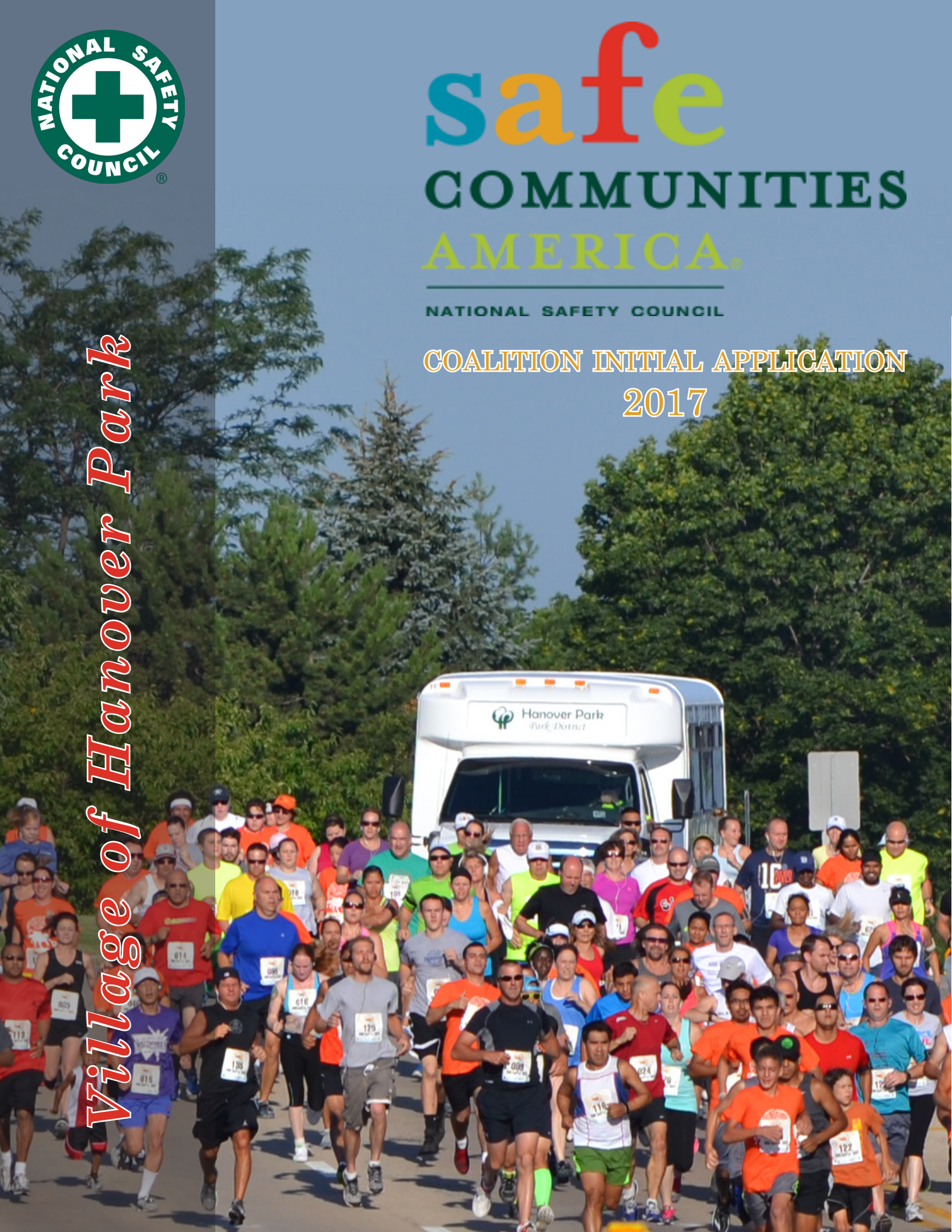
safe COMMUNITIES AMERICA

NATIONAL SAFETY COUNCIL

COALITION INITIAL APPLICATION 2017

Village of Hanover Park



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Section 1: Contact Information

List two key contacts in your community during the application process.

Andy Johnson
Deputy Chief of Police
Coalition Chair
Hanover Park Police Department
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Mila Tsagalis
Director of Community Initiatives
Prescription Drug Overdose Prevention Task Group Chair
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Wheaton, IL 60187
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Section 2: Community Description

Describe your community:

1. Community History:

Hanover Park's origins as a settlement stretch back to the 19th century. The small settlement then known as Ontarioville was recognized with the opening of a post

office in 1873. Ontarioville was eventually incorporated into the Village of Hanover Park, which incorporated in 1958.

Today, Hanover Park is a diverse community of 6.8 square miles with a population of approximately 38,000 residents.

It is located about 30 miles northwest of downtown Chicago and 17 miles west of O'Hare International Airport. Several interstate highways link Hanover Park to the greater Chicago metropolitan area, including I-90 and I-290/355 via Barrington Rd and the I-390 (Elgin-O'Hare Expressway), for which both an on and off ramp are located on Lake St. near the municipal complex. The Village is located in both Cook and DuPage Counties, and includes 7 school districts, 4 townships, 3 park districts, and 2 library districts. According to 2010 US Census data, the racial makeup of the Village was 61% white, 16% Asian, 7% African American, 1% Native American, 15% from other races, and 3% from two or more races. Hispanic or Latino of any race was approximately 38% of the population. Also, it is worth noting that Hanover Park is a young community, with a median resident age of 29.7 years. The Village has a median income estimate of $67,261, which is comparable with the rest of the Chicago metropolitan area. Overall, Hanover Park is a family oriented community, with a great deal of neighborhood sports teams and activities for young children.

2. Why Safe Communities?

Public safety is a high priority of the Village of Hanover Park. The Village boasts newer, modern facilities for both Police and Fire, and provisions are made for public safety professionals to benefit from top-level training and equipment. This dedication to safety can be seen not only in the community's public safety service delivery, but also in its commitment to employee and workplace safety. Numerous programs are in place to keep workplace injuries low, and training programs aimed at workplace

safety are mandatory for employees. Going forward, the Village strongly desires to promote safety and disaster preparedness to all of its residents. We believe that a ready community is a safe community, and our outreach initiatives have and will continue to focus on that message. To that end, Village leadership is continually seeking out new ways to connect with residents and community stakeholders to spread the message of safety and readiness. Thus, seeking Safe Communities designation essentially provides positive opportunities on a variety of fronts—the chance to form a coalition of interested parties to develop new strategies to enhance safety, and the opportunity to receive a prestigious designation to further assure residents that the Village is doing everything in its power to protect them.

3. *Who In The Community Is Taking The Lead? Why?*

The lead agency for this initiative is the Police Department, and the coalition led by Deputy Chief Andy Johnson. There are several reasons why the Police Department has taken the initiative for this project. First, the Police Department has moved in the past 5 years towards a more community-focused policing strategy. Officers have been assigned to permanent beats and are required to attend regular meetings with their area residents. A comprehensive community outreach strategy, Police and Citizens Connected, has been implemented, which involves connecting with residents utilizing a variety of modern social media technologies. Initiatives such as Safe Communities America, that involve outreach coupled with long-term coalition building is exactly the type of project the Police Department is looking to be involved in. This focus on community oriented policing and outreach has paid off, with the Village enjoying five straight years of record-low Part I crime, and Hanover Park has been named as one of America's Top 100 Safest Cities for several years running. Additionally, in Hanover Park the Police Department is responsible for the Village's emergency management functions. As Safe Communities involves a distinct focus on emergency preparedness, this project fits directly into the Police Department's aim to enhance the overall readiness of residents to confront large scale emergencies and natural disasters should they occur

Section 3: Criteria to Be a Safe Community

I. Sustained collaboration

1. Describe your Safe Communities Coalition

   a. The Hanover Park Safe Communities America Coalition
   b. Please see Appendix A for coalition member listing & Appendix B for the organizational chart.
   a. Please see Appendix C for letters of support.
   b. The Hanover Park Safe Communities America Coalition first met on Thursday, January 28, 2015 at 2:00 PM in the Community Room at Police Headquarters. The Community Room comfortably seats several dozen and affords the use of A/V equipment including a computer, projector, and microphone amplification.
   c. Please see Appendix D for meeting notes.

2. The Mission Statement of the Hanover Park Safe Communities America Coalition is to establish a dedicated, collaborative work group to analyze safety data, review safety related community programs to identify areas of need, and to implement relevant, substantive activities to promote safety and injury prevention to our community.

3. Communications Strategy: The key to a successful coalition is, without a doubt, the provision of an effective communication strategy. We are fortunate that our coalition contains a wide cross section of community organizations, all of whom have busy schedules. In order to facilitate regular communication, an email network was established and a roster of active members was maintained by the police department. Additionally, regular meetings were scheduled on the same set day and time each month (fourth Thursday, 2 PM) to ensure that members had an expectation of when the group would be meeting and provide for adequate time to prepare each time. Also, an open dialogue has also been maintained with the National Safety Council. Suja Shunmugavelu of NSC attended and spoke at our coalition kick-off meeting on January 28, 2015 and has provided assistance and support throughout the process. This assistance has proven invaluable to our efforts.

Upon the inception of the coalition, the major local news media outlet, the Daily Herald, was invited to the coalition kickoff meeting. Our community's local beat reporter, Katlyn Smith, attended the meeting and subsequently published an article announcing the intention of the coalition to seek the award and explaining the process (see attached article, Appendix E). This article was shared via the Police Department's Facebook page, which received over one thousand views.

Throughout the process, residents and community stakeholders were kept apprised of the coalition's public activities via the Police Department's various social media platforms (especially Facebook).

Hanover Park Police Department

Posted by Andy Johnson [?] · January 30 ·

http://www.dailyherald.com/article/20150130/news/150139925/

Hanover Park police form coalition to apply for National Safety Council award

A coalition led by Hanover Park police is trying to become the fourth Illinois town with a "safe community" distinction from a nonprofit group with close ties to the...

DAILYHERALD.COM | BY KATLYN SMITH

1,032 people reached

Boost Post

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II. Data Collection and Application

1. Community Demographics:

Hanover Park, IL Community Data (citydata.com, 2013 statistics)

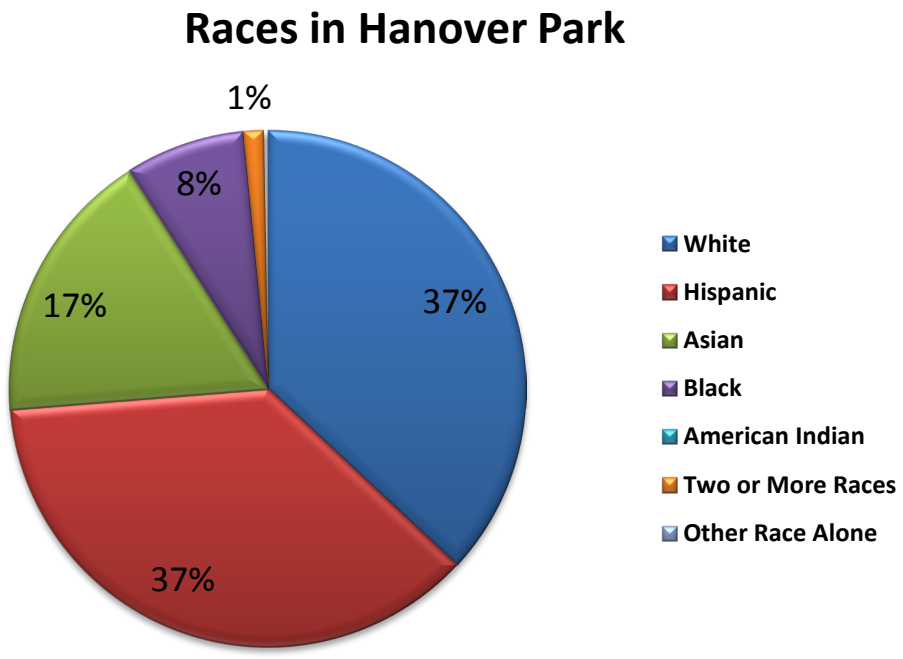
Breakdown by Gender: Males: 19,126 (49.7%) Females: 19,384 (50.3%)

BREAKDOWN BY AGE		
Subject	***Number***	***Percent***
Total Population	37,973	100.0
Under 5 years	3,001	7.9
5 to 9 years	3,019	8.0
10 to 14 years	3,156	8.3
15 to 19 years	3,193	8.4
20 to 24 years	2,787	7.3
25 to 29 years	2,963	7.8
30 to 34 years	2,956	7.8
35 to 39 years	2,872	7.6
40 to 44 years	2,739	7.2
45 to 49 years	2,679	7.1
50 to 54 years	2,610	6.9
55 to 59 years	2,169	5.7
60 to 64 years	1,514	4.0
65 to 69 years	978	2.6
70 to 74 years	580	1.5
75 to 79 years	388	1.0
80 to 84 years	225	0.6
85 years and over	144	0.4
Median Age (Years)	31.5	(X)
16 years and over	28,125	74.1
18 years and over	26,799	70.6
21 years and over	25,044	66.0
62 years and over	3,163	8.3
65 years and over	2,315	6.1

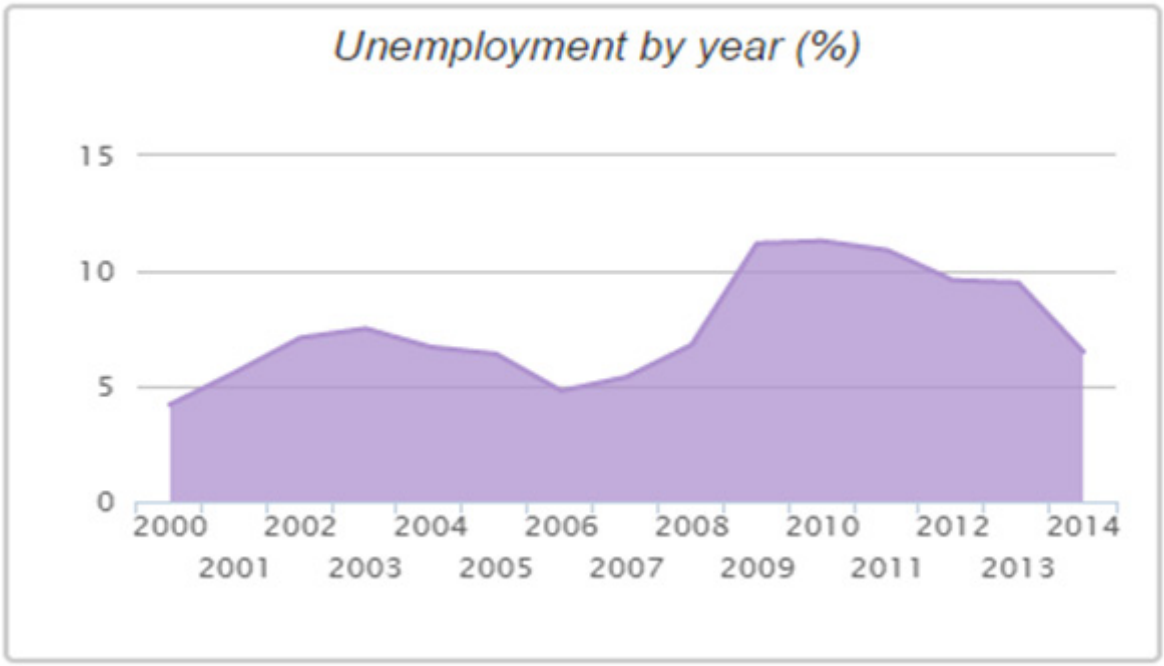
BREAKDOWN BY AGE & MALE POPULATION		
Subject	*Number*	*Percent*
Male Population	19,194	50.5
Under 5 years	1,496	3.9
5 to 9 years	1,572	4.1
10 to 14 years	1,582	4.2
15 to 19 years	1,683	4.4
20 to 24 years	1,506	4.0
25 to 29 years	1,540	4.1
30 to 34 years	1,509	4.0
35 to 39 years	1,421	3.7
40 to 44 years	1,365	3.6
45 to 49 years	1,314	3.5
50 to 54 years	1,333	3.5
55 to 59 years	1,067	2.8
60 to 64 years	747	2.0
65 to 69 years	473	1.2
70 to 74 years	253	0.7
75 to 79 years	187	0.5
80 to 84 years	97	0.3
85 years and over	49	0.1
Median Age (Years)	30.7	(X)
16 years and over	14,190	37.4
18 years and over	13,489	35.5
21 years and over	12,540	33.0
62 years and over	1,475	3.9
65 years and over	1,059	2.8

BREAKDOWN BY AGE & FEMALE POPULATION		
Subject	*Number*	*Percent*
Female population	18,779	49.5
Under 5 years	1,505	4.0
5 to 9 years	1,447	3.8
10 to 14 years	1,574	4.1
15 to 19 years	1,510	4.0
20 to 24 years	1,281	3.4
25 to 29 years	1,423	3.7
30 to 34 years	1,447	3.8
35 to 39 years	1,451	3.8
40 to 44 years	1,374	3.6
45 to 49 years	1,365	3.6
50 to 54 years	1,277	3.4
55 to 59 years	1,102	2.9
60 to 64 years	767	2.0
65 to 69 years	505	1.3
70 to 74 years	327	0.9
75 to 79 years	201	0.5
80 to 84 years	128	0.3
85 years and over	95	0.3
Median Age (Years)	32.3	(X)
16 years and over	13,935	36.7
18 years and over	13,310	35.1
21 years and over	12,504	32.9
62 years and over	1,688	4.4
65 years and over	1,256	3.3

BREAKDOWN BY RACE		
Race	*Number*	*Percent*
White	14,246	37.4%
Hispanic	14,200	37.3%
Asian	6,658	17.5%
Black	2,890	7.6%
American Indian	10	.03%
Two or More Races	475	1.2%
Other Race Alone	107	.3%



BREAKDOWN BY EDUCATION	
For population 25 years and over in Hanover Park	
Education Level	*Percent*
High school or higher	80.4%
Bachelor's degree or higher	25.2%
Graduate or professional degree	5.9%
Unemployed	9.0%



Economic Status:

HANOVER PARK MEDIAN HOUSEHOLD INCOME BY AGE			
The median income, by age, is shown in the table below. Workers aged >25 make the most in Hanover Park, IL.			
Age	***Hanover Park***	***Illinois***	***USA***
<25	$22,713 (Low)	$25,854 (Near Average)	$26,465
25-44	$57,524 (Near Average)	$61,533 (High)	$57,132
45-64	$74,450 (High)	$68,668 (High)	$63,398
>64	$47,123 (Very High)	$34,435 (High)	$33,906

HANOVER PARK MEDIAN WORKER INCOME			
Hanover Park, IL individual mean income data can be seen in the table below. The median worker income is $27,938. This income level is worse than the $27,901 national average.			
Worker Type	***Hanover Park***	***Illinois***	***USA***
Male	$32,853 (Near Average)	$38,159 (High)	$35,201
Female	$21,863 (Near Average)	$25,193 (High)	$24,139
Median Household Income	$63,649 (Very High)	$55735 (High)	$51,914

2. Injury Data: A wide range of community injury data was collected from coalition members.

   a. Motor Vehicle Crashes: Total traffic crashes within the Village for the last several years:

Sorted by : City

Illinois Department of Transportation
Division of Traffic Safety

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Safety Portal City Summary Crash Report

1/1/2015 to 12/31/2015

City : Hanover Park

Reportable Crashes: 592 **In Progress:** 177 **Report Total:** 590

	Number Of Crashes							Injury Severity			
Hanover Park	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
WEATHER CONDITION											
Clear	447	1	150	296	914	1	198	13	90	95	958
Cloudy/Overcast	46	0	16	30	92	0	19	2	8	9	103
Other	2	0	1	1	3	0	2	0	0	2	5
Rain	63	1	28	34	125	1	39	3	14	22	123
Snow	28	0	4	24	50	0	4	0	3	1	59
Unknown	4	0	0	4	7	0	0	0	0	0	4
TOTALS	**590**	**2**	**199**	**389**	**1,191**	**2**	**262**	**18**	**115**	**129**	**1,252**
TYPE OF CRASH											
Angle	36	0	12	24	73	0	14	1	6	7	77
Animal	1	0	0	1	1	0	0	0	0	0	1
Fixed Object	44	0	10	34	47	0	11	2	6	3	49
Head On	9	1	6	2	23	1	14	1	13	0	11
Other Non-Collision	7	0	3	4	10	0	3	0	3	0	8
Other Object	7	0	1	6	7	0	1	1	0	0	10
Overturned	3	0	2	1	3	0	2	0	2	0	1
Parked Motor Vehicle	41	0	2	39	82	0	2	0	1	1	41
Pedalcyclist	7	1	6	0	7	1	6	1	3	2	8
Pedestrian	7	0	7	0	7	0	8	2	3	3	14
Rear End	244	0	84	160	548	0	110	4	33	73	621
Sideswipe Opposite Direction	4	0	0	4	8	0	0	0	0	0	9
Sideswipe Same Direction	40	0	4	36	82	0	4	0	3	1	91

Current year and previous year data are not yet complete and are subject to change as more information becomes available. Calendar date selections include data based on the date of the crash. Year selections include data based on the statistical year in which the crash was processed.

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Turning	140	0	62	78	293	0	87	6	42	39	311
TOTALS	**590**	**2**	**199**	**389**	**1,191**	**2**	**262**	**18**	**115**	**129**	**1,252**

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1/1/2015 to 12/31/2015

City : Hanover Park

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Hanover Park	Number Of Crashes							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
CLASS OF CITY											
25,000 TO 50,000	590	2	199	389	1,191	2	262	18	115	129	1,252
TOTALS	**590**	**2**	**199**	**389**	**1,191**	**2**	**262**	**18**	**115**	**129**	**1,252**
ROAD SURFACE CONDITION											
Dry	424	1	145	278	874	1	188	14	89	85	929
Ice	7	0	1	6	9	0	1	1	0	0	9
Other	4	0	2	2	6	0	3	0	1	2	5
Snowor Slush	45	0	7	38	87	0	7	0	4	3	98
Unknown	4	0	1	3	6	0	1	0	0	1	3
Wet	106	1	43	62	209	1	62	3	21	38	208
TOTALS	**590**	**2**	**199**	**389**	**1,191**	**2**	**262**	**18**	**115**	**129**	**1,252**

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Hanover Park	Number of Crashes							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
CLASS OF TRAFFICWAY											
City Streets Urban	329	2	111	216	654	2	147	10	84	53	640
State Numbered Urban	174	0	61	113	356	0	82	2	25	55	383
Unmarked Highway Rural	87	0	27	60	181	0	33	6	6	21	229
TOTALS	**590**	**2**	**199**	**389**	**1,191**	**2**	**262**	**18**	**115**	**129**	**1,252**
DAY OF WEEK											
Sunday	53	0	21	32	103	0	27	1	13	13	110
Monday	105	1	34	70	209	1	44	1	27	16	206
Tuesday	73	0	19	54	148	0	27	2	11	14	153
Wednesday	79	0	28	51	164	0	40	4	18	18	176
Thursday	90	0	32	58	189	0	42	3	17	22	181
Friday	107	0	35	72	220	0	44	3	16	25	244
Saturday	83	1	30	52	158	1	38	4	13	21	182
TOTALS	**590**	**2**	**199**	**389**	**1,191**	**2**	**262**	**18**	**115**	**129**	**1,252**

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1/1/2015 to 12/31/2015

City : Hanover Park

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Hanover Park	Number Of Crashes							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
TIME OF DAY											
Midnight	5	0	2	3	8	0	2	0	1	1	5
01 AM	6	0	1	5	11	0	1	0	1	0	10
02 AM	3	0	1	2	6	0	1	0	1	0	3
03 AM	5	0	1	4	8	0	2	0	2	0	5
04 AM	8	0	1	7	17	0	1	0	1	0	22
05 AM	7	0	2	5	10	0	3	0	2	1	8
06 AM	26	0	4	22	53	0	4	0	3	1	57
07 AM	37	0	12	25	76	0	16	1	6	9	65
08 AM	43	0	18	25	83	0	22	2	10	10	75
09 AM	29	0	7	22	56	0	8	0	4	4	57
10 AM	21	0	6	15	45	0	6	0	4	2	44
11 AM	25	0	8	17	48	0	9	1	5	3	43
Noon	31	0	8	23	63	0	9	1	5	3	67
1 PM	37	0	14	23	79	0	20	0	8	12	103
2 PM	32	0	9	23	69	0	9	3	3	3	97
3 PM	40	0	16	24	86	0	25	1	8	16	93
4 PM	56	1	22	33	120	1	35	0	14	21	136
5 PM	60	0	27	33	128	0	34	2	18	14	121
6 PM	46	0	13	33	93	0	23	0	7	16	107
7 PM	18	0	11	7	32	0	12	3	5	4	30
8 PM	20	0	5	15	38	0	7	3	3	1	38
9 PM	18	1	8	9	30	1	8	1	1	6	38
10 PM	9	0	2	7	18	0	4	0	3	1	13

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1/1/2015 to 12/31/2015

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	Number Of Crashes							Injury Severity			
Hanover Park	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
11 PM	8	0	1	7	14	0	1	0	0	1	15
TOTALS	**590**	**2**	**199**	**389**	**1,191**	**2**	**262**	**18**	**115**	**129**	**1,252**

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Hanover Park	Number Of Crashes							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
LIGHT CONDITION											
Darkness	53	0	18	35	97	0	24	4	14	6	89
Darkness, Lighted Road	75	1	27	47	136	1	30	4	11	15	146
Dawn	5	0	2	3	10	0	4	0	0	4	8
Daylight	437	1	145	291	907	1	193	10	89	94	967
Dusk	16	0	7	9	34	0	11	0	1	10	38
Unknown	4	0	0	4	7	0	0	0	0	0	4
TOTALS	**590**	**2**	**199**	**389**	**1,191**	**2**	**262**	**18**	**115**	**129**	**1,252**
ROAD DEFECTS											
No Defects	561	2	187	372	1,133	2	248	16	112	120	1,185
Other	6	0	3	3	12	0	3	0	2	1	9
Unknown	18	0	7	11	35	0	8	1	1	6	35
Worn Surface	5	0	2	3	11	0	3	1	0	2	23
TOTALS	**590**	**2**	**199**	**389**	**1,191**	**2**	**262**	**18**	**115**	**129**	**1,252**

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Hanover Park	Number Of Crashes							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
TRAFFIC CONTROL											
Delineators	1	0	0	1	1	0	0	0	0	0	1
Lane Use Marking	53	1	10	42	108	1	14	0	10	4	135
No Controls	264	1	84	179	523	1	113	8	51	54	512
Other	1	0	1	0	2	0	1	0	1	0	1
Other RR Crossing	1	0	0	1	2	0	0	0	0	0	2
School Zone	1	0	1	0	2	0	1	0	0	1	1
Stop Sign/Flasher	38	0	16	22	73	0	21	4	9	8	74
Traffic Signal	231	0	87	144	480	0	112	6	44	62	526
TOTALS	**590**	**2**	**199**	**389**	**1,191**	**2**	**262**	**18**	**115**	**129**	**1,252**
ROADWAY FEATURE											
Bridge	56	0	19	37	111	0	25	0	7	18	117
Not Applicable	526	2	180	344	1,067	2	237	18	108	111	1,120
Underpass	8	0	0	8	13	0	0	0	0	0	15
TOTALS	**590**	**2**	**199**	**389**	**1,191**	**2**	**262**	**18**	**115**	**129**	**1,252**

Hanover Park	Number Of Persons							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER CONDITION											
Alcohol Impaired	21	0	13	8	21	0	7	1	5	1	14
Drug Impaired	4	0	2	2	4	0	1	0	0	1	3
Emotional	8	0	4	4	8	0	3	2	1	0	5
Fatigued	2	0	1	1	2	0	0	0	0	0	2

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Safety Portal City Summary Crash Report

1/1/2015 to 12/31/2015

City : Hanover Park

Reportable Crashes: 592 **In Progress:** 177 **Report Total:** 590

Hanover Park	Number Of Persons							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER CONDITION											
Illness	1	0	0	1	1	0	0	0	0	0	1
Medicated	1	0	1	0	1	0	0	0	0	0	1
Normal	1,037	4	378	655	1,037	1	173	7	81	85	863
Not Reported	1	1	0	0	1	0	0	0	0	0	1
Other	16	0	1	15	16	0	1	0	0	1	15
Other/Unknown	50	0	8	42	50	0	0	0	0	0	50
Removed By EMS	4	0	3	1	4	0	3	2	1	0	1
TOTALS	**1,145**	**5**	**411**	**729**	**1,145**	**1**	**188**	**12**	**88**	**88**	**956**

Current year and previous year data are not yet complete and are subject to change as more information becomes available. Calendar date selections include data based on the date of the crash. Year selections include data based on the statistical year in which the crash was processed.

Safety Portal City Summary Crash Report

1/1/2015 to 12/31/2015

City : Hanover Park

Reportable Crashes: 592 **In Progress:** 177 **Report Total:** 590

Hanover Park	Number Of Persons							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER AGE/GENDER											
15											
Female	1	0	0	1	1	0	0	0	0	0	1
Male	1	0	0	1	1	0	0	0	0	0	1
16											
Female	8	0	3	5	8	0	2	0	2	0	6
Male	12	0	4	8	12	0	2	0	1	1	10
17											
Female	8	0	2	6	8	0	1	0	1	0	7
Male	16	0	8	8	16	0	3	0	2	1	13
18											
Female	11	0	3	8	11	0	2	0	1	1	9
Male	15	0	5	10	15	0	2	0	2	0	13
19											
Female	17	0	9	8	17	0	6	1	2	3	11
Male	15	0	7	8	15	0	3	0	1	2	12
20											
Female	15	0	5	10	15	0	4	1	2	1	11
Male	19	0	5	14	19	0	1	0	1	0	18
21											
Female	12	0	4	8	12	0	1	0	0	1	11
Male	16	0	4	12	16	0	1	0	1	0	15
22-24											
Female	45	0	18	27	45	0	9	1	4	4	36

Current year and previous year data are not yet complete and are subject to change as more information becomes available. Calendar date selections include data based on the date of the crash. Year selections include data based on the statistical year in which the crash was processed.

Safety Portal City Summary Crash Report

1/1/2015 to 12/31/2015

City : Hanover Park

Reportable Crashes: 592 **In Progress:** 177 **Report Total:** 590

Hanover Park		Number Of Persons						Injury Severity			
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER AGE/GENDER												
	Male	44	0	16	27	44	0	7	2	2	3	37
25-29												
	Female	68	0	23	45	68	0	13	0	4	9	55
	Male	84	0	36	48	84	0	15	1	7	7	69
	Not Stated	1	0	0	1	1	0	0	0	0	0	1
30-34												
	Female	52	0	25	27	52	0	17	0	9	8	35
	Male	69	0	22	47	69	0	3	1	0	2	66
35-39												
	Female	39	0	13	26	39	0	9	0	1	8	30
	Male	64	0	18	46	64	0	4	0	3	1	60
40-44												
	Female	33	0	13	20	33	0	7	0	6	1	26
	Male	41	0	17	24	41	0	4	0	1	3	37
45-49												
	Female	34	0	16	18	34	0	10	0	4	6	24
	Male	54	0	24	29	54	0	10	1	3	6	44
50-54												
	Female	37	0	12	24	37	0	7	1	2	4	30
	Male	55	0	15	40	55	0	7	1	3	3	48
55-59												
	Female	33	0	11	22	33	0	7	0	6	1	26
	Male	49	0	18	31	49	0	9	1	4	4	40

Current year and previous year data are not yet complete and are subject to change as more information becomes available. Calendar date selections include data based on the date of the crash. Year selections include data based on the statistical year in which the crash was processed.

Safety Portal City Summary Crash Report

1/1/2015 to 12/31/2015

City : Hanover Park

Reportable Crashes: 592 **In Progress:** 177 **Report Total:** 590

Hanover Park		Number Of Persons						Injury Severity			
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER AGE/GENDER												
60-64												
	Female	23	0	6	16	23	0	3	0	3	0	20
	Male	35	0	11	24	35	0	2	0	1	1	33
65-69												
	Female	17	1	8	8	17	1	3	0	2	1	13
	Male	21	0	8	13	21	0	4	0	2	2	17
70-74												
	Female	8	0	5	3	8	0	4	1	2	1	4
	Male	8	0	4	4	8	0	1	0	0	1	7
75-79												
	Female	3	0	0	3	3	0	0	0	0	0	3
	Male	8	0	1	7	8	0	1	0	0	1	7
80-84												
	Female	2	0	2	0	2	0	1	0	1	0	1
	Male	3	0	2	1	3	0	1	0	1	0	2
85-89												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	1	0	1	0	1	0	1	0	0	1	0
90-94												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	1	0	1	0	1	0	1	0	1	0	0

Current year and previous year data are not yet complete and are subject to change as more information becomes available. Calendar date selections include data based on the date of the crash. Year selections include data based on the statistical year in which the crash was processed.

Safety Portal City Summary Crash Report

1/1/2015 to 12/31/2015

City : Hanover Park

Reportable Crashes: 592 **In Progress:** 177 **Report Total:** 590

Hanover Park		Number Of Persons							Injury Severity			
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER AGE/GENDER												
Unknown												
	Female	1	0	1	0	1	0	0	0	0	0	1
	Not Stated	44	0	5	39	44	0	0	0	0	0	44
TOTALS		**1,145**	**5**	**411**	**729**	**1,145**	**1**	**188**	**12**	**88**	**88**	**956**

Current year and previous year data are not yet complete and are subject to change as more information becomes available. Calendar date selections include data based on the date of the crash. Year selections include data based on the statistical year in which the crash was processed.

Safety Portal City Summary Crash Report

1/1/2015 to 12/31/2015

City : Hanover Park

Reportable Crashes: 592 **In Progress:** 177 **Report Total:** 590

Hanover Park	Number Of Persons							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PASSENGER AGE/GENDER											
00											
Female	4	0	3	1	4	0	1	0	1	0	3
Male	6	0	2	4	6	0	0	0	0	0	6
Not Stated	1	0	0	1	1	0	0	0	0	0	1
01											
Female	8	0	3	5	8	0	0	0	0	0	8
Male	5	0	3	2	5	0	1	0	1	0	4
02											
Female	2	0	1	1	2	0	0	0	0	0	2
Male	4	0	2	2	4	0	1	0	0	1	3
03											
Female	5	0	1	4	5	0	0	0	0	0	5
Male	1	0	0	1	1	0	0	0	0	0	1
Not Stated	1	0	1	0	1	0	0	0	0	0	1
04											
Female	4	0	3	1	4	0	0	0	0	0	4
Male	8	0	3	5	8	0	1	0	1	0	7
05											
Female	7	0	3	4	7	0	0	0	0	0	7
Male	4	0	1	3	4	0	0	0	0	0	4
Not Stated	1	0	1	0	1	0	1	0	0	1	0
06											
Female	1	0	1	0	1	0	0	0	0	0	1

Current year and previous year data are not yet complete and are subject to change as more information becomes available. Calendar date selections include data based on the date of the crash. Year selections include data based on the statistical year in which the crash was processed.

Safety Portal City Summary Crash Report

1/1/2015 to 12/31/2015

City : Hanover Park

Reportable Crashes: 592 **In Progress:** 177 **Report Total:** 590

Hanover Park		Number Of Persons							Injury Severity			
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PASSENGER AGE/GENDER												
	Male	2	0	2	0	2	0	2	0	1	1	0
	Not Stated	4	0	2	2	4	0	0	0	0	0	4
07												
	Female	4	0	1	3	4	0	1	0	0	1	3
	Male	4	0	1	3	4	0	1	0	0	1	3
08												
	Female	6	0	1	5	6	0	1	0	0	1	5
	Male	6	0	1	5	6	0	1	0	0	1	5
	Not Stated	1	0	0	1	1	0	0	0	0	0	1
09												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	3	0	2	1	3	0	2	0	0	2	1
10-14												
	Female	18	0	6	12	18	0	1	0	0	1	17
	Male	14	0	8	6	14	0	2	0	1	1	12
	Not Stated	6	0	2	4	6	0	1	0	0	1	5
15												
	Female	2	0	0	2	2	0	0	0	0	0	2
	Male	7	0	3	4	7	0	1	0	1	0	6
16												
	Female	5	0	3	2	5	0	0	0	0	0	5
	Male	4	0	2	2	4	0	1	1	0	0	3
	Not Stated	2	0	0	2	2	0	0	0	0	0	2

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Safety Portal City Summary Crash Report

1/1/2015 to 12/31/2015

City : Hanover Park

Reportable Crashes: 592 **In Progress:** 177 **Report Total:** 590

Hanover Park		Number Of Persons							Injury Severity			
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PASSENGER AGE/GENDER												
17												
	Female	5	0	3	2	5	0	0	0	0	0	5
	Male	8	0	3	5	8	0	0	0	0	0	8
18												
	Female	8	0	2	6	8	0	1	0	0	1	7
	Male	12	0	5	7	12	0	1	1	0	0	11
	Not Stated	1	0	0	1	1	0	0	0	0	0	1
19												
	Female	6	0	3	3	6	0	2	0	2	0	4
	Male	3	0	2	1	3	0	0	0	0	0	3
20												
	Female	3	0	2	1	3	0	2	0	1	1	1
	Male	5	0	2	3	5	0	0	0	0	0	5
21												
	Female	1	0	1	0	1	0	0	0	0	0	1
	Male	2	0	0	2	2	0	0	0	0	0	2
22-24												
	Female	5	0	2	3	5	0	1	0	0	1	4
	Male	8	0	3	5	8	0	1	0	0	1	7
	Not Stated	3	0	0	3	3	0	0	0	0	0	3
25-29												
	Female	12	0	6	6	12	0	1	0	1	0	11
	Male	12	0	6	6	12	0	2	0	0	2	10

Current year and previous year data are not yet complete and are subject to change as more information becomes available. Calendar date selections include data based on the date of the crash. Year selections include data based on the statistical year in which the crash was processed.

Safety Portal City Summary Crash Report

1/1/2015 to 12/31/2015

City : Hanover Park

Reportable Crashes: 592 **In Progress:** 177 **Report Total:** 590

Hanover Park		Number Of Persons							Injury Severity			
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PASSENGER AGE/GENDER												
	Not Stated	1	0	1	0	1	0	1	0	0	1	0
30-34												
	Female	8	0	3	5	8	0	0	0	0	0	8
	Male	8	0	5	3	8	0	4	0	2	2	4
35-39												
	Female	10	0	3	7	10	0	2	0	1	1	8
	Male	2	0	0	2	2	0	0	0	0	0	2
40-44												
	Female	4	0	4	0	4	0	4	0	1	3	0
	Male	7	0	1	6	7	0	1	0	0	1	6
	Not Stated	1	0	0	1	1	0	0	0	0	0	1
45-49												
	Female	12	0	7	5	12	0	3	1	1	1	9
	Male	4	0	2	2	4	0	1	0	0	1	3
50-54												
	Female	9	0	2	7	9	0	1	0	0	1	8
	Male	4	0	2	2	4	0	0	0	0	0	4
55-59												
	Female	9	0	3	6	9	0	3	0	1	2	6
	Male	1	0	1	0	1	0	0	0	0	0	1
60-64												
	Female	5	0	2	3	5	0	1	0	0	1	4
	Male	1	0	0	1	1	0	0	0	0	0	1

Current year and previous year data are not yet complete and are subject to change as more information becomes available. Calendar date selections include data based on the date of the crash. Year selections include data based on the statistical year in which the crash was processed.

Safety Portal City Summary Crash Report

1/1/2015 to 12/31/2015

City : Hanover Park

Reportable Crashes: 592 **In Progress:** 177 **Report Total:** 590

Hanover Park		Number Of Persons							Injury Severity			
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PASSENGER AGE/GENDER												
65-69												
	Female	7	0	3	4	7	0	1	0	1	0	6
	Male	1	0	0	1	1	0	0	0	0	0	1
70-74												
	Female	2	0	1	1	2	0	1	0	0	1	1
	Male	1	0	1	0	1	0	0	0	0	0	1
75-79												
	Female	3	1	1	1	3	0	2	0	1	1	1
80-84												
	Female	1	0	1	0	1	0	0	0	0	0	1
	Male	1	0	1	0	1	0	1	0	1	0	0
85-89												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	1	0	0	1	1	0	0	0	0	0	1
Unknown												
	Not Stated	6	0	4	2	6	0	4	0	2	2	2
TOTALS		**355**	**1**	**150**	**204**	**355**	**0**	**60**	**3**	**21**	**36**	**295**

Current year and previous year data are not yet complete and are subject to change as more information becomes available. Calendar date selections include data based on the date of the crash. Year selections include data based on the statistical year in which the crash was processed.

Safety Portal City Summary Crash Report

1/1/2015 to 12/31/2015

City : Hanover Park

Reportable Crashes: 592 **In Progress:** 177 **Report Total:** 590

Hanover Park		Number Of Persons						Injury Severity			
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PEDEDSTRIAN AGE/GENDER												
09												
	Male	1	0	1	0	1	0	1	0	1	0	0
10-14												
	Female	2	0	2	0	2	0	2	0	1	1	0
16												
	Female	1	0	1	0	1	0	1	1	0	0	0
	Not Stated	1	0	1	0	1	0	1	0	0	1	0
20												
	Female	1	0	1	0	1	0	1	0	1	0	0
25-29												
	Female	1	0	1	0	1	0	1	0	0	1	0
40-44												
	Male	1	0	1	0	1	0	1	1	0	0	0
TOTALS		**8**	**0**	**8**	**0**	**8**	**0**	**8**	**2**	**3**	**3**	**0**

Current year and previous year data are not yet complete and are subject to change as more information becomes available. Calendar date selections include data based on the date of the crash. Year selections include data based on the statistical year in which the crash was processed.

Sorted by : City

Illinois Department of Transportation
Division of Traffic Safety

Report Produced : 1/24/2017 3:46 PM

Safety Portal City Summary Crash Report

1/1/2015 to 12/31/2015

City : Hanover Park

Reportable Crashes: 592 **In Progress:** 177 **Report Total:** 590

Hanover Park		Number Of Persons							Injury Severity			
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PEDALCYCLIST AGE/GENDER												
10-14												
	Male	2	0	2	0	2	0	2	0	1	1	0
16												
	Female	1	0	1	0	1	0	1	1	0	0	0
20												
	Female	1	0	1	0	1	0	1	0	0	1	0
25-29												
	Male	1	0	1	0	1	0	0	0	0	0	1
45-49												
	Male	1	0	1	0	1	0	1	0	1	0	0
50-54												
	Male	1	1	0	0	1	1	0	0	0	0	0
55-59												
	Male	1	0	1	0	1	0	1	0	1	0	0
TOTALS		**8**	**1**	**7**	**0**	**8**	**1**	**6**	**1**	**3**	**2**	**1**

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Safety Portal City Summary Crash Report

1/1/2015 to 12/31/2015

City : Hanover Park

Reportable Crashes: 592 **In Progress:** 177 **Report Total:** 590

Hanover Park	Number Of Persons							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PEDESTRIAN PRIOR ACTION AGE/GENDER											
Crossing - Against Signal											
16											
Female	1	0	1	0	1	0	1	1	0	0	0
Crossing - With Signal											
20											
Female	1	0	1	0	1	0	1	0	1	0	0
25-29											
Female	1	0	1	0	1	0	1	0	0	1	0
Entering/Leaving/Crossing Unspecified Location											
09											
Male	1	0	1	0	1	0	1	0	1	0	0
10-14											
Female	1	0	1	0	1	0	1	0	1	0	0
Entering/Leaving/Crossing Vehicle											
16											
Not Stated	1	0	1	0	1	0	1	0	0	1	0
Other											
40-44											
Male	1	0	1	0	1	0	1	1	0	0	0

Current year and previous year data are not yet complete and are subject to change as more information becomes available. Calendar date selections include data based on the date of the crash. Year selections include data based on the statistical year in which the crash was processed.

Safety Portal City Summary Crash Report

1/1/2015 to 12/31/2015

City : Hanover Park

Reportable Crashes: 592 **In Progress:** 177 **Report Total:** 590

Hanover Park		Number Of Persons							Injury Severity			
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PEDESTRIAN PRIOR ACTION AGE/GENDER												
Walking/Riding Against Traffic												
10-14												
	Female	1	0	1	0	1	0	1	0	0	1	0
TOTALS		**8**	**0**	**8**	**0**	**8**	**0**	**8**	**2**	**3**	**3**	**0**

Current year and previous year data are not yet complete and are subject to change as more information becomes available. Calendar date selections include data based on the date of the crash. Year selections include data based on the statistical year in which the crash was processed.

Safety Portal City Summary Crash Report

1/1/2015 to 12/31/2015

City : Hanover Park

Reportable Crashes: 592 **In Progress:** 177 **Report Total:** 590

Hanover Park	Number Of Persons							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PEDALCYCLIST PRIOR ACTION AGE/GENDER											
Crossing - Against Signal											
10-14											
Male	1	0	1	0	1	0	1	0	0	1	0
Crossing - With Signal											
20											
Female	1	0	1	0	1	0	1	0	0	1	0
25-29											
Male	1	0	1	0	1	0	0	0	0	0	1
55-59											
Male	1	0	1	0	1	0	1	0	1	0	0
Enter From Drive/Alley											
10-14											
Male	1	0	1	0	1	0	1	0	1	0	0
Entering/Leaving/Crossing Vehicle											
16											
Female	1	0	1	0	1	0	1	1	0	0	0
Intoxicated Ped/Pedal											
50-54											
Male	1	1	0	0	1	1	0	0	0	0	0
Turning Left											
45-49											
Male	1	0	1	0	1	0	1	0	1	0	0
TOTALS	**8**	**1**	**7**	**0**	**8**	**1**	**6**	**1**	**3**	**2**	**1**

Current year and previous year data are not yet complete and are subject to change as more information becomes available. Calendar date selections include data based on the date of the crash. Year selections include data based on the statistical year in which the crash was processed.

Safety Portal City Summary Crash Report

1/1/2015 to 12/31/2015

City : Hanover Park

Reportable Crashes: 592 **In Progress:** 177 **Report Total:** 590

	Number Of Vehicles							Injury Severity			
Hanover Park	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
VEHICLE DEFECTS											
Brakes	3	0	0	3	3	0	0	0	0	0	4
Cargo	1	0	0	1	1	0	0	0	0	0	2
Lights	1	0	0	1	1	0	0	0	0	0	2
None	992	1	364	627	992	0	221	13	95	113	1,029
Other	2	0	1	1	2	0	1	0	1	0	1
Tires	2	0	2	0	2	0	2	0	1	1	0
Unknown	188	4	46	138	188	1	24	2	12	10	210
Wheels	2	0	0	2	2	0	0	0	0	0	3
TOTALS	**1,191**	**5**	**413**	**773**	**1,191**	**1**	**248**	**15**	**109**	**124**	**1,251**

Current year and previous year data are not yet complete and are subject to change as more information becomes available. Calendar date selections include data based on the date of the crash. Year selections include data based on the statistical year in which the crash was processed.

Safety Portal City Summary Crash Report

1/1/2015 to 12/31/2015

City : Hanover Park

Reportable Crashes: 592 **In Progress:** 177 **Report Total:** 590

VEHICLE TYPE											
Bus Over 15 Passengers	1	0	0	1	1	0	0	0	0	0	4
Bus Up to 15 Passengers	3	0	1	2	3	0	0	0	0	0	11
Motor Driven Cycle	1	0	1	0	1	0	2	0	2	0	0
Motorcycle (Over 150cc)	5	0	4	1	5	0	4	0	4	0	1
Other	12	0	3	9	12	0	0	0	0	0	11
Other Vehicle With Trailer	10	0	4	6	10	0	1	0	0	1	18
Passenger	761	4	280	477	761	1	171	14	72	85	761
Pickup	61	0	24	37	61	0	11	0	6	5	57
SUV	181	1	58	122	181	0	38	1	18	19	201
Tractor With Semi-Trailer	14	0	1	13	14	0	0	0	0	0	13
Tractor Without Semi-Trailer	3	0	0	3	3	0	0	0	0	0	3
Truck Single Unit	19	0	5	14	19	0	0	0	0	0	24
Unknown	37	0	4	33	37	0	0	0	0	0	37
Van/Mini-Van	83	0	28	55	83	0	21	0	7	14	110
TOTALS	**1,191**	**5**	**413**	**773**	**1,191**	**1**	**248**	**15**	**109**	**124**	**1,251**

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Sorted by : City

Illinois Department of Transportation
Division of Traffic Safety

Report Produced : 1/24/2017 3:44 PM

Safety Portal City Summary Crash Report

1/1/2014 to 12/31/2014

City : Hanover Park

Reportable Crashes: 669 **In Progress:** 0 **Report Total:** 669

	Number Of Crashes							Injury Severity			
Hanover Park	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
WEATHER CONDITION											
Clear	470	0	128	342	949	0	177	17	69	91	1,020
Cloudy/Overcast	63	0	14	49	130	0	21	3	10	8	159
Fog/Smoke/Haze	1	0	1	0	2	0	1	0	0	1	1
Other	7	1	2	4	14	1	4	0	3	1	50
Rain	50	0	15	35	101	0	18	1	6	11	117
Sleet/Hail	1	0	0	1	1	0	0	0	0	0	1
Snow	69	0	14	55	134	0	20	6	3	11	156
Unknown	8	0	1	7	16	0	1	0	0	1	15
TOTALS	**669**	**1**	**175**	**493**	**1,347**	**1**	**242**	**27**	**91**	**124**	**1,519**
TYPE OF CRASH											
Angle	39	0	12	27	80	0	19	3	5	11	91
Animal	1	0	0	1	1	0	0	0	0	0	1
Fixed Object	42	0	13	29	43	0	15	4	4	7	37
Head On	10	1	3	6	21	1	8	6	2	0	17
Other Non-Collision	2	0	2	0	2	0	2	1	1	0	0
Other Object	11	0	2	9	12	0	4	1	0	3	12
Overturned	5	0	4	1	6	0	5	0	4	1	3
Parked Motor Vehicle	71	0	2	69	146	0	2	1	1	0	84
Pedalcyclist	2	0	2	0	2	0	2	1	0	1	2
Pedestrian	10	0	10	0	10	0	11	1	8	2	13
Rear End	241	0	68	173	536	0	90	4	33	53	682
Sideswipe Opposite Direction	5	0	0	5	10	0	0	0	0	0	11

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Illinois Department of Transportation
Division of Traffic Safety

Safety Portal City Summary Crash Report

1/1/2014 to 12/31/2014

City : Hanover Park

Reportable Crashes: 669 **In Progress:** 0 **Report Total:** 669

Sideswipe Same Direction	61	0	9	52	126	0	15	0	1	14	166
Turning	169	0	48	121	352	0	69	5	32	32	400
TOTALS	**669**	**1**	**175**	**493**	**1,347**	**1**	**242**	**27**	**91**	**124**	**1,519**

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Sorted by : City

Illinois Department of Transportation
Division of Traffic Safety

Report Produced : 1/24/2017 3:44 PM

Safety Portal City Summary Crash Report

1/1/2014 to 12/31/2014

City : Hanover Park

Reportable Crashes: 669 **In Progress:** 0 **Report Total:** 669

	Number Of Crashes							Injury Severity			
Hanover Park	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
CLASS OF CITY											
25,000 TO 50,000	669	1	175	493	1,347	1	242	27	91	124	1,519
TOTALS	**669**	**1**	**175**	**493**	**1,347**	**1**	**242**	**27**	**91**	**124**	**1,519**
ROAD SURFACE CONDITION											
Dry	484	0	131	353	991	0	181	18	75	88	1,076
Ice	22	0	7	15	42	0	10	5	2	3	46
Other	4	0	1	3	7	0	2	0	2	0	6
Snowor Slush	65	0	9	56	124	0	12	0	3	9	185
Unknown	9	0	2	7	17	0	2	0	0	2	17
Wet	85	1	25	59	166	1	35	4	9	22	189
TOTALS	**669**	**1**	**175**	**493**	**1,347**	**1**	**242**	**27**	**91**	**124**	**1,519**

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Division of Traffic Safety

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Safety Portal City Summary Crash Report

1/1/2014 to 12/31/2014

City : Hanover Park

Reportable Crashes: 669 **In Progress:** 0 **Report Total:** 669

	Number of Crashes							Injury Severity			
Hanover Park	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
CLASS OF TRAFFICWAY											
City Streets Urban	402	1	102	299	807	1	148	15	60	73	888
State Numbered Urban	207	0	54	153	422	0	68	4	27	37	500
Unmarked Highway Rural	60	0	19	41	118	0	26	8	4	14	131
TOTALS	**669**	**1**	**175**	**493**	**1,347**	**1**	**242**	**27**	**91**	**124**	**1,519**
DAY OF WEEK											
Sunday	63	0	13	50	123	0	22	3	10	9	147
Monday	94	0	30	64	188	0	38	2	14	22	184
Tuesday	108	0	29	79	222	0	49	5	21	23	241
Wednesday	103	0	27	76	201	0	35	3	12	20	241
Thursday	86	0	24	62	172	0	30	2	15	13	187
Friday	102	1	24	77	203	1	32	6	11	15	245
Saturday	113	0	28	85	238	0	36	6	8	22	274
TOTALS	**669**	**1**	**175**	**493**	**1,347**	**1**	**242**	**27**	**91**	**124**	**1,519**

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Safety Portal City Summary Crash Report

1/1/2014 to 12/31/2014

City : Hanover Park

Reportable Crashes: 669 **In Progress:** 0 **Report Total:** 669

Hanover Park	Number Of Crashes						Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
TIME OF DAY											
Midnight	5	0	0	5	9	0	0	0	0	0	6
01 AM	6	0	1	5	9	0	1	0	1	0	6
02 AM	3	0	0	3	5	0	0	0	0	0	3
03 AM	2	0	1	1	4	0	1	0	1	0	2
04 AM	4	0	2	2	7	0	2	0	1	1	8
05 AM	10	0	3	7	18	0	5	0	3	2	15
06 AM	23	0	5	18	44	0	6	1	3	2	83
07 AM	44	0	8	36	81	0	11	1	4	6	77
08 AM	33	1	8	24	69	1	12	1	3	8	63
09 AM	26	0	6	20	50	0	6	0	1	5	51
10 AM	27	0	8	19	57	0	8	2	3	3	71
11 AM	28	0	7	21	58	0	10	1	2	7	68
Noon	35	0	9	26	72	0	12	0	4	8	83
1 PM	32	0	10	22	66	0	14	3	4	7	71
2 PM	48	0	16	32	93	0	23	3	8	12	107
3 PM	47	0	14	33	102	0	22	0	8	14	154
4 PM	55	0	16	39	117	0	20	1	6	13	137
5 PM	73	0	12	61	156	0	15	1	5	9	163
6 PM	45	0	12	33	88	0	16	0	6	10	90
7 PM	30	0	8	22	56	0	12	2	8	2	69
8 PM	25	0	6	19	53	0	10	0	4	6	60
9 PM	25	0	9	16	55	0	17	7	7	3	58
10 PM	24	0	5	19	46	0	7	0	4	3	53

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Safety Portal City Summary Crash Report

1/1/2014 to 12/31/2014

City : Hanover Park

Reportable Crashes: 669 **In Progress:** 0 **Report Total:** 669

	Number Of Crashes							Injury Severity			
Hanover Park	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
11 PM	19	0	9	10	32	0	12	4	5	3	21
TOTALS	**669**	**1**	**175**	**493**	**1,347**	**1**	**242**	**27**	**91**	**124**	**1,519**

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Safety Portal City Summary Crash Report

1/1/2014 to 12/31/2014

City : Hanover Park

Reportable Crashes: 669 **In Progress:** 0 **Report Total:** 669

Hanover Park	Number Of Crashes							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
LIGHT CONDITION											
Darkness	68	0	18	50	133	0	24	1	13	10	120
Darkness, Lighted Road	121	0	34	87	242	0	52	11	21	20	266
Dawn	11	0	3	8	23	0	4	0	2	2	17
Daylight	450	1	118	331	908	1	160	15	54	91	1,063
Dusk	15	0	2	13	34	0	2	0	1	1	49
Unknown	4	0	0	4	7	0	0	0	0	0	4
TOTALS	**669**	**1**	**175**	**493**	**1,347**	**1**	**242**	**27**	**91**	**124**	**1,519**
ROAD DEFECTS											
Debris On Roadway	1	0	0	1	2	0	0	0	0	0	3
No Defects	652	1	172	479	1,312	1	239	27	91	121	1,481
Other	2	0	0	2	4	0	0	0	0	0	4
Rut, Holes	1	0	0	1	1	0	0	0	0	0	1
Unknown	11	0	2	9	23	0	2	0	0	2	26
Worn Surface	2	0	1	1	5	0	1	0	0	1	4
TOTALS	**669**	**1**	**175**	**493**	**1,347**	**1**	**242**	**27**	**91**	**124**	**1,519**

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Safety Portal City Summary Crash Report

1/1/2014 to 12/31/2014

City : Hanover Park

Reportable Crashes: 669 **In Progress:** 0 **Report Total:** 669

Hanover Park	Number Of Crashes							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
TRAFFIC CONTROL											
Lane Use Marking	47	1	8	38	92	1	14	2	4	8	114
No Controls	335	0	80	255	674	0	112	16	46	50	739
Other Warning Sign	1	0	0	1	1	0	0	0	0	0	1
Stop Sign/Flasher	36	0	7	29	69	0	11	0	2	9	82
Traffic Signal	247	0	80	167	506	0	105	9	39	57	575
Unknown	1	0	0	1	1	0	0	0	0	0	1
Yield	2	0	0	2	4	0	0	0	0	0	7
TOTALS	**669**	**1**	**175**	**493**	**1,347**	**1**	**242**	**27**	**91**	**124**	**1,519**
ROADWAY FEATURE											
Not Applicable	669	1	175	493	1,347	1	242	27	91	124	1,519
TOTALS	**669**	**1**	**175**	**493**	**1,347**	**1**	**242**	**27**	**91**	**124**	**1,519**

Hanover Park	Number Of Persons							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER CONDITION											
Alcohol Impaired	20	0	9	11	20	0	7	3	3	1	13
Drug Impaired	2	0	1	1	2	0	0	0	0	0	2
Emotional	5	0	2	3	5	0	1	0	1	0	4
Fatigued	7	0	2	5	7	0	1	1	0	0	6
Had Been Drinking	2	0	0	2	2	0	0	0	0	0	2
Illness	3	0	2	1	3	0	2	0	0	2	1
Medicated	1	0	1	0	1	0	0	0	0	0	1

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Illinois Department of Transportation
Division of Traffic Safety

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Safety Portal City Summary Crash Report

1/1/2014 to 12/31/2014

City : Hanover Park

Reportable Crashes: 669 **In Progress:** 0 **Report Total:** 669

	Number Of Persons							Injury Severity			
Hanover Park	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER CONDITION											
Normal	1,111	2	315	794	1,111	1	151	12	53	86	959
Other	7	0	0	7	7	0	0	0	0	0	7
Other/Unknown	109	0	9	100	109	0	1	1	0	0	108
Removed By EMS	3	0	3	0	3	0	3	3	0	0	0
TOTALS	**1,270**	**2**	**344**	**924**	**1,270**	**1**	**166**	**20**	**57**	**89**	**1,103**

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Safety Portal City Summary Crash Report

1/1/2014 to 12/31/2014

City : Hanover Park

Reportable Crashes: 669 **In Progress:** 0 **Report Total:** 669

Hanover Park		Number Of Persons						Injury Severity			
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER AGE/GENDER												
15												
	Male	1	0	0	1	1	0	0	0	0	0	1
16												
	Female	12	0	6	6	12	0	3	0	2	1	9
	Male	10	0	5	5	10	0	2	0	0	2	8
17												
	Female	13	0	3	10	13	0	3	0	2	1	10
	Male	5	0	2	3	5	0	1	0	0	1	4
18												
	Female	19	0	8	11	19	0	4	0	2	2	15
	Male	28	0	6	22	28	0	1	0	1	0	27
19												
	Female	10	0	1	9	10	0	1	0	1	0	9
	Male	18	0	3	15	18	0	1	0	0	1	17
20												
	Female	13	0	5	8	13	0	3	0	2	1	10
	Male	12	0	2	10	12	0	0	0	0	0	12
21												
	Female	12	1	5	6	12	1	4	0	4	0	7
	Male	14	0	6	8	14	0	2	0	1	1	12
22-24												
	Female	50	0	16	34	50	0	8	4	1	3	42
	Male	61	0	8	53	61	0	4	0	2	2	57

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Safety Portal City Summary Crash Report

1/1/2014 to 12/31/2014

City : Hanover Park

Reportable Crashes: 669 **In Progress:** 0 **Report Total:** 669

Hanover Park		Number Of Persons						Injury Severity			
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER AGE/GENDER												
25-29												
	Female	60	0	17	43	60	0	9	0	5	4	51
	Male	71	0	22	49	71	0	8	1	3	4	63
	Not Stated	1	0	1	0	1	0	0	0	0	0	1
30-34												
	Female	59	0	16	43	59	0	8	1	1	6	51
	Male	51	0	13	38	51	0	7	1	0	6	44
35-39												
	Female	54	0	13	41	54	0	7	1	1	5	47
	Male	72	0	25	47	72	0	12	3	2	7	60
40-44												
	Female	43	0	15	28	43	0	7	0	4	3	36
	Male	50	0	14	36	50	0	6	2	2	2	44
	Not Stated	1	0	0	1	1	0	0	0	0	0	1
45-49												
	Female	38	0	9	29	38	0	3	0	1	2	35
	Male	60	0	11	49	60	0	5	1	3	1	55
50-54												
	Female	51	0	16	35	51	0	12	0	4	8	39
	Male	50	0	15	35	50	0	8	1	2	5	42
55-59												
	Female	31	0	13	17	31	0	9	0	4	5	22
	Male	48	0	15	33	48	0	6	1	1	4	42

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Safety Portal City Summary Crash Report

1/1/2014 to 12/31/2014

City : Hanover Park

Reportable Crashes: 669 **In Progress:** 0 **Report Total:** 669

Hanover Park		Number Of Persons						Injury Severity			
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER AGE/GENDER												
60-64												
	Female	20	0	3	17	20	0	1	0	1	0	19
	Male	44	0	13	31	44	0	6	2	0	4	38
65-69												
	Female	19	0	3	16	19	0	1	0	0	1	18
	Male	21	0	9	12	21	0	3	1	0	2	18
70-74												
	Female	13	0	5	8	13	0	4	0	2	2	9
	Male	21	0	5	16	21	0	3	0	2	1	18
75-79												
	Female	4	0	3	1	4	0	2	1	0	1	2
	Male	7	0	2	5	7	0	1	0	0	1	6
80-84												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	8	0	3	5	8	0	1	0	1	0	7
85-89												
	Female	1	0	0	1	1	0	0	0	0	0	1
90-94												
	Male	1	0	0	1	1	0	0	0	0	0	1
Unknown												
	Female	1	0	1	0	1	0	0	0	0	0	1

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Safety Portal City Summary Crash Report

1/1/2014 to 12/31/2014

City : Hanover Park

Reportable Crashes: 669 **In Progress:** 0 **Report Total:** 669

Hanover Park		Number Of Persons							Injury Severity			
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER AGE/GENDER												
	Male	1	0	0	1	1	0	0	0	0	0	1
	Not Stated	90	0	6	84	90	0	0	0	0	0	90
TOTALS		**1,270**	**2**	**344**	**924**	**1,270**	**1**	**166**	**20**	**57**	**89**	**1,103**

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Safety Portal City Summary Crash Report

1/1/2014 to 12/31/2014

City : Hanover Park

Reportable Crashes: 669 **In Progress:** 0 **Report Total:** 669

Hanover Park		Number Of Persons							Injury Severity			
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PASSENGER AGE/GENDER												
00												
	Female	4	0	2	2	4	0	1	0	0	1	3
	Male	10	0	2	8	10	0	1	0	0	1	9
01												
	Female	5	0	2	3	5	0	1	0	0	1	4
	Male	8	0	4	4	8	0	2	0	1	1	6
	Not Stated	1	0	0	1	1	0	0	0	0	0	1
02												
	Female	5	0	1	4	5	0	0	0	0	0	5
	Male	4	0	1	3	4	0	0	0	0	0	4
03												
	Female	3	0	2	1	3	0	1	0	0	1	2
	Male	3	0	0	3	3	0	0	0	0	0	3
04												
	Female	2	0	2	0	2	0	1	0	0	1	1
	Male	7	0	2	5	7	0	0	0	0	0	7
05												
	Female	8	0	1	7	8	0	0	0	0	0	8
	Male	4	0	0	4	4	0	0	0	0	0	4
	Not Stated	1	0	0	1	1	0	0	0	0	0	1
06												
	Female	8	0	2	6	8	0	0	0	0	0	8
	Male	6	0	0	6	6	0	0	0	0	0	6

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1/1/2014 to 12/31/2014

City : Hanover Park

Reportable Crashes: 669 **In Progress:** 0 **Report Total:** 669

Hanover Park		Number Of Persons							Injury Severity			
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PASSENGER AGE/GENDER												
07												
	Female	8	0	2	6	8	0	0	0	0	0	8
	Male	4	0	1	3	4	0	0	0	0	0	4
08												
	Female	6	0	0	6	6	0	0	0	0	0	6
	Male	6	0	1	5	6	0	1	0	0	1	5
09												
	Female	4	0	0	4	4	0	0	0	0	0	4
	Male	8	0	1	7	8	0	1	0	0	1	7
	Not Stated	1	0	0	1	1	0	0	0	0	0	1
10-14												
	Female	15	0	8	7	15	0	2	0	1	1	13
	Male	22	0	10	12	22	0	5	0	2	3	17
15												
	Female	13	0	8	5	13	0	2	0	1	1	11
	Male	15	0	10	5	15	0	0	0	0	0	15
16												
	Female	13	0	12	1	13	0	3	1	2	0	10
	Male	13	0	10	3	13	0	2	0	2	0	11
17												
	Female	14	0	10	4	14	0	4	1	2	1	10
	Male	7	0	5	2	7	0	0	0	0	0	7

Current year and previous year data are not yet complete and are subject to change as more information becomes available. Calendar date selections include data based on the date of the crash. Year selections include data based on the statistical year in which the crash was processed.

Safety Portal City Summary Crash Report

1/1/2014 to 12/31/2014

City : Hanover Park

Reportable Crashes: 669 **In Progress:** 0 **Report Total:** 669

Hanover Park		Number Of Persons							Injury Severity			
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PASSENGER AGE/GENDER												
18												
	Female	6	0	2	4	6	0	1	0	1	0	5
	Male	7	0	6	1	7	0	0	0	0	0	7
	Not Stated	1	0	1	0	1	0	0	0	0	0	1
19												
	Female	1	0	1	0	1	0	1	0	1	0	0
	Male	9	0	0	9	9	0	0	0	0	0	9
	Not Stated	1	0	0	1	1	0	0	0	0	0	1
20												
	Female	4	0	2	2	4	0	2	0	1	1	2
	Male	3	0	1	2	3	0	0	0	0	0	3
21												
	Female	4	0	0	4	4	0	0	0	0	0	4
	Male	4	0	0	4	4	0	0	0	0	0	4
22-24												
	Female	4	0	1	3	4	0	1	0	1	0	3
	Male	10	0	1	9	10	0	0	0	0	0	10
25-29												
	Female	10	0	5	5	10	0	4	0	2	2	6
	Male	16	0	7	9	16	0	2	0	1	1	14
30-34												
	Female	10	0	0	10	10	0	0	0	0	0	10
	Male	8	0	3	5	8	0	0	0	0	0	8

Current year and previous year data are not yet complete and are subject to change as more information becomes available. Calendar date selections include data based on the date of the crash. Year selections include data based on the statistical year in which the crash was processed.

Safety Portal City Summary Crash Report

1/1/2014 to 12/31/2014

City : Hanover Park

Reportable Crashes: 669 **In Progress:** 0 **Report Total:** 669

Hanover Park		Number Of Persons							Injury Severity			
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PASSENGER AGE/GENDER												
35-39												
	Female	8	0	3	5	8	0	2	0	0	2	6
	Male	7	0	4	3	7	0	2	0	2	0	5
	Not Stated	1	0	1	0	1	0	1	0	0	1	0
40-44												
	Female	9	0	5	4	9	0	4	0	2	2	5
	Male	6	0	4	2	6	0	2	0	1	1	4
45-49												
	Female	7	0	3	4	7	0	2	1	0	1	5
	Male	5	0	1	4	5	0	0	0	0	0	5
50-54												
	Female	9	0	3	6	9	0	3	1	1	1	6
	Male	4	0	0	4	4	0	0	0	0	0	4
55-59												
	Female	5	0	1	4	5	0	0	0	0	0	5
	Male	3	0	1	2	3	0	0	0	0	0	3
	Not Stated	1	0	0	1	1	0	0	0	0	0	1
60-64												
	Female	8	0	1	7	8	0	0	0	0	0	8
	Male	3	0	1	2	3	0	1	0	0	1	2
65-69												
	Female	4	0	3	1	4	0	2	0	1	1	2
	Male	3	0	2	1	3	0	0	0	0	0	3

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Safety Portal City Summary Crash Report

1/1/2014 to 12/31/2014

City : Hanover Park

Reportable Crashes: 669 **In Progress:** 0 **Report Total:** 669

Hanover Park		Number Of Persons							Injury Severity			
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PASSENGER AGE/GENDER												
70-74												
	Female	2	0	1	1	2	0	1	0	1	0	1
	Male	1	0	0	1	1	0	0	0	0	0	1
75-79												
	Female	2	0	0	2	2	0	0	0	0	0	2
	Male	1	0	1	0	1	0	0	0	0	0	1
80-84												
	Female	3	0	1	2	3	0	1	0	0	1	2
85-89												
	Male	1	0	0	1	1	0	0	0	0	0	1
90-94												
	Male	1	0	0	1	1	0	0	0	0	0	1
Unknown												
	Female	19	0	1	18	19	0	1	0	1	0	18
	Male	17	0	0	17	17	0	0	0	0	0	17
	Not Stated	20	0	1	19	20	0	0	0	0	0	20
TOTALS		**476**	**0**	**167**	**309**	**476**	**0**	**60**	**4**	**27**	**29**	**416**

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Safety Portal City Summary Crash Report

1/1/2014 to 12/31/2014

City : Hanover Park

Reportable Crashes: 669 **In Progress:** 0 **Report Total:** 669

Hanover Park		Number Of Persons							Injury Severity			
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PEDEDSTRIAN AGE/GENDER												
05												
	Male	1	0	1	0	1	0	1	0	1	0	0
07												
	Male	1	0	1	0	1	0	1	0	1	0	0
22-24												
	Male	1	0	1	0	1	0	1	0	0	1	0
25-29												
	Male	2	0	2	0	2	0	2	0	2	0	0
30-34												
	Female	1	0	1	0	1	0	1	0	1	0	0
	Male	1	0	1	0	1	0	1	1	0	0	0
40-44												
	Male	1	0	1	0	1	0	1	1	0	0	0
45-49												
	Female	1	0	1	0	1	0	1	0	0	1	0
55-59												
	Female	1	0	1	0	1	0	1	0	1	0	0
65-69												
	Female	1	0	1	0	1	0	1	0	1	0	0
TOTALS		**11**	**0**	**11**	**0**	**11**	**0**	**11**	**2**	**7**	**2**	**0**

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Safety Portal City Summary Crash Report

1/1/2014 to 12/31/2014

City : Hanover Park

Reportable Crashes: 669 **In Progress:** 0 **Report Total:** 669

Hanover Park		Number Of Persons							Injury Severity			
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PEDALCYCLIST AGE/GENDER												
09												
	Female	1	0	1	0	1	0	1	1	0	0	0
10-14												
	Male	1	0	1	0	1	0	1	0	0	1	0
TOTALS		**2**	**0**	**2**	**0**	**2**	**0**	**2**	**1**	**0**	**1**	**0**

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Safety Portal City Summary Crash Report

1/1/2014 to 12/31/2014

City : Hanover Park

Reportable Crashes: 669 **In Progress:** 0 **Report Total:** 669

Hanover Park	Number Of Persons							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PEDESTRIAN PRIOR ACTION AGE/GENDER											
Crossing - Against Signal											
45-49											
Female	1	0	1	0	1	0	1	0	0	1	0
Crossing - With Signal											
55-59											
Female	1	0	1	0	1	0	1	0	1	0	0
65-69											
Female	1	0	1	0	1	0	1	0	1	0	0
Enter From Drive/Alley											
40-44											
Male	1	0	1	0	1	0	1	1	0	0	0
Entering/Leaving/Crossing Unspecified Location											
05											
Male	1	0	1	0	1	0	1	0	1	0	0
30-34											
Female	1	0	1	0	1	0	1	0	1	0	0
None											
30-34											
Male	1	0	1	0	1	0	1	1	0	0	0
Other											
22-24											
Male	1	0	1	0	1	0	1	0	0	1	0

Current year and previous year data are not yet complete and are subject to change as more information becomes available. Calendar date selections include data based on the date of the crash. Year selections include data based on the statistical year in which the crash was processed.

Safety Portal City Summary Crash Report

1/1/2014 to 12/31/2014

City : Hanover Park

Reportable Crashes: 669 **In Progress:** 0 **Report Total:** 669

Hanover Park	Number Of Persons							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PEDESTRIAN PRIOR ACTION AGE/GENDER											
25-29											
Male	1	0	1	0	1	0	1	0	1	0	0
Playing In Roadway											
25-29											
Male	1	0	1	0	1	0	1	0	1	0	0
Walking/Riding Against Traffic											
07											
Male	1	0	1	0	1	0	1	0	1	0	0
TOTALS	**11**	**0**	**11**	**0**	**11**	**0**	**11**	**2**	**7**	**2**	**0**

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Safety Portal City Summary Crash Report

1/1/2014 to 12/31/2014

City : Hanover Park

Reportable Crashes: 669 **In Progress:** 0 **Report Total:** 669

Hanover Park		Number Of Persons							Injury Severity			
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PEDALCYCLIST PRIOR ACTION AGE/GENDER												
Enter From Drive/Alley												
09												
	Female	1	0	1	0	1	0	1	1	0	0	0
Walking/Riding Against Traffic												
10-14												
	Male	1	0	1	0	1	0	1	0	0	1	0
TOTALS		**2**	**0**	**2**	**0**	**2**	**0**	**2**	**1**	**0**	**1**	**0**

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Safety Portal City Summary Crash Report

1/1/2014 to 12/31/2014

City : Hanover Park

Reportable Crashes: 669 **In Progress:** 0 **Report Total:** 669

Hanover Park		Number Of Persons				Number Of Vehicles			Injury Severity			
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
OCCUPANT OF NON-MOTORIZED VEHICLE AGE/SEX												
01												
	Male	2	0	2	0	2	0	2	0	0	2	0
Unknown												
	Male	1	0	1	0	1	0	1	0	0	1	0
TOTALS		**3**	**0**	**3**	**0**	**3**	**0**	**3**	**0**	**0**	**3**	**0**

Hanover Park	Number Of Vehicles							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
VEHICLE DEFECTS											
Brakes	9	0	2	7	9	0	0	0	0	0	12
Lights	1	0	1	0	1	0	0	0	0	0	3
None	1,120	1	321	798	1,120	0	217	22	82	113	1,263
Other	2	0	0	2	2	0	0	0	0	0	1
Steering	1	0	0	1	1	0	0	0	0	0	1
Suspension	1	0	0	1	1	0	0	0	0	0	1
Tires	1	0	0	1	1	0	0	0	0	0	1
Unknown	211	1	22	188	211	1	9	2	2	5	236
Wheels	1	0	0	1	1	0	0	0	0	0	1
TOTALS	**1,347**	**2**	**346**	**999**	**1,347**	**1**	**226**	**24**	**84**	**118**	**1,519**

Current year and previous year data are not yet complete and are subject to change as more information becomes available. Calendar date selections include data based on the date of the crash. Year selections include data based on the statistical year in which the crash was processed.

Sorted by : City

Illinois Department of Transportation
Division of Traffic Safety

Report Produced : 1/24/2017 3:44 PM

Safety Portal City Summary Crash Report

1/1/2014 to 12/31/2014

City : Hanover Park

Reportable Crashes: 669 **In Progress:** 0 **Report Total:** 669

VEHICLE TYPE											
Bus Over 15 Passengers	2	0	1	1	2	0	0	0	0	0	77
Bus Up to 15 Passengers	4	0	0	4	4	0	0	0	0	0	18
Motorcycle (Over 150cc)	8	0	6	2	8	0	6	2	4	0	5
Other	10	0	2	8	10	0	0	0	0	0	9
Other Vehicle With Trailer	4	0	1	3	4	0	1	0	1	0	5
Passenger	843	2	231	610	843	1	165	15	65	85	886
Pickup	68	0	12	56	68	0	5	2	2	1	73
SUV	204	0	54	150	204	0	32	3	8	21	215
Tractor With Semi-Trailer	17	0	3	14	17	0	0	0	0	0	17
Tractor Without Semi-Trailer	2	0	0	2	2	0	0	0	0	0	2
Truck Single Unit	12	0	5	7	12	0	1	0	0	1	15
Unknown	70	0	3	67	70	0	0	0	0	0	70
Van/Mini-Van	103	0	28	75	103	0	16	2	4	10	127
TOTALS	**1,347**	**2**	**346**	**999**	**1,347**	**1**	**226**	**24**	**84**	**118**	**1,519**

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Illinois Department of Transportation
Division of Traffic Safety

Safety Portal City Summary Crash Report

1/1/2013 to 12/31/2013

City : Hanover Park

Reportable Crashes: 708 **In Progress:** 0 **Report Total:** 708

	Number Of Crashes							Injury Severity			
Hanover Park	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
WEATHER CONDITION											
Clear	517	0	136	381	1,043	0	186	25	79	82	1,181
Cloudy/Overcast	16	0	4	12	35	0	5	0	2	3	34
Other	7	0	2	5	15	0	2	0	0	2	14
Rain	87	0	25	62	177	0	32	4	14	14	198
Sleet/Hail	6	0	2	4	16	0	4	1	2	1	26
Snow	71	0	3	68	123	0	7	0	2	5	175
Unknown	4	0	0	4	8	0	0	0	0	0	6
TOTALS	**708**	**0**	**172**	**536**	**1,417**	**0**	**236**	**30**	**99**	**107**	**1,634**
TYPE OF CRASH											
Angle	43	0	10	33	89	0	18	2	9	7	99
Fixed Object	60	0	12	48	62	0	12	2	4	6	62
Head On	2	0	1	1	4	0	2	0	2	0	3
Other Non-Collision	6	0	2	4	6	0	2	0	2	0	4
Other Object	1	0	0	1	2	0	0	0	0	0	2
Overturned	1	0	0	1	1	0	0	0	0	0	1
Parked Motor Vehicle	67	0	3	64	135	0	4	0	2	2	81
Pedalcyclist	9	0	9	0	9	0	9	1	6	2	15
Pedestrian	9	0	9	0	9	0	9	2	6	1	14
Rear End	279	0	63	216	618	0	86	10	32	44	759
Sideswipe Opposite Direction	9	0	3	6	19	0	3	0	1	2	23
Sideswipe Same Direction	44	0	4	40	93	0	4	1	0	3	113
Turning	178	0	56	122	370	0	87	12	35	40	458
TOTALS	**708**	**0**	**172**	**536**	**1,417**	**0**	**236**	**30**	**99**	**107**	**1,634**

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Sorted by : City

Illinois Department of Transportation
Division of Traffic Safety

Report Produced : 1/26/2017 1:31 PM

Safety Portal City Summary Crash Report

1/1/2013 to 12/31/2013

City : Hanover Park

Reportable Crashes: 708 **In Progress:** 0 **Report Total:** 708

	Number Of Crashes							Injury Severity			
Hanover Park	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
CLASS OF CITY											
25,000 TO 50,000	708	0	172	536	1,417	0	236	30	99	107	1,634
TOTALS	**708**	**0**	**172**	**536**	**1,417**	**0**	**236**	**30**	**99**	**107**	**1,634**
ROAD SURFACE CONDITION											
Dry	483	0	126	357	981	0	175	24	73	78	1,112
Ice	21	0	5	16	40	0	7	1	4	2	59
Other	2	0	0	2	3	0	0	0	0	0	2
Snow or Slush	60	0	2	58	104	0	3	0	3	0	150
Unknown	3	0	0	3	6	0	0	0	0	0	4
Wet	139	0	39	100	283	0	51	5	19	27	307
TOTALS	**708**	**0**	**172**	**536**	**1,417**	**0**	**236**	**30**	**99**	**107**	**1,634**

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Illinois Department of Transportation
Division of Traffic Safety

Safety Portal City Summary Crash Report

1/1/2013 to 12/31/2013
City : Hanover Park

Reportable Crashes: 708 **In Progress:** 0 **Report Total:** 708

Hanover Park	Number of Crashes							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
CLASS OF TRAFFICWAY											
City Streets Urban	413	0	93	320	824	0	128	17	60	51	912
State Numbered Urban	225	0	62	163	456	0	84	12	30	42	562
Unmarked Highway Rural	70	0	17	53	137	0	24	1	9	14	160
TOTALS	**708**	**0**	**172**	**536**	**1,417**	**0**	**236**	**30**	**99**	**107**	**1,634**
DAY OF WEEK											
Sunday	82	0	20	62	161	0	33	1	19	13	215
Monday	94	0	24	70	186	0	36	7	13	16	191
Tuesday	82	0	17	65	170	0	20	2	13	5	179
Wednesday	127	0	31	96	261	0	37	4	13	20	283
Thursday	113	0	30	83	218	0	35	7	13	15	245
Friday	117	0	29	88	235	0	45	4	14	27	292
Saturday	93	0	21	72	186	0	30	5	14	11	229
TOTALS	**708**	**0**	**172**	**536**	**1,417**	**0**	**236**	**30**	**99**	**107**	**1,634**

Current year and previous year data are not yet complete and are subject to change as more information becomes available. Calendar date selections include data based on the date of the crash. Year selections include data based on the statistical year in which the crash was processed.

Illinois Department of Transportation
Division of Traffic Safety

Safety Portal City Summary Crash Report

1/1/2013 to 12/31/2013
City : Hanover Park

Reportable Crashes: 708 **In Progress:** 0 **Report Total:** 708

	Number Of Crashes							Injury Severity			
Hanover Park	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
TIME OF DAY											
Midnight	6	0	2	4	11	0	2	2	0	0	11
01 AM	5	0	3	2	5	0	3	1	0	2	2
02 AM	6	0	2	4	9	0	2	0	0	2	13
03 AM	5	0	1	4	10	0	1	0	0	1	9
04 AM	9	0	1	8	15	0	1	0	0	1	14
05 AM	11	0	2	9	20	0	3	0	3	0	18
06 AM	32	0	5	27	61	0	9	0	2	7	58
07 AM	47	0	14	33	96	0	19	1	10	8	98
08 AM	34	0	8	26	67	0	10	1	4	5	93
09 AM	23	0	5	18	45	0	5	0	3	2	46
10 AM	25	0	10	15	48	0	14	2	6	6	43
11 AM	27	0	7	20	54	0	9	2	4	3	69
Noon	36	0	10	26	72	0	11	0	6	5	89
1 PM	35	0	7	28	70	0	9	2	4	3	77
2 PM	44	0	12	32	90	0	20	2	10	8	111
3 PM	47	0	13	34	100	0	23	0	15	8	127
4 PM	46	0	12	34	94	0	15	4	6	5	129
5 PM	95	0	24	71	198	0	33	8	9	16	220
6 PM	55	0	16	39	114	0	20	2	8	10	129
7 PM	34	0	5	29	69	0	7	1	0	6	83
8 PM	29	0	4	25	55	0	5	1	1	3	74
9 PM	28	0	4	24	56	0	7	0	4	3	57
10 PM	14	0	4	10	25	0	5	0	2	3	22
11 PM	15	0	1	14	33	0	3	1	2	0	42
TOTALS	**708**	**0**	**172**	**536**	**1,417**	**0**	**236**	**30**	**99**	**107**	**1,634**

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Sorted by : City

Illinois Department of Transportation
Division of Traffic Safety

Report Produced : 1/26/2017 1:31 PM

Safety Portal City Summary Crash Report

1/1/2013 to 12/31/2013

City : Hanover Park

Reportable Crashes: 708 **In Progress:** 0 **Report Total:** 708

	Number Of Crashes							Injury Severity			
Hanover Park	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
LIGHT CONDITION											
Darkness	71	0	14	57	129	0	18	3	9	6	138
Darkness, Lighted Road	130	0	28	102	258	0	39	4	12	23	290
Dawn	14	0	1	13	25	0	1	0	1	0	24
Daylight	467	0	121	346	952	0	162	18	74	70	1,128
Dusk	21	0	8	13	43	0	16	5	3	8	49
Unknown	5	0	0	5	10	0	0	0	0	0	5
TOTALS	**708**	**0**	**172**	**536**	**1,417**	**0**	**236**	**30**	**99**	**107**	**1,634**
ROAD DEFECTS											
No Defects	700	0	172	528	1,400	0	236	30	99	107	1,611
Other	2	0	0	2	4	0	0	0	0	0	3
Unknown	6	0	0	6	13	0	0	0	0	0	20
TOTALS	**708**	**0**	**172**	**536**	**1,417**	**0**	**236**	**30**	**99**	**107**	**1,634**

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Sorted by : City

Illinois Department of Transportation
Division of Traffic Safety

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Safety Portal City Summary Crash Report

1/1/2013 to 12/31/2013

City : Hanover Park

Reportable Crashes: 708 **In Progress:** 0 **Report Total:** 708

	Number Of Crashes							Injury Severity			
Hanover Park	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
TRAFFIC CONTROL											
Lane Use Marking	39	0	5	34	80	0	9	1	7	1	109
No Controls	384	0	70	314	743	0	86	11	40	35	820
Other	2	0	1	1	4	0	1	0	1	0	5
Other Warning Sign	1	0	0	1	2	0	0	0	0	0	2
Police/Flagman	1	0	0	1	3	0	0	0	0	0	2
Stop Sign/Flasher	35	0	11	24	63	0	13	3	6	4	75
Traffic Signal	242	0	84	158	514	0	126	15	45	66	614
Yield	4	0	1	3	8	0	1	0	0	1	7
TOTALS	**708**	**0**	**172**	**536**	**1,417**	**0**	**236**	**30**	**99**	**107**	**1,634**
ROADWAY FEATURE											
Bridge	1	0	0	1	2	0	0	0	0	0	2
Not Applicable	707	0	172	535	1,415	0	236	30	99	107	1,632
TOTALS	**708**	**0**	**172**	**536**	**1,417**	**0**	**236**	**30**	**99**	**107**	**1,634**

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Illinois Department of Transportation
Division of Traffic Safety

Safety Portal City Summary Crash Report

1/1/2013 to 12/31/2013

City : Hanover Park

Reportable Crashes: 708 **In Progress:** 0 **Report Total:** 708

	Number Of Persons							Injury Severity			
Hanover Park	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER CONDITION											
Alcohol Impaired	19	0	9	10	19	0	6	2	3	1	13
Drug Impaired	1	0	0	1	1	0	0	0	0	0	1
Emotional	4	0	1	3	4	0	1	0	0	1	3
Fatigued	6	0	4	2	6	0	3	0	2	1	3
Had Been Drinking	2	0	1	1	2	0	1	0	0	1	1
Illness	3	0	2	1	3	0	2	0	0	2	1
Normal	1,198	0	317	881	1,198	0	138	19	58	61	1,060
Other/Unknown	107	0	10	97	107	0	3	0	1	2	104
Removed By EMS	2	0	2	0	2	0	2	1	0	1	0
TOTALS	**1,342**	**0**	**346**	**996**	**1,342**	**0**	**156**	**22**	**64**	**70**	**1,186**

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Illinois Department of Transportation
Division of Traffic Safety

Safety Portal City Summary Crash Report

1/1/2013 to 12/31/2013
City : Hanover Park

Reportable Crashes: 708 **In Progress:** 0 **Report Total:** 708

		Number Of Persons						Injury Severity			
Hanover Park	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER AGE/GENDER											
15											
Male	1	0	0	1	1	0	0	0	0	0	1
16											
Female	9	0	4	5	9	0	2	0	1	1	7
Male	15	0	2	13	15	0	0	0	0	0	15
17											
Female	12	0	3	9	12	0	0	0	0	0	12
Male	14	0	2	12	14	0	0	0	0	0	14
18											
Female	25	0	6	19	25	0	2	1	1	0	23
Male	37	0	15	22	37	0	6	0	2	4	31
19											
Female	16	0	4	12	16	0	2	0	1	1	14
Male	27	0	9	18	27	0	2	0	1	1	25
20											
Female	14	0	5	9	14	0	4	0	2	2	10
Male	23	0	10	13	23	0	3	0	1	2	20
21											
Female	18	0	5	13	18	0	3	0	3	0	15
Male	19	0	3	16	19	0	2	0	2	0	17
22-24											
Female	45	0	14	31	45	0	9	0	2	7	36
Male	56	0	18	38	56	0	7	1	4	2	49
25-29											
Female	58	0	16	42	58	0	10	2	2	6	48
Male	76	0	17	59	76	0	7	0	4	3	69

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Illinois Department of Transportation
Division of Traffic Safety

Safety Portal City Summary Crash Report

1/1/2013 to 12/31/2013
City : Hanover Park

Reportable Crashes: 708 **In Progress:** 0 **Report Total:** 708

30-34												
	Female	49	0	15	34	49	0	8	0	4	4	41
	Male	66	0	16	50	66	0	5	3	1	1	61
35-39												
	Female	48	0	18	30	48	0	8	0	2	6	40
	Male	68	0	9	59	68	0	3	0	3	0	65
	Not Stated	1	0	0	1	1	0	0	0	0	0	1
40-44												
	Female	31	0	7	24	31	0	7	1	3	3	24
	Male	78	0	19	59	78	0	8	1	1	6	70
45-49												
	Female	43	0	12	31	43	0	4	0	2	2	39
	Male	65	0	14	51	65	0	4	0	2	2	61
50-54												
	Female	41	0	16	25	41	0	10	5	2	3	31
	Male	58	0	11	47	58	0	2	1	0	1	56
55-59												
	Female	32	0	9	23	32	0	7	2	3	2	25
	Male	52	0	13	39	52	0	8	2	3	3	44
60-64												
	Female	25	0	9	16	25	0	4	0	3	1	21
	Male	48	0	14	34	48	0	7	3	1	3	41
65-69												
	Female	15	0	5	10	15	0	4	0	2	2	11
	Male	24	0	7	17	24	0	3	0	2	1	21
70-74												
	Female	13	0	4	9	13	0	2	0	1	1	11
	Male	12	0	3	9	12	0	1	0	1	0	11
75-79												

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Illinois Department of Transportation
Division of Traffic Safety

Safety Portal City Summary Crash Report

1/1/2013 to 12/31/2013
City : Hanover Park

Reportable Crashes: 708 **In Progress:** 0 **Report Total:** 708

	Female	4	0	3	1	4	0	0	0	0	0	4
	Male	8	0	0	8	8	0	0	0	0	0	8
80-84												
	Female	3	0	0	3	3	0	0	0	0	0	3
	Male	8	0	4	4	8	0	1	0	1	0	7
85-89												
	Female	2	0	0	2	2	0	0	0	0	0	2
	Male	1	0	1	0	1	0	1	0	1	0	0
90-94												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	1	0	0	1	1	0	0	0	0	0	1
Unknown												
	Female	2	0	0	2	2	0	0	0	0	0	2
	Male	7	0	0	7	7	0	0	0	0	0	7
	Not Stated	71	0	4	67	71	0	0	0	0	0	71
TOTALS		**1,342**	**0**	**346**	**996**	**1,342**	**0**	**156**	**22**	**64**	**70**	**1,186**

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Illinois Department of Transportation
Division of Traffic Safety

Safety Portal City Summary Crash Report

1/1/2013 to 12/31/2013
City : Hanover Park

Reportable Crashes: 708 **In Progress:** 0 **Report Total:** 708

Hanover Park	Number Of Persons							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PASSENGER AGE/GENDER											
00											
Female	5	0	2	3	5	0	2	0	0	2	3
Male	5	0	3	2	5	0	0	0	0	0	5
01											
Female	5	0	3	2	5	0	2	0	0	2	3
Male	1	0	1	0	1	0	0	0	0	0	1
02											
Female	4	0	0	4	4	0	0	0	0	0	4
Male	8	0	3	5	8	0	1	0	0	1	7
03											
Female	9	0	3	6	9	0	0	0	0	0	9
Male	7	0	1	6	7	0	0	0	0	0	7
04											
Female	5	0	1	4	5	0	0	0	0	0	5
Male	7	0	3	4	7	0	0	0	0	0	7
05											
Female	4	0	1	3	4	0	0	0	0	0	4
Male	5	0	1	4	5	0	0	0	0	0	5
06											
Female	7	0	2	5	7	0	0	0	0	0	7
Male	5	0	4	1	5	0	1	0	0	1	4
07											
Female	11	0	4	7	11	0	1	0	1	0	10
Male	12	0	3	9	12	0	1	0	1	0	11
08											
Female	11	0	1	10	11	0	0	0	0	0	11

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Illinois Department of Transportation
Division of Traffic Safety

Safety Portal City Summary Crash Report

1/1/2013 to 12/31/2013
City : Hanover Park

Reportable Crashes: 708 **In Progress:** 0 **Report Total:** 708

	Male	9	0	0	9	9	0	0	0	0	0	9
09												
	Female	7	0	2	5	7	0	1	0	0	1	6
	Male	10	0	1	9	10	0	0	0	0	0	10
10-14												
	Female	20	0	8	12	20	0	5	0	3	2	15
	Male	33	0	9	24	33	0	1	0	1	0	32
	Not Stated	1	0	0	1	1	0	0	0	0	0	1
15												
	Female	10	0	1	9	10	0	0	0	0	0	10
	Male	8	0	4	4	8	0	2	0	2	0	6
16												
	Female	19	0	6	13	19	0	3	0	3	0	16
	Male	9	0	3	6	9	0	0	0	0	0	9
17												
	Female	11	0	2	9	11	0	1	0	1	0	10
	Male	11	0	4	7	11	0	3	0	1	2	8
18												
	Female	4	0	2	2	4	0	1	0	0	1	3
	Male	9	0	0	9	9	0	0	0	0	0	9
19												
	Female	8	0	5	3	8	0	1	1	0	0	7
	Male	1	0	1	0	1	0	0	0	0	0	1
20												
	Female	9	0	2	7	9	0	1	0	0	1	8
	Male	5	0	3	2	5	0	0	0	0	0	5
21												
	Female	2	0	1	1	2	0	0	0	0	0	2
	Male	1	0	1	0	1	0	0	0	0	0	1

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Illinois Department of Transportation
Division of Traffic Safety

Safety Portal City Summary Crash Report

1/1/2013 to 12/31/2013
City : Hanover Park

Reportable Crashes: 708 **In Progress:** 0 **Report Total:** 708

22-24												
	Female	14	0	6	8	14	0	1	0	0	1	13
	Male	15	0	6	9	15	0	4	0	0	4	11
25-29												
	Female	11	0	1	10	11	0	0	0	0	0	11
	Male	11	0	4	7	11	0	1	0	1	0	10
30-34												
	Female	8	0	5	3	8	0	1	0	1	0	7
	Male	9	0	5	4	9	0	3	0	2	1	6
35-39												
	Female	13	0	1	12	13	0	1	1	0	0	12
	Male	5	0	4	1	5	0	1	0	0	1	4
40-44												
	Female	10	0	3	7	10	0	2	0	0	2	8
	Male	12	0	2	10	12	0	1	0	1	0	11
45-49												
	Female	11	0	2	9	11	0	2	0	0	2	9
	Male	6	0	3	3	6	0	3	0	3	0	3
50-54												
	Female	16	0	8	8	16	0	6	2	1	3	10
	Male	5	0	0	5	5	0	0	0	0	0	5
55-59												
	Female	7	0	5	2	7	0	2	0	0	2	5
	Male	5	0	2	3	5	0	2	1	1	0	3
60-64												
	Female	5	0	3	2	5	0	1	0	0	1	4
	Male	1	0	0	1	1	0	0	0	0	0	1
	Not Stated	1	0	1	0	1	0	0	0	0	0	1
65-69												

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Illinois Department of Transportation
Division of Traffic Safety

Safety Portal City Summary Crash Report

1/1/2013 to 12/31/2013
City : Hanover Park

Reportable Crashes: 708 **In Progress:** 0 **Report Total:** 708

	Female	4	0	1	3	4	0	1	0	0	1	3
70-74												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	2	0	1	1	2	0	0	0	0	0	2
75-79												
	Female	2	0	1	1	2	0	1	0	0	1	1
80-84												
	Male	2	0	1	1	2	0	0	0	0	0	2
85-89												
	Female	1	0	0	1	1	0	0	0	0	0	1
Unknown												
	Female	4	0	1	3	4	0	1	0	0	1	3
	Male	4	0	0	4	4	0	0	0	0	0	4
	Not Stated	26	0	12	14	26	0	1	0	0	1	25
TOTALS		**509**	**0**	**169**	**340**	**509**	**0**	**62**	**5**	**23**	**34**	**447**

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Illinois Department of Transportation
Division of Traffic Safety

Safety Portal City Summary Crash Report

1/1/2013 to 12/31/2013

City : Hanover Park

Reportable Crashes: 708 **In Progress:** 0 **Report Total:** 708

Hanover Park		Number Of Persons							Injury Severity			
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PEDEDSTRIAN AGE/GENDER												
10-14												
	Female	2	0	2	0	2	0	2	0	2	0	0
17												
	Male	1	0	1	0	1	0	1	0	1	0	0
20												
	Male	1	0	1	0	1	0	1	0	0	1	0
22-24												
	Female	1	0	1	0	1	0	1	1	0	0	0
	Male	1	0	1	0	1	0	1	0	1	0	0
25-29												
	Male	1	0	0	1	1	0	0	0	0	0	1
30-34												
	Male	1	0	1	0	1	0	1	0	1	0	0
35-39												
	Male	1	0	1	0	1	0	1	1	0	0	0
Unknown												
	Female	1	0	1	0	1	0	1	0	1	0	0
TOTALS		**10**	**0**	**9**	**1**	**10**	**0**	**9**	**2**	**6**	**1**	**1**

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Division of Traffic Safety

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Safety Portal City Summary Crash Report

1/1/2013 to 12/31/2013

City : Hanover Park

Reportable Crashes: 708 **In Progress:** 0 **Report Total:** 708

Hanover Park		Number Of Persons							Injury Severity			
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PEDALCYCLIST AGE/GENDER												
10-14												
	Female	1	0	1	0	1	0	1	0	0	1	0
	Male	2	0	2	0	2	0	2	0	2	0	0
15												
	Male	1	0	1	0	1	0	1	0	1	0	0
20												
	Male	1	0	1	0	1	0	1	0	1	0	0
30-34												
	Male	1	0	1	0	1	0	1	0	1	0	0
35-39												
	Female	1	0	1	0	1	0	1	0	0	1	0
65-69												
	Male	2	0	2	0	2	0	2	1	1	0	0
TOTALS		**9**	**0**	**9**	**0**	**9**	**0**	**9**	**1**	**6**	**2**	**0**

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Safety Portal City Summary Crash Report

1/1/2013 to 12/31/2013

City : Hanover Park

Reportable Crashes: 708 **In Progress:** 0 **Report Total:** 708

Hanover Park	Number Of Persons							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PEDESTRIAN PRIOR ACTION AGE/GENDER											
Crossing - Against Signal											
10-14											
Female	1	0	1	0	1	0	1	0	1	0	0
Crossing - With Signal											
17											
Male	1	0	1	0	1	0	1	0	1	0	0
20											
Male	1	0	1	0	1	0	1	0	0	1	0
22-24											
Female	1	0	1	0	1	0	1	1	0	0	0
Enter From Drive/Alley											
22-24											
Male	1	0	1	0	1	0	1	0	1	0	0
None											
25-29											
Male	1	0	0	1	1	0	0	0	0	0	1
Other											
30-34											
Male	1	0	1	0	1	0	1	0	1	0	0
35-39											
Male	1	0	1	0	1	0	1	1	0	0	0
Unknown											
Female	1	0	1	0	1	0	1	0	1	0	0
Playing In Roadway											
10-14											
Female	1	0	1	0	1	0	1	0	1	0	0

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Sorted by : City

Illinois Department of Transportation
Division of Traffic Safety

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Safety Portal City Summary Crash Report

1/1/2013 to 12/31/2013

City : Hanover Park

Reportable Crashes: 708 **In Progress:** 0 **Report Total:** 708

TOTALS	**10**	**0**	**9**	**1**	**10**	**0**	**9**	**2**	**6**	**1**	**1**

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Illinois Department of Transportation
Division of Traffic Safety

Safety Portal City Summary Crash Report

1/1/2013 to 12/31/2013
City : Hanover Park

Reportable Crashes: 708 **In Progress:** 0 **Report Total:** 708

Hanover Park	Number Of Persons							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PEDALCYCLIST PRIOR ACTION AGE/GENDER											
Crossing - Against Signal											
10-14											
Male	1	0	1	0	1	0	1	0	1	0	0
65-69											
Male	1	0	1	0	1	0	1	1	0	0	0
Intoxicated Ped/Pedal											
30-34											
Male	1	0	1	0	1	0	1	0	1	0	0
Other											
65-69											
Male	1	0	1	0	1	0	1	0	1	0	0
Unknown											
15											
Male	1	0	1	0	1	0	1	0	1	0	0
Walking/Riding Against Traffic											
10-14											
Female	1	0	1	0	1	0	1	0	0	1	0
Male	1	0	1	0	1	0	1	0	1	0	0
35-39											
Female	1	0	1	0	1	0	1	0	0	1	0
Walking/Riding With Traffic											
20											
Male	1	0	1	0	1	0	1	0	1	0	0
TOTALS	**9**	**0**	**9**	**0**	**9**	**0**	**9**	**1**	**6**	**2**	**0**

Current year and previous year data are not yet complete and are subject to change as more information becomes available. Calendar date selections include data based on the date of the crash. Year selections include data based on the statistical year in which the crash was processed.

Illinois Department of Transportation
Division of Traffic Safety

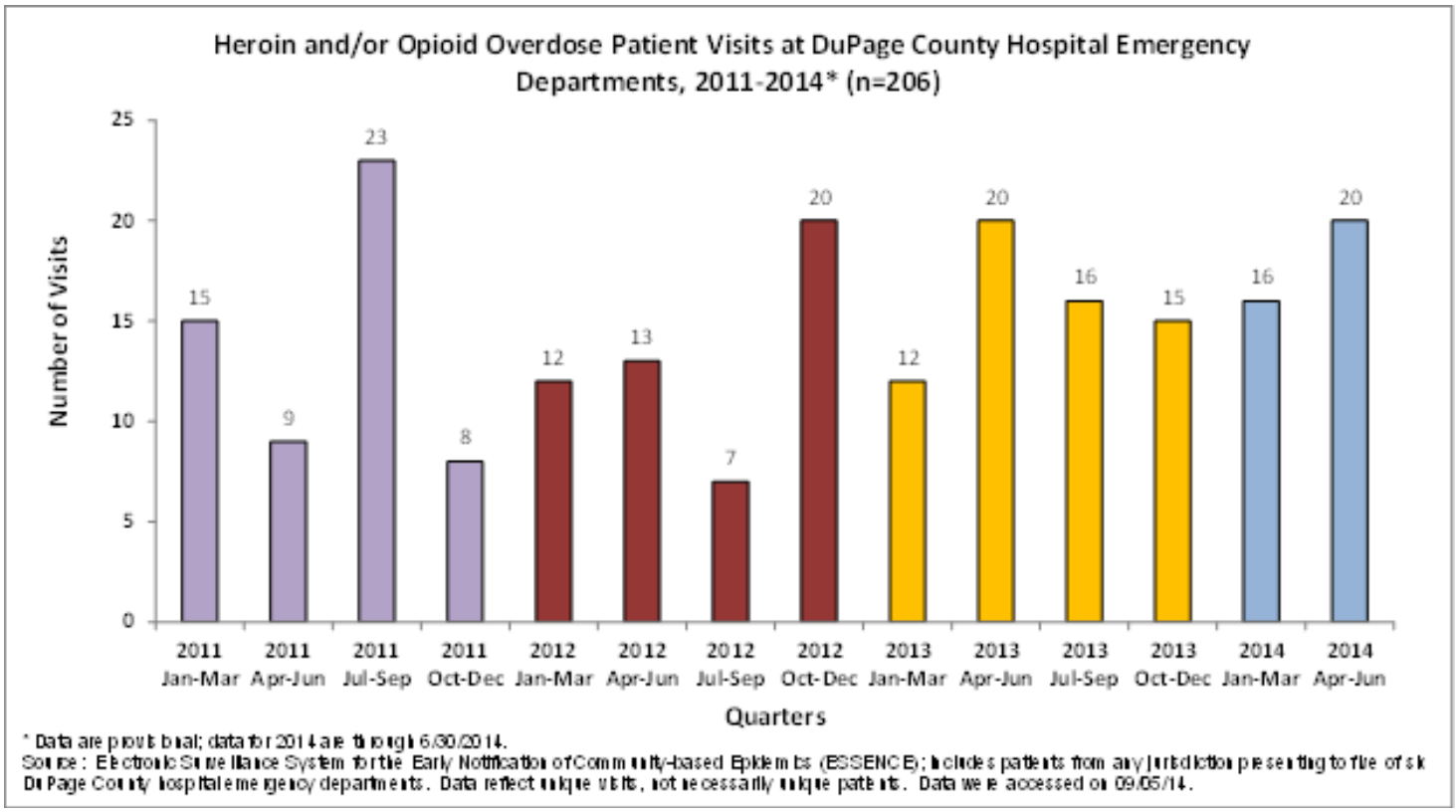
Safety Portal City Summary Crash Report

1/1/2013 to 12/31/2013
City : Hanover Park

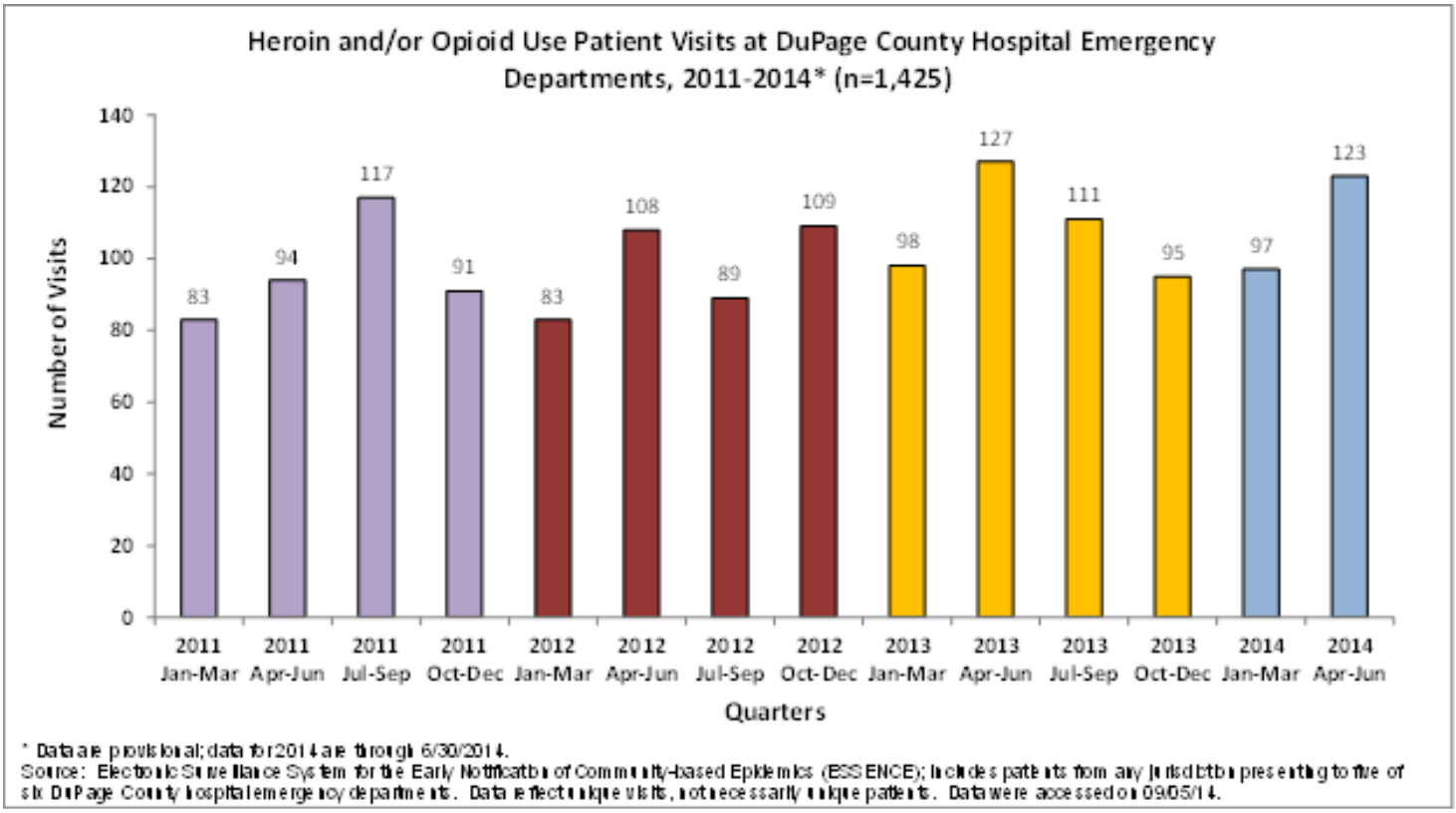
Reportable Crashes: 708 **In Progress:** 0 **Report Total:** 708

	Number Of Vehicles							Injury Severity			
Hanover Park	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
VEHICLE DEFECTS											
Brakes	8	0	4	4	8	0	4	0	0	4	7
Fuel System	1	0	0	1	1	0	0	0	0	0	1
None	1,212	0	314	898	1,212	0	198	26	78	94	1,418
Other	1	0	0	1	1	0	0	0	0	0	1
Restraint System	1	0	1	0	1	0	0	0	0	0	1
Signals	1	0	1	0	1	0	1	0	0	1	0
Tires	3	0	2	1	3	0	1	0	1	0	3
Trailer Coupling	2	0	0	2	2	0	0	0	0	0	2
Unknown	188	0	31	157	188	0	14	1	8	5	200
TOTALS	**1,417**	**0**	**353**	**1,064**	**1,417**	**0**	**218**	**27**	**87**	**104**	**1,633**
VEHICLE TYPE											
Bus Over 15 Passengers	4	0	0	4	4	0	0	0	0	0	72
Bus Up to 15 Passengers	2	0	0	2	2	0	0	0	0	0	4
Motorcycle (Over 150cc)	6	0	3	3	6	0	3	1	1	1	3
Other	9	0	1	8	9	0	0	0	0	0	9
Other Vehicle With Trailer	8	0	2	6	8	0	2	0	0	2	7
Passenger	1,016	0	255	761	1,016	0	163	23	69	71	1,091
Pickup	63	0	14	49	63	0	9	1	2	6	68
SUV	149	0	49	100	149	0	22	2	12	8	192
Tractor With Semi-Trailer	12	0	2	10	12	0	0	0	0	0	12
Tractor Without Semi-Trailer	2	0	1	1	2	0	0	0	0	0	3
Truck Single Unit	17	0	1	16	17	0	0	0	0	0	17
Unknown	46	0	1	45	46	0	0	0	0	0	46
Van/Mini-Van	83	0	24	59	83	0	19	0	3	16	109
TOTALS	**1,417**	**0**	**353**	**1,064**	**1,417**	**0**	**218**	**27**	**87**	**104**	**1,633**

Current year and previous year data are not yet complete and are subject to change as more information becomes available. Calendar date selections include data based on the date of the crash. Year selections include data based on the statistical year in which the crash was processed.



* Data are provisional; data for 2014 are through 6/30/2014.
Source: Electronic Surveillance System for the Early Notification of Community-based Epidemics (ESSENCE); includes patients from any jurisdiction presenting to five of six DuPage County hospital emergency departments. Data reflect unique visits, not necessarily unique patients. Data were accessed on 09/05/14.



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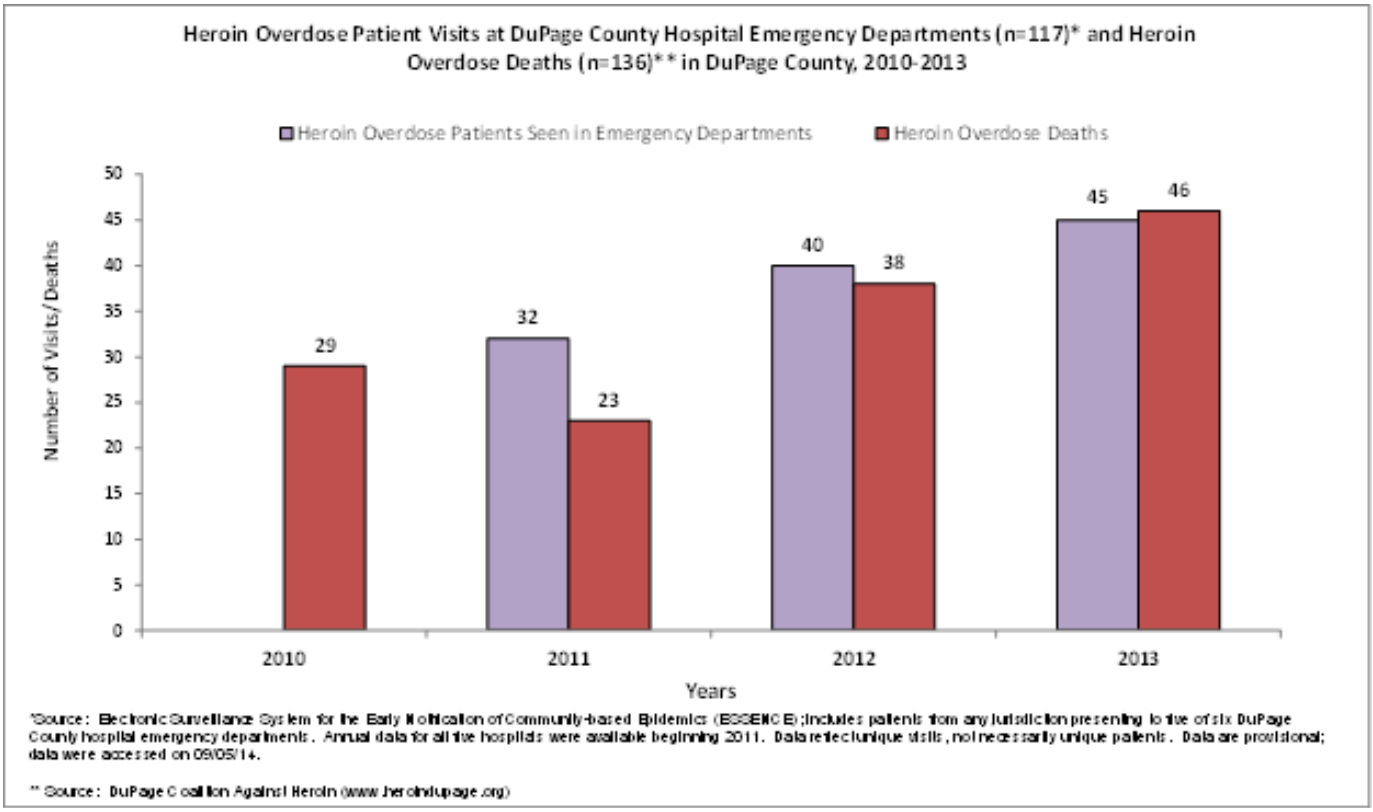


Heroin Overdose Summary

From January 1, 2011 – June 30, 2014, there were 142 patient visits at DuPage County hospital emergency departments with chief complaints and/or discharge diagnoses related to heroin overdose. Males 18-29 appear to be the highest risk group.

Characteristic	*n (%)*
Heroin Overdose Patient Visits	142 (100)
Gender	
Male	120 (85)
Female	22 (15)
Age	
Range	16-56 years
Average (Mean)	24.5 years
Median	22 years
Age Group (years)	
0-4	0 (0)
5-17	7 (5)
18-29	110 (78)
30-39	17 (12)
40-49	6 (4)
50-64	2 (1)
65+	0 (0)

Heroin Use Summary

From January 1, 2011 – June 30, 2014, there were 985 patient visits at DuPage County hospital emergency departments with chief complaints and/or discharge diagnoses related to heroin use. Males 18-29 make up the highest risk group.

Characteristic	*n (%)*
Heroin Use Patient Visits	985 (100)
Gender	
Male	656 (67)
Female	329 (33)
Age	
Range	0-62 years
Average (Mean)	27.3 years
Median	25 years
Age Group (years)	
0-4	1 (0)
5-17	27 (3)
18-29	648 (66)
30-39	209 (21)
40-49	70 (7)
50-64	30 (3)
65+	0 (0)

Heroin/Opioid Overdose Summary

From January 1, 2011 – June 30, 2014, there were 206 patient visits at DuPage County hospital emergency departments with chief complaints and/or discharge diagnoses related to heroin overdose and/or opioid overdose. The largest use group is males between the ages of 18-29.

Characteristic	***n (%)***
Heroin/Opioid Overdose Patient Visits	206 (100)
Gender	
Male	157 (76)
Female	49 (24)
Age	
Range	15-77 years
Average (Mean)	27.9 years
Median	23.5 years
Age Group (years)	
0-4	0 (0)
5-17	9 (4)
18-29	138 (67)
30-39	30 (15)
40-49	12 (6)
50-64	12 (6)
65+	5 (2)

Heroin/Opioid Use Summary

From January 1, 2011 – June 30, 2014, there were 1,425 patient visits at DuPage County hospital emergency departments with chief complaints and/or discharge diagnoses related to heroin use and/or opioid use. Again, we find that males aged 18-29 are the highest use group.

Characteristic	*n (%)*
Heroin Opioid Use Patient Visits	1,425 (100)
Gender	
Male	887 (62)
Female	538 (38)
Age	
Range	0-91 years
Average (Mean)	30.1 years
Median	27 years
Age Group (years)	
0-4	1 (0)
5-17	37 (3)
18-29	820 (58)
30-39	312 (22)
40-49	148 (10)
50-64	86 (6)
65+	21 (1)

DuPage County Overdose Deaths

2014: Heroin: 33 (32 accidental, 1 suicide by Heroin injection)
Prescription Drug: 47 (37 accidental, 7 confirmed suicide, 3 undetermined manner). 1 of these deaths occurred in Hanover Park.

2013: Heroin: 49 (46 accidental; 3 undetermined)
Prescription Drug: 49 (29 accidental, 14 suicide, 6 undetermined manner).
1 of these deaths occurred in Hanover Park.

2012: Heroin: 46 (45 accidental, 1 suicide)
Prescription Drug: 28 (18 accidental, 7 suicide, 3 undetermined manner).
None of these deaths occurred in Hanover Park.

Older/Adults Falls:

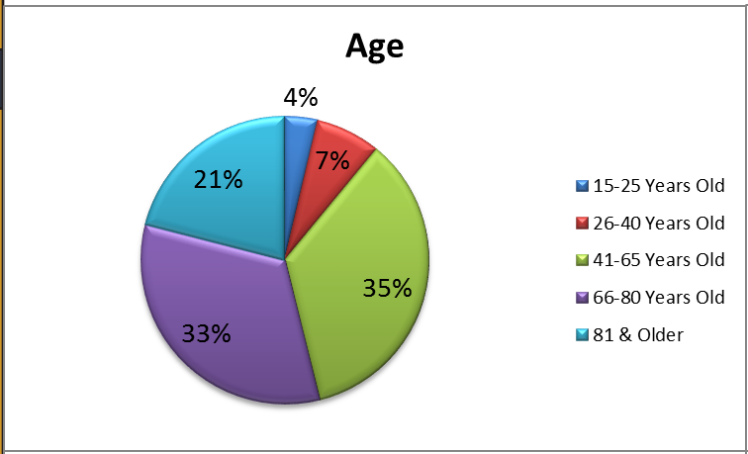
From January 1, 2014, through March 31, 2015, the Hanover Park Fire Department responded to many falls, as illustrated in the graphics below.

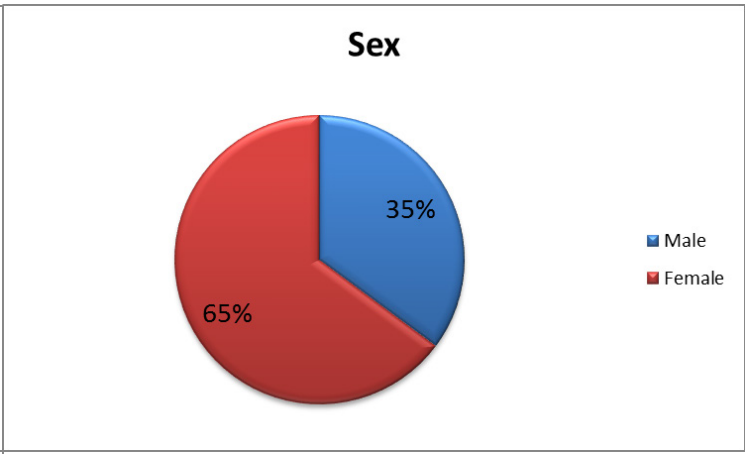
Falls

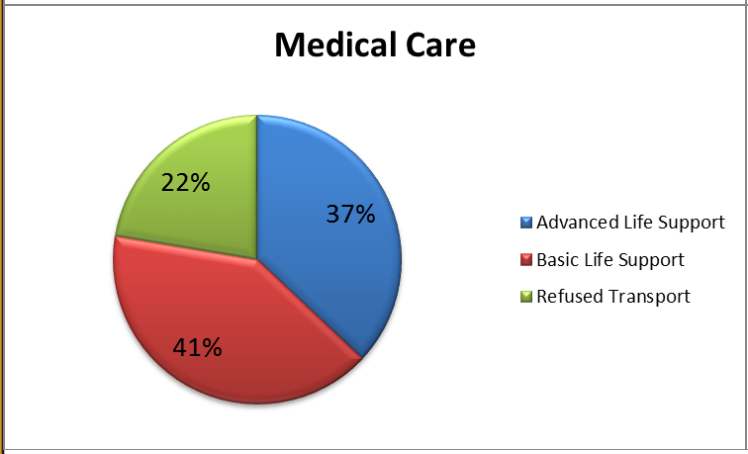
219 Incidents:
Advanced Life Support (81) Basic Life Support (89) Refused Transport (49)

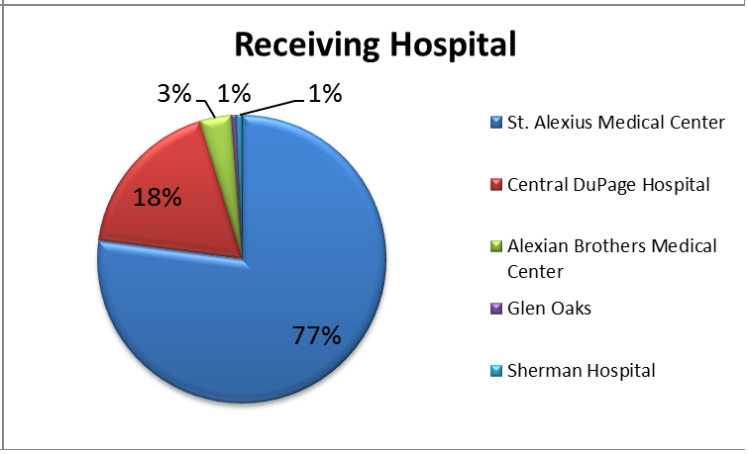
Patient Sex:
Male (77) Female (142)

Patient Age:
15-25 (8) 26-40 (16) 41-65 (77) 66-80 (72) 81 & Older (46)









Workplace Injuries:

Hanover Park Branch, Schaumburg Township Library—0 instances

METRA Employee Injury Data:

Non - Employee Incident Report

Incident Number	Date Occurred	Day of Week	Time	Incident Location	Factors of Injury	FRA Event Circumstance Code	Bodypart Injured	Defects Noted	FRA Report 55A	Incident Type	Medical Attn	Nearest Station	Specific Location	Weather	Type of Person	Door
District: CUS																
na	6/18/2012	Mon	8:03 AM	Hanover Park	She tripped and injure her left hand.	Slipped, fell, stumbled, other	LHand	None noted	☐	Injury	Yes	Hanover Park	On train (stairs)	Clear	Passenger	Interior Vestibule Door
4003	8/20/2012	Mon	6:27 AM	Hanover Park Station	Train #6208 struck a pedestrian at Hanover Park. Fatality	Struck by train	Fatality		☑	Train vs. Pedestrian	No	Hanover Park	Station (platform)	Clear	Trespasser	
12-034566	7/20/2012	Fri.	10:58 AM	Hanover Park Station	fell in pedestrian walkway while intoxicated	Slipped, fell, stumbled, other	RElye, RKnee		☐	Injury	Yes	Hanover Park	Grade Crossing	Clear	Passenger	
4003	5/14/2013	Mon	4:30 PM	Boarding Train at Hanover Park Depot	Subject was stepping onto the train and slipped on ice that was on the yellow strip on the platform.	Slipped, fell, stumbled, etc. due to climatic condition (rain, snow, ice, etc.)	Knee, Unknown		☐	Injury	Refused	Hanover Park	Station (platform)	Clear	Passenger	
13-013984	5/1/2013	Wed.	2:38 PM	Train #6219 Coach Car #7431	Subject was running down the aisle of coach car #7431 and tripped on the trash can causing subject to hit their head on the closed interior vestibule door.	Slipped, fell, stumbled, other	Head		☐	Injury	Yes	Hanover Park	On train (walking)	Clear	Passenger	
14-028831	7/11/2014		7:30 AM	Hanover Park	Subject slipped and fell striking their chin on the curb while at the Hanover Park Station. Subject was intoxicated.	Slipped, fell, stumbled, etc. due to irregular surface, e.g., depression, slope, etc.	Chin		☐	Injury	Yes	Hanover Park	Station	Clear	Non-Trespasser	
14-031234	8/3/2014	Sun.	5:45 PM	Hanover Park Station ROW	Subject was walking along the platform after leaving the Prairie Station Pub when they slipped over a railroad tie.	Slipped, fell, stumbled, etc. due to irregular surface, e.g., depression, slope, etc.	Teeth		☐	Injury	Yes	Hanover Park	Station (platform)	Cloudy	Non-Trespasser	

Sub Total: 7

Total: 7

3/26/2015 **Between Dates** 1/1/2012 - 3/1/2015 Page 1 of 1

School District 93 Workplace Injury Data: (*through May 2015)

Safe Communities Injury Data

		Gender		Race				
School Year	Type of Injury	Male	Female	Caucasian	Black	Hispanic	Asian	Ages
2012-2013	Adult Fall	5	23	22	1	4	1	33,34,35,36,40,44,46,47,49,51,52,54,55,59,60,62,64,65,68,71
	Student Fall	2	5	3	1	2	0	6,7,9,10,11,13
	Poisoning	N/A	N/A	N/A	N/A	N/A	N/A	
	Prescription Drug Overdose	N/A	N/A	N/A	N/A	N/A	N/A	
	Violence & Suicide	N/A	N/A	N/A	N/A	N/A	N/A	
	Workplace Injuries (non fall)	5	8	6	1	6	0	45,51,55,57,60,61
	Student Injuries (non fall)	2	1	3	0	0	0	11,12

		Gender		Race				
School Year	Type of Injury	Male	Female	Caucasian	Black	Hispanic	Asian	Ages
2013-2014	Adult Fall	6	18	18	0	6	0	22,24,29,31,41,44,45,46,49,50,53,54,57,62,63
	Student Fall	3	4	5	1	1	0	7,8,10,11,12
	Poisoning	N/A	N/A	N/A	N/A	N/A	N/A	
	Prescription Drug Overdose	N/A	N/A	N/A	N/A	N/A	N/A	
	Violence & Suicide	N/A	N/A	N/A	N/A	N/A	N/A	
	Workplace Injuries (non fall)	6	11	9	0	8	0	32,38,44,45,49,52,58,60,62
	Student Injuries (non fall)	1	0	1	0	0	0	9

School Year	Type of Injury	Male	Female	Caucasian	Black	Hispanic	Asian	Ages
2014-2015 *	Adult Fall	2	13	10	0	3	2	22,28,33,41,45,47,50,51,52,56,57,59,60
	Student Fall	1	2	3	0	0	0	6,9,12
	Poisoning	N/A	N/A	N/A	N/A	N/A	N/A	
	Prescription Drug Overdose	N/A	N/A	N/A	N/A	N/A	N/A	
	Violence & Suicide	N/A	N/A	N/A	N/A	N/A	N/A	
	Workplace Injuries (non fall)	3	8	9	0	2	0	26,29,32,38,45,49,51,52,54,55,58
	Student Injuries (non fall)	2	1	2	0	1	0	7,8,12

Village of Hanover Park Workplace Injury data:

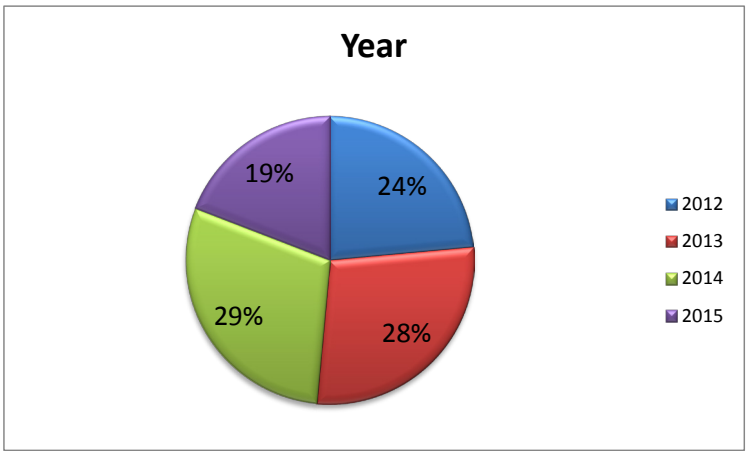
DATE OF INJURY	TYPE OF INJURY	RACE	GENDER	AGE	CLAIM DOLLARS
3/31/2014	Back Strain	White	Ma le	50	$613.60
4/11/2014	Back Strain	White	Ma le	30	$6,622.40
4/24/2014	Back Strain	White	Ma le	43	$52,041.01
4/28/2014	Back Strain	White	Ma le	41	$160.55
	Exposure				$985.18
6/1/2014	K nee Pain	White	Ma le	27	$2,490.70
6/24/2014	El bow Strain	White	Ma le	43	$32,985.56
7/15/2014	Back Strain	White	Ma le	20	$272.67
7/27/2014	An kle Pain	White	Ma le	24	$450.48
8/11/2014	Sprained Wrist	White	Female	27	$17,000.00
8/20/2014	Foot I n ju ry	White	Female	59	$1,501.86
8/25/2014	Foot I n ju ry	White	Ma le	51	$27,051.72
11/20/2014	Shou lder I njury	White	Ma le	33	$69,326.00
11/21/2014	Back Strain	White	Ma le	44	$100.00
1/30/2013	Back Strain	White	Ma le	26	$6,043.00
3/3/2013	Th u m b Sprain	White	Ma le	54	$21,030.98
3/5/2013	Back Strain	Africa n-American	Ma le	32	$20,642.52
3/7/2013	Shou lder I njury	White	Ma le	38	$320.83
3/21/2013	Shou lder I njury	White	Ma le	35	$156,294.96
3/15/2013	Debris in Eye	White	Ma le	38	$451.50
4/3/2013	Back Strain	Hispa nic	Female	36	$263.63
4/17/2013	Shou lder I njury	White	Ma le	31	$449.13
4/19/2013	F ractured Finger	White	Ma le	33	$1,179.44
5/3/2013	Wrist Strain	Hispa nic	Ma le	28	$270.75
6/19/2013	Back a nd K nee Pain	White	Ma le	58	$13,266.39
7/10/2013	F ractured Finger	White	Ma le	46	$17,982.90
7/14/2013	An kle I njury	White	Ma le	26	$11,360.85
7/17/2013	Exposu re				$745.86
7/22/2013	Back Strain	White	Ma le	38	$445.60
7/21/2013	Wrist Strain	White	Ma le	37	$1,230.69
8/13/2013	An kle I njury	White	Female	47	$3,437.55
9/1/2013	Ha nd Laceration	Hispa nic	Ma le	32	$2,918.55
9/7/2013	Back Strain	White	Female	32	$839.31
10/8/2013	Back Strain	White	Ma le	56	$223.22
10/11/2013	Back Strain	White	Ma le	38	$5,409.98
10/14/2013	Head Laceration	White	Ma le	50	$6,175.00
10/16/2013	Back Strain	White	Ma le	53	$9,969.83
11/2/2013	Shou lder I njury	White	Ma le	35	$98,437.96
11/16/2013	Shou lder I njury	White	Female	26	$10,150.52
11/16/2013	Shou lder I njury	Asia n	Ma le	42	$70,075.80
	Exposu re				$905.00
2/24/2012	Pinched Nerve - Foot	Hispa nic	Ma le	43	
3/14/2012	Rib Pain/Wrist Pain	White	Ma le	38	$3,959.39
3/8/2012	Back Strain	White	Female	44	$319.63
3/29/2012	Back Strain	White	Ma le	41	$123.73
4/19/2012	K nee Pain	White	Ma le	55	$2,579.21
4/21/2012	Back Strain	White	Ma le	46	$2,017.50
5/7/2012	Back Strain	White	Ma le	26	$882.34
5/9/2012	Back Strain	White	Ma le	52	$323.46
5/21/2012	K nee Strain	White	Ma le	52	$13,482.19
5/29/2012	K nee Strain	White	Ma le	55	$331.21
6/20/2012	Back Strain	White	Ma le	35	$277.36
7/11/2012	Dog Bite to Thu m b	White	Ma le	55	$701.59
7/10/2012	Th u m b Pain	White	Ma le	42	$328.25
8/16/2012	An kle Sprain	White	Female	47	$7,410.54
9/4/2012	Debris in Eye	White	Ma le	64	$481.07
11/3/2012	Back Pain/Ca rdiac Sym ptoms	White	Ma le	50	$12,604.87
11/7/2012	Ha nd Laceration	White	Ma le	36	$298.88
11/7/2012	Ha nd Laceration	White	Ma le	40	$298.88
12/3/2012	Dog Bite	White	Female	57	$601.28
12/26/2012	Torn Bicep Tendon	Hispa nic	Ma le	39	$132,066.27

Emergency Preparedness: In terms of emergency preparedness related data collection, this can be challenging to measure in terms of quantitative numbers of disasters for most communities. The Village of Hanover Park has been fortunate to have not suffered significant natural or man-made disasters. However, a significant portion of land located on a floodplain. As evidenced in the chart of emergency/disaster events below, flooding has been a significant risk for our community, especially in the Area 1 and Area 3 sections of town. Flood preparation and risk mitigation efforts have been ongoing for the past several years. This has taken the form of grants for individual homeowners to target-harden their residences for flooding, increased outreach efforts to those residents via Nixle and our social media platforms, and others. Geographically speaking, we are at risk for tornadoes and we are also located a relatively short distance from a major fault line. Clearly, storm related hazards have posed the most significant threat to Hanover Park over the past several years

VILLAGE OF HANOVER PARK – EMERGENCY MANAGEMENT MAJOR EVENTS		
Year	***Type of Event***	***Total Losses***
2008	Flooding – Presidential Disaster Declaration	More than $500,000 – 16 homes in Area 1/3 reported extensive damage
2010	Flooding – Presidential Disaster Delaration	11 homes and one school in Area 1/3 reporting extensive damage
2011	Winter Storm Event	Over $80,000 in losses to Village; estimates over $3 million county-wide
2013	Flooding – State Disaster Declaration	$6,000 damage to Police Department EOC; 6 homes reporting damage in Area 1/3

Fires

Fire Department Response to Fires within Village Boundaries
2012 – Current

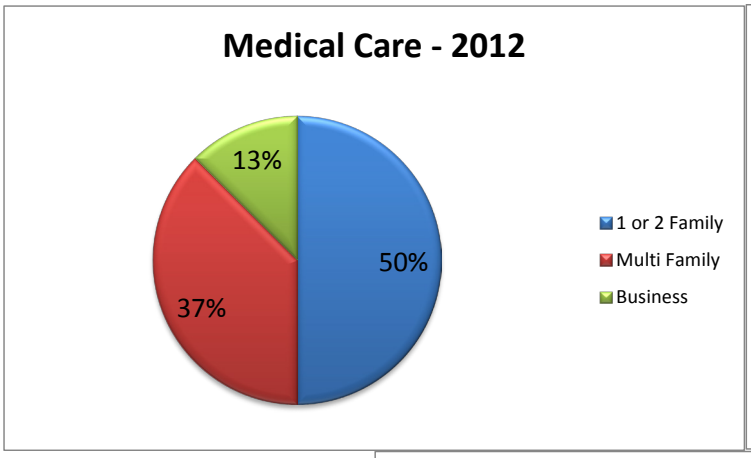


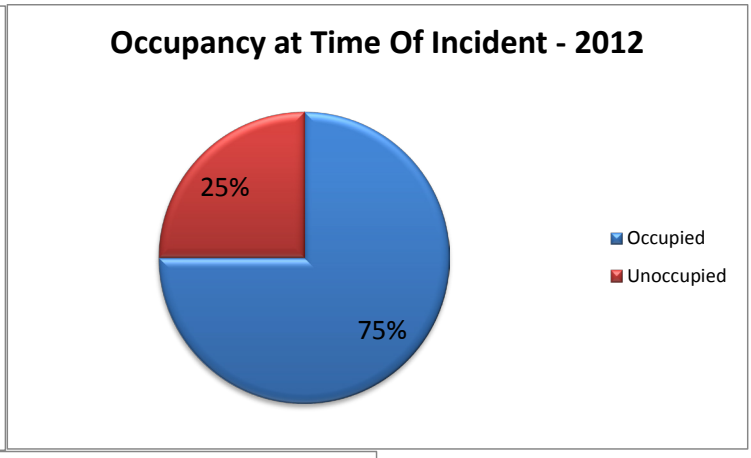
Structure Fires – 2012 (16)
Fire Department Response to Fires within Village Boundaries

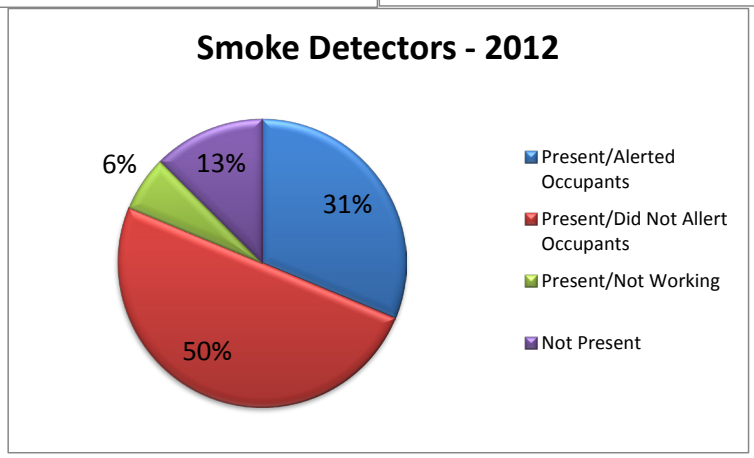
*11 of 16 2012 structure fires involved a residence that did not have a smoke detector, had one that did not function, or was present but did not alert residents.

Injury

- 11 Civilian Injuries
  1) Two injuries documented when smoke detector was present, but not working.
  2) Nine injuries documented when smoke detector was present and alerted occupants.
- 1 Firefighter Injury
  1) One injury documented when smoke detector was not present.





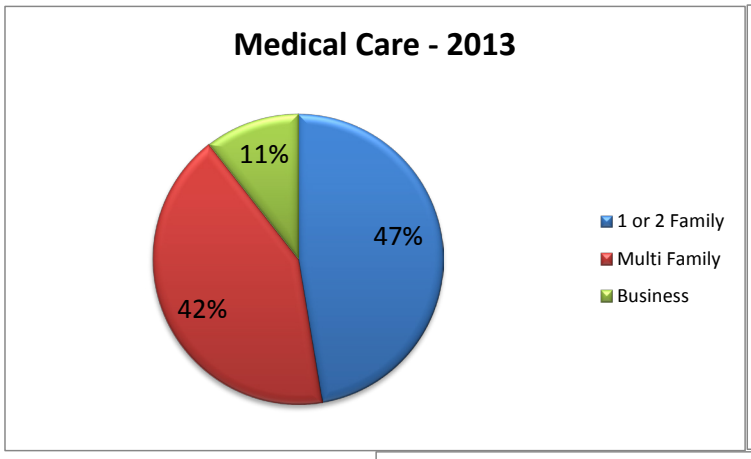


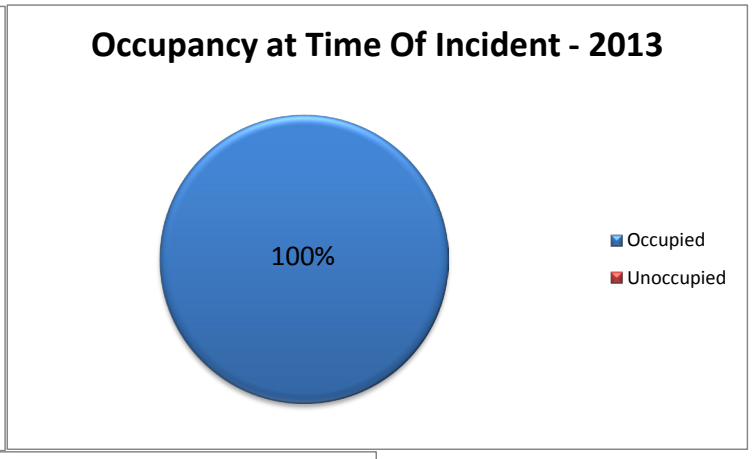
Structure Fires – 2013 (19)
Fire Department Response to Fires within Village Boundaries

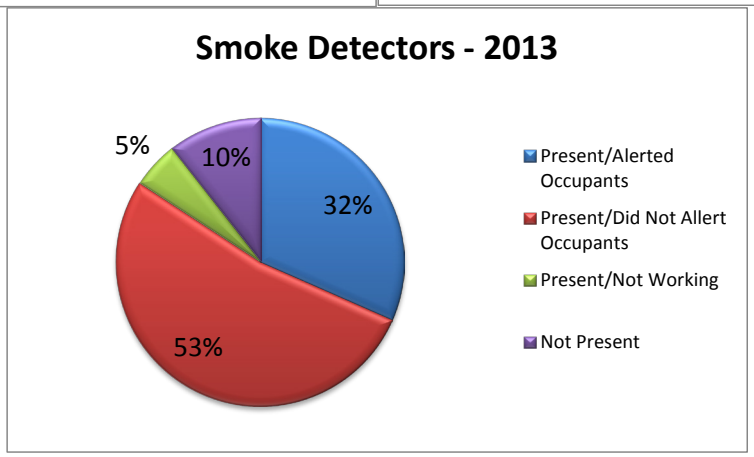
*13 of 19 structure fires in 2013 involved a residence that did not have a smoke detector, had one that did not function, or had one that failed to alert the occupants.

Injury

- 6 Civilian Injuries
  1) One injury documented when smoke detector was present and alerted occupants.
  2) Four injuries documented when smoke detector was present, but not working.
  3) One injury documented when smoke detector was present, but did not alert occupants.
- No Firefighter Injuries





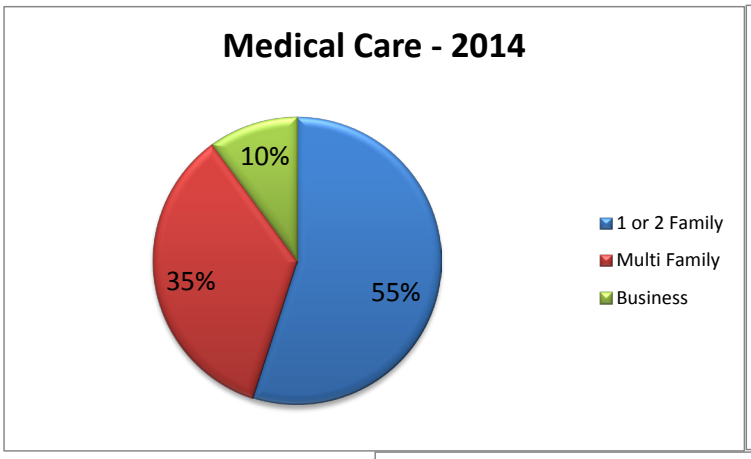


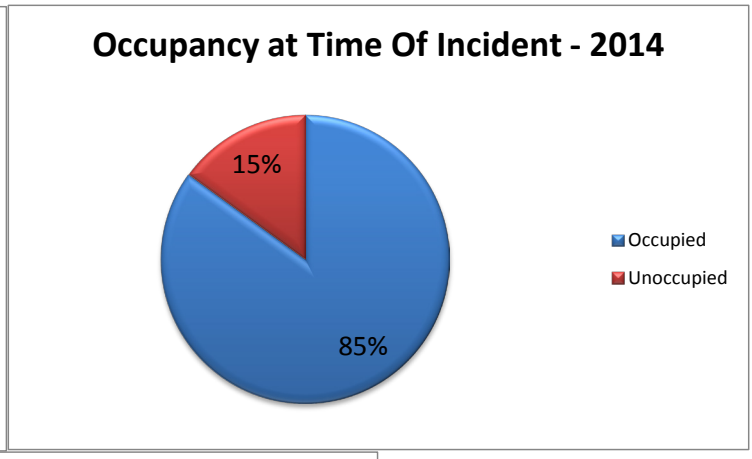
Structure Fires – 2014 (20)
Fire Department Response to Fires within Village Boundaries

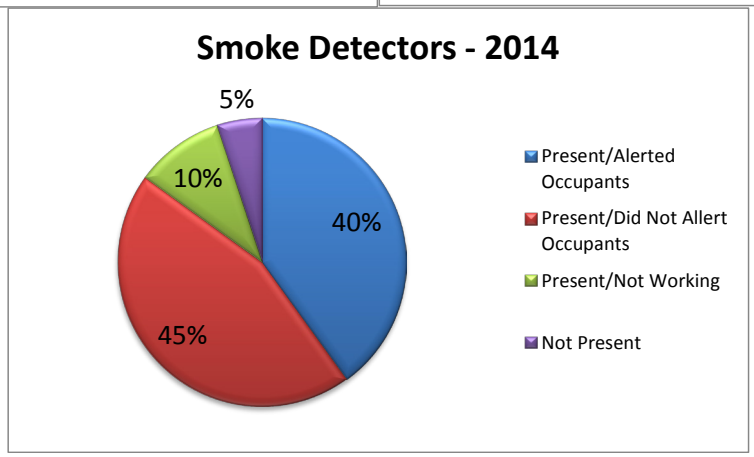
*12 of 20 2014 structure fires involved a residence without a smoke alarm, where one did not function, or one that failed to alert residents

Injury

- 1 Civilian Injury
  1) One injury documented when smoke detector was present, but did not alert occupants.
- No Firefighter Injuries





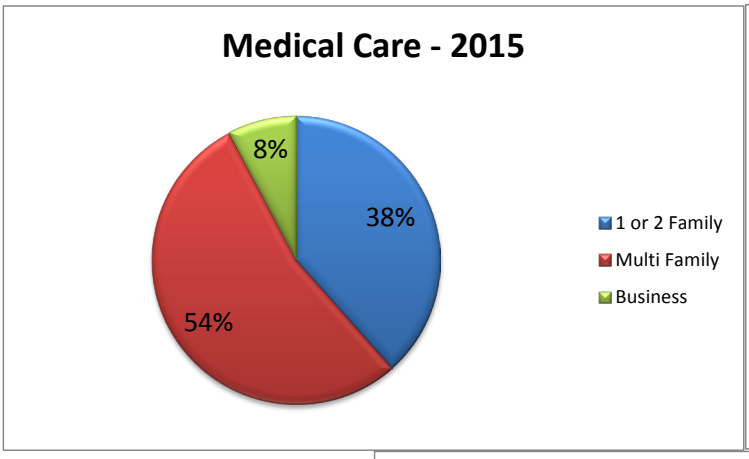


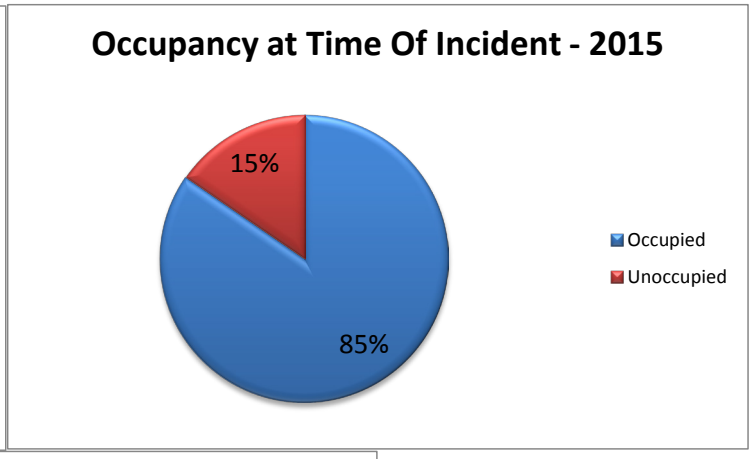
Structure Fires – 2015 (13 – Through September)
Fire Department Response to Fires within Village Boundaries

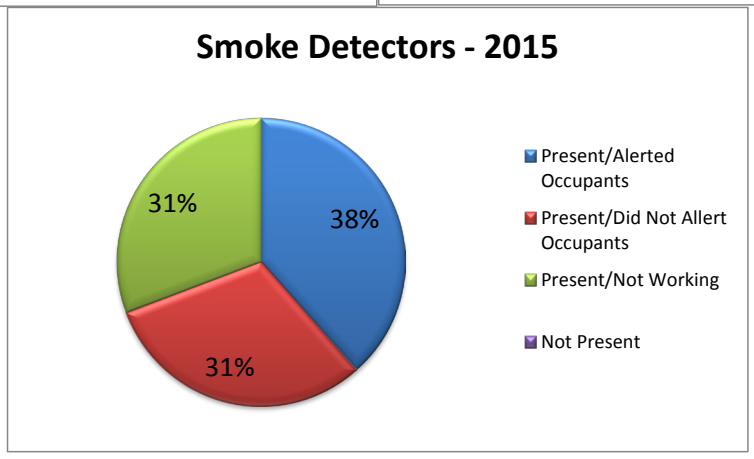
*Through September of 2015, 8 of 13 structure fires involved a residence without a functioning smoke detector, where one was present but malfunctioned, or one that failed to alert occupants.

Injury

- No civilian or firefighter injuries.







Coalition Overarching Goals

Upon reviewing the data for the Village during the Safe Communities initialization process, the Coalition has identified central overarching goals to pursue. While the Coalition will also focus on other areas and complete tasks outside of these goals, these will be considered central priorities:

1. ***Reduce the number of elder adult falls (as reported via Hanover Park Fire Department ambulance responses) by 20% within 5 years.***

2. Reduce the number of home fires in which a working smoke detector was not present to less than 10% within five years.

3. Reduce the number of crashes involving teenage drivers that result in injury by 10% within 5 years.

4. Reduce prescription drug/heroin overdoses by 20% within 5 years.

Effective Strategies to address unintentional and intentional injuries

Top: Motor Vehicle and Traffic Safety Task Group Chair Officer Kevin Pini (far right) and Officer George Sullivan (far left) with Bartlett High School Students at the Distracted Driving Simulator presentation and training, 4/24/15

When we reviewed the traffic crash data, we noticed that young drivers were more likely to be involved in crashes that involved injury than older drivers. Alarming research from AAA shows that teen drivers are distracted behind the wheel at an even higher percentage than previously thought—up to 60%. The issue of distracted driving has become so central to roadway safety efforts that the month of April has been designated as National Distracted Driving Month by the US Department of Transportation and the National Highway Traffic Safety Administration. Additionally, distracted driving is a focus for education and awareness by the National Safety Council.

Due to the seriousness of this problem, the Coalition decided to make a distracted driving initiative one of our first initiatives. We knew we didn't want to just do another awareness campaign – we wanted to provide something more tangible and reach as many new driversin our community as possible. Officers Kevin Pini and George Sullivan of the Hanover Park Police Department Special Enforcement Group suggested the use of a new, high-tech driving simulator program sponsored by the American Automobile Association. This simulator differs from older models in that it is primarily focused on the effects of distracted driving behaviors on driving, and prompts students to take part in distracting behaviors and then shows them the potential results. These behaviors include texting, talking, driving impaired, and others. In some scenarios the driver has a passenger that prompts them to take part in distracting behaviors. The driver then has to drive and navigate traffic situations ranging from commonplace to more challenging, all while being evaluated with a final report at the end of the scenario. The simulator program tallies total violations, and if a driver strikes a pedestrian or hits another vehicle, the video presentation takes them through the arrest and booking process, and into a courtroom. The roles of police officers, judges, and others are played by live actors.

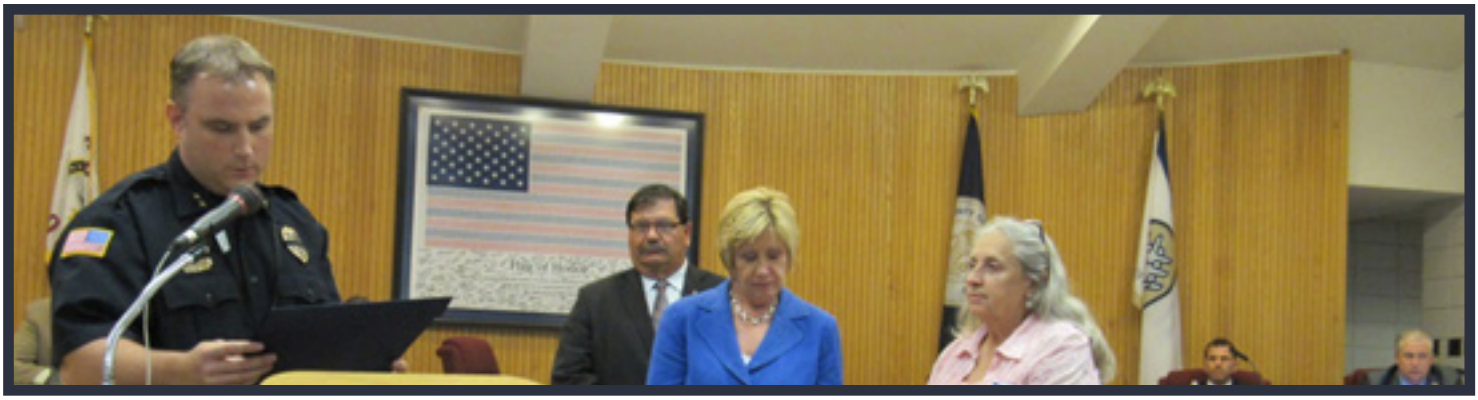
To launch the initiative, Officers Pini and Sullivan attended training in the operation of the simulator provided by AAA. They then made arrangements to borrow the simulator and contacted our local high schools to gauge interest and set up a time to present to students. Over several days, hundreds of students were exposed to the simulator as detailed in the Evaluation section.

INJURY AREA: MOTOR VEHICLE/TRAFFIC SAFETY						
Project Name	***Project Goal***	***Project description***	***Is this promising or evidence based? Include the source***	***Target group (age, gender, vulnerable population)***	***Length of project***	***Partners***
Youth Distracted Driving Initiative	Reduce crashes resulting in injury among youth drivers by 10% within 5 years. Additionally, we wil measure attitude/likelihood of behavioral change to students who have utilized the simulator.	Drivers Ed students in local high schools were trained using a hands-on video simulator provided by AAA	Evidence based. AAA research shows teen drivers admit to high levels of distracting behaviors behind the wheel. Research strongly supports the use of driving simulators (http://moderndriver.org/driving-simulators-as-assessment-tools/)	High School Drivers Education students at area high schools	Ongoing	Schaumburg, Lake Park, and Bartlett High Schools; Hanover Park PD

Additionally, the Hanover Park Police Department used to offer a Child Passenger Safety Seat Installation Program. Due to personnel issues, the program was disbanded in 2006. It was expressed within the coalition that this type of program would be ideal for Safe Communities, as it promotes safety amongst the youngest and most vulnerable traffic passengers – infants and children. In July of 2015, Officer George Sullivan of the Strategic Enforcement and Prevention Division attended the training and was certified. Officer Kevin Pini of SEP and our Motor Vehicle and Traffic Safety chair, will be assigned to the next available class

Right: Officer George Sullivan with Schaumburg High School Students at the Distracted Driving Simulator presentation and training, 4/22/15

INJURY AREA: MOTOR VEHICLE/TRAFFIC SAFETY						
Project Name	***Project Goal***	***Project description***	***Is this promising or evidence based? Include the source***	***Target group (age, gender, vulnerable population)***	***Length of project***	***Partners***
Child Passenger Safety Seat Installation Program	Safely install child safety seats in as many vehicles as possible; document number of incoirrectly installed seats upon arrival at inspection	A certified CPS installer will properly install child safety seats in vehicles. This service will be provided to residents free of charge; nominal fee for nonresidents.	Evidence based. The use of child safety seats greatly reduces the risk of death to infants (http://www.cdc.gov/motorvehiclesafety/child_passenger_safety/cps-factsheet.html	Hanover Park residents with infant/ toddler vehicle passengers	Ongoing	Hanover Park FD; Hanover Park PD



Above: Deputy Chief Johnson and Mayor Craig presenting Certificates of Appreciation to Barb Szcepaniak of the DuPage Foundation and Kay McKeen of Scarce, Inc. 9/3/15. Below: RxBox Medication Disposal Program announcement on the HPPD Facebook Page.

Prescription drug overdose, especially opiod use, is a significant problem in our community. ER visits for opioid medication overdoses, and subsequently heroin use and overdosing, have been on the rise for the last several years. The number of heroin related deaths have sharply risen within DuPage County. Confronting this issue is a primary area of focus for our Safe Communities Coalition. Utilizing the example of Madison-Dane County, Wisconsin's Safe Communities and the SAMHSA Opioid Overdose Prevention Toolkit as guides, we understand that a community-wide, multi-faceted approach is necessary to address this problem on all fronts. To that end, we have implemented the following strategies: 1. Establishment of a medication disposal program; 2. Partnering with the DuPage County Health Department on the DuPage Narcan Program; and 3. Partnering with the Robert Crown Center for Health Education to provide a heroin and opioid prevention education component to Springwood Middle School Students.

An underlying factor in that problem is the fact that the DuPage County Health Department advises approximately half of heroin users started their drug use by abusing prescription medications before moving on to heroin (http://www.drugabuse.gov/publications/drugfacts/heroin, October 2014). Self-reporting surveys indicating that 90% of prescription drug abusers obtain the medications at their home or the home of a friend or family member underscore the clear need for a safe, easily accessible means of responsible disposal of medications. Safely disposing of medications instead of keeping them at the home removes the risk of accidental or intentional overdose and theft. Implementing an RxBox Medication Disposal box was a high priority of the DuPage County Health Department, one of the key partners in our coalition. Incidentally, we learned that the Hanover Park Environmental Commission was also readying a request for the Village to participate in the program as a result of their desire to keep medications from being improperly disposed of via the water supply.

Initially, we did not have the funds for the purchase of the box and stand to get the program started. The Coalition began to discuss ways to raise the approximately $1,200 needed. At a Health Department meeting, Deputy Chief Johnson met Scarce.org founder and President Kay McKeen. Scarce.org is a local non-profit group that seeks to promote environmental awareness, education, and conservation. When Kay learned about what the Hanover Park Safe Communities Coalition was trying to do, she reached out to the DuPage Foundation and secured grant funding for the project. Due to this generous action, an RxBox was purchased and installed in the lobby of the Police Department in July of 2015. The program was covered by local news media and generated a high level of interest on the Police Department's social media channels. Initial participation of the community has been high, with over 50 pounds collected as of October 1, 2015. This clearly demonstrates community demand for the program.

It should be noted that in addition to RxBox, the Police Department has partnered with the DuPage County Health Department to implement the Narcan program. The Narcan initiative was put into place as a result of the increasing number of heroin deaths in the county area. Grant funding was obtained to equip police officers from participating municipalities with doses of Narcan and provide training on how to administer it nasally to individuals suspected of having a heroin overdose. All of our officers are trained and equipped, and since the implementation of the program in March of 2014, Hanover Park officers have six confirmed saves using Narcan. As each new officer begins his or her career, they are trained and equipped with Narcan as part of their field training.

IINJURY AREA: PRESCRIPTION DRUG OVERDOSE PREVENTION						
Project Name	***Project Goal***	***Project description***	***Is this promising or evidence based? Include the source***	***Target group (age, gender, vulnerable population)***	***Length of project***	***Partners***
Community Medication Disposal Program	Provide a means for residents to safely dispose of unwanted prescription drugs	Implementation of a disposal box, coordinated with a media/awareness campaign	Evidence based. Accidental poisoning is leading cause of accidental death; highly abused by teens; 90%obtained from home medicing cabinets (DuPage County Health Dept); takeback programs recommended intervention (http://healthyamericans.org/assets/files/AH2013RxDrugAbuseRpt16.pdf)	All	Ongoing	DuPage County Health Dept; Scarce.org; Hanover Park Environmental Commission; Hanover Park PD
DuPage Narcan Program	Provide an opioid overdose program for residents	All police officers will be equipped and trained with Narcan nasal spray.	Evidence based. Effectiveness of bystander naloxone administration and overdose education programs: a meta-analysis (http://idhdp.com/media/400758/naloxone-met-analysis.pdf)	Opioid users and abusers	Ongoing	DuPage County Health Dept; DuPage County Office of Emergency Management
Heroin Prevention Education	Reduce use and abuse of opioids by residents	Provide heroin and opiod prevention to Springwood Middle School students	Promising. Reed Hruby Heroin Prevention Initiative (https://www.robertcrown.org/Heroin/pdfs/Reed%20Hruby%20Heroin%20Prevention%20Initiative%20Evaluation%20Report%20October%202013.pdf)	12-14 YOAs	Ongoing	Keeneyville School District

It should be noted that the overarching Coalition goal to reduce prescription drug/heroin overdoses by 20 percent within 5 years applies to the all of the above activities.

Despite the fact that grant funding has now run out and as of 2017 each agency will need to purchase the Narcan spray on their own, we have decided to continue the program and have allotted funds to purchase Narcan.

Beyond these strategies, we are also held a prescriber education seminar and breakfast in the fall of 2016 for all of the physicians and pharmacists operating within Hanover Park. This event was coordinated through Tess Benham of the National Safety Council, Overdose Prevention Task Group Chair Mila Tsagalis, and Deputy Chief Johnson. Hanover Park Mayor Rodney Craig also attended and spoke at the event. This event involved an informational presentation by Dr. Natalie Kirilichin on the topic of the dangers of overprescribing opioid pain medications, as well as information on the Prescription Drug Monitoring Program (PDMP), in which prescribers and pharmacists can input information and review data to identify those who might be improperly obtaining opioid pain medication by visiting multiple physicians.

IINJURY AREA: VIOLENCE AND SUICIDE PREVENTION						
Project Name	***Project Goal***	***Project description***	***Is this promising or evidence based? Include the source***	***Target group (age, gender, vulnerable population)***	***Length of project***	***Partners***
QPR (or similar program)	Reduce the number of suicide attempts in Hanover Park by 10% within 5 years.	Community-wide suicide prevention program that entails education on recognition of warning signs and steps to take to intervene.	Evidence Based (http://www.qprinstitute.com/research-theory)	Community wide	5 years+	NAMI DuPage, Alexian Brothers, Community Crisis Center, Hanover Township Youth and Family Services, Catholic Charities

This initiative is currently in the early planning stages. Presentations on various programs are being facilitated by the Violence and Suicide Prevention Task Group. It is anticipated that a program will be selected and training would begin somewhere around early 2018.

IINJURY AREA: ELDER ADULT FALLS						
Project Name	***Project Goal***	***Project description***	***Is this promising or evidence based? Include the source***	***Target group (age, gender, vulnerable population)***	***Length of project***	***Partners***
Matter of Balance Training	Reduce the number of elder adult falls (as reported to HPFD) by 20% within 5 years	Training program that teaches fall prevention tactics and strengthening exercises to seniors.	Evidence Based. (https://www.ncoa.org/healthy-aging/falls-prevention/falls-prevention-programs-for-older-adults/	Seniors	5 years	Hanover Township

The Coalition is currently in the process of implementing Matter of Balance for area seniors. While this program is in the very early stages, we have already arranged for Battalion Chief Ryan Jasper of the Hanover Park Fire Department to receive training as a master trainer, and additional slots for training via grant funding appear to have been located. Additionally, Hanover Township Senior Services has agreed to provide a host location for the classes. We anticipate this program will be fully underway by late 2017/early 2018.

Emergency preparedness was identified early on in the Coalition process as being an area in need of attention for our community. While the Village has undertaken several emergency preparedness related activities, such as completed Emergency Operations Plans and obtaining Hazard Mitigation Plan approval at the county level, little has been done in terms of community outreach, education, and preparation for emergencies. This situation creates plenty of opportunities to initiate impactful change.

In the area of emergency preparedness, it is of note that flooding related issues have been an issue that has impacted Hanover Park. A large portion of the north end of the Village lies within a floodplain, and we have experienced damage to residences as a result of stormwater. There is a Metropolitan Water Reclamation District plant along Barrington Road just south of Irving Park Road within Village limits, and during times of heavy rainfall the MWRD has experience flooding and resulting sewer back up has damaged residences. Due to our geographic location, exposure to weather related threats, and prior experience with damaging weather events, the Coalition decided to undertake the process of receiving designation by the National Weather Service as a "StormReady" community.

StormReady is a voluntary nationwide program that helps communities better protect their citizens during severe weather from tornadoes to tsunamis. The program, designed by the National Weather Service (NWS), encourages communities to take a proactive approach to improving local hazardous weather operations by providing them with the communication and safety skills they need to save lives and property. StormReady provides emergency managers with clear-cut guidelines on how to improve their hazardous weather operations.

Many laws and regulations exist to help local emergency managers deal with hazardous material spills, search and rescue operations, medical crises, etc., but there are few guidelines dealing with the specifics of hazardous weather response. NWS recognized this need and designed StormReady a program to help communities of all kinds: towns, cities, counties, Tribal Nations, Universities and industrial complexes implement procedures to reduce the potential for disastrous, weather-related, consequences.

The StormReady program is intended to:

- Improve the timeliness and effectiveness of hazardous weather warnings for the public.
- Provide detailed and clear recommendations which will help local emergency managers establish and improve effective hazardous weather operations.
- Help local emergency managers justify costs and purchases needed to support their hazardous weather-related program.
- Reward local hazardous-weather mitigation programs that have achieved a desired performance level.
- Provide a means of acquiring additional Community Rating System points assigned by the National Flood Insurance Program (NFIP).
- Provide an image incentive to communities, which once certified, can identify themselves as StormReady.
- Encourage the enhancement of hazardous weather preparedness programs in jurisdictions surrounding StormReady communities and counties.

To be certified as StormReady, communities, based upon their population area, must meet guidelines established by the NWS that:

- Establish a 24-hour warning point and emergency operations center
- Have more than one way to receive severe weather warnings and forecasts
- Create a system that monitors weather conditions locally
- Establish a number of ways to alert the public
- Promote the importance of public readiness through community seminars
- Develop a formal hazardous weather plan, which includes training severe weather spotters and holding emergency exercises.

StormReady works with partnerships throughout the community. The goal of the local emergency officials is to communicate with as much of the population as possible when NWS warnings are received. One of the ways to accomplish this is to ensure that warnings are disseminated by means of a weather radio in government-owned buildings that are accessed by the public. Contact was made with the Public Libraries, the Park District and all of the schools within Hanover Park to provide weather radios if necessary. Several site visits were conducted at schools to verify that the existing weather radio was functioning and was properly located. The schools were also encouraged to participate in a state wide severe weather preparedness week that included a test tornado warning.

As part of promoting public readiness, the Hanover Park Emergency Management Agency and the Hanover Park Police Department hosted a basic weather spotter class on Monday, April 6, 2015 at the Hanover Park Village Hall in the evening. The talk was conducted by Matt Friedlein, Lead Forecaster of the National Weather Service. The basic level course was designed to assist citizens in recognizing and identifying severe storms capable of producing floods, damaging winds, tornadoes, heavy rain, and hail. Also included in the training were procedures for reporting severe weather to appropriate agencies so that warnings may be issued to the public. Over seventy people attended the free training who represented agencies such as the Village of Hanover Park Fire Department, Police Department and Public Works; Hanover Township Emergency Services; the Cook County Highway Department; and the Hanover Park CERT and Fire Corp who came from as far away as Cary, IL to Woodridge, IL.

Being certified as StormReady has benefits to the community both small and large. Nearly 90% of all presidentially declared disasters are weather and flood related, leading to around 500 deaths, 2500 injuries and nearly $24 billion in damages each year. The StormReady program helps reduce these risks and increases community resilience to hazards. Cook and DuPage Counties recognize the importance of being StormReady as the Hazard Mitigation Plans for these both of these Counties include requirements for being StormReady. The program forces a community to examine what it has in place and what it could be doing better. Some areas of increased effort have been in all types of weather-related safety campaigns through social media. In order to maintain StormReady status, we must maintain the facets of the program and complete a new application

INJURY AREA: EMERGENCY PREPAREDNESS						
Project Name	***Project Goal***	***Project description***	***Is this promising or evidence based? Include the source***	***Target group (age, gender, vulnerable population)***	***Length of project***	***Partners***
National Weather Service "StormReady" Designation	Enhance community emergency preparedness in the area of storm related preparedness	The Coalition sought to obtain designation from NWS as a StormReady community. This required completing a variety of preparedness activities	Evidence based. 90% of disasters are weather related.	Entire community	Ongoing – Community Designation earned August of 2015	National Weather Service, local schools, county and state EMAs, Hanover Park PD, Hanover Park residents

Another area of Emergency Preparedness that is vital to our community is that of fire safety and prevention. Hanover Park has several areas of town with aging housing stock, with many homes built prior to developments in fire prevention construction technology. These residences are of a heightened risk for fire damage and loss. In the past, the Hanover Park Fire Department put on a program in which free smoke detector alarms would be given to residents. The smoke detectors were provided by the Illinois State Fire Marshal. Unfortunately, due to Illinois state budget related issues, the program had to be discontinued due to a lack of funding. The Hanover Park Fire Department regretted having to discontinue the program, but the Village also did not have budgeted funds for the project.

It was in this area that an outstanding example of the value of the Safe Communities Coalition building process came to light. During a discussion at a monthly meeting regarding fire prevention strategies, the story of the discontinued program was related to Samantha Golden of the American Red Cross. Samantha was a part of our Safe Communities Coalition from its inception until leaving the Red Cross in the summer of 2015. Samantha happily advised that the American Red Cross was in possession of 'as many smoke alarms as we needed!' In September of 2015, a meeting was held between our Coalition members in the Emergency Preparedness Task Group and Claire Pywell of the American Red Cross. Arrangements were made for the Hanover Park Fire Department to receive smoke detectors, and the free smoke alarm distribution program was officially reinstated. We will be compiling data on the number of smoke alarm installs and we will also be comparing that to the number of house fires as we move forward with Safe Communities.

INJURY AREA: EMERGENCY PREPAREDNESS						
Project Name	***Project Goal***	***Project description***	***Is this promising or evidence based? Include the source***	***Target group (age, gender, vulnerable population)***	***Length of project***	***Partners***
Home Fire Preparedness Program	Enhance community emergency preparedness in the area of fire safety prevention; install smoke alarms in as many residences in need as possible; Reduce the number of fires involving no alarm/ malfunctioning alarm to less than 10% within 5 years.	Through our Coalition partnership with the American Red Cross, a supply of free smoke alarms for installation in Hanover Park homes was obtained.	Evidence based. Data suggests that the use of smoke alarms greatly reduces the risk of injury and death from a fire (National Fire Protection Association research report, 9/15 http://www.nfpa.org/~/media/files/research/nfpa-reports/fire-protection-systems/ossmokealarms.pdf?la=en	Entire community	Ongoing	American Red Cross; Hanover Park Fire Department; Emergency Preparedness Task Group; Hanover Park PD

INJURY AREA: EMERGENCY PREPAREDNESS						
Project Name	***Project Goal***	***Project description***	***Is this promising or evidence based? Include the source***	***Target group (age, gender, vulnerable population)***	***Length of project***	***Partners***
The Pillowcase Project	Enhance community emergency preparedness by providing education for 3rd-5th grade students in the area of disaster planning.	Through our Coalition partnership with the American Red Cross, volunteers were identified to teach the program at our first school, Laurel Hill Elementary	While there is no empirical data on the Pillowcase Project, there was previously no known disaster planning and emergency management components to school curricula in Hanover Park.	3-5th Grade students	Ongoing	American Red Cross; Laurel Hill Elementary School; Hanover Park PD

Origin

The Pillowcase Project was created by the American Red Cross in Southeast Louisiana and implemented in New Orleans following Hurricane Katrina in 2005. Kay Wilkins, Southeast Louisiana regional executive, had learned that Loyola University students carried their valuables in pillowcases when they were evacuated for Katrina. This inspired Wilkins and her team to work with an art therapist to create a program in which children living in makeshift communities across New Orleans decorated pillowcases as emergency supplies kits. Soon, The Pillowcase Project became a preparedness education program for elementary school students, and in just a few years was adapted and implemented by several other Red Cross chapters with substantial success.

In early 2013, the Red Cross received a grant from Disney to design and develop a multiyear effort that would build on this success by creating a standardized, state-of-the-art preparedness education program. Now entering the third year of this pilot, The Pillowcase Project is being offered by every Red Cross region across the country.

Vision

The Pillowcase Project will help create a generation of children who understand the science of hazards, are empowered to take action preparing for emergencies, and are excited to help create a prepared community by sharing what they have learned with family and friends.

Learning Objectives

Students who participate in The Pillowcase Project will be able to:

1. Identify the best ways to stay safe during emergencies that can occur in their communities.
2. Identify the best ways to prevent and stay safe during a home fire.
3. Use coping skills to help manage stress during emergencies and in everyday situations.
4. Gain confidence in their abilities to be prepared for emergencies through hands-on activities.
5. Use their knowledge to act as advocates for emergency preparedness in their homes and communities.
6. Discuss the role science plays in emergency preparedness.
7. Understand and communicate the work of the Red Cross in their communities

Program Structure

The Pillowcase Project is:

- A 40- to 60-minute, classroom-based presentation given by Red Cross employees, volunteers and community partners.
- Targeted to 8- to 11-year olds, or the grades 3-5 audience
- Presented in schools, after-school programs, summer camps and at other youth-serving sites.
- A standardized curriculum that combines instruction with physical and small-group collaborative learning activities.
- A program that meets many performance expectations for the Common Core Math and Language Arts Standards and Next Generation Science Standards for grades 3-5.

Curriculum Components

The Pillowcase Project consists of:

- A Learn, Practice, Share framework to discuss preparedness concepts
- Emergency preparedness skills and information for a locally prominent hazard
- Home fire prevention and safety skills and information
- Age-appropriate coping skills for handling emergencies and other stressful situations
- Tools for increasing household preparedness
- A brief hazard specific quiz

Program Tools for Youth

- A My Preparedness Workbook for students to continue learning and preparing after the presentations
- A Disney-designed pillowcase to personalize and use as a personal preparedness kit
- A Certificate of Accomplishment

Curriculum Tools for Teachers

- Science of Safety Teaching Kit with additional lesson plans
- Three classroom posters
- Education Standards Report to match curriculum to Common Core and Next Generation Science Standards
- A copy of the students' My Preparedness Workbook

Activities *What did you (or will you) do?*	*Outcomes* *What does success look like?*	*Length* *Short term, intermediate term or long- term outcomes?*	*Indicator(s)* *What did you (or will you) measure?*	*Method* *How did you (or will you) measure it?*	*Result* *What did you find? (if applicable)*
Youth Distracted Driving Initiative	Increase the number of driver's ed students who have had hands-on training with the impaired and distracted driving simulator. Decrease the percentage of teen driver crashes in Hanover Park that result in injury by 10 percent over five years.	Long-term	Number of students in attendance at demonstrations; Behavioral change survey to be issued to participants following attendance at the program to measure likelihood of changing driving/seat belt use behaviors.	Obtained counts of students from presenters. Will complie data on behavioral survey in future sessions.	Bartlett HS: 3 sessions, 75 students Schaumburg HS: 7 sessions, 280 students Schaumburg HS: 5 sessions, 96 students TOTAL: 451 students
Child Passenger Safety Seat Installation Program	Properly install child safety seats in as many vehicles as possible to meet community demand.	Long-Term	Number of car seat installations	Keep records of installs	TBD
Community Medication Disposal Program	Collect unwanted medication from the community commensurate with demand	Long-Term	Total weight in pounds of medications collected	Weight in pounds	Over 500 pounds collected as of June 2017
Obtain "StormReady" status for Hanover Park from the National Weather Service	Obtain formal accreditation	Short-Term (accreditation); Long-Term (to maintain status-applications every 3 years)	Approved accreditation from NWS	Increasing number of trained weather spotters; Continuing renewal of certification (every 3 years)	Obtained formal accreditation July of 2015
Home Fire Preparedness Program	Reduce the number of structure fires in Hanover Park in which there was either no smoke detector or the detector did not function or did not alarm residents to ten percent of all fires.	Short Term – install as many functioning smoke alarms as possible; Long Term – reduce structure fire percentage without functioning alarm.	Short Term – number of alarms installed; Long Term – percentage reduction of structure fires without functioning alarm	Counting (alarms); Statistical analysis	TBD
The Pillowcase Project	Provide education for 3rd-5th grade students in the area of disaster planning and emergency preparedness.	Long-Term	Number of students completing the program.	Maintain list of number of students attending; consider feedback from teachers and school staff	TBD
Matter of Balance Training	Reduce the number of falls as reported to HPFD paramedics by 20 percent over 5 years.	Long-Term	Number of falls reported to HPFD (ambulance runs)	Gathering and analyzing ambulance run data.	TBD
Community Suicide Prevention Program	Implement evidence-based program within one year; Reduce the number of attempted and completed suicides by 10 percent over 5 years.	Long-Term	Number of completed and attempted suicides in Hanover Park.	Police records management data on responses.	TBD

Section 4: Community Inventory of Safety and Injury Initiatives

This section should be an audit of all the injury-related programs, policies, and practices available in your community. This should provide your community with a broad view of all the activities occurring in the community, identify duplicated efforts, and encourage cross collaboration between agencies in the community. List all initiatives by the six **injury areas** and include the **initiative name** and **target population**. See examples below.

MOTOR VEHICLE	
Name of initiative	***Target group***
Directed Patrol Strategy	All ages
School Zone Safety Enforcement	All ages
Click it or ticket	Ages 16+
Teen Safe Driving Education	Ages 16+
County Farm Rd "S-Curve" Strategy	All ages
Child Safety Seat Installation Program	Child passengers
Illinois Chiefs Traffic Challenge	All ages

OLDER ADULT FALLS PREVENTION	
Name of initiative	***Target group***
"Matter of Balance" Training – HPFD/Hanover Township	Seniors

OVERDOSE PREVENTION	
Name of initiative	***Target group***
DuPage Narcan Program	Heroin Users; all ages
RxBox Medication Disposal	All residents
SCA Prescriber Education Seminars	Doctors, pharmacists
Short-term Counseling (Police Social Worker)	Residents battling addiction

WORKPLACE SAFETY	
Name of initiative	***Target group***
Executive Safety Committee	Village of Hanover Park Employees
Individual Department Safety Committees	Village of Hanover Park Employees
Safe Driving Financial Incentive	Hanover Park Police Employees
Slips, Trips, Falls Training	Village of Hanover Park Employees
Blood Borne Pathogen Training	Village of Hanover Park Employees
"Backsafe" Training	Village of Hanover Park Employees
IRMA IMAP Assessments/Safety Walkthoughs	Village of Hanover Park Employees
Gas Mask Program	Hanover Park Police 1st Responders

VIOLENCE AND SUICIDE PREVENTION	
Name of initiative	***Target group***
School bullying prevention (School Assembly Team)	Grade School and Middle School students
Suicide Prevention in Law Enforcement Training	Hanover Park Police Employees
Police Social Worker Interventions (contact, crisis counseling, support referral)	Domestic violence victims in Hanover Park
"SafeHaven" Child Drop Off Program	Parents of newborn children
Safe Home Program (Gang Intervention Home Visits)	Youth/teens at risk for gang involvement
Suicide Hotlines/County Health Dept	Hanover Park residents
School Familiarization Program	Hanover Park Schools

EMERGENCY PREPAREDNESS	
Name of initiative	***Target group***
Fire Corps	Entire community
Community Emergency Response Team (CERT)	Entire community
FEMA Active Shooter/IS Training Program	All Village employees
IEMA Training Programs	Police Employees
Emergency Notification Systems (Nixle, sirens, PD social media platforms)	Entire Community
Hanover Township Emergency Services Division	Entire Community
"StormReady" Designation (National Weather Service)	Entire Community
Home Fire Preparedness Program (American Red Cross Smoke Alarm Installation)	Hanover Park residents in need of working smoke alarms

Summary/Future of the Coalition

Overall, the initial progress of the Hanover Park Safe Communities America Coalition has been fantastic. Relationships have been established and connections made that otherwise may never have been. The core programs of the Coalition have reached a significant portion of the community, including youth. The storm preparedness abilities and readiness of the community as a whole have been strengthened. The American Red Cross and its considerable resources are now more accessible by Village staff and this will pay dividends to our residents as well. For example, while not a "Safe Communities Project" per se, our CERT and Fire Corps teams were trained to become Red Cross Certified Shelter Operators as a result of this new partnership.

Moving forward, there are already several new initiatives in the planning stages for the Hanover Park Safe Communities Coalition. Some of these initiatives are:

- The establishment of a "Hands Only" CPR initiative for the community to seek a reduction in cardiac arrest deaths.
- The development of a community-wide suicide prevention program. Currently, research into existing evidence-based programs is underway. The Coalition hopes to select and implement the program within one year.
- The expansion of the Heroin/Opioid Intervention program to include after-care counseling and treatment services after the patient is saved from opioid overdose.
- The development of a formalized Workplace Safety Task Group within the Coalition.

The Hanover Park Safe Communities America Coalition is strong and has continued to grow throughout the year. It includes a wide segment of the community service organizations within Hanover Park and the surrounding area. In conclusion, we believe that while we have several accomplishments thus far, there is much work for our Coalition to take on. We look forward to implementing more intervention strategies as we progress into the future.

Appendix A:
Coalition Member Listing

Safe Communities Task Group Member Lists

Emergency Preparedness

Dan Hoffman (Chairperson) – Hanover Park Police Department Code Enforcement Unit; dhoffman@hpil.org

Jeff Prior (Former Chairperson) – Hanover Park Police Department Code Enforcement Unit; jprior@hpil.org

Andy Johnson – Hanover Park Police Department, Deputy Chief; ajohnson@hpil.org

Conan Foley – Hanover Park Police Department Code Enforcement Unit; cfoley@hpil.org

Scott Weber – Hanover Park Public Works; sweber@hpil.org

Darren Nocks – Hanover Park Fire Department; dnocks@hpil.org

M. Kathleen O'Shea – American Red Cross; kathleen.oshea@redcross.org

Phil Wright – Lake Park High School District #108; pwright@lphs.org

David Hill – Community Consolidated School District 93; hilld@ccsd93.com

William Burke – Hanover Township's Emergency Services; WBurke@hanover-township.org

Gail Tobin – Schaumburg Township Library; gtobin@stdl.org

Violence and Suicide Prevention

Chairperson:
Tricia Rossi
Police Social Worker
Hanover Park Police Department
2011 Lake Street
Hanover Park, IL 60133
(630) 823-5579
trossi@hpil.org

Stephanie Bartholomew-Crespin
Adult Protective Services
Catholic Charities
1801 W. Central Road
Arlington Heights, IL 60005

(847) 253-5500 x374
sbartholomew@catholiccharities.net

Mandy Burbank
Therapist, SAVE2 Navigator
Alexian Brothers Behavioral Health Hospital
1786 Moon Lake Blvd.
Hoffman Estates, IL 60169
(847) 755-7653
madelyn.burbank@alexian.net

Patty Johnstone
Resource Support Director
NAMI DuPage
115 N. County Farm Road
Wheaton, IL 60187
(630) 752-0066
pjohnstone@namidupage.org

Carolyn Karp
Sexual Assault Program Coordinator
Community Crisis Center
P.O. Box 1390
Elgin, IL 60121
(847) 742-4088 x140
ckarp@crisiscenter.org

John Parquette
Director of Youth & Family Services
Hanover Township Youth & Family Services
250 South Route 59
Bartlett, IL 60103
(630) 483-5799
jparquette@hanover-township.org

Elder Adult Falls Prevention

Len Jaster – Chair

Erin Klco – Memory Care Director, Alden Valley Ridge

Kristine Austin - Program Manager, Department of Senior Services, Hanover Township

Debbi Wolf – Programming Director, Schaumburg Township District Library

Bill Waghorn – Programming Director, Bloomingdale Township Senior Services

Mark Dolphin – Athletic Supervisor, Hanover Park District

Andy Johnson – Hanover Park Deputy Chief of Police and Safe Communities America coalition chair

Motor Vehicle and Traffic Safety

Kevin Pini Hanover Park Police Department SEP Officer / Traffic Safety & Motor Vehicle Chair 2011 Lake St, Hanover Park, IL 60133 kpini@hpil.org 630-823-5553 630-878-7863

George Sullivan Hanover Park Police Department SEP Officer 2011 Lake St, Hanover Park, IL 60133 gsullivan@hpil.org 630-823-5553

Joe Ciancio Hanover Park Police Department Lieutanent 2011 Lake St, Hanover Park, IL 60133 jciancio@hpil.org 630-823-5553

Terrence Sherrill Hanover Park Police Department Lieutanent 2011 Lake St, Hanover Park, IL 60133 tsherrill@hpil.org 630-823-5553

Dwight Lockwood National Highway Safety Administration Region 5 Program Manager 4749 Lincoln Mall, Suite 300B, Matteson, IL 60443 dwight.lockwood@dot.gov 708-503-8891 Ext. 14

Charlene Slighting AAA Chicago Public Affairs Specialist III 975 Meridian Lake Drive, Aurora, IL 60504 CJSlighting@aaachicago.com 630-328-7235 224-325-1615

Mary Rieseling Illinois Secretary of State Program Analyst Programs & Policies 461 Howlett Building, Springfield, IL 62756 mriseling@ilsos.net 217-524-1166 217-741-8506

Thomas Donegan Metra Manager - Emergency Preparedness Training 2100 W, Prairie Street, Blue Island, IL 60406 tdonegan@metrarr.com 312-542-8315

Scott Kristiansen Illinois Assocation of Chiefs of Police Program Director - Illinois Traffic Challenge PO Box 7326, Buffalo Grove, IL 60089 iltscdirector@gmail.com 847-456-2293

Rick Wulbecker Hanover Park Park District Director of Parks & Recreation 1919 Walnut Avenue, Hanover Park, IL 60133 r.wulbecker@hpparks.org 630-837-2468 Ext. 128

Rich Bosh Bartlett Police Department Bartlett High School SRO 228 S Main St, Bartlett, IL 60103 bosh@vbartlett.org 630-372-4700 ext. 4754 224-629-0477

Matt Rudelich Carol Stream Police Department Glenbard North High School SRO 500 N. Gary Ave, Carol Stream, IL 60188 mrudelich@carolstream.org 630-681-3177 630-417-6049

Chris Schwytzer Roselle Police Department Lake Park West High School SRO 103 S Prospect St, Roselle, IL 60172 cschwytzer@lphs.org 630-295-5376 630-667-3712

Kevin Chandler Schaumburg Police Department Schaumburg High School SRO 1000 W Schaumburg Rd, Schaumburg, IL 60194 kchandler@villageofschaumburg.com 847-755-4660 847-946-5730

Steve Kisch Streamwood Police Department Streamwood High School SRO skisch@streamwood.org 630-213-5500 ext. 5519

Linnel Allen Hoffman Estates Police Department Hoffman Estates High School SRO linnel.allen@hoffmanestates.org 847-755-5660

Rob Sarra Roselle Police Department Lake Park East High School SRO 103 S Prospect St, Roselle, IL 60172 rsarra@lphs.org 630-295-5250 312-391-8998

Brian Cooper Carol Stream Police Department Traffic Sergeant 500 N. Gary Ave, Carol Stream, IL 60188 bcooper@carolstream.org 630-668-2167 630-302-1372

Suzie Hulett Illinois Department of Transportation Division of Traffic Safety Suzanne.Hulett@Illinois.gov 217-785-2364

Tom Neihengen American Association Retired People Instructor thojnei@comcast.net]

Prescription Drug Overdose Prevention

Mila Tsagalis – DuPage County Health Department, Director of Community Initiatives (Chair) mtsagali@dupagehealth.org

Jordan Esser – DuPage County Health Department, Community Initiatives Coordinator Jordan.esser@dupagehealth.org

Ryan McSheffrey - Hanover Township Clinical Interventionist rmcsheffrey@hanovertownship.org

Lisette Pullman – Renz Treatment Center lpullman@renzcenter.org

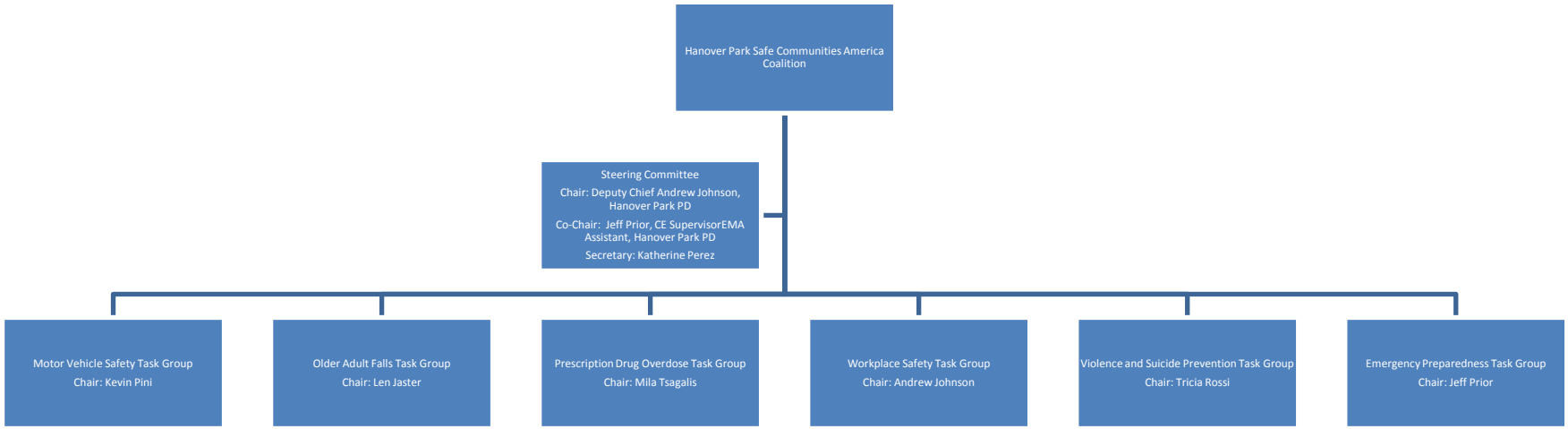
Workplace Safety

Andy Johnson – Hanover Park Police Department (Chair)

Scott Weber – Hanover Park Public Works Department (Co-Chair)

Appendix B:
Safe Communities Coalition Organizational Chart

Appendix B: Safe Communities Coalition Organizational Chart



Appendix C:

Letters of Support

Village of Hanover Park
Administration

Municipal Building
2121 Lake Street
Hanover Park, IL 60133-4398

630-823-5600
FAX 630-823-5786
www.hpil.org

February 19, 2015

Safe Communities America
National Safety Council
Attention: Donna Stein-Harris
1121 Spring Lake Drive
Itasca, IL 60143

Dear Ms. Stein-Harris:

I am pleased to present this letter of intent for the Village of Hanover Park to participate in the Safe Communities America Program. We are committed to both enhancing our safety-related efforts and building collaborative partnerships within the community, and the Safe Communities America Program provides an excellent opportunity to expand these efforts in a meaningful way.

The Hanover Park Safe Communities Coalition is currently in the process of coming together and will be meeting on a regular basis to inventory our offerings of injury prevention, emergency preparedness, and safety related programs to identify areas in need of attention. Thus far, we have an outstanding cross-section of organizations committed to promoting safety within our community that have answered our call to participate. I am confident that the group of professionals representing our Coalition will work together to create a lasting partnership that will serve the needs of our community. We look forward to working with you and your staff as we move towards obtaining this prestigious designation.

Our coalition is being led by Deputy Chief Andy Johnson of our Police Department. Please feel free to contact him with any questions or requests for additional information at 630-823-5507 or ajohnson@hpil.org.

Sincerely,

Rodney S. Craig
Village President

Metra
The way to really fly

547 W Jackson Blvd. Chicago, Illinois 60661 (312) 322-6900 TTY#1-312-322-6774

January 5, 2015

Chief Webb
Hanover Park Police Department
2011 Lake St.
Hanover Park, IL 60133

Dear Chief Webb,

Metra would be honored to be part of the Village of Hanover Park's initiative to obtain the Safe Communities Award Certification through the National Safety Council. In 2008 Metra supported and partnered with the Village of New Lenox and Arlington Heights on the same initiative. Additionally, we are also members of the National Safety Council and have worked with them for many years in promoting safety here at Metra.

On Wednesday, January 28, 2015 Metra's Chief of Police, Joseph Perez, will attend the Safe Communities meeting on behalf of Metra. He will also be accompanied by Metra's Deputy Chief, Carl Anderson, and our Manager of Emergency Preparedness Training, Tom Donegan. Chief Perez will work with Deputy Chief Andy Johnson to identify Metra's representative on the committee at that time.

Safety is paramount at Metra and is incorporated into every aspect of our operation. Our goal is to provide the safest and most efficient commuter service to our customers and the communities we serve. We are pleased to be a partner with the Village of Hanover Park, as well as the other community stakeholders who will be participating in this exciting safety initiative.

If you should have any questions prior to the kick-off meeting, feel free to contact Chief Joseph Perez at 312-322-8911.

Sincerely,

Donald Orseno
CEO/Executive Director

cc: J. Perez
C. Anderson
T. Donegan

DUPAGE COUNTY HEALTH DEPARTMENT

111 North County Farm Road, Wheaton, Illinois 60187

(630) 682-7400

www.dupagehealth.org

April 19, 2016

Village of Hanover Park
2121 W. Lake St.
Hanover Park, IL 60133

RE: Letter of Support – Safe Communities National Accreditation Application

Dear Deputy Chief Johnson,

The DuPage County Health Department is writing this letter in support of the Village of Hanover Park's Safe Communities National Accreditation Application. Mila Tsagalis, Director of Community Initiatives for DuPage County Health Department, has been an active member and committee chair during the application process. The Health Department has been able to extend its reach of the RX Box Prescription Drug Take Back Program to Hanover Park Police Department because of the Coalition's work to prevent overdoses in their community. Additionally, Hanover Park has chosen Suicide Prevention as one of their strategies, which is an area that DuPage County Health Department can also support through our Behavioral Health Services programming. In 2015, DCHD saw a total of 1,747 clients through Crisis Day and Crisis Residential. The Crisis Center also serves as participant in the national suicide prevention hotline.

There have been several other examples of collaboration as a result of the process, including social media campaigns, during Drug Facts Week 2016 and educational sessions on emergency preparedness.

The DuPage County Health Department is happy to offer continued support of the Hanover Park Safety Committee as they seek accreditation and move forward with implementation of their action items.

Best Regards,

Karen J. Ayala, MPH
Executive Director

Appendix D:

Meeting Notes

MINUTES

Hanover Park Police Department/Safe Communities America Kick-Off Meeting
Community Room – Hanover Park Police Headquarters
2011 Lake Street – Hanover Park, Illinois 60133
January 28, 2015, 2:00 p.m.

IN ATTENDANCE

Organization	Last Name	Title
Campanelli YMCA	Judy Lewnard	Senior Director of Community Initiatives
DuPage County Health Department	Mila Tsagalis	Director of Community Initiatives
Hanover Park Park District	Richard Wulbecker	Superintendent of Recreation
Hanover Township	Kristen Smith	Director of Community Health
Hanover Township	Mary Jo Imperato	Director of Welfare Services
Hanover Township Youth & Family Services	John Parquette	Director of Youth & Family Services
Kenneth Young Center	Patty Kehl	Supervisor, Adult Protective Services
Kenneyville District 20	Michael Connolly	Superintendent of Schools
METRA	Carl Anderson	Deputy Chief
METRA	Tom Donegan	Mgr of Emergency Preparedness Training
METRA	Joseph Perez	Chief of Police
Schaumburg Township District Library	Gail Tobin	Branch Coordinator
School District 87	John Mensik	Principal, Glenbard North High School
School District 93	David Hill	Assistant Superintendent/Business
School District 93	William Shields	Superintendent
School District 108	Philip Wright	Assistant Principal, Lake Park High School
Township School Dist 211	Jerry Trevino	Director of Continuing Education & Community Outreach
WINGS	Rebecca Darr	CEO
WINGS	LaTonya Walker	Senior Director of Program Services

Organization	Last Name	Title
Village	Rod Craig	Mayor
Village	Juliana Maller	Village Manager
Village	David Webb	Chief, Police Department
Village	Andy Johnson	Deputy Chief, Police Department
Village	Joe Ciancio	Lieutenant, Police Department
Village	Tricia Rossi	Social Worker, Police Department
Village	Len Jaster	A&G Manager, Police Department
Village	Katherine Perez	Administrative Assistant, Police Department
Village	Wendy Bednarek	Director, Human Resources Department
Village	Darren Nocks	Lieutenant, Fire Department

CALL TO ORDER

Deputy Chief Andy Johnson called the meeting to order at 2:00 p.m.

WELCOME

Police Chief David Webb welcomed everyone to Police Headquarters and extended appreciation for their attendance at the Safe Communities America Coalition Kick Off Meeting.

OPENING REMARKS

Mayor Rod Craig greeted attendees and thanked them for their participation and support of the Safe Communities initiative.

INTRODUCTIONS

Attendees were introduced by going around the room and stating their name, title and agency they represented.

OVERVIEW OF THE PROCESS

Deputy Chief Johnson provided a summary review of the program, explaining how the initiative was proposed to Village leadership to get its approval. He described the benefits of receiving Safe Communities certification by the National Safety Council, with the ultimate goal being to improve safety within the Village. He then introduced Suja Shunmugavelu, Program Manager for Safe Communities America, National Safety Council, who highlighted the program details.

Ms. Shunmugavelu described the components of the program including the need for a letter of intent, establishing benchmarks, submitting the application, preparing for the site visit, and compiling the community report. At the completion, there is an accreditation ceremony. Support from National Safety Council is available throughout the entire process.

Through the National Safety Council network, various resources can be made available such as university research and connections to other municipalities with the Safe Communities certification.

FURTHER DISCUSSION

Deputy Chief Johnson thanked Ms. Shunmugavelu for her presentation, and fielded questions from the audience.

CLOSING REMARKS/NEXT MEETING DATE

Deputy Chief Johnson requested those present to complete and turn in a contact sheet, and he extended appreciation for everyone's participation and support. He announced that the Safe Communities Coalition meetings will be held on the fourth Thursday of each month at 2:00 p.m. in the Community Room of Hanover Park Police Headquarters, with the next meeting date being February 26th.

The meeting was adjourned at 2:42 p.m.

Notes taken by Administrative Assistant Katherine Perez (Hanover Park Police Department).

MINUTES

Hanover Park Police Department/Safe Community Coalition Meeting
Community Room – Hanover Park Police Headquarters
2011 Lake Street – Hanover Park, Illinois 60133
February 26, 2015, 2:00 p.m.

IN ATTENDANCE

Organization	Last Name	Title
American Red Cross	Samantha Golden	Disaster Program Manager
Catholic Charities	Millie Gonzalez	Adult Protective Case Manager
Centro de Informacion	Jaime Garcia	Executive Director
Children's Advocacy Center	Mark Parr	Executive Director
Community Crisis Center	Carolyn Karp	Sexual Assault Program Coordinator
DuPage County Health Department	Mila Tsagalis	Director of Community Initiatives
Hanover Township Youth & Family Services	Michael Cohen	Outreach & Prevention Services Manager
Kenneyville District 20	Michael Connolly	Superintendent of Schools
METRA	Tom Donegan	Mgr of Emergency Preparedness Training
Renz Center	Jerry Skogmo	Executive Director
Schaumburg Township District Library	Gail Tobin	Branch Coordinator
School District U-46	Crystal Carrington	Project Manager, Safety/Security
School District U-46	Tanisha Patterson	Intern, District Safety/Security
School District 93	David Hill	Assistant Superintendent/Business
School District 108	Philip Wright	Assistant Principal, Lake Park High School
WINGS	LaTonya Walker	Senior Director of Program Services
Village	Andy Johnson	Deputy Chief, Police Department
Village	Joe Ciancio	Lieutenant, Police Department
Village	Tricia Rossi	Social Worker, Police Department
Village	Jeff Prior	Code Enf. Supervisor/Asst. Emergency Ops. Mgr.

Organization	Last Name	Title
Village	Len Jaster	A&G Manager, Police Department
Village	Katherine Perez	Administrative Assistant, Police Department
Village	Wendy Bednarek	Director, Human Resources Department
Village	Darren Nocks	Lieutenant, Fire Department
Village	Scott Weber	Streets & Forestry Supervisor, Public Works

CALL to Order

Deputy Chief called the meeting to order 2:09 p.m.

Welcome/Introductions

Deputy Chief Johnson welcomed the coalition members and extended appreciation for their effort to be present at the meeting despite the inclement weather. Attendees were introduced by going around the room and stating their name, title and agency they represented.

Six Areas of Focus Discussion

A handout was distributed during the meeting which included a listing of the six safety-related areas of focus that will be studied. The purpose is to determine whether not sufficient data exists that in turn can be used to develop at least three safety-related initiatives that are required for submitting our application. The six areas of focus include:

- Motor Vehicle Safety (especially distracted/teen driving/child safety)
- Older Adult Falls
- Prescription Drug Overdoses
- Workplace Safety (on and off job)
- Violence and Suicide Prevention
- Emergency Preparedness

Of particular concern is Emergency Preparedness of the community.

Data Collection Discussion

To get started, data will need to be collected covering a three-year span and broken out by 1) number of injuries; 2) number of fatalities; and 3) gender/race. It's recognized that in some situations, this data may not exist, but providing the most comprehensive data available will be helpful.

Community Inventory of Safety and Injury Initiatives

We also need inventory safety and injury prevention initiatives that are being carried out within the community. The information provided by the respective coalition member agencies/organizations will be used reviewed as a whole with the intent of identifying duplicated efforts and encouraging cross collaboration. The inventory is to list the names of the safety initiatives, categorized by the "Six Areas of Focus" along with the target population. (See the meeting hand-out for an inventory example.)

American Red Cross Presentation

Samantha Golden from the American Red Cross made a presentation on the Pillow Case Project which promotes emergency preparedness at the grade school level. There is a workbook for 3rd through 5th grade students, and the program receives funding from Disney.

Closing Remarks/Next Meeting Date

Deputy Chief Johnson opened the floor and asked if there were any questions, comments or announcements.

Mila Tsagalis (DuPage County Health Department) advised that the Rx Drug collection boxes allow for the safe disposal of drugs. The program is carried out in partnership with area law enforcement agencies; and Mila was invited to make a full presentation at the next meeting.

Phil Wright (Lake Park High School) noted that they are also seeing issues with xanax. A speaker discussing heroin addiction will make a presentation at the Lake Park west campus on March 10th.

Michael Connnolly (Keeneyville District 20) added that a spike in heroin usage is being seen. Also, younger kids are taking opiates for pain relief, and parents need to be aware of the opiate prescription usage.

Jeff Prior (Village of Hanover Park) announced that a Weather Spotter Class will be held on April 6th, 7:00-9:00 p.m. at Village Hall, with online sign-up available at hpil.org.

Tricia Rossi (Village of Hanover Park) announced that a Kids@Hope Fair will be held during the day on Saturday, April 11th at the Hanover Park Park District. Anyone wishing to have a table at the fair should contact Tricia.

Safe Communities Coalition meetings are held on the fourth Thursday of each month at 2:00 p.m. in the Community Room of Hanover Park Police Headquarters. March 26th is the next meeting date.

The meeting was adjourned at 2:49 p.m.

Notes taken by Administrative Assistant Katherine Perez (Hanover Park Police Department).

Attachment: 2/26/15 Meeting Handout

MINUTES

Hanover Park Police Department/Safe Community Coalition Meeting
Community Room – Hanover Park Police Headquarters
2011 Lake Street – Hanover Park, Illinois 60133
March 26, 2015, 2:00 p.m.

IN ATTENDANCE

Organization	Name	Title
Centro de Informacion	Jaime Garcia	Executive Director
Children's Advocacy Center	Mark Parr	Executive Director
Community Consolidated School District 93	David Hill	Assistant Superintendent
Community Crisis Center	Carolyn Karp	Sexual Assault Program Coordinator
DuPage County Health Department	Mila Tsagalis	Community Initiative Director
DuPage County Health Department	Matt Fullam	Environmental Health Supervisor
Ecker Center for Mental Health	Karen Beyer	Executive Director
Hanover Township Youth & Family Services	John Parquette	Director
Lake Park High School District 108	Phil Wright	Assistant Principal
METRA	Tom Donegan	Lt./Manager, Emergency Preparedness
Renz Center	Jerry Skogmo	Executive Director
Schaumburg Township District Library	Gail Tobin	Hanover Park Branch Coordinator
Village of Hanover Park	Andy Johnson	Deputy Chief, Police Department
Village of Hanover Park	Tricia Rossi	Social Worker, Police Department
Village of Hanover Park	Jeff Prior	Code Enf. Supervisor/Asst. Emergency Ops. Mgr.
Village of Hanover Park	Len Jaster	A&G Manager, Police Department
Village of Hanover Park	Katherine Perez	Administrative Assistant, Police Department
Village of Hanover Park	Wendy Bednarek	Director, Human Resources Department

CALL to Order

Deputy Chief called the meeting to order at 2:00 p.m.

Welcome/Introductions

Deputy Chief Johnson welcomed the coalition members. Introductions were made by going around the room. Due to spring break, a number of members were not in attendance.

Rx Box Program Presentation

Deputy Chief Johnson advised that the Village's Environmental Committee was also researching a medicine collection program because of the concern about drugs entering the water supply. Mila Tsagalis (Community Initiative Director/DuPage County Health Department) introduced guest speaker Matt Fullam (Environmental Health Supervisor) who made a presentation about the Rx Box program in operation in DuPage County. The program originated in 2009 and since that time, 26 tons of unused

meds have been collected. The DEA rules tie in to what is being done through DuPage County in collaborative effort with participating law enforcement agencies. There are specific collection and handling procedures that must be followed. Basically, metal collection boxes with RxBox branding get placed in a law enforcement-monitored location. When the box is full, the contents are emptied, sorted, documented and then stored until the scheduled drop-off at one of designated locations. Currently the metal boxes are provided via the Illinois EPA, but funding is dependent upon decisions made in Springfield which can change at any time. Participating law enforcement agencies have to commit resources including personnel, physical/secured space and materials (sorting bins and bags).

Deputy Chief Johnson commented that if the program is initiated in Hanover Park, there would be a blitz to get it off the ground. A copy of RxBox presentation was requested and will be provided as an attachment to the meeting minutes.

Data Collection/Safety Program Inventory Discussion

Deputy Chief Johnson asked if there were any questions about the template he had emailed. The information being requested will help us to see our needs. In talking with Suja Shunmugavelu (Safe Communities America/National Safety Council) about the data collection and inventorying process, it was stressed that the intent is not to have to make anyone reinvent the wheel. Because the information is being gleaned from various sources across a broad range of various topics, it will need to be relatively assessed and then put into a format which can become a part of our application.

Teen Driving/Safety Discussion

Teenager crashes result in more injuries compared to other age groups. The department has trained officers who can be scheduled to visit the schools to make driving safety presentations. There is a very good distracted driver simulator available through AAA; and if it can be arranged, use of it will be requested for the next Safe Communities meeting.

Closing Remarks/Next Meeting Date

Deputy Johnson thanked everyone for attending and invited questions and comments. Ideas for future agenda topics and presentations were requested. The floor was opened for announcements. A Weather Spotter class will be held on April 6th at Village Hall. The Kids at Hope Fair will be held on Saturday, April 11th at the Park District office.

Safe Communities Coalition meetings are held on the fourth Thursday of each month at 2:00 p.m. in the Community Room of Hanover Park Police Headquarters. April 23rd is the next meeting date.

The meeting was adjourned at 2:42 p.m.

Notes taken by Administrative Assistant Katherine Perez (Hanover Park Police Department).

Attachment: Copy of RxBox Presentation

RxBOX

Disposing Meds Safely

Unused medication is a risk to families, the community and our environment.

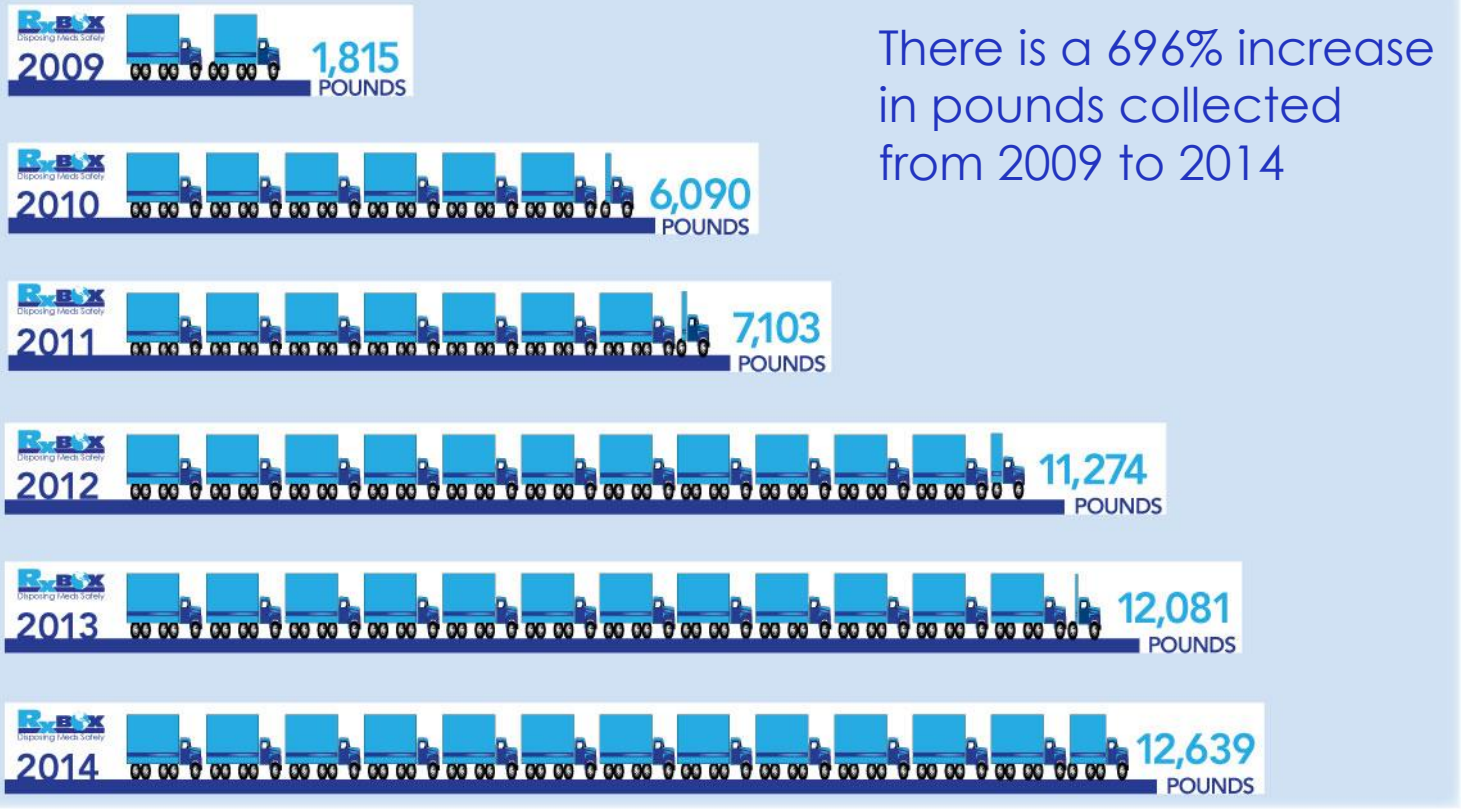
THE COUNTY OF DU PAGE
WHEATON, ILLINOIS

DUPAGE COUNTY HEALTH DEPARTMENT

Everyone, Everywhere, Everyday

Results

- Total yearly pounds collected



There is a 696% increase in pounds collected from 2009 to 2014

DUPAGE COUNTY HEALTH DEPARTMENT
Everyone, Everywhere, Everyday

RxBOX Disposing Meds Safely

DEA Disposal of Controlled Substances – Final Rule

- Effective October 9, 2014
- Established regulations and guidelines for disposal of unused pharmaceuticals
- Law enforcement agencies have autonomy for collection and disposal

DUPAGE COUNTY HEALTH DEPARTMENT
Everyone, Everywhere, Everyday

RxBOX Disposing Meds Safely

DEA Disposal of Controlled Substances – Final Rule

- Cover letter from DEA - stating law enforcement agencies have autonomy.
- Ensure your agency is in compliance with applicable requirements including this DEA rule

DUPAGE COUNTY HEALTH DEPARTMENT
Everyone, Everywhere, Everyday

RxBOX
Disposing Meds Safely

Current Program Procedures

- Box located in the police station lobby
- Box is emptied regularly
- Collected items are sorted
- Collected unused drugs are stored for 3 months
- Full barrels of unused drugs are delivered quarterly to collection locations

- Waste hauler delivers unused drugs to be incinerated

DUPAGE COUNTY HEALTH DEPARTMENT
Everyone, Everywhere, Everyday

RxBOX
Disposing Meds Safely

Potential Future Program Procedures

- Box located in the police station lobby
- Box is emptied regularly
- Collected items are sorted
- Collected unused drugs are stored…

- How long you will need to store items and where, when, how deliver them to may be different for future participants

- Waste hauler delivers unused drugs to be incinerated

DUPAGE COUNTY HEALTH DEPARTMENT
Everyone, Everywhere, Everyday

RxBOX
Disposing Meds Safely

DCHD Minimum Requirements

1. Use of a DCHD vetted box
2. Use of DCHD vetted decals on the collection box
3. The municipalities will provide DCHD with collection weight data
4. The municipalities will provide DCHD with the collection box location, to be advertised on our website

DUPAGE COUNTY HEALTH DEPARTMENT
Everyone, Everywhere, Everyday

RxBOX
Disposing Meds Safely

Collection box Information

- ~ 19"W x 50"H x 19"D
- Two different box styles are vetted
- Will need to be detailed at DCHD and picked-up
- If you need to order a box; will be available for pick-up approximately 4 weeks after the order

DUPAGE COUNTY HEALTH DEPARTMENT
Everyone, Everywhere, Everyday

RxBOX
Disposing Meds Safely

Current Participant Feedback

- Collection box use
- Sharps
- Storage space
- DEA Rule – LEO time

DUPAGE COUNTY HEALTH DEPARTMENT
Everyone, Everywhere, Everyday

RxBOX Disposing Meds Safely

Questions?

Please provide feedback and/or questions to

Matt Fullam
mfullam@dupagehealth.org

MINUTES

Hanover Park Police Department/Safe Community Coalition Meeting
Community Room – Hanover Park Police Headquarters
2011 Lake Street – Hanover Park, Illinois 60133
April 23, 2015, 2:00 p.m.

IN ATTENDANCE

Organization	Name	Title
Community Crisis Center	Carolyn Karp	Sexual Assault Program Coordinator
Schaumburg Township District Library	Gail Tobin	Hanover Park Branch Coordinator
Campanelli YMCA	Judy Lewnard	Senior Director of Community Iniatives
Wings Program	LaTonya Walker	Senior Director, Program Services
Village of Hanover Park	Darren Nocks	Lieutenant, Fire Department
Village of Hanover Park	Andy Johnson	Deputy Chief, Police Department
Village of Hanover Park	Joe Ciancio	Lieutenant, Police Department
Village of Hanover Park	Tricia Rossi	Social Worker, Police Department
Village of Hanover Park	Jeff Prior	Code Enf. Supervisor/Asst. Emergency Ops. Mgr.
Village of Hanover Park	Len Jaster	A&G Manager, Police Department
Village of Hanover Park	Kevin Pini	SEP Officer, Police Department
Village of Hanover Park	George Sullivan	SEP Officer, Police Department
Village of Hanover Park	Katherine Perez	Administrative Assistant, Police Department

CALL to Order

Deputy Chief called the meeting to order at 2:00 p.m.

Welcome/Introductions

Deputy Chief Johnson opened the meeting and advised that a number of coalition members could not be in attendance due to schedule conflicts. If a member is unable to attend future coalition meetings, they are encouraged to send a representative on their behalf. The floor was opened for announcements and updates. Carolyn Karp stated that the Community Crisis Center and the ECC theatrical department will be presenting the play "Emotional Creature" on April 30th at the Spartan Auditorium.

Rx Box Program - Status

Deputy Chief Johnson advises that we are proceeding with the RxBox program. A DuPage County not-for-profit is purchasing the collection box that will be placed in the lobby of the Police Department. A promotional flyer will be distributed and news of the program will be pushed out through all available means.

Data Collection/Safety Program Inventory Discussion

Deputy Chief Johnson is preparing the application and entering the data he has received thus far from coalition members. If you have questions or issues with compiling the data from your agency, please contact Deputy Chief Johnson.

Distracted Driving Simulator Demonstration

April is observed as Distracted Driver Awareness Month. IDOT handouts were distributed during the meeting. Deputy Chief Johnson discussed the dangers of distracted driving which is especially prevalent among young people. Strategic Enforcement Officers George Sullivan and Kevin Pini were on hand to

provide a demonstration of the interactive distracted driving simulators that were set up for the meeting. Everyone had an opportunity to go through the simulation and gage how well they are able to manage the multitude of distractions that are commonplace while driving. Officers Sullivan and Pini have also taken the simulators to area schools for students to try. If anyone is interested in reserving the distracted driver simulators for a special event or meeting, please contact Deputy Chief Johnson.

Closing Remarks/Next Meeting Date

Deputy Johnson thanked everyone for attending. Safe Communities Coalition meetings are held on the fourth Thursday of each month at 2:00 p.m. in the Community Room of Hanover Park Police Headquarters. May 28th is the next meeting date.

The meeting was adjourned at 2:55 p.m.

Notes taken by Administrative Assistant Katherine Perez (Hanover Park Police Department).

Attachment: IDOT Distracted Driving Handouts

MINUTES

Hanover Park Police Department/Safe Community Coalition Meeting
Community Room – Hanover Park Police Headquarters
2011 Lake Street – Hanover Park, Illinois 60133
May 28, 2015, 2:00 p.m.

IN ATTENDANCE

Organization	Name	Title
American Red Cross	Claire Pywell	Regional Preparedness Manager
Catholic Charities	Stephanie Bartholomew	Adult Protective Services
Community Crisis Center	Carolyn Karp	Sexual Assault Program Coordinator
DuPage County Heath Dept.	Mila Tsagalis	Director of Community Initiatives
Hanover Township Youth & Family Service	Tina Houdek	Clinical Manager
Lake Park High School	Phil Wright	Assistant Principal
Renz Center	Lysette Pullman	Marketing Associate
Schaumburg Township District Library	Gail Tobin	Hanover Park Branch Coordinator
Village of Hanover Park	Wendy Bednarek	Human Resources Manager
Village of Hanover Park	Joe Ciancio	Lieutenant, Police Department
Village of Hanover Park	Len Jaster	A&G Manager, Police Department
Village of Hanover Park	Andy Johnson	Deputy Chief, Police Department
Village of Hanover Park	Darren Nocks	Fire Lieutenant
Village of Hanover Park	Jeff Prior	Code Enf. Supervisor/Asst. Emergency Ops. Mgr.
Village of Hanover Park	Tricia Rossi	Social Worker
Village of Hanover Park	Scott Weber	Public Works Supervisor
Village of Hanover Park	Katherine Perez	Administrative Assistant, Police Department

CALL to Order

Deputy Chief called the meeting to order at 2:00 p.m.

Welcome/Introductions

Deputy Chief Johnson opened the meeting and introductions were made by going around the room.

Rx Box Program - Status

We are finalizing preparations to move forward with the RxBox program. A policy is in place and the appropriate materials and equipment have been purchased. The labels are on order, and once affixed ti the box, the program will be officially rolled out with a media blitz. Coalition members will be requested to push the news out and report back on distribution.

Data Collection/Safety Program Inventory Discussion

Deputy Chief Johnson requests that any outstanding safety-related data be sent to him as quickly as possible. This information will become part of our application and will also help us have the big picture as far as the issues that have been identified and what is being done to mediate. If there are problems with resources or manpower struggles, this is an opportunity to enlist some assistance from the coalition.

Community "Readiness Day" Planning

Deputy Chief Johnson has been researching activities that would be relevant to everyone. The "Pillow Case" presentation made by Samantha Golden (Red Cross) is a great example of an initiative that gets

school aged children involved. September is National Preparedness Month, so the timing would be good to get people involved to participate in activities such as active shooter drills or building preparedness kits. Discussion continued and Deputy Chief Johnson requested ideas and/or comments.

Phil Wright (Lake Park High School) noted that ready training drills are conducted at the school on a class-by-class basis; and that the faculty gets trained.

The "Run, Fight, Hide" video is available and could be presented for training purposes.

There has been interest by the FBI to get active shooter training out to businesses.

Closing Remarks/Next Meeting Date

Jeff Prior reported that he and Deputy Chief Johnson had just visited the National Weather Forecasting Center in Romeoville. He noted that an application was being put together to request weather radios, and if awarded, could be distributed to the schools, libraries and park district. Any other agencies interested in receiving a weather radio are requested to contact Deputy Chief Johnson.

Metra sponsored Operation Life Saver at the train station. The Police Department assisted in handing out pamphlets.

A Safe Communities Conference will be held August 10th 11th at the Chicago Wyndham. It's free to attend. Deputy Chief Johnson plans to be there and anticipates being able to come back with more good ideas.

Wendy Bednarek (Village of Hanover Park) announced that volunteers are being sought for a Rock the Block event on June 27th. Volunteers must be over the age of 18, and they will be involved in doing exterior work at 10-12 homes of area residents who are elderly or without the ability to pay. The volunteers will assemble on the morning of June 27th at Christ Lutheran Living Church. Wendy was requested to provide the flier so that it could be shared with the Hanover Park Citizen Corps Council.

Mila Tsagalis (DuPage County Health Department) shared information about Impact DuPage. Part of the program involves collecting feedback that will assist in identifying priorities and ways to improve the well-being of the community. Additional information about Impact DuPage is available online and will also be presented at a future meeting. A Life of an Athlete/Prevention Leadership Team clinic will be conducted by John Underwood later this summer. This event addresses the challenges that are faced by young people and is geared towards high-risk youth athletes.

The annual COPS Day Picnic will take place at Ann Fox School on July 8th from 5:00-7:00 p.m. featuring 101.9 The Mix, and sports mascots Boomer and Skates.

Deputy Johnson thanked everyone for attending. Safe Communities Coalition meetings are held on the fourth Thursday of each month at 2:00 p.m. in the Community Room of Hanover Park Police Headquarters. The next meeting date is June 25th.

The meeting was adjourned at 2:34 p.m.

Notes taken by Administrative Assistant Katherine Perez (Hanover Park Police Department).

MINUTES

Hanover Park Police Department/Safe Community Coalition Meeting
Community Room – Hanover Park Police Headquarters
2011 Lake Street – Hanover Park, Illinois 60133
June 25, 2015, 2:00 p.m.

IN ATTENDANCE

Organization	Name	Title
American Red Cross	Claire Pywell	Regional Preparedness Manager
Catholic Charities NW Senior Services	Stephanie Bartholomew	Adult Protective Services
CCSD 93	David Hill	Assistant Superintendent
DuPage County Health Department	Mila Tsagalis	Director of Community Initiatives
Elgin Community Crisis Center	Deanna Hynes	Sexual Assault Prevention Educator
Hanover Township Youth & Family Service	John Parquette	Director, Youth & Family Services
National Safety Council	Youmna Elsabaa	HR Generalist
Poplar Creek Library	Janice Beckman	Head of Adult Services
Poplar Creek Library	Annette Billino	Branch Manager
Village of Hanover Park	Len Jaster	A&G Manager, Police Department
Village of Hanover Park	Andy Johnson	Deputy Chief, Police Department
Village of Hanover Park	Jeff Prior	Code Enf. Supervisor/Asst. Emergency Ops. Mgr.
Village of Hanover Park	Tricia Rossi	Social Worker
Village of Hanover Park	Katherine Perez	Administrative Assistant, Police Department

CALL to Order

Deputy Chief called the meeting to order at 2:00 p.m.

Welcome/Introductions

Deputy Chief Johnson opened the meeting and introductions were made.

Ideas from Committee on Future Activities

Distracted driving awareness will be presented again, early in the school year. We need to look at activities or an event that would coincide with National Preparedness Month. The Pillowcase Project will work well. Advance training (Train the Presenter) would need to be coordinated, and the Americorps volunteers coming on board in September may be able to assist with this. Also under consideration would be a luncheon meeting with school administrators and workplace shooter training for businesses.

Rx Box Program - Status

RxBox program will be officially launched during the second week of July. Details are being ironed out regarding the disposal of drugs. Coalition members will be asked to assist in helping to spread the word. Some of the expense of this program will be offset via grant funding through the environmental group SCARCE.

"Storm Ready" Status

Code Enforcement Supervisor/Assistant Emergency Operations Manager Jeff Prior provided an overview of the Storm Ready objectives. The program is designed to help communities be prepared for hazardous

weather through education and external resources (warning system, weather radios, etc.). The Village is now preparing for a site visit that will take place in mid-July, and recognition will be given after successful completion. An issue with the weather radio antennas' reception has to be addressed. Deputy Chief Johnson and Jeff Prior recently toured the National Weather Service facility in Romeoville. Lightning safety is presently being promoted, and signs/information can be downloaded from the National Weather Service website.

Red Cross Partnership Update

The Red Cross was at the Village and shelter training was completed. Disaster Response Team training will also be conducted, and we are interested in the Pillowcase Project.

Announcements

Director of Community Initiatives Mila Tsagalis (DuPage County Health Department) shared information about the Prevention Leadership Team/Life of an Athlete clinic that will take place August 19th. The presenter, John Underwood, was an NCAA all American runner and has trained Navy Seals. Coaches of middle- and high-school aged athletes will benefit from attending the clinic. There will be discussion about the use of alcohol/other substances; how it affects the brain and the body; and its impact on performance.

Closing Remarks/Next Meeting Date

Deputy Johnson thanked everyone for attending. Safe Communities Coalition meetings are held on the fourth Thursday of each month at 2:00 p.m. in the Community Room of Hanover Park Police Headquarters. The next meeting date is July 23rd.

The meeting was adjourned at 2:38 p.m.

Notes taken by Administrative Assistant Katherine Perez (Hanover Park Police Department).

Attachment: Life of an Athlete flyer

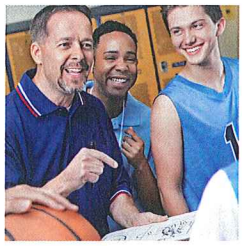
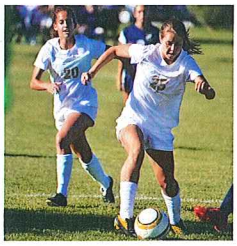
Wednesday, August 19, 2015

LIFE OF AN ATHLETE

presented by John Underwood

DUPAGE COUNTY PREVENTION LEADERSHIP TEAM PLT LEAVE YOUR MARK

coaching student athletes for peak performance.


Register at:
www.dupagehealth.org

When
Wednesday
August 19, 2015

9:00 am to 11:00 am
Breakfast will be served
or
12:00 pm to 2:00 pm
Lunch will be served

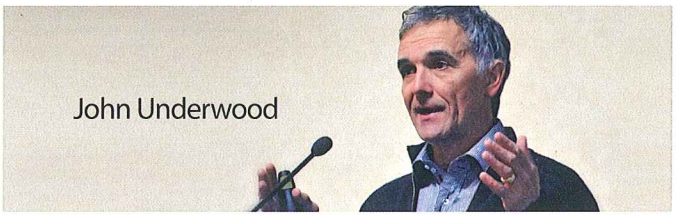
Register today - space is limited.

Where
Marquardt Administration Center
1860 Glen Ellyn Rd.
Glendale Heights, IL 60139

Contact
Jordan Esser
jordan.esser@dupagehealth.org

Prevention Leadership Team Life of an Athlete

Young athletes continue to get faster, stronger and more elite. Coaches of middle and high school aged athletes will not want to miss this innovative and informative clinic on how to stay competitive and keep your athletes performing at the top of their game.



This FREE clinic presented by John Underwood, former NCAA All-American runner, coach of Olympic champions and consultant for US Navy Seals, shares his expertise and insight on how to train, inspire and guide young athletes to perform at the peak of their ability. John Underwood is a dynamic speaker who has traveled the country with this presentation, including working with coaches and teen athletes in neighboring Lake County. John also presents up-to-date information on how alcohol and other substances affect the body and brain of an athlete, as well as ways to boost athletic performance.

Register at:
www.dupagehealth.org

This event is proudly sponsored by:

DUPAGE COUNTY PREVENTION LEADERSHIP TEAM PLT LEAVE YOUR MARK

GPS GLENBARD PARENT SERIES
Navigating Healthy Families

MINUTES

Hanover Park Police Department/Safe Community Coalition Meeting
Community Room – Hanover Park Police Headquarters
2011 Lake Street – Hanover Park, Illinois 60133
July 23, 2015, 2:00 p.m.

IN ATTENDANCE

Organization	Name	Title
Community Crisis Center	Carolyn Karp	Sexual Assault Program Coordinator
DuPage County Health Department	Mila Tsagalis	Director of Community Initiatives
Hanover Park Branch, Schaumburg Township District Library	Gail Tobin	Branch Coordinator
Kenneth Young Center	Virginia Thomas	Coordinator of Advocacy & Support
Renz Center	Lysette Pullman	Marketing Associate
Village of Hanover Park	Joe Ciancio	Police Lieutenant
Village of Hanover Park	Andy Johnson	Deputy Chief, Police Department
Village of Hanover Park	T.J. Moore	Public Works Director
Village of Hanover Park	Jeff Prior	Code Enf. Supervisor/Asst. Emergency Ops. Mgr.
Village of Hanover Park	Tricia Rossi	Social Worker
Village of Hanover Park	Scott Weber	Public Works Supervisor
Village of Hanover Park	Katherine Perez	Administrative Assistant, Police Department

CALL to Order

Deputy Chief called the meeting to order at 2:06 p.m.

Welcome/Introductions

Deputy Chief Johnson opened the meeting, noting that a number of coalition members could not be present at today's meeting. Introductions were made.

Rx Box Program Launch

The RxBox program launched on 7/13/15, and 121 pounds of discarded medications have been collected thus far. There was a media blitz, and the program has been well received. Several thousand viewers have viewed the FaceBook posting. Flyers were created, and Deputy Chief Johnson will also be emailing the flier directly to coalition members for them to post in the workplace. As a reminder, the Police Department FaceBook has 3,000 followers, so keep this in mind if there is information you would like to have posted. SCARCE was instrumental in the RxBox initiative and provided funding for the box. There will be recognition of the program at a future Village Board meeting, and coalition members will be notified when this occurs.

"Storm Ready" Certification

The Village of Hanover Park has been officially certified as a "Storm Ready" community following the application process and a site visit by the National Weather Service. Working in close collaboration with the schools, the weather radios got placed. Code Enforcement Supervisor/Assistant Emergency Operations Manager Jeff Prior provided a summary overview of the Storm Ready objectives, noting that of all the presidentially declared emergencies, 98% are weather related. Nationwide there are 870 StormReady communities. Hanover Park received 150 grading points along with very positive comments about our emergency management program and preparedness activities. A formal presentation will be

made at a future Village Board meeting; and we will receive a road sign that will be displayed at major thoroughfare entering the Village.

Readiness Week Planning

A series of events aimed at the readiness theme will be organized and take place over the course of a week. Pending activities may include the Pillowcase Project; a readiness kit event (possibly involving Harbor Freight); and a workplace shooting seminar conducted by the FBI. The activities will be publicized as soon as all the details are confirmed.

Closing Remarks/Next Meeting Date

Deputy Johnson stated three projects are required for the Safe Communities application. And once the application is submitted, an assessment team would make a site visit, which would be followed by recognition and a reception. Deputy Chief Johnson will attend a two-day Safe Communities conference in Chicago during August.

Deputy Chief Johnson thanked everyone for attending the meeting and asked if there were any announcements; none were noted. Safe Communities Coalition meetings are held on the fourth Thursday of each month at 2:00 p.m. in the Community Room of Hanover Park Police Headquarters. The next meeting date is August 27th.

The meeting was adjourned at 2:22 p.m.

Notes taken by Administrative Assistant Katherine Perez (Hanover Park Police Department).

MINUTES

Hanover Park Police Department/Safe Communities Coalition Meeting
Community Room – Hanover Park Police Headquarters
2011 Lake Street – Hanover Park, Illinois 60133
August 27, 2015, 2:00 p.m.

IN ATTENDANCE

Organization	Name	Title
American Red Cross	Emily Krettler	Disaster Program Manager
Catholic Charities	Stephanie Bartholomew-Crespin	APS Caseworker
CCSD #93	David Hill	Associate Superintendent
Centro de Información	Jamie Garcia	Executive Director
DuPage County Health Department	Mila Tsagalis	Director of Community Initiatives
Hanover Township	John Parquette	Director of Youth & Family Services
Lake Park High School District #108	Phil Wright	Assistant Principal
Metra	Tom Donegan	Police Lieutenant
Village of Hanover Park	Joe Ciancio	Police Lieutenant
Village of Hanover Park	Conan Foley	Code Enforcement Officer
Village of Hanover Park	Len Jaster	Accreditation and Grants Manager
Village of Hanover Park	Andy Johnson	Deputy Chief, Police Department
Village of Hanover Park	Kevin Pini	Police Officer
Village of Hanover Park	Jeff Prior	Code Enforcement Supervisor/Emergency Management Assistant
Village of Hanover Park	Tricia Rossi	Police Social Worker
Village of Hanover Park	Scott Weber	Public Works Supervisor
WINGS	April Brayton	Manager of Community Based Services

CALL to Order

Deputy Chief Johnson called the meeting to order.

Welcome/Introductions

Deputy Chief Johnson opened the meeting. Introductions were made.

Safe Communities America Conference

Deputy Chief Johnson attended the conference in Chicago where he received good feedback for our work on distracted driving, the Rx Box Program and emergency preparedness. The conference representatives suggested that we change the structure of our Coalition by forming task groups for each of the six areas of focus.

Task Force Groups

Deputy Chief Johnson announced that we will be forming task force groups for each of the six key areas of focus: motor vehicle safety, including distracted and teen driving and child passenger safety; older adult falls; poisoning by prescription drug overdoses; workplace safety; violence and suicide prevention; emergency preparedness. Each group will meet independently and report back to the Coalition. The purpose of the task force groups is to research the topic, gather information on programs already being done and brainstorm future ideas. The following Chairpersons have already been decided:

Motor Vehicle Safety – Police Officer Kevin Pini
Older Adult Falls - Tricia Rossi, Hanover Park Police Social Worker
Poisoning by Prescription Drug Overdoses – Mila Tsagalis, DuPage County Health Department
Violence and Suicide Prevention – Tricia Rossi, Hanover Park Police Social Worker
Emergency Preparedness – Jeff Prior, Hanover Park Police Code Enforcement Supervisor/Emergency Management Assistant
Workplace Safety – open

A sign-up sheet was passed around for members to join task forces. Coalition members were encouraged to contact the Chairperson if they are interested in joining a particular group.

Rx Box Program

Deputy Chief Johnson reported that 30 lbs. of prescription medications have been collected since our last meeting.

"Storm Ready" Certification

The Village of Hanover Park has been officially certified as a "Storm Ready" community and will receive recognition at the Village Board Meeting on September 3, 2015.

Readiness Week Planning

Deputy Chief Johnson approached some local businesses to ask them to partner with us for Readiness Week, but did not get a good reception. He will speak to the school principals at the Principal's Luncheon next month to try to garner support for the Pillowcase Project.

Metra's Rail Safety Week

Tom Donegan of Metra announced Rail Safety Week and asked for assistance from municipalities with handing out brochures at train stations and giving tickets for rail crossing violations. Tom said that Metra goes into the schools and gives safety talks to the students. Metra can also teach Lifesaver classes. Flyers on Rail Safety Week will be shared with the Coalition.

Active Shooter Training

Phil Wright, Assistant Principal of Lake Park High School, said that Lake Park does evacuation drills and active shooter lockdowns. He mentioned that Roselle Police Department has done active shooter trainings. Deputy Chief Johnson stated that the FBI does active shooter trainings for law enforcement and for the public and that HPPD is on the waiting list to receive this training.

National Preparedness Month

Jeff Prior, Hanover Park Police Department's Code Enforcement Supervisor and Emergency Management Assistant, announced that September is National Preparedness Month. National Preparedness Month has four areas of focus: floods, fires, winter weather, and power outages. This year's theme is "Don't Wait, Communicate", which stresses that families need to have a plan for dealing with emergencies before they happen. He encouraged Coalition members to check the website ready.gov for more information about National Preparedness Week and to check out some of their short videos about emergency planning.

Closing Remarks/Next Meeting Date

Deputy Chief Johnson believes that the new format of our meetings will give everyone a chance to participate and produce a more coordinated effort among Coalition members. It is his hope that the Safe Communities Coalition continues on long past getting our accreditation.

Deputy Chief Johnson thanked everyone for attending the meeting. Safe Communities Coalition meetings are held on the fourth Thursday of each month at 2:00 p.m. in the Community Room of Hanover Park Police Headquarters. The next meeting date is September 24th. (NOTE: the September meeting date was later cancelled)

The meeting was adjourned.

Notes taken by Police Social Worker, Tricia Rossi (Hanover Park Police Department).

MINUTES

Hanover Park Police Department/Safe Communities Coalition Meeting
Community Room – Hanover Park Police Headquarters
2011 Lake Street – Hanover Park, Illinois 60133
October 22, 2015, 2:00 p.m.

IN ATTENDANCE

Organization	Name	Title
American Red Cross	Claire Pywell	Regional Preparedness Manager
Catholic Charities	Stephanie Bartholomew-Crespin	APS Caseworker
Community Crisis Center	Deanna Hynes	Sexual Assault Program Coordinator
Kenneth Young Center	Virginia Thomas	Coordinator of Advocacy & Support
Lake Park High School District #108	Phil Wright	Assistant Principal
Renz Center	Lysette Pullman	Marketing Associate
Village of Hanover Park	Joe Ciancio	Lieutenant, Police Department
Village of Hanover Park	Conan Foley	Code Enforcement Officer, Police Department
Village of Hanover Park	Len Jaster	A&G Manager, Police Department
Village of Hanover Park	Andy Johnson	Deputy Chief, Police Department
Village of Hanover Park	Darren Nocks	Lieutenant, Fire Department
Village of Hanover Park	Kevin Pini	SEP Officer, Police Department
Village of Hanover Park	Katherine Perez	Administrative Assistant, Police Department
Village of Hanover Park	Jeff Prior	Code Enf. Supervisor/Asst. Emergency Ops. Mgr.
Village of Hanover Park	Tricia Rossi	Social Worker, Police Department
Village of Hanover Park	Scott Weber	Supervisor, Public Works

CALL to Order

Deputy Chief Johnson called the meeting to order.

Welcome/Introductions

Deputy Chief Johnson welcomed all in attendance, and introductions were made by going around the room.

Task Group Reports

- ***Violence & Suicide Prevention***
  Task Group Leader Tricia Rossi (Hanover Park) provided a report, noting that the task group members are John Parquette (Hanover Township), Carolyn Karp (Community Crisis Center) and Stephanie Bartholomew (Catholic Charities). There aren't any known violence/suicide prevention programs in the immediate area. Erica's Lighthouse in Winnetka offers a program for teens. Suicide data is sparse. Ambulance assists can be tracked, but those numbers will depend on how the call goes out. Some county data is available. We need to keep in mind that the numbers won't dictate whether or not something needs to be done. Deputy Chief Johnson notes we will have a guest speaker at an upcoming meeting who will make a presentation on a post-Narcan reversal project. In DuPage County alone, there has been 78 heroin saves. The next step is treatment and care over the long term.
- ***Elder Adult Falls***
  After checking with DuPage Senior Services, Task Group Leader Tricia Rossi was referred to the Fall Prevention Clinic organization for more information. More details will be available at a future meeting.

- ***Motor Vehicle & Traffic Safety***

  Task Group Leader Kevin Pini (Hanover Park) reported on the activities being planned:
  - The distracted driving program is geared at teenagers. There are four school districts in Hanover Park. April is National Distracted Driving month. Students and teachers will be asked to participate in the survey that is being put together. Presently there are no meaningful evaluation tools in place.
  - Plans are underway for the re-launch of a child occupant safety program, with final decisions yet to be made.
  - Traffic Challenges will be continued.
- ***Emergency Preparedness***

  Task Group Leader Jeff Prior (Hanover Park) provided the report, noting that the task group members are Darren Nocks (Fire Department), Gail Tobin (Schaumburg Library), David Hill (CCSD #93) and Conan Foley (Hanover Park). The Hanover Park Safe Communities Coalition will focus on four emergency preparedness projects.
  - Storm Ready Designation – All certification requirements have been completed, and recognition will be given at the November 5th Village Board meeting. The National Weather Service will present Storm Ready sign to the Village. The Public Works Department will create additional signage to post at points of entry to the Village. Only five percent of the communities in Illinois have the Storm Ready designation.
  - Red Cross Pillow Case project – This project is moving forward with Laurel Hill School.
  - Red Cross Smoke Detector Program – All of the supplies would be provided by the Red Cross (ladders, hammers, screws, etc.); but manpower would be needed. Consideration is being given to initiating a small pilot, with program roll-out in the spring.
  - Preparedness Expo – The Emergency Preparedness Task Group will be reaching out to more coalition members for assistance with the Expo. Area stores will be invited to participate. Jeff Prior met with the Sam's Club General Manager on 10/22/15. A Sam's Club in New Jersey was cited as having had success with their emergency preparedness activities. Some of the big box stores have emergency preparedness equipment and supplies in stock; and in the event of a disaster, they have the ability to rapidly order and receive additional materials that are likely to be in high demand. We've reached out to FEMA with Task Group Member Conan Foley having talked a preparedness representative.
- ***Prescription Drug Overdose Prevention***

  Deputy Chief Johnson commented on activities that are in progress or being planned.
  - Social media can be used for a large public awareness campaign.
  - The RxBox program continues with success. Many unused medications were collected during the Villages Recycle event.
  - The Illinois Prescription Monitoring Program provides an electronic means of collecting data that can be shared among physicians and dispensers of controlled substance prescriptions. It can be useful in helping to identify individuals who may be physician shopping in order to obtain narcotics.
  - The Coalition would like to partner with the Library to have a physician guest speaker.

Closing Remarks/Next Meeting Date

Deputy Chief Johnson advised that although the Work Place Safety training has not been set, it is still an activity that the Coalition intends to pursue. The new Task Group format is going well, and the Task Groups are encouraged to meet at Police Headquarters either before or after the monthly meetings. Lots of good work has been completed already. Chief Webb and the Village Elected Officials are pleased with the Coalition's progress. Once our completed application is submitted, assessors will be scheduled to come to Hanover Park for a day-and-a-half assessment to visit projects and interview Task Group Leaders.

Due the upcoming holiday season, the dates of the November and December meetings are being changed from the fourth Thursday of the month to an alternate date. The date change notice will be emailed to everyone.

The meeting was adjourned at 2:28 p.m.

Notes taken by Administrative Assistant Katherine Perez (Hanover Park Police Department).

MINUTES

Hanover Park Police Department/Safe Communities Coalition Meeting
Community Room – Hanover Park Police Headquarters
2011 Lake Street – Hanover Park, Illinois 60133
November 20, 2015, 2:00 p.m.

IN ATTENDANCE

Organization	Name	Title
American Red Cross	Claire Pywell	Regional Preparedness Manager
Catholic Charities	Stephanie Bartholomew-Crespin	APS Caseworker
Community Crisis Center	Carolyn Karp	Sexual Assault Program Coordinator
DuPage County Health Department	Mila Tsagalis	Community Initiative Director
Hanover Township Youth & Family Services	John Parquette	Director
Lake Park High School District #108	Phil Wright	Assistant Principal
NAMI DuPage	Patty Johnston	Resource Support Director
Schaumburg Township District Library	Gail Tobin	Hanover Park Branch Coordinator
Village of Hanover Park	Len Jaster	A&G Manager, Police Department
Village of Hanover Park	Andy Johnson	Deputy Chief, Police Department
Village of Hanover Park	T.J. Moore	Public Works Director
Village of Hanover Park	Darren Nocks	Lieutenant, Fire Department
Village of Hanover Park	Kevin Pini	SEP Officer, Police Department
Village of Hanover Park	Katherine Perez	Administrative Assistant, Police Department
Village of Hanover Park	Jeff Prior	Code Enf. Supervisor/Asst. Emergency Ops. Mgr.
Village of Hanover Park	Tricia Rossi	Social Worker, Police Department

CALL to Order

Deputy Chief Johnson called the meeting to order.

Welcome/Introductions

Deputy Chief Johnson welcomed all in attendance, and introductions were made by going around the room.

Deputy Chief Johnson noted that he had been in contact with Safe Communities Program Manager Suja Shunmugavelu; she was extremely impressed with our Coalition's progress. Madison was recently re-accredited and our application is nearly the same size. Although our application is ready, it will be a while before the National Safety Council is available to come out for a visit.

Task Group Reports

- ***Violence & Suicide Prevention***
  The Task Force is in the process seeking out suicide prevention programs that are currently in operation in our community.
- ***Elder Adult Falls***
  Statistically, when a senior 75 years or older falls and breaks a hip, 50% will be dead within a year. The Task Group reported that they will be able to line up an instructor to provide training on Elder

Adult Falls. The instructor is a memory care manager at an area nursing home. It was also noted that Hanover Township provides ongoing classes as well.

- ***Motor Vehicle & Traffic Safety***

  Task Group Leader Kevin Pini (Hanover Park) reported that the child occupant safety program is being relaunched as part of the Safe Communities initiative. Details of the program will be included in the Village Hi-Lighter newsletter. The distracted driving program will be pursued after the first of the year. School visits will be scheduled during April. It was noted that Carol Stream offers a year-round teen driving program. The Traffic Challenges will also be continued.

- ***Emergency Preparedness***

  Task Group Leader Jeff Prior (Hanover Park) provided an emergency preparedness update. Darren Nocks will be working with the Fire Corps. A new Red Cross person was just hired and will be introduced at an upcoming meeting. Menards is willing to participate in an emergency preparedness fair with the proposed dates being September 10th or 17th from 10:00 a.m. to 2:00 p.m. FEMA (Region 5) has committed to participate and we are in touch with Jimmy Thomson with IEMA (Region 4). DuPage and Cook Counties will also be invited to participate. Presentations and training will be offered as part of the event.

- ***Prescription Drug Overdose Prevention***

  Mila Tsigalis provided information on the RxBox program. On November 6th 4,372 pounds of medications were collected which marks the second largest collection since 2009; and to date, 31 tons have been collected. Sharps have been an issue, and it is believed that S.C.A.R.C.E. may be working on a new sharps collection program.

  During the meeting, Mila distributed a ***Drug Facts*** booklet available through the National Institute on Drug Abuse. It's a quality publication, free of charge other than the cost of shipping. The front of the booklet can be customized by adding a label to it. Resources are also available through Parents Matter Too/Kid's Matter. Drug Facts Week starts on January 25th. At a future coalition meeting, the DuPage County Health Department will be make a crisis services presentation.

Closing Remarks/Next Meeting Date

The next Coalition meeting will be held on Thursday, December 17th with the possibility of a brief Task Group Chair meeting immediately following.

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Notes taken by Administrative Assistant Katherine Perez (Hanover Park Police Department).

MINUTES

Hanover Park Police Department/Safe Communities Coalition Meeting
Community Room – Hanover Park Police Headquarters
2011 Lake Street – Hanover Park, Illinois 60133
December 17, 2015, 2:00 p.m.

IN ATTENDANCE

Organization	Name	Title
Alexian Brothers Behavioral Health	Mandy Burbank	Save2 Navigator
American Red Cross	Katy O'Shea	Disaster Program Manager
American Red Crosss	Claire Pywell	Preparedness Manager
Centro de Informacion	Andrea Janos	Outreach Coordinator
Community Crisis Center	Carolyn Karp	Sexual Assault Program Coordinator
CCSD #93	David Hill	Associate Superintendent
DuPage County Health Department	Mila Tsagalis	Community Initiative Director
DuPage County Health Department	Alyssa Lizzi	
DuPage County Health Department	Rita Brosnan	
Hanover Township	Ryan McSheffrey	Clinical Interventionist
Hanover Township	John Parquette	Director/Youth & Family Services
NAMI DuPage	Patty Johnstone	Resource Support Director
Renz Center	Lysette Pullman	Marketing
Village of Hanover Park	Len Jaster	A&G Manager, Police Department
Village of Hanover Park	Darren Nocks	Lieutenant, Fire Department
Village of Hanover Park	Kevin Pini	SEP Officer, Police Department
Village of Hanover Park	Katherine Perez	Administrative Assistant, Police Department
Village of Hanover Park	Jeff Prior	Code Enf. Supervisor/Asst. Emergency Ops. Mgr.
Village of Hanover Park	Tricia Rossi	Social Worker, Police Department
Village of Hanover Park	Scott Weber	Supervisor

CALL to Order

Code Enforcement Supervisor/Assistant Emergency Operations Manager Jeff Prior called the meeting to order on behalf of Deputy Chief Johnson who could not be present.

Welcome/Introductions

Introductions were made by going around the room. Jeff Prior advised we are moving forward with the application which is at 94 pages.

Task Group Reports

- ***Violence & Suicide Prevention***
  Task Force Leader Tricia Rossi (Hanover Park) introduced Mandy Burbank from Alexian Brothers Behavioral Health. They will provide an instructor who would come out and train us to carry out depression screenings on our own.

- ***Elder Adult Falls***
  Spring is being targeted for the elder adult falls training which will be coordinated through the township office. They will advertise and promote the class.

- ***Motor Vehicle & Traffic Safety***
  Task Group Leader Kevin Pini (Hanover Park) notes that the motor vehicle and traffic safety program has been officially kicked off with the traffic details that are in progress. The Village Hi-Lighter included an article about the child seat installation program. Kevin will be trained and the program will be pushed out after the first of the year. April is distracted driver awareness month. The National Safety Council promotes driver awareness through its Alive at 25 training program which is offered at schools and police departments

- ***Emergency Preparedness***
  Preparedness activities will include the Pillow Case Project, smoke detector installation program and a preparedness expo. Planning is ongoing. Event dates to be announced.

- ***Prescription Drug Overdose Prevention***
  Task Group Leader Mila Tsigalis provided details about the Narcan program. A fact sheet is available. The program will expand as the need occurs. Now all but Oak Brook participate. Future training will be limited to re-training and training for new people who come on board. There have been 80 Narcan saves since the inception of the DuPage County program.

  Mila introduced presenters Alyssa Lizzi and Rita Brosnan who provided information about services and resource available through the DuPage County Health Department.

  Project Connect is aimed at providing continuing intervention services to individuals whose lives were saved through the DuPage County Narcan program. Project Connect was launched a month ago, and already one participant is 20 days in to recovery. Information is available 24/7.

  Suicide intervention services are offered, ranging from assessment to follow-up treatment for those in need of contact who are not in an in-patient program.

  DuPage County Health Department's Crisis Services responds to residents experiencing psychological/social difficulties and provides referrals for specialized services. Crisis Residential provides a place for adults to stay when there's need for stabilization during a crisis or following in-patient treatment.

  There is a trauma and disaster team that can provide brief therapy for grief processing to groups such as families, schools, etc. when there has been a tragedy or tragic loss.

  The Living Room is open during the day, seven days a week and is staffed by trained counselors and peer specialists who are available to offer support in a safe, relaxed environment after an initial assessment. In instances where it's determined that more comprehensive support is needed, the individual will be referred on to other services as appropriate.

Closing Remarks/Next Meeting Date
The next Coalition meeting will be held on Thursday, January 28th.

Notes taken by Administrative Assistant Katherine Perez (Hanover Park Police Department).

MINUTES

Hanover Park Police Department/Safe Communities Coalition Meeting
Community Room – Hanover Park Police Headquarters
2011 Lake Street – Hanover Park, Illinois 60133
January 28, 2016 - 2:00 p.m.

IN ATTENDANCE

Organization	Name	Title
American Red Cross	Katy O'Shea	Disaster Program Manager
Community Crisis Center	Carolyn Karp	Sexual Assault Program Coordinator
DuPage County Health Department	Mila Tsagalis	Community Initiative Director
Hanover Township Senior Services	Amy Seul	Social Services Specialist
Lake Park High School District #108	Phil Wright	Assistant Principal
METRA	Tom Donegan	Mgr of Emergency Preparedness Training
Renz Center	Lysette Pullman	Marketing
Schaumburg Township District Library	Gail Tobin	Hanover Park Branch Coordinator
Village of Hanover Park	Andy Johnson	Deputy Chief, Police Department
Village of Hanover Park	Joe Ciancio	Lieutenant, Police Department
Village of Hanover Park	Len Jaster	A&G Manager, Police Department
Village of Hanover Park	Darren Nocks	Lieutenant, Fire Department
Village of Hanover Park	Kevin Pini	SEP Officer, Police Department
Village of Hanover Park	Katherine Perez	Administrative Assistant, Police Department
Village of Hanover Park	Jeff Prior	Code Enf. Supervisor/Asst. Emergency Ops. Mgr.
Village of Hanover Park	Conan Foley	Code Enforcement Officer, Police Department
Village of Hanover Park	Scott Weber	Supervisor

CALL to Order

Deputy Chief Andy Johnson called the meeting to order.

Welcome/Introductions

Deputy Chief Johnson welcomed the coalition members and introduced guest observer, Dr. Linda Forst, Physician and Professor at UIC. Dr. Forst has also attended Safe Communities Coalition meeting in New Lenox, and she stated that she may be of assistance in providing certain statistical data that could be helpful to the Hanover Park coalition.

Task Group Reports

- ***Violence & Suicide Prevention***
  Nothing new to report.

- ***Elder Adult Falls***
  Len Jaster reported that although the task group had been prepared to go forward with a presentation to the township for senior groups, their plans have come to a standstill. The National Safety Council is looking for a program that would be ongoing in nature to work on balance issues, not just a one-time training session. The task group will need to look into more options. Deputy Chief Johnson noted New Lenox had offered two 8-week programs ("Matter of Balance" and "Fit & Strong")

that were made possible through grant funding. Reaching out to outside agencies will be necessary as resources are needed (space, equipment, training, etc.).

- ***Motor Vehicle & Traffic Safety***
  Task Group Leader Kevin Pini provided updates:
  - The child safety seat installation program is being relaunched and will be promoted through Facebook and Village cable TV.
  - Crash data is being reviewed. The S-curve on County Farm road is dangerous, and the bad weather makes it worse. There has been a 10 mile-per-hour speed reduction in the area of the S-curve.
  - National Distracted Driver Awareness will be promoted in April through the use of the AAA simulators.

- ***Emergency Preparedness***
  Task Group Leader Jeff Prior reported that great progress is being made. The Smoke Detector Program will be managed through the Fire Department. The Red Cross will provide training and materials. The Fire Service Corps will receive training to carry out the installation through the Fire Department.

  Weather Spotter training will be held on February 16th at the Village in Room 214. It's being promoted through Facebook (Village & Police Department), and people can register online through the Village website

  Emergency Preparedness Expo Update – Menard's will host the event in their parking lot on September 10th from 10:00 a.m. to 2:00 p.m. They will advertise and have a link to our expo. We have secured FEMA to participate and spearhead. IEMA, DuPage County, Cook County, Red Cross and the Township will be participating as well. The event is open to both residents and businesses. Jeff will be able to visit resource site 4 and select a vehicle to have on display. Scot Weber advised that resources are available through the Illinois Public Works Mutual Aid Network, and he offered to help and provide direction in that regard.

- ***Prescription Drug Overdose Prevention***
  Task Group Leader Mila Tsigalis reported that here have been 100 Narcan saves; a press release will be distributed. The program caught on quickly and has been embraced by police officers. Step 2-recovery options are introduced through Project Connect. The Narcan annual report will be out soon.

  A public service announcement was played during the meeting featuring the winning entry from a heroine awareness PSA contest. We will look in to the possibility of sharing the PSA via Facebook using a link so that it funnels back to the host. A new Robert Crown health education brochure on alcohol and drugs is available, and the county is actively approaching schools to encourage participation.

Closing Remarks/Next Meeting Date

Deputy Chief Johnson requested that the task group leaders plan to meet immediately following the next meeting, and he advised that an onsite will be conducted in the spring.

Safe Communities Coalition meetings are held on the fourth Thursday of each month at 2:00 p.m. in the Community Room of Hanover Park Police Headquarters. The next meeting date is February 25th.

Notes taken by Administrative Assistant Katherine Perez (Hanover Park Police Department).

MINUTES

Hanover Park Police Department/Safe Communities Coalition Meeting
Community Room – Hanover Park Police Headquarters
2011 Lake Street – Hanover Park, Illinois 60133
February 25, 2016 - 2:00 p.m.

IN ATTENDANCE

Organization	Name	Title
American Red Cross	Katy O'Shea	Disaster Program Manager
Catholic Charities	Stephanie Bartholomew-Crespini	APS Caseworker
Community Crisis Center	Crystalynn Bradley & Brittany Acquaviva	Community Crisis Center Representatives
Hanover Township Senior Services	John Parquette	Director of Youth & Family Services
Kenneth Young	Ginny Thomas	Social Worker
Lake Park High School District #108	Phil Wright	Assistant Principal
Renz Center	Lysette Pullman	Marketing
Schaumburg Township District Library	Gail Tobin	Hanover Park Branch Coordinator
Village of Hanover Park	Andy Johnson	Deputy Chief, Police Department
Village of Hanover Park	Joe Ciancio	Lieutenant, Police Department
Village of Hanover Park	Len Jaster	A&G Manager, Police Department
Village of Hanover Park	Darren Nocks	Lieutenant, Fire Department
Village of Hanover Park	Kevin Pini	SEP Officer, Police Department
Village of Hanover Park	Katherine Perez	Administrative Assistant, Police Department
Village of Hanover Park	Jeff Prior	Code Enf. Supervisor/Asst. Emergency Ops. Mgr.
Village of Hanover Park	Conan Foley	Code Enforcement Officer, Police Department
Village of Hanover Park	Gary Fuchs	Code Enforcement Officer / Crime Free Multi Housing Coordinator, Police Department
Village of Hanover Park	Scott Weber	Supervisor, Public Works

CALL to Order

Deputy Chief Andy Johnson called the meeting to order.

Welcome/Introductions

Deputy Chief Johnson welcomed the coalition members and guests, Dr. Linda Forst and Memory Care Director Erin Klco. Introductions were made by going around the room. Deputy Chief Johnson noted that the application is ready, and the onsite will be scheduled after we hear back from the National Safety Council.

Task Group Reports

- ***Violence & Suicide Prevention***
  Task Group Leader Tricia Rossi stated that they are looking to re-group with a focus on evidence-based programs. A determination will need to be made as to the best course of action for moving forward.

Elder Adult Falls

Deputy Chief Johnson advised that because of the space and equipment requirements, plus the need to have certified instructors, we will have to partner with the township or some other agency to be able to offer training. A formalized training program (such as "Fit & Strong" and "Matter of Balance") would need to be established, and evidence would have to support that the program results in a reduction of fall injuries. New Lenox may be able to provide guidance in this regard. Later in the meeting, Len Jaster introduced guest speaker Erin Klco, Memory Care Director (Alden Valley Ridge), who provided a presentation on elder adult falls. She stated that prevention is key, noting that awareness, assessments, education, exercise and special accommodations each play a role in keeping elder adults safe from fall injuries. Balancing and strengthening exercises are essential and getting the family involved increases the effectiveness.

- ***Motor Vehicle & Traffic Safety***

  Task Group Leader Kevin Pini provided updates:
  - The school resources officers are being contacted in preparation for distracted driver awareness month (April). The AAA simulators are reserved for the last week of April, and appointment times are being coordinated with the schools. Last year the simulators were a big hit with many outstanding compliments being received. The proclamation will be revised and sent to Deputy Chief Johnson when finalized.

- ***Emergency Preparedness***
  - Task Group Leader Jeff Prior reported that 41 people attended the Weather Spotter training in February. Sixty people had signed up originally, with some from distant communities, but due to the threatening weather, attendance was lower than planned but still good. A statewide tornado drill will be conducted on March 2nd.
  - Red Cross Fire Alarm Installation Program - Darren Nocks reported that he's waiting to hear back on a confirmed roll-out date for the smoke alarm installation program, but he anticipates that it may be scheduled for early May. The Fire Corps and CERT members have already received training from the Red Cross on how to install the smoke detectors. The Red Cross will also be providing tools and materials for the installations.

- ***Prescription Drug Overdose Prevention***
  - RxBox - Deputy Chief Johnson provided a brief update on behalf of Task Group Leader Mila Tsigalis who was not able to attend the meeting. The RxBox is getting lots of use. It will be emptied on February 26th and the contents will be dropped off at a collection site. Walgreens Corporation has announced its plans to install medicine disposal boxes at many of the store locations.
  - NARCAN - The DuPage County NARCAN program had its 100th save. Aftercare is also a concern. Phase 2 of the NARCAN program is focused on the after care.

Closing Remarks/Next Meeting Date

Deputy Chief Johnson asked if there were any announcements. Tricia stated said that the Kids at Hope Resource Fair will be held at the Park District on April 16th and that they are looking for agencies. She'll be distributing the fliers once finalized, and she requested that they be passed along.

Safe Communities Coalition meetings are held on the fourth Thursday of each month at 2:00 p.m. in the Community Room of Hanover Park Police Headquarters. The next meeting date is March 25th.

Notes taken by Administrative Assistant Katherine Perez (Hanover Park Police Department).

MINUTES

Hanover Park Police Department/Safe Communities Coalition Meeting
Community Room – Hanover Park Police Headquarters
2011 Lake Street – Hanover Park, Illinois 60133
March 24, 2016 - 2:00 p.m.

IN ATTENDANCE

Organization	Name	Title
American Red Cross	Katy O'Shea	Disaster Program Manager
Catholic Charities	Stephanie Bartholomew-Crespini	APS Caseworker
Community Crisis Center	Carolyn Karp	Sexual Assault Program Coordinator
DuPage County Health Department	Mila Tsagalis	Community Initiatives Director
Kenneth Young	Ginny Thomas	Social Worker
Lake Park High School District #108	Phil Wright	Assistant Principal
Renz Center	Lysette Pullman	Marketing
Schaumburg Township District Library	Gail Tobin	Hanover Park Branch Coordinator
Village of Hanover Park	Andy Johnson	Deputy Chief, Police Department
Village of Hanover Park	Joe Ciancio	Lieutenant, Police Department
Village of Hanover Park	Len Jaster	A&G Manager, Police Department
Village of Hanover Park	Kevin Pini	SEP Officer, Police Department
Village of Hanover Park	Tricia Rossi	Social Worker, Police Department
Village of Hanover Park	Katherine Perez	Administrative Assistant, Police Department
Village of Hanover Park	Jeff Prior	Code Enf. Supervisor/Asst. Emergency Ops. Mgr.
Village of Hanover Park	Conan Foley	Code Enforcement Officer, Police Department
Village of Hanover Park	T.J. Moore	Director, Public Works

CALL to Order

Deputy Chief Andy Johnson called the meeting to order.

Welcome/Introductions

Introductions were made by going around the room. Deputy Chief Johnson announced that Dr. Linda Forst would be making a presentation on workplace injuries following the task group reports.

Deputy Chief Johnson advised that as the application is finalized, consideration will be given to meeting less frequently than once a month. The site visit/assessment will take a day and half, and efforts are being made to get it scheduled for some time prior to June. Projects will be ongoing.

Task Group Reports

- ***Violence & Suicide Prevention***

  Task Group Leader Tricia Rossi has been researching violence and suicide prevention programs that would fit the criteria required by the National Safety Council. There's an organization in Batavia that offers Applied Suicide Intervention Skills Training (ASIST). Tricia came across some interesting information on gun violence and prevention and ways to provide support and guidance to the families of veterans who may be at risk. Research continues.

Elder Adult Falls

Task Group Leader Len Jaster reported that we are looking for an agency to partner with so that training to promote exercise and balance could be offered. He has been in contact with Christine Austin with Hanover Township. They would like to offer the training and they are looking for an instructor.

- ***Motor Vehicle & Traffic Safety***

  Task Group Leader Kevin Pini provided updates:
  - The first child seat install has been completed, the second is in the process of being scheduled.
  - Kevin will be attending CPS Technician training next week.
  - Plans are being finalized to have the AAA simulators at the schools during the last week of April for Distracted Driving Awareness Month.

- ***Emergency Preparedness***

Task Group Leader Jeff Prior reported that police officers are participating in weather water training and they will receive a Sky Warn certificate.

- ***Prescription Drug Overdose Prevention***
  - Task Group Leader Mila Tsagalis distributed the DuPage Narcan Program Annual Report which contained some of the information she has shared in the past. There have been over 100 saves since the program started, and four of those saves were in Hanover Park.
  - Prevention Week is coming up, May 15-21.
  - Glenbard North will host a presentation, "What Parents Need to Know" on April 6.
  - Will County/Heroin Epidemic Relief Organization & the Southwest Coalition/Heroin Education Leads to Prevention Solutions (HERO and HELPS) will host an event in Romeoville on April 29 regarding The Heroin Crisis Act: What it Means for You.
  - More information regarding the heroin epidemic is available on the opioidinitiative.org website.

Presentation on Injuries: An Approach to Prevention

Dr. Linda Forst presented information about workplace injuries/fatalities which included data from the Census on Fatal Occupational Injuries, National Center for Health Statistics and the Illinois Center for Injury Prevention. It was noted that Illinois has a rate of employment-related fatalities. One of the charts showed the ten leading causes of injury deaths broken out by age groups. Dr. Forst illustrated how the Haddon Matrix is used for assessing factors and time phases that contribute to occurrences of injuries, and from this, possible prevention strategies can be considered and developed.

Closing Remarks/Next Meeting Date

Deputy Chief Johnson asked if there were any announcements. Tricia reminded everyone about the Kids at Hope Resource Fair taking place at the Park District on April 16th. Carolyn Karp made an announcement about upcoming theatrical presentations at Elgin Community College, The Hunting Ground (April 28) and Emotional Creature (May 5).

Safe Communities Coalition meetings are held on the fourth Thursday of each month at 2:00 p.m. in the Community Room of Hanover Park Police Headquarters. The next meeting date is April 28th .

Notes taken by Administrative Assistant Katherine Perez (Hanover Park Police Department).

MINUTES

Hanover Park Police Department/Safe Communities Coalition Meeting
Community Room – Hanover Park Police Headquarters
2011 Lake Street – Hanover Park, Illinois 60133
May 26, 2016 - 2:00 p.m.

IN ATTENDANCE

Organization	Name	Title
Alden Valley Ridge	Erin Klco	Memory Care Director
CCSD #93	David Hill	Associate Superintendent
DuPage County Health Department	Mila Tsagalis	Community Initiatives Director
Hanover Township Senior Services	John Parquette	Director of Youth & Family Services
Hanover Township Senior Services	Amy Seul	Social Services Specialist
Kenneth Young	Ginny Thomas	Social Worker
Renz Center	Lysette Pullman	Marketing
Schaumburg Township District Library	Gail Tobin	Hanover Park Branch Coordinator
Village of Hanover Park	Andy Johnson	Deputy Chief, Police Department
Village of Hanover Park	Joe Ciancio	Lieutenant, Police Department
Village of Hanover Park	Len Jaster	A&G Manager, Police Department
Village of Hanover Park	Kevin Pini	SEP Officer, Police Department
Village of Hanover Park	Tricia Rossi	Social Worker, Police Department
Village of Hanover Park	Katherine Perez	Administrative Assistant, Police Department
Village of Hanover Park	Conan Foley	Code Enforcement Officer, Police Department
Village of Hanover Park	T.J. Moore	Director, Public Works

CALL to Order

The meeting was called to order by Deputy Chief Andy Johnson.

Welcome/Introductions

Deputy Chief Johnson welcomed everyone and attendees were introduced by going around the room.

Deputy Chief announced that Jeff Prior resigned his position as Code Enforcement Supervisor with the Village of Hanover Park Police Department. The Emergency Preparedness Task Group Leader position will need to be filled.

Going forward, there will be a change in the meeting schedule for the Hanover Park Safe Communities Coalition, and it will now convene every other month, with July 28th being the next meeting date.

Although the application was submitted and has been reviewed, the onsite inspection date has not yet been set. It's possible that the inspection may be scheduled for September, but confirmation is pending.

Task Group Reports

- ***Violence & Suicide Prevention***
  Task Group Leader Tricia Rossi provided an update on her research of evidence based programs. She found information on Applied Suicide Intervention Skills Training (ASIST) which provides professional

and lay people with intensive training on suicide detection and intervention strategies. Tricia has a conference call scheduled for next week to learn more about ASIST, and she will report back to the coalition at the next meeting.

Elder Adult Falls

Task Group Leader Len Jaster reported that the Matter of Balance program is still under consideration. It was successful in New Lenox. In the past, Matter of Balance was offered through the Township. Len has had discussions with Christine Austin at the Township and Erin Klco to explore the possibility of a collaborative effort to get the training offered again. Certification is extensive and a trainer would need to be identified. Amy Suel noted that two people are needed to take the class and expense is involved. If previous instructors can be located, it will be necessary to find out if re-certification is needed.

- ***Motor Vehicle & Traffic Safety***

  Task Group Leader Kevin Pini provided updates:
  - During April, the police department partnered with high schools in Schaumburg and Bartlett to facilitate use of the distracted driver simulators.
  - The driving simulators were set up during the Hanover Park Fire Department open house. Also during the open house, two child safety seats were installed.
  - Glenbard North presented Fatal Prom which is a teenage-drunk driving-fatal crash reenactment. Drama club students, Carol Stream Police and Fire Departments, and the medical examiner participated in this realistic scenario which kept the students' attention.
  - Operation Click was promoted at Schaumburg High School. Students signed contracts that they would not drive distracted.
  - A child seat safety flier is being created by the Hanover Park Fire Department with anticipation of placement in the natal units at St. Alexius and Central DuPage Hospitals.

- ***Emergency Preparedness***

  Social media is being used to promote the free smoke alarm installation program. People have already contacted the Fire Department to sign up. Frequently when the Fire Department responds for a fire, they find non-functioning alarms or no alarm at all.

- ***Prescription Drug Overdose Prevention***

  Task Group Leader Mila Tsagalis discussed Opioid Awareness Day, partnering on an open letter to pharmacists re Narcan, and an update on the Illinois prescription drug monitoring program. There have been 18 Narcan saves in DuPage County since the start of the year. The prescription drug toolkit available through the National Safety Council is a good resource. Lt. Ciancio noted the concern of fentanyl which is used to heroin.

Closing Remarks/Next Meeting Date

Deputy Chief Johnson thanked everyone for attending and asked if there were any announcements. None were noted. The next meeting will be on Thursday, July 28th at 2:00 p.m. in the community room of the Hanover Park Police Headquarters.

Notes taken by Administrative Assistant Katherine Perez (Hanover Park Police Department).

MINUTES

Hanover Park Police Department/Safe Communities Coalition Meeting
Community Room – Hanover Park Police Headquarters
2011 Lake Street – Hanover Park, Illinois 60133
July 28, 2016 - 2:00 p.m.

IN ATTENDANCE

Organization	Name	Title
Centro de Informacion	Jaime Garcia	E.D.
Community Crisis Center	Lauren Bantner	Sexual Assault Therapist/Partner Abuse Intervention Facilitator
DuPage County Health Department	Mila Tsagalis	Community Initiatives Director
Hanover Township Senior Services	Amy Seul	Social Services Specialist
Hanover Township Senior Services	John Parquette	Direct or Youth & Family Services
Kenneth Young	Ginny Thomas	Coordinator of Advocacy & Support
Lake Park High School	Phil Wright	Assistant Principal
METRA	Carl Cicero	Sergeant
Red Cross	Katy O'Shea	Program Manager
Renz Center	Lysette Pullman	Marketing
WINGS Program Inc.	Sharon Mickelson	Family Advocate
Village of Hanover Park	Andy Johnson	Deputy Chief, Police Department
Village of Hanover Park	Joe Ciancio	Lieutenant, Police Department
Village of Hanover Park	Len Jaster	A&G Manager, Police Department
Village of Hanover Park	Kevin Pini	SEP Officer, Police Department
Village of Hanover Park	Tricia Rossi	Social Worker, Police Department
Village of Hanover Park	Katherine Perez	Administrative Assistant, Police Department
Village of Hanover Park	Conan Foley	Code Enforcement Officer, Police Department
Village of Hanover Park	Scott Weber	Supervisor, Public Works
Village of Hanover Park	Dan Hoffman	Code Enforcement Supervisor/Emergency Management Assistant

CALL to Order

Deputy Chief Andy Johnson called the meeting to order at 2:00 p.m.

Welcome/Introductions

Introductions were made by going around the room. Deputy Chief Johnson provided a recap of recent activity. High-use heroin/opioid problem, drug disposal, and NARCAN were some of the topics discussed at a recent National Safety Council meeting he and Mila Tsaglis attended. The Springwood Middle School principal is interested in Robert Crown's heroin prevention education program. (Later in the meeting Assistant Principal Phil Wright commented on Robert Crown program, noting the need for funding and that abuse is also being observed even among the younger students.) With DARE being discontinued, drug abuse prevention isn't covered because the avenues of communication are not in place. Attempts are being made to firm up a date for the site visit/assessment; confirmation is pending.

Task Group Reports

- ***Violence & Suicide Prevention***
  Task Group Leader Tricia Rossi reported on her phone conference with ASIST/Living Works representative Heather Stokes during which she was provided with more information about the program. They discussed how to bring suicide prevention training to the community via first responders. Consideration will be given to possibly attending suicide prevention training that is offered through the suicide prevention center in Batavia. Tricia will also look into the WARM LINE program which is promoted through the Department of Human Services/State of Illinois. This is a free peer-support based program addressing the needs of the mentally ill and recovery.

- ***Elder Adult Falls***
  Task Group Leader Len Jaster reported that plans for being able to offer the Matter of Balance program are on hold as the search for a certified instructor continues. The Matter of Balance program is one that is recommended by the NSC.

- ***Motor Vehicle & Traffic Safety***
  Task Group Leader Kevin Pini provided updates:
  - The fourth child seat installation was completed. Word is slowly spreading.
  - Over 100 speeding tickets were issued by the S-curve on County Farm Road during the Speed Awareness Day campaign sponsored by the Illinois Association of Chiefs of Police. Deputy Chief Johnson commented that the crash numbers are down at the S-curve and this is something that will be publicized. The real test will be this winter when road conditions can be hazardous.
  - The distracted driver simulator was a popular feature at the Cops Day Picnic and the Fire Department open house.
  - Rail safety will be promoted during September.

- ***Emergency Preparedness***
  Deputy Chief Johnson advised that Hanover Park plans to maintain its status as Storm Ready community.

- ***Prescription Drug Overdose Prevention***
  Task Group Leader Mila Tsagalis provided updates:
  - Narcan Program - The importance of having an intervention strategy is underscored with multiple saves for one person. Reaching the patient while they are still in the hospital is critical because they may be more receptive to treatment.
  - The prescription drug monitoring program has the support of the Mayor. This is a "large" strategy requiring buy –in by medical providers and pharmacies.
  - RxBox drug collection at Jewel and Mariano's is being promoted and flyers are being produced.
  - Mila offered to lend out the video, "Smashed" which DuPage County bought to show in public venues. The video covers the impact of alcohol on brain development of young teens. Deputy Chief Johnson commented that consideration will be given to showing the "Smashed" video at an upcoming ART meeting. He described the ART meeting format, noting that attendance can vary.

Closing Remarks/Next Meeting Date

Deputy Chief Johnson thanked everyone for attending. Appreciation was also extended to those who participated in the Cops Day Picnic. The next meeting will be on Thursday, September 28th at 2:00 p.m. in the community room of the Hanover Park Police Headquarters.

Notes taken by Administrative Assistant Katherine Perez (Hanover Park Police Department).

MINUTES

Hanover Park Police Department/Safe Communities Coalition Meeting
Community Room – Hanover Park Police Headquarters
2011 Lake Street – Hanover Park, Illinois 60133
September 22, 2016 - 2:00 p.m.

IN ATTENDANCE

Organization	Name	Title
Community Crisis Center	Carolyn Karp	Sexual Assault
DuPage County	Mila Tsagalis	Director of Community Initiatives
DuPage County	Diane Lozano	APS Caseworker
Hanover Township Senior Services	John Parquette	Direct or Youth & Family Services
Kenneth Young Center	Ginny Thomas	Manager of Advocacy & Support
Kenneth Young	Anna MacQueen	Teen Pregnancy Prevention Coordinator
Kenneth Young	Nicole Barrett	Teen Pregnancy Prevention Coordinator Assoc.
Lake Park High School	Phil Wright	Assistant Principal
Schaumburg Library	Gail Tobin	Branch Coordinator
Village of Hanover Park	Andy Johnson	Deputy Chief, Police Department
Village of Hanover Park	Todd Carlson	Support Services Sergeant
Village of Hanover Park	Len Jaster	A&G Manager, Police Department
Village of Hanover Park	Kevin Pini	SEP Officer, Police Department
Village of Hanover Park	Katherine Perez	Administrative Assistant, Police Department
Village of Hanover Park	Scott Weber	Supervisor, Public Works
Village of Hanover Park	Dan Hoffman	Code Enforcement Supervisor/Emergency Management Assistant

CALL to Order

Deputy Chief Andy Johnson called the meeting to order at 2:00 p.m.

Welcome/Introductions

Introductions were made by going around the room. Deputy Chief Johnson advised that the second draft of the application was completed; it's 160 pages and it speaks to the work we have done. The National Safety Council came back with good comments. The one-and-a-half day onsite assessment is likely to occur in early 2017, and it will be scheduled based on assessor availability. Task Groups are requested to continue doing what they are supposed to be doing.

Task Group Reports

- ***Violence & Suicide Prevention***
  Deputy Chief Johnson reported that the WARM LINE post is on the Facebook page. Please "like" us. He advised that Task Group Leader Tricia Rossi is exploring options for QPR suicide prevention training to determine what may be available for bringing training to first responders within the community.

- ***Elder Adult Falls***
  Task Group Leader Len Jaster reported that the challenge is locating a trained instructor to teach the Matter of Balance course on a regular basis. A volunteer is still needed who can teach the 1½-2 hour class on a weekly basis.

- ***Motor Vehicle & Traffic Safety***

  Task Group Leader Kevin Pini provided updates:
  - Police Department personnel will attend the Fire Department Open House. The distracted driver simulator will be set up and assistance will be provided child seat installations. Deputy Chief Johnson asked if statistics were being maintained, and Kevin said that he reach out to the Fire Department to obtain whatever records are available.
  - Since the last Safe Communities Coalition meeting, five safety seat installations have been completed.
  - The Police Department was presented with a hand-held radar for participating in August 27th Speed Awareness Day sponsored by the Illinois Chiefs. More than 120 citations were issued.
  - A rail safety detail was conducted at the Metra station. No tickets were issued.

- ***Emergency Preparedness***
  - Planning for any type of emergency preparedness expo is deferred now that Menards has withdrawn.
  - ShakeOut drills will be conducted on 10/20/16 to promote earthquake awareness and how to prepare for such a disaster. There are fault lines in Illinois. Protective Security Advisors under the Department of Homeland Security can be contacted (312-469-1316) as a resource, and a representative can be requested to come out speak to the community about health issues, policy, drills, what to look into, etc. An earthquake register broken down by territory is maintained by FEMA/U.S. Geological Survey. Gail Tobin mentioned that the library would be interested in doing a drill.

- ***Prescription Drug Overdose Prevention***

  Task Group Leader Mila Tsagalis provided updates:
  - Narcan/Naloxone – Pre-assembled kits (nasal) are now being sold over the counter. Mariano's will being tracking over-the-counter purchases of Naloxone, and Walgreen's is expected to follow suit. Walgreens has its own trainer and they have more employees to train.
  - Safe Passage (Opiate Addiction Program) – This program is being established in a few surrounding communities, and it involves collaboration between law enforcement and treatment centers. The program encourages opiate-addicted individuals to seek out assistance from a participating law enforcement agency which will then be able to direct the addict toward treatment resources.
  - Plans for a Prescribers Breakfast are underway. Information about the event will be passed along as soon as the details are finalized.

Closing Remarks/Next Meeting Date

Deputy Chief Johnson thanked everyone for attending and asked if there were any announcements. Phil Wright extended an invitation for the Greenbrook Tanglewood "Make a Difference Day" that will kick off at the clubhouse at 8:30 a.m. Sixty students have committed and number is expected to go up. They will do a clean up and some painting to help revitalize the area.

The meeting adjourned at 2:35 p.m. The next meeting will be on Thursday, November 17th at 2:00 p.m. in the community room of the Hanover Park Police Headquarters.

Notes taken by Administrative Assistant Katherine Perez (Hanover Park Police Department).

MINUTES

Hanover Park Police Department/Safe Communities Coalition Meeting
Community Room – Hanover Park Police Headquarters
2011 Lake Street – Hanover Park, Illinois 60133
November 17, 2016 - 2:00 p.m.

IN ATTENDANCE

Organization	Name	Title
Bridge Youth & Family	Diana Ballard	Crisis Intervention
METRA	Tom Donegan	Manager of Emergency Preparedness
Poplar Creek Library District	Ron Pauli	Deputy Director
Renz Center	Lysette Pullman	Marketing
Schaumburg Library	Gail Tobin	Branch Coordinator
Village of Hanover Park	Len Jaster	A&G Manager, Police Department
Village of Hanover Park	Kevin Pini	SEP Officer, Police Department
Village of Hanover Park	Larry Pikora	Battalion Chief, Fire Department
Village of Hanover Park	Tricia Rossi	Police Social Worker
Village of Hanover Park	Katherine Perez	Administrative Assistant, Police Department
Village of Hanover Park	Scott Weber	Supervisor, Public Works

CALL to Order

On behalf of Deputy Chief Andy Johnson who could not be present, Len Jaster called the meeting to order at 2:06 p.m.

Welcome/Introductions

Introductions were made by going around the room. Len advised that the onsite assessment will occur in early 2017, possibly even as early as January. No date is set and confirming details will be passed along when available.

Task Group Reports

- ***Violence & Suicide Prevention***
  Task Group Leader Tricia Rossi will be attending a meeting in Schaumburg with other Police Social Workers. Thereafter, she anticipates being able to come back to report on the information she obtains about what other law enforcement agencies may be doing in collaboration with the medical community as far as suicide prevention. If there's interest among law enforcement and the area hospitals, an intervention plan template would need to be devised, along with a formalized training program, possibly through NEMRT. (Other training programs are QPR and ASIST.) Later before closing the meeting, Len commented that New Lenox participates in the annual suicide prevention awareness day held in September and that SERTOMA offers a 1½ hour class that is very good.

- ***Elder Adult Falls***
  Task Group Leader Len reported that there was a break through with the proposed Matter of Balance program. Through a grant from Maine, it was made possible for us to get two people trained (Director of Senior Services & FD Paramedic) as certified Matter of Balance instructors. The two-day training is in progress in Geneva. Once certified, the instructors will be able to conduct the training.

- ***Motor Vehicle & Traffic Safety***
  Task Group updates were provided:
  - Six safety seat installations have been completed. This will continue to be promoted.
  - Kevin is reaching out to the schools to schedule Distracted Driver training with the expectation of being able to offer it in the classrooms during the month of April.
  - Hanover Park Police Department participated in Metra's rail safety event. Personnel were present for enforcement and to talk with commuters to raise awareness about "bad habits" that could result in injuries or fatalities. Some tickets were issued. Stats are being compiled. Approximately 250 police departments participate in the rail safety event, and some are very proactive such as Plainfield. Metra has installed stickers and signage with the suicide prevention hotline phone number. With 1,800 miles of track, spinning out to eleven lines in 143 communities, Metra cannot be everywhere. There was an intervention at the Hanover Park station when an attendant noticed that a female passenger had missed four trains.

- ***Emergency Preparedness***
  - No report.

- ***Prescription Drug Overdose Prevention***
  - No report.

Closing Remarks/Next Meeting Date

Len thanked everyone for their participation at the meeting. He advised that the date of the next Safe Communities Coalition meeting has not be established, but one may be scheduled to occur right before the onsite assessment once the date is confirmed. The meeting adjourned at 2:24 p.m.

Notes taken by Administrative Assistant Katherine Perez (Hanover Park Police Department).

Appendix E:
Daily Herald Newspaper Article
Hanover Park Forms Coalition to Apply for National Safety Award

Daily Herald

Crime | updated: 1/30/2015 10:14 AM

Hanover Park police form coalition to apply for National Safety Council award

JOE LEWNARD/jlewnard@dailyherald.com, February 2012A coalition led by Hanover Park cops will meet monthly at the village's police station to study ways to reduce injuries and accidents in town.

Katlyn Smith

Hanover Park cops call it their "next phase" of community policing.

A coalition led by police is trying to become the fourth Illinois town with a "safe community" distinction from a nonprofit group with close ties to the World Health Organization. They have an ambitious agenda, one that will require village leaders to get on board and months of study.

Winners must build relationships, something that isn't always easy to do in a suburb with residents -- and public agencies -- spread across two counties and seven school districts.

"We're looking for long-term partnerships here," Deputy Police Chief Andy Johnson said during the coalition's kickoff meeting this week.

The first step is crunching data, looking for areas where the village falls short when it comes to reducing injuries and accidents. Then, they'll narrow in on a plan that could be shaped by educators, domestic violence and child advocates, and Metra police -- all of whom showed up at the kickoff.

The program's judges who decide whether Hanover Park joins the Safe Communities America (http://www.nsc.org/learn/NSC-Initiatives/Pages/safe-communities.aspx) network, run by the National Safety Council (http://www.nsc.org/pages/home.aspx), will review new policies and activities that tie in with parts of their own mission: preventing drug overdoses, traffic crashes, senior falls, violence and suicide. The Itasca-based group also aims to improve workplace safety and preparations for disasters.

"A lot of our communities go beyond that," said Suja Shunmugavelu, program manager, pointing to anti-bullying events in schools.

Past winners, like Itasca for instance, don't have a narrow scope. Village officials there organized self-defense classes, added defibrillators in public spaces, and checked seniors' homes for smoke and carbon monoxide detectors.

Hanover Park Mayor Rodney Craig wants the task force to study heroin use, an epidemic according to DuPage County health officials.

"It is a catastrophe. It impacts families," Craig said. "We've got to quit sweeping it under the carpet."

The coalition will meet each month. To apply for the accreditation, the village will pay for a $1,200 fee and host judges in a site visit in nine to 12 months. The National Safety Council, meanwhile, will provide resources and support, Shunmugavelu pledged.

"They have a pretty vast library of research data," Johnson said, "research that we wouldn't have the time or resources to conduct on that level."

The department's data shows serious criminal offenses dropped to a new low for the fifth straight year in 2014, declines police largely attribute to overhauling patrol beats that assign officers to neighborhoods for at least a year. Johnson says the coalition will think beyond those numbers.

"Preventing crime is obviously our No. 1 focus, but a safe community we know is about much more than the crime rate," Johnson said.

The next meeting is set for 2 p.m. Feb. 26 at the police station, 2121 West Lake St.

Appendix F:
Daily Herald Newspaper Article
Bartlett High Students Get Crash Course on Driving

Daily Herald

Transportation | posted: 4/25/2015 7:33 AM

Bartlett High students get crash course on distracted driving

Video: Trying distracted driving

Daily Herald report

How do you drive home the dangers of distracted driving to teens?

Not through a lecture, but an interactive simulator, Hanover Park police say.

Bartlett High School students gave the machine (essentially a monitor, steering wheel and pedals) a test run Friday. It simulates a variety of risky behaviors -- impaired driving, texting on the road, blaring the radio -- and shows the consequences. For certain infractions, a judge flashes across the monitor, taking away the driver's license.

Police were trained how to steer kids through the gadget.

"It's engaging," Hanover Park Deputy Police Chief Andy Johnson said. "It plays a lot like a video game, which helps with the appeal for kids."

Earlier this week, more than 150 students at Schaumburg and Lake Park high schools used the simulator or watched their friends, Johnson said.

The lessons grew out of a coalition formed by police earlier this year. The volunteer task force -- made up of educators, law enforcement and child advocates, among others -- is trying to become the fourth Illinois town to join the Safe Communities America network, run by the National Safety Council.

Other suburbs who have earned the distinction have organized self-defense classes or installed defibrillators in public areas.

The simulator was an obvious event for April, or the council's Distracted Driving Awareness Month.

Appendix G:
NHTSA Distracted Driving

U.S. Department
of Transportation
National Highway
Traffic Safety
Administration

NHTSA
www.nhtsa.gov

DOT HS 812 053

December 2013

Understanding the Effects of Distracted Driving and Developing Strategies to Reduce Resulting Deaths and Injuries

A Report to Congress

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Vegega, Maria; Jones, Brian; and Monk, Chris	
9. Performing Organization Name and Address	10. Work Unit No. (TRAIS)
U.S. Department of Transportation National Highway Traffic Safety Administration Office of Impaired Driving and Occupant Protection 1200 New Jersey Avenue SE. Washington, DC 20590	11. Contract or Grant No.
12. Sponsoring Agency Name and Address	13. Type of Report and Period Covered
National Highway Traffic Safety Administration 1200 New Jersey Avenue SE. Washington, DC 20590	Final Report
	14. Sponsoring Agency Code
15. Supplementary Notes	

This report was prepared in accordance with Section 31105 of the 2012 Moving Ahead for Progress in the 21st Century (MAP-21) Act. The report summarizes a series of studies undertaken by the National Highway Traffic Safety Administration and others, to acquire the information needed to address the general problem of distracted driving. The report documents what is known about distracted driving, including distractions other than the use of personal wireless communications devices; identifies metrics to determine the nature and scope of the distracted driving problem; and discusses methods to enhance education and awareness of the problem to reduce deaths and injuries caused by all forms of distracted driving. It highlights the need for further research and concludes with recommendations to better address the problem of distracted driving.

22. Key Words	18. Distribution Statement
distraction, high-visibility enforcement, personal wireless communication devices	Document is available to the public from the National Technical Information Service www.ntis.gov

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Form DOT F 1700.7 (8-72) **Reproduction of completed page authorized**

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INTRODUCTION

Section 31105 of the Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted on July 6, 2012, amends Section 405 of title 23, United States Code to authorize State grant programs known collectively as the National Priority Safety Programs. In connection with new distracted driving grants, MAP-21 directs the Secretary of Transportation to conduct a study of all forms of distracted driving, and submit a report to the Committee on Commerce, Science and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives.

Section 405 NATIONAL PRIORITY SAFETY PROGRAMS

. . .

(8) DISTRACTED DRIVING STUDY.—

(A) IN GENERAL.—The Secretary shall conduct a study of all forms of distracted driving.

(B) COMPONENTS.—The study conducted under subparagraph (A) shall—

(i) examine the effect of distractions other than the use of personal wireless communications on motor vehicle safety;

(ii) identify metrics to determine the nature and scope of the distracted driving problem;

(iii) identify the most effective methods to enhance education and awareness; and

(iv) identify the most effective method of reducing deaths and injuries caused by all forms of distracted driving.

(C) REPORT.—Not later than 1 year after the date of enactment of the Motor Vehicle and Highway Safety Improvement Act of 2012, the Secretary shall submit a report containing the results of the study conducted under this paragraph to—

(i) the Committee on Commerce, Science, and Transportation of the Senate; and

(ii) the Committee on Transportation and Infrastructure of the House of Representatives.

This report documents what is known about distracted driving, including distractions other than the use of personal communications devices, discusses metrics to better determine the nature and scope of the problem, and discusses countermeasure approaches and strategies for enhancing awareness and reducing deaths and injuries.

BACKGROUND

Although the meaning may seem obvious, the term distracted driving is often used to represent different driver conditions. While drowsiness and daydreaming can be categorized as inattention, the term distraction as used in this report is specific to the inattention that occurs when drivers divert their attention away from the driving task to focus on another activity.

These distractions can be from electronic devices, such as navigation systems and cell phones, or more conventional sources such as interacting with passengers or eating. These distracting tasks affect drivers in different ways, and can be categorized into the following major types:

> Visual distraction: Tasks that require the driver to look away from the roadway to visually obtain information;
>
> Manual distraction: Tasks that require the driver to take a hand or hands off the steering wheel and manipulate an object or device;
>
> Cognitive distraction: Tasks that are defined as the mental workload associated with a task that involves thinking about something other than the driving task (National Highway Traffic Safety Administration, 2010).

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) estimates that there are more than 3,000 deaths and approximately 400,000 injuries annually from distraction-affected motor vehicle crashes—crashes in which a driver lost focus on the safe control of his/her vehicle due to a manual, visual, or cognitive distraction (National Highway Traffic Safety Administration, 2013a).

NHTSA uses information available from police crash reports to try to quantify which motor vehicle crashes are distraction affected, meaning that at least one driver involved in the crash was identified in NHTSA's data collection systems as "distracted." Based on crashes that occurred in 2010, the economic cost of distraction-affected crashes was approximately $22 billion (in 2010 dollars). NHTSA is currently evaluating its cost estimation methodology and plans to release an update in 2013, which means this estimate may change.

With more than 320 million cell phone subscriptions in America today (CTIA, 2012) and a growing number of devices and services designed to keep individuals constantly connected, technology is playing an increasing role in enhancing our quality of life. Yet using these technologies while behind the wheel can have serious consequences on our roadways.

Studies show that texting which, simultaneously involves manual, visual, and cognitive distraction, is among the worst of all driver distractions. In a recently published study, Ranney, Baldwin, Parmer, Martin, and Mazzae (2012) concluded that"… text messaging was associated with the highest levels of driving performance degradation..." (p.i).

Recent results from the National Occupant Protection Use Survey indicated that the percentage of drivers who were text messaging or manipulating hand held devices increased significantly for a

second year in a row from 0.9 percent in 2010 to 1.3 percent in 2011, while driver hand held cell phone use stood at five percent in 2011 (National Highway Traffic Safety Administration, 2013b). The results of this observational survey translate into 660,000 drivers holding hand held phones to their ears while driving at any typical daylight moment.

The impact of distraction on driving is determined not just by the type of distraction, but also the frequency and duration of the task. Even if a task is less distracting, a driver who engages in it frequently or for long durations may increase his/her crash risk to a level comparable to that of a much more difficult task performed less often. Because drivers often have a choice regarding when and how often to multitask when driving, their exposure to risk is typically within their control; and drivers typically underestimate the overall risk of various tasks.

While distracted driving can take on many forms and affects all road users, young drivers are at particular risk. A nationally representative telephone survey of distracted driving attitudes and behavior published in 2011 (Tison, Chaudhary, & Cosgrove, 2011) shows that, of those drivers who report having been involved in a crash or near-crash, young drivers (18-20 years old) report the highest incidence of crash or near-crash experience—and to have been using a cell phone at the time of the incident. Drivers under 25 years of age are 2-3 times more likely than older drivers to send text messages or emails while driving. While almost all drivers believe that sending text messages while driving is very unsafe, young passengers are much less likely than older passengers to say something to their driver if he or she is texting.

The problem of distracted driving reached the attention of the highest levels of government: on September 30, 2009, President Obama issued an Executive Order prohibiting Federal employees from texting while driving government vehicles or while using a government supplied cell phone while driving any vehicle. U.S. Department of Transportation agencies have issued similar directives. For example, the Federal Motor Carrier Safety Administration (FMCSA) banned commercial truck and bus drivers from texting while driving in September 2010, and in November 2011, banned all hand-held cell phone use by commercial drivers. The Pipeline and Hazardous Materials Safety Administration (PHMSA) followed by banning texting on electronic devices by drivers operating a motor vehicle containing hazardous materials and the Federal Railroad Administration (FRA) banned rail employees from using cell phones or other electronic devices when performing safety-related duties on the job. Finally, the Federal Aviation Administration (FAA) advised air carriers to create and enforce policies that limit distractions in the cockpit and keep pilots focused on transporting passengers safely.

In 2010, NHTSA released its Driver Distraction Program plan (National Highway Traffic Safety Administration, 2010), providing a roadmap for the Agency's long-term goal of eliminating crashes attributable to distraction. The program involves four (4) initiatives, as shown in Figure 1. The first initiative aims to improve the understanding of the extent and nature of the distraction problem by enhancing data quality and analytic methods. The next two initiatives involve vehicle approaches for reducing distracted driving. In one, the focus is to minimize workload demands for use of in-vehicle and portable technologies, while the other focuses on evaluating crash avoidance technologies to keep distracted drivers and passengers safe (e.g., use of crash warning systems and distraction monitoring systems). The fourth program initiative is a behavioral approach that seeks to educate drivers on the risks and consequences of distracted driving. This program plan has guided

NHTSA's approach to addressing distracted driving, as well as the initiatives discussed in this report.

Figure 1. Distraction Plan (from National Highway Traffic Safety Administration, 2010; p. 13)

NHTSA provided funding for several demonstration projects designed to determine if the proven high visibility enforcement (HVE) protocols utilized to address other behavioral traffic safety problems are effective in reducing distracted driving. Early indications show that these projects, outlined in greater detail later in this document, do have a positive impact on limiting the use of cell phones while driving.

To assist States in addressing distracted driving, NHTSA led a consensus effort to develop a sample law to prohibit texting while driving. The sample law helps State legislators enact effective distracted driving laws and create uniform legal policies and procedures across the country. States can use the sample law as a starting point to craft laws prohibiting texting while driving.

According to the Governors Highway Safety Association, as of March 2013, 39 States, Guam and the District of Columbia have enacted laws to ban text messaging by drivers, with some limited exceptions. Thirty-five of these States require primary enforcement of their law. Driving while talking on a hand held cell phone is banned in 10 states, the District of Columbia, Puerto Rico, Guam and the U.S. Virgin Islands (Governors Highway Safety Association, 2013).

To address the issues of distraction occurring within the vehicle, NHTSA finalized on April 26, 2013 voluntary guidelines for vehicle manufacturers to discourage the introduction of excessively distracting devices that are integrated into vehicles. (See the Notice Of Federal Guidelines, Visual-Manual NHTSA Driver Distraction Guidelines for In-Vehicle Electronic Devices, 78 FR 24818, at www.federalregister.gov.)

NHTSA is now developing a second phase of guidelines that would address portable and aftermarket devices, including electronic devices such as navigation systems, smart phones, electronic tablets and pads, and other mobile communications devices. Finally, a third phase of guidelines are planned to address voice-based user interfaces for both integrated and portable and aftermarket devices.

As indicated in the above description of the Driver Distraction Plan, NHTSA will also examine the potential of advanced crash warning and driver monitoring technologies to help avoid crashes caused by distraction.

OBJECTIVE

The objective of this report is to examine the effects of all forms of distraction; identify metrics to determine the nature and scope of the distracted driving issue; and identify the methods to enhance awareness of distracted driving and strategies for reducing deaths and injuries caused by all forms of distracted driving.

SCOPE

The information in this report is based largely on a review of existing research and limited archival data. There is little information on the effects of distraction other than the use of personal electronic communication devices. As distracted driving, particularly as it relates to the use of personal electronic communication devices, is an emerging traffic safety issue, the depth and quality of literature is more limited than in other traffic safety areas.

DRIVER DISTRACTION RESEARCH

Ranney (2008) indicated one of the challenges in driver distraction research was the lack of a common definition of distraction. However, for the purposes of his review, Ranney indicated that "distraction occurs when a driver's attention is diverted away from driving by a secondary task that requires focusing on an object, event, or person not related to the driving task." This definition is consistent with that used by NHTSA and cited earlier. Ranney's review found that while the most common distraction was conversing with another passenger, most of the research addressed electronic devices.

The majority of driver distraction research has focused on high-profile technology-based distraction sources like cell phones most recently, and navigation systems before that. Older distraction research was primarily concerned with built-in equipment such as GPS navigation systems, audio systems, and even climate controls. With the advent of portable devices becoming so popular and functionally powerful, the research focus has largely shifted to smart phones, portable navigation devices, and even portable mp3 music players. Much of the research on technology-based distraction sources has used experimental methods in driving simulators and test tracks. However, the increasing number of naturalistic driving studies has produced stronger connections between crash risk and how and when drivers engage in technology- and non- technology-based distractions. Drews and Strayer (2009) reviewed the research on the effects of personal wireless communication devices on driver performance, and organized their review based on the type of distraction and the methodology used. In addition, Bayly, Young, and Regan (2009) reviewed the research on various sources of distraction found inside the vehicle, including technology-based distractions and non-technology-based distractions. They concluded that few sources of distraction have been extensively studied to determine their effects on driving performance.

Non-technology-based sources of distractions include activities such as smoking, eating and drinking, reaching for objects, grooming activities, reacting to an insect inside the vehicle, reading and writing, and interacting with passengers. A driver may also lose focus on driving due to engaging in internal sources of inattention or distraction, such as being lost in thought or thinking about personal or financial problems. In addition, some crash-associated factors such as driver age and gender, roadway traffic, and environmental conditions may influence a driver's likelihood of engaging in non-driving activities. Most of the data on these sources of distraction come from observational and naturalistic data collections such as from Stutts, Feaganes, Rodgman, Hamlett, Meadows, Reinfurt and Staplin (2003); Glaze and Ellis (2003); and Klauer, Dingus, Neale, Sudweeks and Ramsey (2006). As can be seen in Table 2 (p. 9), several of the distractions with the highest risk odds ratios are non-technology-based. For example, reaching for a moving object resulted in a risk odds ratio of 8.82, which is not surprising because reaching typically involves all three forms of distraction: manual, visual, and cognitive.

Audio systems have been in vehicles since the 1930s and have typically represented minor sources of distraction. Most recent studies have shown radio tuning, CD manipulation and use, and other audio system controls to have little effect on driving performance (Strayer & Johnston, 2001) or crash risk (Stutts, et al., 2003). The 100-car study (discussed later in this section) data support these findings in that neither adjusting the radio nor inserting/retrieving a CD from the audio system resulted in a significant increase in crash risk (Klauer, et al., 2006). Because audio systems have been in vehicles for a long time and the crash risk is low, NHTSA selected radio tuning as the reference task for its Visual-Manual Driver Distraction Guidelines. For more discussion of the selection of radio tuning as the reference task, please see the Notice Of Federal Guidelines, Visual-Manual NHTSA Driver Distraction Guidelines for In-Vehicle Electronic Devices, 78 FR 24818, at www.federalregister.gov.

Two studies (Chisholm, Caird, & Lockhart, 2008; Salvucci, Markley, Zuber, & Brumby, 2007) specifically examined the effects of mp3 players on performance in a driving simulator. Both studies found that more complex tasks with the mp3 player (e.g., searching for a song requiring several menus and submenus) resulted in delayed response times, more eyes-off-road time, and

inferior lane-keeping performance. However, both of these studies were conducted with earlier generation mp3 players that did not have touchscreen user interfaces that dominate the current portable device market.

Multiple studies on navigation devices have shown that visual-manual destination entry results in decrements in driving performance in both simulator and on-road studies. These decrements include deterioration in lane keeping, more frequent glances at the device, and greater periods of driving with eyes off the road. A study by Chiang, Brooks and Weir (2004) showed that drivers looked at the navigation device 50% more of their driving time while completing destination entry tasks. It is important to note that whereas the aspects of navigation systems draw significant, and risky, proportions of driver attention, at least one study (Srinivasan & Jovanis, 1997) has shown that these performance decrements are less severe than those associated with paper-based maps.

One of the first naturalistic driving studies sponsored by NHTSA, commonly known as the 100-Car Study (Klauer, et al., 2006), was conducted by Virginia Tech Transportation Institute, in which 100 cars in Northern Virginia were instrumented with a variety of sensor systems including a navigation system. Analyses of recorded video data allowed researchers to determine whether the drivers were distracted in the moments leading up to the crashes or near-crashes. The researchers also analyzed video clips when the drivers were engaging in secondary tasks. By comparing distractions during normal driving to distractions during crashes and near-crashes, estimates were made of the relative risk of crashes/near-crashes when drivers are distracted.

The 100-Car Study suggested that distraction is a common occurrence while driving. Many distractions appear to increase the relative risk of crashes and near-crashes, and distractions that require drivers to take their eyes off the road are potentially more of a safety problem than distractions that do not require drivers to take their eyes off the road. The researchers used the data to estimate the odds ratio or increased risk of engaging in various secondary tasks over "just driving." Table 2 below shows some of the results (statistically significant results are in bold). A significant odds ratio indicates the likelihood of an increase in risk associated with that activity. For example, Table 2 shows a driver is 3.38 times more likely to be in a crash or near-crash while reading and driving than if she/he were just driving normally.

Odds Ratio for Secondary Tasks in the 100-Car Study

Type of Secondary Task	Odds Ratio
Reaching for a moving object	**8.82**
Insect in Vehicle	6.37
Looking at External Object	**3.70**
Reading	**3.38**
Applying Makeup	**3.13**
Dialing a Hand Held Device	**2.79**
Inserting/retrieving CD	2.25
Eating	1.57
Reaching for a Non-Moving Object	1.38
Talking/Listening to a Hand-Held Device	1.29
Drinking from an Open Container	1.03
Other Personal Hygiene	0.70
Adjusting the Radio	0.50
Passenger in the Adjacent Seat	**0.39**
Child in Rear Seat	0.33

Table 2. Odds Ratio for Secondary Tasks in the 100-Car Study (see Klauer, et al., 2006; p. 30)

Between 2005 and 2007, NHTSA conducted the National Motor Vehicle Crash Causation Survey (NMVCCS) to collect on-scene information on the events and factors leading up to crashes that involved light vehicles. Only crashes in which EMS was dispatched to the crash scene were examined. Information on the driver-, vehicle-, environment-, and roadway-related factors was collected immediately after the crash occurrence. The information was collected from driver and witness interviews, as well as vehicle and scene assessments by the researchers. Over 5,400 crashes comprise a nationally representative sample for analysis (National Highway Traffic Safety Administration, 2008a, 2008b).

In cases where the NMVCCS researchers attributed the critical reason for the critical event that precipitated the crash to the driver, about 41 percent of the critical reasons were recognition errors (e.g., inattention, internal and external distractions, inadequate surveillance). The most frequent recognition error was inadequate surveillance which was assigned to drivers in approximately 20 percent of the crashes. Internal distraction was assigned to drivers in approximately 11 percent of the crashes (National Highway Traffic Safety Administration, 2008a, p.24).

NHTSA published a subsequent report on distracted driving utilizing NMVCCS data (Singh, 2010). The NMVCCS weighted data were analyzed with a focus on distracted driving and the influence that other associated factors such as driver age and gender, roadway traffic flow, speed limit, and environmental conditions may exert on drivers' engagement in non-driving activities. NHTSA examined two categories of inattention: internal sources of distraction (e.g., conversing with a passenger, dialing or hanging up a phone, talking on the phone, adjusting radio/CD player)

and non-driving cognitive activities (e.g., thinking about personal, financial or family problems). The analysis was based on an estimated 2,188,970 NMVCCS crashes and an estimated 3,889,775 drivers involved in these crashes (Singh, 2010, p. 3).

Among 14 internal sources of distraction, conversing with a passenger was the most frequently recorded source. Seventeen percent of the crash-involved drivers were distracted from at least one internal source, and of these, 57 percent were conversing with passengers and 11 percent were engaged in phone use (talking on phone, dialing/hanging up, texting). Another seven percent of crash involved drivers were engaged in retrieving objects from the floor or seat and another seven percent were looking at the actions of other occupants (Singh, 2010, pp. 6-7).

Though available data to date indicate that other activities are more frequently associated with driving-related distractions, use of electronic devices is an increasing concern. The Transportation Research Board, under its Strategic Highway Research Program 2 (SHRP2), has initiated a more comprehensive naturalistic driving study with a larger sample of drivers, which is expected to be more representative of the general driving public. When it is completed in 2015, it will provide more comprehensive data on the incidence of distracting activities among drivers and better information on the contribution of distracting activities to crash causation in passenger vehicles.

NHTSA recently completed a naturalistic driving study with users of hand-held phones, portable hands-free phones, and integrated hands-free cell phone systems built-in to the vehicle. The study estimated the frequency of use and the distraction potential associated with each interface type. Over 200 drivers (who reported talking on a cell phone while driving at least once per day) were continuously recorded for an average of 31 days. Data acquisition systems in the participants' own vehicles recorded video and kinematic data. Drivers provided their cell phone records (calls and text messages) for analysis. The study investigated cell phone use, driver performance, and safety critical event risk. NHTSA is working towards publishing the findings of this study in 2013.

METRICS TO DETERMINE THE NATURE AND SCOPE OF THE DISTRACTED DRIVING ISSUE

Broadly speaking, there are three general types of studies that have been used to study distraction: crash-based, observational (including naturalistic) and experimental. Each has its advantages and disadvantages (see World Health Organization, 2011, p. 19), but each approach also produces useful information and collectively provides insight into the problem of driver distraction.

Crash risk alone is insufficient to properly characterize the driver distraction problem because how much a driver engages in distracting activities also has a significant role in determining the overall relative risk of a given distraction source. Observational studies, including naturalistic driving studies and surveys, have been used to estimate both the frequency and duration of distracting activities performed by drivers. Experimental methods, including test tracks and simulators, have been used to explore how distraction sources affect driving performance, such as in slower reactions to critical events, speed and vehicle position maintenance, and eyes-off-road time. Each of these method categories is discussed below.

Crash Risk Assessment Methods

Currently, NHTSA has three primary sources of data from which to assess the involvement of distraction in a crash. The Fatality Analysis Reporting System (FARS) is a census of all fatal motor vehicle crashes on public roads in which a person died within 30 days of the crash. Data for the National Automotive Sampling Systems (NASS) General Estimates System (GES) come from a nationally representative sample of police-reported motor vehicle crashes of varying severity – from property damage only to fatal. NASS/GES provides estimates of the number of injured persons, as well as the severity of the injuries. Both these systems rely on the police accident report (PAR) as their primary data sources for recording whether distraction was a contributing factor in the crash. Estimating the role of distraction from these crash databases is challenging because of difficulties in making post-crash determinations of the role of distraction in crash causation and because police crash reports vary across jurisdictions, thus creating potential inconsistencies in reporting. The third source of distraction data is an in-depth, on-scene investigation based crash data source, such as the National Motor Vehicle Crash Causation Survey (NMVCCS), which was addressed under an earlier section.

Prior to 2010, FARS and NASS/GES collected distracted driving information in different formats. FARS was more general and included generally inattentive behavior, while NASS/GES specified specific distracted driving behaviors. Beginning in 2010, the two systems' coding was unified, so that FARS data collected prior to 2010 cannot be compared to FARS data from subsequent years. Because of these changes, any crash in which the driver is identified as distracted at the time of the crash is termed a "distracted-affected" crash (see National Highway Traffic Safety Administration, 2012).

Many data items on the Police Accident Report (PAR) are common across States, but distraction is not one of them. Some PARs identify distraction as a distinct reporting field, while others do not. When there is no distinct reporting field, identification of distraction is based upon the narrative portion of the PAR. The variation in reporting forms contributes to variation in the reported number of distraction-affected crashes. Any national or State count of distraction-affected crashes should be interpreted with this limitation in mind due to potential under-reporting in some States and primary sampling units and over-reporting in others.

As part of the data improvement efforts set forth in the Distraction Plan (National Highway Traffic Safety Administration, 2010), NHTSA has leveraged the Model Minimum Uniform Crash Criteria Guideline (MMUCC) as a minimum, standardized data set for describing motor vehicle crashes and the vehicles, persons and environment involved. While voluntary, the Guideline is designed to generate the information necessary to improve highway safety within each state and nationally. This data set was revised in 2012 in response to emerging highway safety issues, such as distracted driving. The new distracted driving data elements in the Guideline are more descriptive and include attributes such as manually operating an electronic communications device; talking on hands-free electronic device; talking on hand-held electronic device; other activity; electronic device; passenger; other inside the vehicle (eating, personal hygiene, etc.) and outside the vehicle (see Department of Transportation, 2012b). States will be able to use federal funding authorized under MAP-21 to make improvements in their crash and other related data systems and comply with the new MMUCC Guideline (Fourth Edition).

In 2011, there were a total of 29,757 fatal crashes in the United States, of which 3,020 (or 10% of all crashes) involved distraction. Distraction was reported for 7 percent (3,085) of the drivers involved in fatal crashes. In these distraction-affected crashes, 3,331 fatalities (10% of overall fatalities) occurred. Of those drivers distracted during a fatal crash, cell phones are often a leading distraction (of those distractions that were identified). Cell phones were reported as a distraction for 12 percent of the distracted drivers in fatal crashes (National Highway Traffic Safety Administration, 2013a).

In 2011, an estimated 2,217,000 people were injured in motor vehicle traffic crashes. The number of people injured in distraction-affected crashes was estimated at 387,000 (17% of all injured people). An estimated 21,000 people injured in distraction-affected crashes in 2011 involved cell phones (i.e., 5 percent of persons injured in distraction-affected crashes) (see National Highway Traffic Safety Administration, 2013a).

Observational Methods

Observational surveys, as conducted under the National Occupant Protection Use Survey (NOPUS), use stationary observers to record electronic device use by drivers as they pass selected locations. Observational surveys allow the recording and tracking of electronic device use, but it is limited to a single point in time. Unlike observation of seat belt use, in which one may conclude that if the seat belt is worn, it was worn for the duration of the trip; cell phone use is sporadic in that the phone may not be in use for the duration of the trip.

In 2011, observational surveys indicated that the percentage of drivers holding cell phones to their ears while driving was five percent, which translates to 660,000 vehicles driven by people using hand-held cell phones during a typical daylight moment (National Highway Traffic Safety Administration, 2013b). In addition, the percentage of drivers who were text-messaging or visibly manipulating hand-held devices while driving increased significantly for a second year in a row from 0.9 percent in 2010 to 1.3 percent in 2011. The 2011 NOPUS also found that hand-held cell phone use was higher among female drivers than male drivers. Both hand-held cell phone use and visibly manipulating hand-held devices while driving was higher among drivers age 16-24 than drivers in other age groups.

Survey Methodologies

Another method for quantifying the scope of distracted driving is through the use of phone or other self-reported surveys. These surveys provide insight into who may be engaging in secondary tasks and how frequently, but the data are limited by self-reported behavior, low response rates, and response social desirability. In 2010, NHTSA conducted a national phone survey (cell phone and landlines) (Tison, et al., 2011) on distracted driving attitudes and behaviors. The survey involved a national sample of 6,002 drivers 18 and older, and the findings were consistent with other research findings indicating that despite the well-publicized dangers of distracted driving, many Americans choose to use cell phones while driving.

Among the behaviors that drivers reported doing on at least some trips:

- 80% talked to other passengers;

- 66% adjusted the car radio;
- 51% used a navigation system;
- 46% ate or drank;
- 41% made or accepted phone calls;
- 30% used a portable music player with speakers;
- 27% interacted with children in the back seat;
- 26% used a smartphone for driving directions;
- 22% changed CDs, DVDs, or tapes;
- 10% read e-mail or text messages;
- 6% did personal grooming;
- 6% sent text messages or email.

None of the distractions listed above is easily addressed. While some of these findings mirror those reported by Ranney (2008), it is important to note that many of the studies on distracted driving and its consequences were conducted prior to the proliferation of text messaging, GPS navigation systems, and other newly developed technologies. Consequently, it is possible that distraction-affected crashes will escalate as the use of new technologies continues to increase.

This survey also found that young drivers were more likely to report they have sent text messages or e-mails while driving; about half (49 percent) of those 21 to 24 years old reported ever doing so. More than half of all respondents believed that using a cell phone makes no difference on their driving performance, while one-quarter indicated that sending a text message/e-mail makes no difference on their driving performance. Yet as passengers, 90 percent said they would feel very unsafe if their driver was texting/e-mailing while traveling with them, and about one-third felt very unsafe if a driver was talking on a cell phone.

Males and younger respondents tend to underestimate the risks cell phone use had on their driving abilities. Moreover, those who were members of families in the upper income tier (above $100K) reported higher incidence of cell phone use while driving and they too tended to underestimate the risk. Additionally, one-third of drivers 18 to 24 years old indicated they can take their eyes off the road for 3 to 10 seconds or more before driving becomes significantly more dangerous.

These findings are consistent with other research findings indicating that despite the well-publicized dangers of distracted driving, many drivers choose to use cell phones while driving. Drivers may feel the risk and consequences of doing so don't apply to them. Survey data suggest that drivers who use cell phones and/or text while driving believe that other users pose a greater danger than they do.

A subsequent nationally representative telephone survey (landline and cell phone) was conducted in 2012 (Schroeder, Meyers & Kostyniuk, 2013) and found little change in reported behaviors such as talking to passengers, eating or drinking while driving or reading while driving compared to the 2010 survey. For example, approximately half of respondents (52 percent in 2010 and 49 percent in 2012) reported they always or almost always talked to passengers while driving. While the proportion of respondents who always or almost always reported answering the phone while driving decreased between 2010 and 2012 (33 percent and 28 percent, respectively), the percentage of drivers who reported ever sending text messages while driving increased slightly from 12 percent in 2010 to 14 percent in 2012. Support for laws banning hand-held cell phone use increased from

68 percent of all respondents in 2010 to 74 percent in 2012, while support for laws banning texting or e-mailing remained about the same (93 percent of respondents in 2010 and 94 percent of respondents in 2012).

Experimental Methods

Experimental studies have served a more diagnostic role in describing the effects of distraction on driving performance. Whereas crash data and observational methods determine crash risk and exposure, experimental studies help to define the specific performance decrements that may result in greater crash risk. Experimental studies take place in controlled environments such as simulators or test tracks. While driver behavior can be closely monitored in a controlled experiment, it is difficult to assess the crash consequences of reduced driving performance as the situation is often not realistic. The history of experimental studies exploring driver distraction research is too vast to cover comprehensively here. The reader is referred to Regan, Lee and Victor (2013) and Regan, Lee and Young (2009) for comprehensive reviews on driver distraction and associated methodologies. However, recent emphasis in the empirical literature has been on identifying discriminatory tasks and measures to determine the relative distraction potential of different sources.

Visual attention, generally, and eyes-off-road time, specifically, are important measures that have direct association to crash risk. These metrics measure where the driver is looking when performing a distracting task while driving (or performing a simulated driving task), and have been used in both naturalistic driving studies and experimental studies (see Victor, Engstrom, & Harbluk, 2009, for a review). Two methodologies are generally used to measure where drivers are fixing their gaze: (1) eye-tracking technology and (2) cameras mounted in the vehicle that capture the driver's face. Eye trackers provide a more direct measure of where drivers are looking, but they have several limitations. Eye trackers have accuracy problems, are difficult to use, and are expensive (tens of thousands of dollars) to include in naturalistic driving studies where dozens of drivers typically participate with their own vehicles. The camera-based approach is more adaptable to larger data collections, but the precision of determining where drivers are looking typically is much cruder. Regardless of the approach, visual attention measures have emerged as the dominant distraction measure, and for good reasons. Risk data clearly show the greatest concern is visual-manual distractions. Indeed, that is why NHTSA's first set of Distraction Guidelines focused on visual-manual distractions.

Recognizing the high resource requirements for measuring visual attention with eye trackers or in-vehicle cameras, there was renewed interest in an older measure of visual attention developed by Senders and colleagues in the 1960s. The visual occlusion technique (see Gelau & Krems, 2004, and Foley, 2009) is a surrogate approach for measuring visual attention that uses special goggles to alternatively allow the driver to see the distraction device and to occlude, or obscure, the driver’s vision. This cycle of making vision unavailable and available is intended to simulate drivers’ visual attention to the road while interacting with an in-vehicle device. The occluded, or "blind," periods represent the times when the driver would be looking at the roadway. If a task can be completed efficiently with intermittent brief glances, then it is considered to be relatively easy to resume after visual interruptions. The assumption is that a highly resumable task represents one of low visual demand and therefore is acceptable for use while driving. The visual occlusion technique has been introduced by the International Standards Organization (ISO) as a standard for assessing visual

demand from in-vehicle systems (ISO, 2007). NHTSA included an occlusion method protocol in its Visual-Manual Driver Distraction Guidelines.

In addition to visual attention measures, there are several measures of driving performance that have been used in distraction research. These measures focus on identifying changes in the way drivers control the vehicle and react to events rather than on where they look. Measures of vehicle control such as speed, headway, lane keeping, steering wheel angle, and event reaction times have been used in experimental studies conducted on the topic of driver distraction, across a range of experimental settings (see Young, Regan, & Lee, 2009, for an overview). Whereas these measures offer direct connection between drivers engaging in distracting activities and effects on driving performance, the connection between the various driving performance measures and crash risk is much less well understood. For example, several studies have shown that engaging in distracting visual-manual tasks results in inferior lane keeping performance, but there is no strong evidence that links poor lane keeping performance and crashes. These surrogate measures are helpful for understanding how driving performance is affected by distractions, but connecting those performance decrements with crash risk has been a limitation.

STRATEGIES FOR REDUCING DEATHS AND INJURIES

The most effective means to combat almost any traffic safety issue are those that address the issue on several different fronts. Education, engineering (both within the vehicle and on the roadway), and enforcement (including legislation) approaches, in combination, can be effective in changing driver behavior. Several different countermeasures are currently being implemented to address distracted driving, many modeled after those shown to be successful in other areas of traffic safety.

Methods to Enhance Education and Awareness of Distracted Driving

There are various methods to enhance education and awareness of traffic safety issues, including driver distraction. The following strategies are addressed in this section: Communications and Outreach Programs, Employer Programs, Graduated Driver Licensing for Beginning Drivers, and Legislation.

Communications and Outreach Programs

It is well known that education campaigns by themselves are unlikely to change behavior, especially if the intervention is an isolated event rather than a sustained program over time (NCHRP, 2005). As pointed out in *Countermeasures That Work* (University of North Carolina, 2013) there are no studies that have documented the effects of public information campaigns on driver knowledge, attitudes and behaviors regarding distracted driving. That said, communication campaigns remain a means to alert a large population about a problem.

Many organizations have developed or conducted distracted driving communications and outreach campaigns directed to the general public. Some carry a general “pay attention” message, while others are directed at specific behaviors such as cell phone use. Recently, the U.S. Department of Transportation launched a national campaign titled “Put It Down” to discourage the public from driving distracted (www.distraction.gov). Other campaigns include Oprah Winfrey’s “No Phone

Zone" (www.oprah.com/packages/no-phone-zone.html), the National Safety Council's "On the Road, Off the Phone" (www.focusdriven.org), the American Academy of Orthopedics Surgeons' "Decide to Drive" (www.decidetodrive.org), and AT&T's "It Can Wait" (http://itcanwait.com).

Driving while distracted is a particular concern with teenage drivers (Goodwin, Foss, Harrell, & O'Brien, 2012; National Highway Traffic Safety Administration, 2012). A growing number of states are including distracted driving as a required component of driver education, the driver license test, or information provided in the driver license manual (Governors Highway Safety Association, 2010). Some States have also developed their own education materials and programs aimed at teen drivers.

A recent survey by the Governors Highways Safety Association (GHSA) found that 37 States and the District of Columbia have implemented public information/education campaigns to address distracted driving. In addition, a number of States have developed distracted driving public service announcements (PSAs).

Fifteen States as well as NHTSA now use social networking sites to educate motorists about distracted driving (Governors Highway Safety Association, 2010). Sites such as Facebook, Twitter, and YouTube can reach large numbers of people inexpensively. Social networking sites are especially popular among young people, who are often a primary target of distracted driving campaigns.

NHTSA also maintains Distraction.gov and TrafficSafetyMarketing.gov; both of which have a significant amount of information, available for free, for use by traffic safety advocates to educate and inform their local population about the dangers of distracted driving. These sites also provide materials to support increasing the knowledge and awareness of this dangerous behavior.

Employer Programs

Legally, employers can be held accountable for employees who are using a cell phone (or otherwise distracted) and who are involved in a crash while working (National Safety Council, 2012). Employers can protect themselves by implementing policies that prohibit distracted driving and by monitoring compliance. In fact, Regan, Young and Lee (2009) point out that employers are in a particularly strong position to mitigate the effects of distracted driving and outline a range of initiatives that employers may undertake to prevent distracted driving crashes. These include company policies regarding data collection and analysis, exposure reduction, enforcement, education, training and technology design. New Jersey has developed a sample cell phone use policy for businesses, and the National Safety Council (NSC) has developed a policy kit to assist employers with implementing or strengthening a cell phone ban.

States can also assist employers in addressing distracted driving. Sixteen States and the District of Columbia are working with employers in their States to develop distracted driving policies (Governors Highway Safety Association, 2010). Some States, such as Delaware and Kentucky, have established corporate outreach programs related to distracted driving (Governors Highway Safety Association, 2010). The programs usually involve dissemination of traffic safety materials to employers, or sometimes directly to the employees themselves. States can also assist employers in promoting and enforcing policies to reduce distracted driving.

The Network of Employers for Traffic Safety (NETS) developed an employer tool kit in conjunction with the 2011 Drive Safely Work Week (DSWW) in partnership with the U.S. Department of Transportation. NETS provided this comprehensive tool kit for free, and employers can download it to help plan their campaign activities. The DSWW materials, also available in Spanish, are designed to support employer efforts to initiate or sustain a corporate mobile device policy and to increase awareness of behaviors that contribute to distracted driving-related incidents.

Graduated Driver Licenses for Beginning Drivers

Graduated driver licensing (GDL) is designed to provide novice drivers with substantial driving experience in low-risk settings. It consists of three-phases: a learner permit, provisional license, and full license. The learner permit phase typically lasts 6 months or more, and allows driving only while supervised by a fully licensed driver. The provisional license allows unsupervised driving with certain restrictions. Some of these restrictions include nighttime driving, passengers, and cell phone use.

All 50 States and the District of Columbia have some GDL components in place. According to a recent analysis by the Governors Highway Safety Association, laws in 45 States and the District of Columbia limit the number of passengers allowed with a driver with a provisional license for some period of time (Governors Highway Safety Association, 2013). As of March 2013, thirty-three States and the District of Columbia ban all cell phone use by novice drivers (Governors Highway Safety Association, 2013).

Several studies document that nighttime and passenger GDL restrictions reduce teenage driver crashes and injuries (Hedlund & Compton, 2005; Williams, 2007). The only evaluation of a GDL cell phone restriction suggests these laws may have little effect on teenage drivers' cell phone use (Foss, Goodwin, McCartt, & Hellinga, 2009; Goodwin, O'Brien, & Foss, 2012).

Under the recent surface transportation authorization, Moving Ahead for Progress in the 21st Century (MAP-21) one of the requirements for a State to receive a GDL grant is that it must enact a statute that "…requires distracted driving issues to be tested as part of the State driver's license examination." This provision may lead States to re-examine their existing statutes with respect to driver licensing.

Cell Phone and Text Messaging Laws

According to the Governors Highway Safety Association's March 2013 analysis, talking on a hand-held cell phone while driving is prohibited in ten States (California, Connecticut, Delaware, Maryland, Nevada, New Jersey, New York, Oregon, Washington, and West Virginia), the District of Columbia, Puerto Rico, Guam and the U.S. Virgin Islands (Governors Highway Safety Association, 2013). With the exception of Maryland and West Virginia, the cell phone bans in each of these States are primary laws. However, West Virginia's law will become primary in July 2013. In addition, several local jurisdictions such as Chapel Hill, North Carolina; Chicago, Illinois; and Cheyenne, Wyoming, have enacted their own restrictions on cell phones. Currently, no State restricts hands-free phone use for all drivers. In addition, as of March 2013, 39 States, the District of Columbia, Puerto Rico, Guam and the U.S. Virgin Islands prohibit text messaging for all drivers. All but four have primary enforcement (Governors Highway Safety Association, 2013).

There is strong public support for laws to reduce distracted driving. For example, over 90 percent of respondents in a 2012 phone survey conducted by NHTSA support laws that ban texting while driving while 74 percent support laws banning talking on a hand-held cell phone while driving (Schroeder, Meyers & Kostyniuk, 2013).

MAP-21 created a new distracted driving grant program, authorizing incentive grants to States that enact and enforce laws prohibiting distracted driving. To qualify for FY 2014 grants, States had to enact and enforce primary laws that prohibit texting while driving and also prohibit drivers who are younger than 18 years of age from using cell phones while driving. To qualify for FY 2013 grants, States could either meet the comprehensive FY 2014 requirements, or enact and enforce primary laws that prohibit drivers from texting while driving. In FY 2013, eight (8) States qualified by passing conforming legislation under the prohibition on texting while driving requirements. Those States and their award amounts are as follows:

State	FY 13 Award
Arkansas	$755,643
Georgia	$1,630,133
Maine	$459,082
Minnesota	$1,224,866
North Dakota	$459,082
Rhode Island	$459,082
West Virginia	$459,082
Guam	$153,027

In FY 2014, the State of Connecticut qualified under the comprehensive requirement and received an award in the amount of $2,312,000.

In a review of the research on cell phones and driving, McCartt, Hellinga and Braitman (2006) noted that observation studies conducted in New York, Washington, DC and the United Kingdom found that cell phone laws reduce hand-held phone use by about 50 percent shortly after the laws take effect. These reductions do not necessarily persist. In a subsequent study of the long-term

effects laws on hand-held phone use, McCartt, Hellinga, Strouse, and Farmer (2010) argue that the reductions in hand-held cell phone use in three jurisdictions were maintained three to seven years later because the cell phone use rate while driving would have been much higher had no law been in effect. However, examination of the data indicated that while the observed hand-held cell phone use was lower than the predicted rate, the long-term post-law observations were higher in one jurisdiction than the baseline observations. It may be that exposure to cell phones while driving was greater five to seven years later, thus leading to higher observed usage.

The effectiveness of hand-held cell phone bans in reducing crashes is unclear. Nikolaev, Robbins, and Jacobson (2010) examined driving injuries and fatalities in 62 counties in New York State both before and after a hand-held cell phone ban took effect. Forty-six counties showed a significant decrease in injury crashes following the ban, and 10 counties showed a decrease in fatal crashes. While encouraging, the study did not include a control group to account for other factors that may have decreased crashes.

As reported in *Countermeasures That Work* (University of North Carolina, 2013), the Highway Loss Data Institute investigated State-level automobile insurance collision claims in California, Connecticut, New York and the District of Columbia. When compared to neighboring States, there was no change in collision claim frequency after these jurisdictions implemented hand-held cell phone bans. However, the data from the Highway Loss Data Institute is proprietary and an independent analysis of the data has not been conducted. Moreover, not all crashes result in a collision claim, and many collision claims result from very minor damage, so collision claim rates may differ from injury crash rates.

Countermeasures That Work reported only one study that examined the effectiveness of laws prohibiting texting while driving. The Highway Loss Data Institute found States that enacted a texting ban showed a small increase in collision claim frequency compared to neighboring States without such bans. The authors propose that a possible explanation for this finding may be that texting drivers attempt to avoid detection by hiding their phones from view, resulting in more time with drivers' eyes off the roadway.

As with any law, costs are associated with publicizing and enforcing it. A hand-held cell phone law can be enforced during regular traffic patrol as drivers who are using a hand-held phone can be easily observed. However, some States with cell phone bans allow drivers to use a phone for specific purposes while driving (e.g., navigation), which can make enforcement more challenging. Enforcing texting bans is more problematic as it is often difficult to detect drivers who are manipulating their phones.

High Visibility Cell Phone and Text Messaging Enforcement Campaigns

High visibility law enforcement programs increase a driver's perception of the likelihood of being ticketed for violating a particular traffic safety law. High visibility enforcement programs combine active law enforcement with paid and earned media that emphasizes the heightened enforcement. This approach has been shown to be effective in increasing seat belt use and reducing alcohol-impaired driving. NHTSA recently examined whether the HVE model could be effective in reducing hand-held cell phone use and texting among drivers.

To test this approach with distracted driving, in April, 2010 NHTSA launched two pilot high visibility enforcement programs in Hartford, Connecticut and Syracuse, New York to assess whether increased law enforcement efforts combined with paid media and news announcements can get distracted drivers to put down their cell phones and focus on the road. The pilot programs, "Phone in One Hand. Ticket in the Other" were the first efforts in the country to specifically focus on the effects of increased enforcement and paid advertising on reducing distracted driving. Law enforcement officers conducted four waves of enforcement from April 2010 to April 2011. Paid media (TV, radio, and online advertisements and billboards) and earned media (e.g., press events and news releases) supported the enforcement activity. Enforcement officers actively sought out cell phone users through special roving patrols, or through spotter techniques where a stationary officer will radio ahead to another officer when a driver using a cell phone is detected. Officers reported that higher vantage points, SUVs, and unmarked vehicles assisted in identifying violators (Cosgrove, Chaudhary, & Reagan, 2011).

Results from this program showed hand-held cell phone use among drivers dropped 57 percent (from 6.8% to 2.9%) in Hartford and 32 percent (from 3.7% to 2.5%) in Syracuse (Cosgrove, Chaudhary, & Reagan, 2011). The percentage of drivers observed manipulating a phone (e.g., texting or dialing) also declined. Public awareness of distracted driving was already high before the program, but surveys suggest awareness of the program and enforcement activity increased in both Hartford and Syracuse. Surveys also showed most motorists supported the enforcement activity.

In summer 2012, California and Delaware were selected to receive federal support for pilot programs that will examine whether increased police enforcement coupled with paid media and news media coverage can significantly reduce distracted driving over a larger, more populated area. Both projects are under way. The multi-market efforts in these states mirror the approach used in smaller-scale demonstration projects. The California program is taking place in the Sacramento valley region comprising nine counties and 3.9 million residents, while the Delaware program is being conducted statewide.

In addition to the State distracted driving projects, in October 2012, NHTSA announced grant awards to Connecticut and Massachusetts to help plan and conduct high-visibility anti-texting enforcement programs. Each State will develop and train police officers on methods for spotting drivers who are texting (versus drivers using a hand-held cell phone, which was the focus of the previous demonstrations), and develop media techniques that alert the public to the dangers of texting and driving. This two year project is patterned on the experience in Hartford and Syracuse; however, as less than 5 percent of the overall citations were issued for texting while driving, NHTSA decided to undertake a project to develop and test strategies to effectively enforce anti-texting laws. In addition, given the high cost of paid media, this project will utilize earned media to alert drivers about the enforcement effort.

Vehicle Technologies

As noted earlier, the second and third initiatives in the NHTSA Distraction Program Plan (National Highway Traffic Safety Administration, 2010) involve vehicle approaches for reducing distracted driving. The second initiative focuses on how to minimize workload demands for the use of in-vehicle and portable technologies, while the third initiative focuses on evaluating crash avoidance technologies to keep distracted drivers and passengers safe (e.g., use of crash warning systems and distraction monitoring systems).

Minimizing workload demands on the driver from in-vehicle and portable technologies is directly related to the degree to which drivers' attention is diverted away from the primary driving task by the user interfaces of those devices. How the driver must attend to and interact with the device affects the degree to which drivers are able to perform primary driving tasks, such as event or object detection, and maintain vehicle control. In addition, some user interfaces require many button presses to operate them. Consequently, one way to minimize the risk is to establish device-related distraction assessment metrics (e.g., total eyes off road time, maximum glance duration) that can provide information to help identify which design features are the least disruptive to the driving task. NHTSA has chosen to issue voluntary distraction guidelines in an effort to provide system designers and developers appropriate assessment tests and performance criteria to help ensure new technologies are not too demanding of the driver's attention. NHTSA proposed the first set of voluntary guidelines that target the visual-manual interaction between the driver and integrated in-vehicle devices in 2012 and finalized them on April 26, 2013. NHTSA is planning development of a second phase of guidelines that would address portable and aftermarket devices, including electronic devices such as smart phones, electronic tablets and pads, and other mobile communications devices. A third phase of guidelines is planned to address voice-based user interfaces for both integrated and portable and aftermarket devices.

As part of its comprehensive approach to the distraction issue, NHTSA is also evaluating crash avoidance technologies that will help warn distracted drivers in an effort to mitigate potential crashes due to distraction. The manner in which crash avoidance systems warn drivers (e.g., auditory alarms, vibrating seats) is a critical component to successfully getting drivers to respond sooner to critical crash events without creating adverse effects, such as driver confusion, inappropriate responses, distraction, and automation complacency. The warning-user interface should be tailored to the capabilities of the crash prevention system as well as to the capabilities and limitations of the driving population. To help ensure that the crash warning systems provide distracted drivers an overall benefit, NHTSA is pursuing the Crash Warning Interface Metrics (CWIM) project, which will develop a set of test protocols to compare how they affect the drivers' crash avoidance responses. The CWIM project is due to be completed in late 2013.

In addition to crash avoidance technologies, NHTSA has investigated the effectiveness of cell phone blocker technologies as a means for reducing distraction. In recent years, several manufacturers have created systems that can block a cell phone from making (or receiving) calls while a person is driving. These systems detect when the phone is in motion. During that time, incoming calls are automatically diverted to voicemail and incoming text messages are not shown until the driver reaches his or her destination. Typically, these systems allow exceptions for phone calls from pre-specified numbers, and all allow emergency calls to 911. Although these systems are

potentially applicable to all drivers, they have largely been targeted to parents of teen drivers. NHTSA completed a field investigation of two cell phone blocker approaches, one software based and the other both hardware and software based. The results of this study should be published in 2013.

Another key area of research that has potential to significantly reduce crashes is DOT's Connected Vehicle program. NHTSA is partnering with the Research and Innovative Technology Administration's (RITA) Intelligent Transportation Systems Joint Program Office and the Federal Highway Administration to develop and test technology designed to help vehicles communicate with one another. NHTSA believes that vehicle-to-vehicle (V2V) safety technologies could help drivers avoid or reduce the severity of four out of five unimpaired vehicle crash scenarios. As part of the Connected Vehicle program, RITA initiated a year-long field test program called Safety Pilot Model Deployment, which was initiated in August 2012, in Ann Arbor, Michigan. Nearly 3,000 cars, trucks and buses equipped with "connected" Wi-Fi technology to enable vehicles and infrastructure to "talk" to each other in real time to help avoid crashes and improve traffic flow began traversing the streets.

Conducted by University of Michigan's Transportation Research Institute (UMTRI), the model deployment is a first-of-its-kind test of connected vehicle technology in the real world. The test cars, trucks and buses, most of which have been supplied by volunteer participants, are equipped with V2V and vehicle-to-infrastructure (V2I) communication devices that will gather extensive data about system operability and its effectiveness at reducing crashes. The model deployment vehicles will send electronic data messages, receive messages from other equipped vehicles, and translate the data into a warning to the driver during specific hazardous traffic scenarios. Such hazards include an impending collision at a blind intersection, a vehicle changing lanes in another vehicle's blind spot, or a rear collision with a vehicle stopped ahead, among others.

A key aspect of the Connected Vehicles program is the Human Factors for Connected Vehicles program, which is dedicated to ensuring the new V2V and V2I technologies do not impose additional workload or distraction on the driver. The ability to establish the basic principles of attention and distraction within the context of Connected Vehicle technologies is a challenging effort whose outcomes will form the parameters for and guide consistent development of safer systems and interfaces for countless new applications across a wide and diverse set of manufacturers. Consistency and adherence to basic countermeasures for distraction, when developing new applications, is paramount to ensuring ultimate safety for the driver. NHTSA is leading this human factors research effort that will develop more robust algorithms for prioritizing safety and for prioritizing messages that assist the driver as opposed to providing greater distraction or workload.

Roadway Engineering

There are no roadway countermeasures directed specifically at distracted drivers. Many effective roadway design and operation practices that improve traffic safety in general, such as edge line and centerline rumble strips, can warn distracted drivers or mitigate the consequences if they leave their travel lane; however, the effects of these have not been researched.

RECOMMENDATIONS

Distracted driving is a complex issue. Technologies continue to evolve at a rapid and unparalleled pace. NHTSA has made strides toward understanding the distracted driving problem but there is more to be done. It is important to continue research from a variety of angles and methodologies, identify sources of distraction and evaluate the effectiveness of behavioral and technological countermeasures. In addition, it is important to continue to work to improve data collection to characterize better the consequences of distracted driving. For States and communities to achieve significant reductions in distracted driving-related crash injuries and fatalities, a combination of components needs to be in place that addresses legislation and policy, enforcement, communication, education and evaluation. Both the *Driver Distraction Plan* (National Highway Traffic Safety Administration, 2010) and the *Blueprint for Ending Distracted Driving* (Department of Transportation, 2012a) offer approaches for moving forward.

1. Improve data collection and analysis.
    - Develop consistent methods to identify the role of distraction in crashes.
    - Provide new techniques to assist crash investigators in identifying when distractions are present at the time of a crash.
    - Utilize SHRP2 data (as it becomes available) to understand better which types and circumstances of distraction create the greatest risk of a crash.

2. Address technology.
    - Develop guidelines for portable and aftermarket devices, as well as voice-based user interfaces.
    - Continue to evaluate advanced crash warning systems and driver monitoring technologies.

3. Enact and enforce strong laws.
    - While it will be several years before there is conclusive evidence of the effect of cell phone laws, NHTSA believes it is prudent to address the problem with methods that have proven effective time and again with other high-risk driver behaviors. Strong laws and appropriate law enforcement have been effective in reducing drunk driving and increasing seat belt use. Experience in Syracuse and Hartford suggests that this combination of laws and enforcement can work for cell phone use as well.
    - Develop and test strategies and tools to assist law enforcement in enforcing bans on texting while driving.
    - Currently, 39 States have enacted anti-texting laws and 10 States have passed laws banning all hand-held cell phone use. Encourage the remaining 11 States to pass anti-texting laws.

4. Educate drivers.

- Encourage all drivers to understand the risks of distracted driving and recognize their own limitations to engage in these behaviors while driving.
- Continue to encourage the implementation of state laws, local ordinances, workplace policies and organizational resolutions that address the dangers of distracted driving.
- Continue to work with local, state and national partners to update driver education curricula to include the latest information on distracted driving.

NHTSA will continue to focus its efforts on these recommendations and actions, while examining ongoing research to ensure that any future programmatic efforts are driven by the best available and relevant data. Together these efforts can save lives and prevent injuries by reducing the frequency of distraction-related crashes.

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Appendix H:
Driving Simulators as Assessment Tools

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December 2013

Understanding the Effects of Distracted Driving and Developing Strategies to Reduce Resulting Deaths and Injuries

A Report to Congress

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This report was prepared in accordance with Section 31105 of the 2012 Moving Ahead for Progress in the 21st Century (MAP-21) Act. The report summarizes a series of studies undertaken by the National Highway Traffic Safety Administration and others, to acquire the information needed to address the general problem of distracted driving. The report documents what is known about distracted driving, including distractions other than the use of personal wireless communications devices; identifies metrics to determine the nature and scope of the distracted driving problem; and discusses methods to enhance education and awareness of the problem to reduce deaths and injuries caused by all forms of distracted driving. It highlights the need for further research and concludes with recommendations to better address the problem of distracted driving.

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Understanding the Effects of Distracted Driving and Developing Strategies to Reduce Resulting Deaths and Injuries

A Report to Congress

INTRODUCTION

Section 31105 of the Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted on July 6, 2012, amends Section 405 of title 23, United States Code to authorize State grant programs known collectively as the National Priority Safety Programs. In connection with new distracted driving grants, MAP-21 directs the Secretary of Transportation to conduct a study of all forms of distracted driving, and submit a report to the Committee on Commerce, Science and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives.

Section 405 NATIONAL PRIORITY SAFETY PROGRAMS

. . .

(8) DISTRACTED DRIVING STUDY.—

(A) IN GENERAL.—The Secretary shall conduct a study of all forms of distracted driving.

(B) COMPONENTS.—The study conducted under subparagraph (A) shall—

(i) examine the effect of distractions other than the use of personal wireless communications on motor vehicle safety;

(ii) identify metrics to determine the nature and scope of the distracted driving problem;

(iii) identify the most effective methods to enhance education and awareness; and

(iv) identify the most effective method of reducing deaths and injuries caused by all forms of distracted driving.

(C) REPORT.—Not later than 1 year after the date of enactment of the Motor Vehicle and Highway Safety Improvement Act of 2012, the Secretary shall submit a report containing the results of the study conducted under this paragraph to—

(i) the Committee on Commerce, Science, and Transportation of the Senate; and

(ii) the Committee on Transportation and Infrastructure of the House of Representatives.

This report documents what is known about distracted driving, including distractions other than the use of personal communications devices, discusses metrics to better determine the nature and scope of the problem, and discusses countermeasure approaches and strategies for enhancing awareness and reducing deaths and injuries.

BACKGROUND

Although the meaning may seem obvious, the term distracted driving is often used to represent different driver conditions. While drowsiness and daydreaming can be categorized as inattention, the term distraction as used in this report is specific to the inattention that occurs when drivers divert their attention away from the driving task to focus on another activity.

These distractions can be from electronic devices, such as navigation systems and cell phones, or more conventional sources such as interacting with passengers or eating. These distracting tasks affect drivers in different ways, and can be categorized into the following major types:

> Visual distraction: Tasks that require the driver to look away from the roadway to visually obtain information;
>
> Manual distraction: Tasks that require the driver to take a hand or hands off the steering wheel and manipulate an object or device;
>
> Cognitive distraction: Tasks that are defined as the mental workload associated with a task that involves thinking about something other than the driving task (National Highway Traffic Safety Administration, 2010).

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) estimates that there are more than 3,000 deaths and approximately 400,000 injuries annually from distraction-affected motor vehicle crashes—crashes in which a driver lost focus on the safe control of his/her vehicle due to a manual, visual, or cognitive distraction (National Highway Traffic Safety Administration, 2013a).

NHTSA uses information available from police crash reports to try to quantify which motor vehicle crashes are distraction affected, meaning that at least one driver involved in the crash was identified in NHTSA's data collection systems as "distracted." Based on crashes that occurred in 2010, the economic cost of distraction-affected crashes was approximately $22 billion (in 2010 dollars). NHTSA is currently evaluating its cost estimation methodology and plans to release an update in 2013, which means this estimate may change.

With more than 320 million cell phone subscriptions in America today (CTIA, 2012) and a growing number of devices and services designed to keep individuals constantly connected, technology is playing an increasing role in enhancing our quality of life. Yet using these technologies while behind the wheel can have serious consequences on our roadways.

Studies show that texting which, simultaneously involves manual, visual, and cognitive distraction, is among the worst of all driver distractions. In a recently published study, Ranney, Baldwin, Parmer, Martin, and Mazzae (2012) concluded that"… text messaging was associated with the highest levels of driving performance degradation..." (p.i).

Recent results from the National Occupant Protection Use Survey indicated that the percentage of drivers who were text messaging or manipulating hand held devices increased significantly for a

second year in a row from 0.9 percent in 2010 to 1.3 percent in 2011, while driver hand held cell phone use stood at five percent in 2011 (National Highway Traffic Safety Administration, 2013b). The results of this observational survey translate into 660,000 drivers holding hand held phones to their ears while driving at any typical daylight moment.

The impact of distraction on driving is determined not just by the type of distraction, but also the frequency and duration of the task. Even if a task is less distracting, a driver who engages in it frequently or for long durations may increase his/her crash risk to a level comparable to that of a much more difficult task performed less often. Because drivers often have a choice regarding when and how often to multitask when driving, their exposure to risk is typically within their control; and drivers typically underestimate the overall risk of various tasks.

While distracted driving can take on many forms and affects all road users, young drivers are at particular risk. A nationally representative telephone survey of distracted driving attitudes and behavior published in 2011 (Tison, Chaudhary, & Cosgrove, 2011) shows that, of those drivers who report having been involved in a crash or near-crash, young drivers (18-20 years old) report the highest incidence of crash or near-crash experience—and to have been using a cell phone at the time of the incident. Drivers under 25 years of age are 2-3 times more likely than older drivers to send text messages or emails while driving. While almost all drivers believe that sending text messages while driving is very unsafe, young passengers are much less likely than older passengers to say something to their driver if he or she is texting.

The problem of distracted driving reached the attention of the highest levels of government: on September 30, 2009, President Obama issued an Executive Order prohibiting Federal employees from texting while driving government vehicles or while using a government supplied cell phone while driving any vehicle. U.S. Department of Transportation agencies have issued similar directives. For example, the Federal Motor Carrier Safety Administration (FMCSA) banned commercial truck and bus drivers from texting while driving in September 2010, and in November 2011, banned all hand-held cell phone use by commercial drivers. The Pipeline and Hazardous Materials Safety Administration (PHMSA) followed by banning texting on electronic devices by drivers operating a motor vehicle containing hazardous materials and the Federal Railroad Administration (FRA) banned rail employees from using cell phones or other electronic devices when performing safety-related duties on the job. Finally, the Federal Aviation Administration (FAA) advised air carriers to create and enforce policies that limit distractions in the cockpit and keep pilots focused on transporting passengers safely.

In 2010, NHTSA released its Driver Distraction Program plan (National Highway Traffic Safety Administration, 2010), providing a roadmap for the Agency's long-term goal of eliminating crashes attributable to distraction. The program involves four (4) initiatives, as shown in Figure 1. The first initiative aims to improve the understanding of the extent and nature of the distraction problem by enhancing data quality and analytic methods. The next two initiatives involve vehicle approaches for reducing distracted driving. In one, the focus is to minimize workload demands for use of in-vehicle and portable technologies, while the other focuses on evaluating crash avoidance technologies to keep distracted drivers and passengers safe (e.g., use of crash warning systems and distraction monitoring systems). The fourth program initiative is a behavioral approach that seeks to educate drivers on the risks and consequences of distracted driving. This program plan has guided

NHTSA's approach to addressing distracted driving, as well as the initiatives discussed in this report.

Figure 1. Distraction Plan (from National Highway Traffic Safety Administration, 2010; p. 13)

NHTSA provided funding for several demonstration projects designed to determine if the proven high visibility enforcement (HVE) protocols utilized to address other behavioral traffic safety problems are effective in reducing distracted driving. Early indications show that these projects, outlined in greater detail later in this document, do have a positive impact on limiting the use of cell phones while driving.

To assist States in addressing distracted driving, NHTSA led a consensus effort to develop a sample law to prohibit texting while driving. The sample law helps State legislators enact effective distracted driving laws and create uniform legal policies and procedures across the country. States can use the sample law as a starting point to craft laws prohibiting texting while driving.

According to the Governors Highway Safety Association, as of March 2013, 39 States, Guam and the District of Columbia have enacted laws to ban text messaging by drivers, with some limited exceptions. Thirty-five of these States require primary enforcement of their law. Driving while talking on a hand held cell phone is banned in 10 states, the District of Columbia, Puerto Rico, Guam and the U.S. Virgin Islands (Governors Highway Safety Association, 2013).

To address the issues of distraction occurring within the vehicle, NHTSA finalized on April 26, 2013 voluntary guidelines for vehicle manufacturers to discourage the introduction of excessively distracting devices that are integrated into vehicles. (See the Notice Of Federal Guidelines, Visual-Manual NHTSA Driver Distraction Guidelines for In-Vehicle Electronic Devices, 78 FR 24818, at www.federalregister.gov.)

NHTSA is now developing a second phase of guidelines that would address portable and aftermarket devices, including electronic devices such as navigation systems, smart phones, electronic tablets and pads, and other mobile communications devices. Finally, a third phase of guidelines are planned to address voice-based user interfaces for both integrated and portable and aftermarket devices.

As indicated in the above description of the Driver Distraction Plan, NHTSA will also examine the potential of advanced crash warning and driver monitoring technologies to help avoid crashes caused by distraction.

OBJECTIVE

The objective of this report is to examine the effects of all forms of distraction; identify metrics to determine the nature and scope of the distracted driving issue; and identify the methods to enhance awareness of distracted driving and strategies for reducing deaths and injuries caused by all forms of distracted driving.

SCOPE

The information in this report is based largely on a review of existing research and limited archival data. There is little information on the effects of distraction other than the use of personal electronic communication devices. As distracted driving, particularly as it relates to the use of personal electronic communication devices, is an emerging traffic safety issue, the depth and quality of literature is more limited than in other traffic safety areas.

DRIVER DISTRACTION RESEARCH

Ranney (2008) indicated one of the challenges in driver distraction research was the lack of a common definition of distraction. However, for the purposes of his review, Ranney indicated that "distraction occurs when a driver's attention is diverted away from driving by a secondary task that requires focusing on an object, event, or person not related to the driving task." This definition is consistent with that used by NHTSA and cited earlier. Ranney's review found that while the most common distraction was conversing with another passenger, most of the research addressed electronic devices.

The majority of driver distraction research has focused on high-profile technology-based distraction sources like cell phones most recently, and navigation systems before that. Older distraction research was primarily concerned with built-in equipment such as GPS navigation systems, audio systems, and even climate controls. With the advent of portable devices becoming so popular and functionally powerful, the research focus has largely shifted to smart phones, portable navigation devices, and even portable mp3 music players. Much of the research on technology-based distraction sources has used experimental methods in driving simulators and test tracks. However, the increasing number of naturalistic driving studies has produced stronger connections between crash risk and how and when drivers engage in technology- and non- technology-based distractions. Drews and Strayer (2009) reviewed the research on the effects of personal wireless communication devices on driver performance, and organized their review based on the type of distraction and the methodology used. In addition, Bayly, Young, and Regan (2009) reviewed the research on various sources of distraction found inside the vehicle, including technology-based distractions and non-technology-based distractions. They concluded that few sources of distraction have been extensively studied to determine their effects on driving performance.

Non-technology-based sources of distractions include activities such as smoking, eating and drinking, reaching for objects, grooming activities, reacting to an insect inside the vehicle, reading and writing, and interacting with passengers. A driver may also lose focus on driving due to engaging in internal sources of inattention or distraction, such as being lost in thought or thinking about personal or financial problems. In addition, some crash-associated factors such as driver age and gender, roadway traffic, and environmental conditions may influence a driver's likelihood of engaging in non-driving activities. Most of the data on these sources of distraction come from observational and naturalistic data collections such as from Stutts, Feaganes, Rodgman, Hamlett, Meadows, Reinfurt and Staplin (2003); Glaze and Ellis (2003); and Klauer, Dingus, Neale, Sudweeks and Ramsey (2006). As can be seen in Table 2 (p. 9), several of the distractions with the highest risk odds ratios are non-technology-based. For example, reaching for a moving object resulted in a risk odds ratio of 8.82, which is not surprising because reaching typically involves all three forms of distraction: manual, visual, and cognitive.

Audio systems have been in vehicles since the 1930s and have typically represented minor sources of distraction. Most recent studies have shown radio tuning, CD manipulation and use, and other audio system controls to have little effect on driving performance (Strayer & Johnston, 2001) or crash risk (Stutts, et al., 2003). The 100-car study (discussed later in this section) data support these findings in that neither adjusting the radio nor inserting/retrieving a CD from the audio system resulted in a significant increase in crash risk (Klauer, et al., 2006). Because audio systems have been in vehicles for a long time and the crash risk is low, NHTSA selected radio tuning as the reference task for its Visual-Manual Driver Distraction Guidelines. For more discussion of the selection of radio tuning as the reference task, please see the Notice Of Federal Guidelines, Visual-Manual NHTSA Driver Distraction Guidelines for In-Vehicle Electronic Devices, 78 FR 24818, at www.federalregister.gov.

Two studies (Chisholm, Caird, & Lockhart, 2008; Salvucci, Markley, Zuber, & Brumby, 2007) specifically examined the effects of mp3 players on performance in a driving simulator. Both studies found that more complex tasks with the mp3 player (e.g., searching for a song requiring several menus and submenus) resulted in delayed response times, more eyes-off-road time, and

inferior lane-keeping performance. However, both of these studies were conducted with earlier generation mp3 players that did not have touchscreen user interfaces that dominate the current portable device market.

Multiple studies on navigation devices have shown that visual-manual destination entry results in decrements in driving performance in both simulator and on-road studies. These decrements include deterioration in lane keeping, more frequent glances at the device, and greater periods of driving with eyes off the road. A study by Chiang, Brooks and Weir (2004) showed that drivers looked at the navigation device 50% more of their driving time while completing destination entry tasks. It is important to note that whereas the aspects of navigation systems draw significant, and risky, proportions of driver attention, at least one study (Srinivasan & Jovanis, 1997) has shown that these performance decrements are less severe than those associated with paper-based maps.

One of the first naturalistic driving studies sponsored by NHTSA, commonly known as the 100-Car Study (Klauer, et al., 2006), was conducted by Virginia Tech Transportation Institute, in which 100 cars in Northern Virginia were instrumented with a variety of sensor systems including a navigation system. Analyses of recorded video data allowed researchers to determine whether the drivers were distracted in the moments leading up to the crashes or near-crashes. The researchers also analyzed video clips when the drivers were engaging in secondary tasks. By comparing distractions during normal driving to distractions during crashes and near-crashes, estimates were made of the relative risk of crashes/near-crashes when drivers are distracted.

The 100-Car Study suggested that distraction is a common occurrence while driving. Many distractions appear to increase the relative risk of crashes and near-crashes, and distractions that require drivers to take their eyes off the road are potentially more of a safety problem than distractions that do not require drivers to take their eyes off the road. The researchers used the data to estimate the odds ratio or increased risk of engaging in various secondary tasks over "just driving." Table 2 below shows some of the results (statistically significant results are in bold). A significant odds ratio indicates the likelihood of an increase in risk associated with that activity. For example, Table 2 shows a driver is 3.38 times more likely to be in a crash or near-crash while reading and driving than if she/he were just driving normally.

Odds Ratio for Secondary Tasks in the 100-Car Study

Type of Secondary Task	Odds Ratio
Reaching for a moving object	**8.82**
Insect in Vehicle	6.37
Looking at External Object	**3.70**
Reading	**3.38**
Applying Makeup	**3.13**
Dialing a Hand Held Device	**2.79**
Inserting/retrieving CD	2.25
Eating	1.57
Reaching for a Non-Moving Object	1.38
Talking/Listening to a Hand-Held Device	1.29
Drinking from an Open Container	1.03
Other Personal Hygiene	0.70
Adjusting the Radio	0.50
Passenger in the Adjacent Seat	**0.39**
Child in Rear Seat	0.33

Table 2. Odds Ratio for Secondary Tasks in the 100-Car Study (see Klauer, et al., 2006; p. 30)

Between 2005 and 2007, NHTSA conducted the National Motor Vehicle Crash Causation Survey (NMVCCS) to collect on-scene information on the events and factors leading up to crashes that involved light vehicles. Only crashes in which EMS was dispatched to the crash scene were examined. Information on the driver-, vehicle-, environment-, and roadway-related factors was collected immediately after the crash occurrence. The information was collected from driver and witness interviews, as well as vehicle and scene assessments by the researchers. Over 5,400 crashes comprise a nationally representative sample for analysis (National Highway Traffic Safety Administration, 2008a, 2008b).

In cases where the NMVCCS researchers attributed the critical reason for the critical event that precipitated the crash to the driver, about 41 percent of the critical reasons were recognition errors (e.g., inattention, internal and external distractions, inadequate surveillance). The most frequent recognition error was inadequate surveillance which was assigned to drivers in approximately 20 percent of the crashes. Internal distraction was assigned to drivers in approximately 11 percent of the crashes (National Highway Traffic Safety Administration, 2008a, p.24).

NHTSA published a subsequent report on distracted driving utilizing NMVCCS data (Singh, 2010). The NMVCCS weighted data were analyzed with a focus on distracted driving and the influence that other associated factors such as driver age and gender, roadway traffic flow, speed limit, and environmental conditions may exert on drivers' engagement in non-driving activities. NHTSA examined two categories of inattention: internal sources of distraction (e.g., conversing with a passenger, dialing or hanging up a phone, talking on the phone, adjusting radio/CD player)

and non-driving cognitive activities (e.g., thinking about personal, financial or family problems). The analysis was based on an estimated 2,188,970 NMVCCS crashes and an estimated 3,889,775 drivers involved in these crashes (Singh, 2010, p. 3).

Among 14 internal sources of distraction, conversing with a passenger was the most frequently recorded source. Seventeen percent of the crash-involved drivers were distracted from at least one internal source, and of these, 57 percent were conversing with passengers and 11 percent were engaged in phone use (talking on phone, dialing/hanging up, texting). Another seven percent of crash involved drivers were engaged in retrieving objects from the floor or seat and another seven percent were looking at the actions of other occupants (Singh, 2010, pp. 6-7).

Though available data to date indicate that other activities are more frequently associated with driving-related distractions, use of electronic devices is an increasing concern. The Transportation Research Board, under its Strategic Highway Research Program 2 (SHRP2), has initiated a more comprehensive naturalistic driving study with a larger sample of drivers, which is expected to be more representative of the general driving public. When it is completed in 2015, it will provide more comprehensive data on the incidence of distracting activities among drivers and better information on the contribution of distracting activities to crash causation in passenger vehicles.

NHTSA recently completed a naturalistic driving study with users of hand-held phones, portable hands-free phones, and integrated hands-free cell phone systems built-in to the vehicle. The study estimated the frequency of use and the distraction potential associated with each interface type. Over 200 drivers (who reported talking on a cell phone while driving at least once per day) were continuously recorded for an average of 31 days. Data acquisition systems in the participants' own vehicles recorded video and kinematic data. Drivers provided their cell phone records (calls and text messages) for analysis. The study investigated cell phone use, driver performance, and safety critical event risk. NHTSA is working towards publishing the findings of this study in 2013.

METRICS TO DETERMINE THE NATURE AND SCOPE OF THE DISTRACTED DRIVING ISSUE

Broadly speaking, there are three general types of studies that have been used to study distraction: crash-based, observational (including naturalistic) and experimental. Each has its advantages and disadvantages (see World Health Organization, 2011, p. 19), but each approach also produces useful information and collectively provides insight into the problem of driver distraction.

Crash risk alone is insufficient to properly characterize the driver distraction problem because how much a driver engages in distracting activities also has a significant role in determining the overall relative risk of a given distraction source. Observational studies, including naturalistic driving studies and surveys, have been used to estimate both the frequency and duration of distracting activities performed by drivers. Experimental methods, including test tracks and simulators, have been used to explore how distraction sources affect driving performance, such as in slower reactions to critical events, speed and vehicle position maintenance, and eyes-off-road time. Each of these method categories is discussed below.

Crash Risk Assessment Methods

Currently, NHTSA has three primary sources of data from which to assess the involvement of distraction in a crash. The Fatality Analysis Reporting System (FARS) is a census of all fatal motor vehicle crashes on public roads in which a person died within 30 days of the crash. Data for the National Automotive Sampling Systems (NASS) General Estimates System (GES) come from a nationally representative sample of police-reported motor vehicle crashes of varying severity – from property damage only to fatal. NASS/GES provides estimates of the number of injured persons, as well as the severity of the injuries. Both these systems rely on the police accident report (PAR) as their primary data sources for recording whether distraction was a contributing factor in the crash. Estimating the role of distraction from these crash databases is challenging because of difficulties in making post-crash determinations of the role of distraction in crash causation and because police crash reports vary across jurisdictions, thus creating potential inconsistencies in reporting. The third source of distraction data is an in-depth, on-scene investigation based crash data source, such as the National Motor Vehicle Crash Causation Survey (NMVCCS), which was addressed under an earlier section.

Prior to 2010, FARS and NASS/GES collected distracted driving information in different formats. FARS was more general and included generally inattentive behavior, while NASS/GES specified specific distracted driving behaviors. Beginning in 2010, the two systems' coding was unified, so that FARS data collected prior to 2010 cannot be compared to FARS data from subsequent years. Because of these changes, any crash in which the driver is identified as distracted at the time of the crash is termed a "distracted-affected" crash (see National Highway Traffic Safety Administration, 2012).

Many data items on the Police Accident Report (PAR) are common across States, but distraction is not one of them. Some PARs identify distraction as a distinct reporting field, while others do not. When there is no distinct reporting field, identification of distraction is based upon the narrative portion of the PAR. The variation in reporting forms contributes to variation in the reported number of distraction-affected crashes. Any national or State count of distraction-affected crashes should be interpreted with this limitation in mind due to potential under-reporting in some States and primary sampling units and over-reporting in others.

As part of the data improvement efforts set forth in the Distraction Plan (National Highway Traffic Safety Administration, 2010), NHTSA has leveraged the Model Minimum Uniform Crash Criteria Guideline (MMUCC) as a minimum, standardized data set for describing motor vehicle crashes and the vehicles, persons and environment involved. While voluntary, the Guideline is designed to generate the information necessary to improve highway safety within each state and nationally. This data set was revised in 2012 in response to emerging highway safety issues, such as distracted driving. The new distracted driving data elements in the Guideline are more descriptive and include attributes such as manually operating an electronic communications device; talking on hands-free electronic device; talking on hand-held electronic device; other activity; electronic device; passenger; other inside the vehicle (eating, personal hygiene, etc.) and outside the vehicle (see Department of Transportation, 2012b). States will be able to use federal funding authorized under MAP-21 to make improvements in their crash and other related data systems and comply with the new MMUCC Guideline (Fourth Edition).

In 2011, there were a total of 29,757 fatal crashes in the United States, of which 3,020 (or 10% of all crashes) involved distraction. Distraction was reported for 7 percent (3,085) of the drivers involved in fatal crashes. In these distraction-affected crashes, 3,331 fatalities (10% of overall fatalities) occurred. Of those drivers distracted during a fatal crash, cell phones are often a leading distraction (of those distractions that were identified). Cell phones were reported as a distraction for 12 percent of the distracted drivers in fatal crashes (National Highway Traffic Safety Administration, 2013a).

In 2011, an estimated 2,217,000 people were injured in motor vehicle traffic crashes. The number of people injured in distraction-affected crashes was estimated at 387,000 (17% of all injured people). An estimated 21,000 people injured in distraction-affected crashes in 2011 involved cell phones (i.e., 5 percent of persons injured in distraction-affected crashes) (see National Highway Traffic Safety Administration, 2013a).

Observational Methods

Observational surveys, as conducted under the National Occupant Protection Use Survey (NOPUS), use stationary observers to record electronic device use by drivers as they pass selected locations. Observational surveys allow the recording and tracking of electronic device use, but it is limited to a single point in time. Unlike observation of seat belt use, in which one may conclude that if the seat belt is worn, it was worn for the duration of the trip; cell phone use is sporadic in that the phone may not be in use for the duration of the trip.

In 2011, observational surveys indicated that the percentage of drivers holding cell phones to their ears while driving was five percent, which translates to 660,000 vehicles driven by people using hand-held cell phones during a typical daylight moment (National Highway Traffic Safety Administration, 2013b). In addition, the percentage of drivers who were text-messaging or visibly manipulating hand-held devices while driving increased significantly for a second year in a row from 0.9 percent in 2010 to 1.3 percent in 2011. The 2011 NOPUS also found that hand-held cell phone use was higher among female drivers than male drivers. Both hand-held cell phone use and visibly manipulating hand-held devices while driving was higher among drivers age 16-24 than drivers in other age groups.

Survey Methodologies

Another method for quantifying the scope of distracted driving is through the use of phone or other self-reported surveys. These surveys provide insight into who may be engaging in secondary tasks and how frequently, but the data are limited by self-reported behavior, low response rates, and response social desirability. In 2010, NHTSA conducted a national phone survey (cell phone and landlines) (Tison, et al., 2011) on distracted driving attitudes and behaviors. The survey involved a national sample of 6,002 drivers 18 and older, and the findings were consistent with other research findings indicating that despite the well-publicized dangers of distracted driving, many Americans choose to use cell phones while driving.

Among the behaviors that drivers reported doing on at least some trips:

- 80% talked to other passengers;

- 66% adjusted the car radio;
- 51% used a navigation system;
- 46% ate or drank;
- 41% made or accepted phone calls;
- 30% used a portable music player with speakers;
- 27% interacted with children in the back seat;
- 26% used a smartphone for driving directions;
- 22% changed CDs, DVDs, or tapes;
- 10% read e-mail or text messages;
- 6% did personal grooming;
- 6% sent text messages or email.

None of the distractions listed above is easily addressed. While some of these findings mirror those reported by Ranney (2008), it is important to note that many of the studies on distracted driving and its consequences were conducted prior to the proliferation of text messaging, GPS navigation systems, and other newly developed technologies. Consequently, it is possible that distraction-affected crashes will escalate as the use of new technologies continues to increase.

This survey also found that young drivers were more likely to report they have sent text messages or e-mails while driving; about half (49 percent) of those 21 to 24 years old reported ever doing so. More than half of all respondents believed that using a cell phone makes no difference on their driving performance, while one-quarter indicated that sending a text message/e-mail makes no difference on their driving performance. Yet as passengers, 90 percent said they would feel very unsafe if their driver was texting/e-mailing while traveling with them, and about one-third felt very unsafe if a driver was talking on a cell phone.

Males and younger respondents tend to underestimate the risks cell phone use had on their driving abilities. Moreover, those who were members of families in the upper income tier (above $100K) reported higher incidence of cell phone use while driving and they too tended to underestimate the risk. Additionally, one-third of drivers 18 to 24 years old indicated they can take their eyes off the road for 3 to 10 seconds or more before driving becomes significantly more dangerous.

These findings are consistent with other research findings indicating that despite the well-publicized dangers of distracted driving, many drivers choose to use cell phones while driving. Drivers may feel the risk and consequences of doing so don't apply to them. Survey data suggest that drivers who use cell phones and/or text while driving believe that other users pose a greater danger than they do.

A subsequent nationally representative telephone survey (landline and cell phone) was conducted in 2012 (Schroeder, Meyers & Kostyniuk, 2013) and found little change in reported behaviors such as talking to passengers, eating or drinking while driving or reading while driving compared to the 2010 survey. For example, approximately half of respondents (52 percent in 2010 and 49 percent in 2012) reported they always or almost always talked to passengers while driving. While the proportion of respondents who always or almost always reported answering the phone while driving decreased between 2010 and 2012 (33 percent and 28 percent, respectively), the percentage of drivers who reported ever sending text messages while driving increased slightly from 12 percent in 2010 to 14 percent in 2012. Support for laws banning hand-held cell phone use increased from

68 percent of all respondents in 2010 to 74 percent in 2012, while support for laws banning texting or e-mailing remained about the same (93 percent of respondents in 2010 and 94 percent of respondents in 2012).

Experimental Methods

Experimental studies have served a more diagnostic role in describing the effects of distraction on driving performance. Whereas crash data and observational methods determine crash risk and exposure, experimental studies help to define the specific performance decrements that may result in greater crash risk. Experimental studies take place in controlled environments such as simulators or test tracks. While driver behavior can be closely monitored in a controlled experiment, it is difficult to assess the crash consequences of reduced driving performance as the situation is often not realistic. The history of experimental studies exploring driver distraction research is too vast to cover comprehensively here. The reader is referred to Regan, Lee and Victor (2013) and Regan, Lee and Young (2009) for comprehensive reviews on driver distraction and associated methodologies. However, recent emphasis in the empirical literature has been on identifying discriminatory tasks and measures to determine the relative distraction potential of different sources.

Visual attention, generally, and eyes-off-road time, specifically, are important measures that have direct association to crash risk. These metrics measure where the driver is looking when performing a distracting task while driving (or performing a simulated driving task), and have been used in both naturalistic driving studies and experimental studies (see Victor, Engstrom, & Harbluk, 2009, for a review). Two methodologies are generally used to measure where drivers are fixing their gaze: (1) eye-tracking technology and (2) cameras mounted in the vehicle that capture the driver's face. Eye trackers provide a more direct measure of where drivers are looking, but they have several limitations. Eye trackers have accuracy problems, are difficult to use, and are expensive (tens of thousands of dollars) to include in naturalistic driving studies where dozens of drivers typically participate with their own vehicles. The camera-based approach is more adaptable to larger data collections, but the precision of determining where drivers are looking typically is much cruder. Regardless of the approach, visual attention measures have emerged as the dominant distraction measure, and for good reasons. Risk data clearly show the greatest concern is visual-manual distractions. Indeed, that is why NHTSA's first set of Distraction Guidelines focused on visual-manual distractions.

Recognizing the high resource requirements for measuring visual attention with eye trackers or in-vehicle cameras, there was renewed interest in an older measure of visual attention developed by Senders and colleagues in the 1960s. The visual occlusion technique (see Gelau & Krems, 2004, and Foley, 2009) is a surrogate approach for measuring visual attention that uses special goggles to alternatively allow the driver to see the distraction device and to occlude, or obscure, the driver’s vision. This cycle of making vision unavailable and available is intended to simulate drivers’ visual attention to the road while interacting with an in-vehicle device. The occluded, or "blind," periods represent the times when the driver would be looking at the roadway. If a task can be completed efficiently with intermittent brief glances, then it is considered to be relatively easy to resume after visual interruptions. The assumption is that a highly resumable task represents one of low visual demand and therefore is acceptable for use while driving. The visual occlusion technique has been introduced by the International Standards Organization (ISO) as a standard for assessing visual

demand from in-vehicle systems (ISO, 2007). NHTSA included an occlusion method protocol in its Visual-Manual Driver Distraction Guidelines.

In addition to visual attention measures, there are several measures of driving performance that have been used in distraction research. These measures focus on identifying changes in the way drivers control the vehicle and react to events rather than on where they look. Measures of vehicle control such as speed, headway, lane keeping, steering wheel angle, and event reaction times have been used in experimental studies conducted on the topic of driver distraction, across a range of experimental settings (see Young, Regan, & Lee, 2009, for an overview). Whereas these measures offer direct connection between drivers engaging in distracting activities and effects on driving performance, the connection between the various driving performance measures and crash risk is much less well understood. For example, several studies have shown that engaging in distracting visual-manual tasks results in inferior lane keeping performance, but there is no strong evidence that links poor lane keeping performance and crashes. These surrogate measures are helpful for understanding how driving performance is affected by distractions, but connecting those performance decrements with crash risk has been a limitation.

STRATEGIES FOR REDUCING DEATHS AND INJURIES

The most effective means to combat almost any traffic safety issue are those that address the issue on several different fronts. Education, engineering (both within the vehicle and on the roadway), and enforcement (including legislation) approaches, in combination, can be effective in changing driver behavior. Several different countermeasures are currently being implemented to address distracted driving, many modeled after those shown to be successful in other areas of traffic safety.

Methods to Enhance Education and Awareness of Distracted Driving

There are various methods to enhance education and awareness of traffic safety issues, including driver distraction. The following strategies are addressed in this section: Communications and Outreach Programs, Employer Programs, Graduated Driver Licensing for Beginning Drivers, and Legislation.

Communications and Outreach Programs

It is well known that education campaigns by themselves are unlikely to change behavior, especially if the intervention is an isolated event rather than a sustained program over time (NCHRP, 2005). As pointed out in *Countermeasures That Work* (University of North Carolina, 2013) there are no studies that have documented the effects of public information campaigns on driver knowledge, attitudes and behaviors regarding distracted driving. That said, communication campaigns remain a means to alert a large population about a problem.

Many organizations have developed or conducted distracted driving communications and outreach campaigns directed to the general public. Some carry a general “pay attention” message, while others are directed at specific behaviors such as cell phone use. Recently, the U.S. Department of Transportation launched a national campaign titled “Put It Down” to discourage the public from driving distracted (www.distraction.gov). Other campaigns include Oprah Winfrey’s “No Phone

Zone" (www.oprah.com/packages/no-phone-zone.html), the National Safety Council's "On the Road, Off the Phone" (www.focusdriven.org), the American Academy of Orthopedics Surgeons' "Decide to Drive" (www.decidetodrive.org), and AT&T's "It Can Wait" (http://itcanwait.com).

Driving while distracted is a particular concern with teenage drivers (Goodwin, Foss, Harrell, & O'Brien, 2012; National Highway Traffic Safety Administration, 2012). A growing number of states are including distracted driving as a required component of driver education, the driver license test, or information provided in the driver license manual (Governors Highway Safety Association, 2010). Some States have also developed their own education materials and programs aimed at teen drivers.

A recent survey by the Governors Highways Safety Association (GHSA) found that 37 States and the District of Columbia have implemented public information/education campaigns to address distracted driving. In addition, a number of States have developed distracted driving public service announcements (PSAs).

Fifteen States as well as NHTSA now use social networking sites to educate motorists about distracted driving (Governors Highway Safety Association, 2010). Sites such as Facebook, Twitter, and YouTube can reach large numbers of people inexpensively. Social networking sites are especially popular among young people, who are often a primary target of distracted driving campaigns.

NHTSA also maintains Distraction.gov and TrafficSafetyMarketing.gov; both of which have a significant amount of information, available for free, for use by traffic safety advocates to educate and inform their local population about the dangers of distracted driving. These sites also provide materials to support increasing the knowledge and awareness of this dangerous behavior.

Employer Programs

Legally, employers can be held accountable for employees who are using a cell phone (or otherwise distracted) and who are involved in a crash while working (National Safety Council, 2012). Employers can protect themselves by implementing policies that prohibit distracted driving and by monitoring compliance. In fact, Regan, Young and Lee (2009) point out that employers are in a particularly strong position to mitigate the effects of distracted driving and outline a range of initiatives that employers may undertake to prevent distracted driving crashes. These include company policies regarding data collection and analysis, exposure reduction, enforcement, education, training and technology design. New Jersey has developed a sample cell phone use policy for businesses, and the National Safety Council (NSC) has developed a policy kit to assist employers with implementing or strengthening a cell phone ban.

States can also assist employers in addressing distracted driving. Sixteen States and the District of Columbia are working with employers in their States to develop distracted driving policies (Governors Highway Safety Association, 2010). Some States, such as Delaware and Kentucky, have established corporate outreach programs related to distracted driving (Governors Highway Safety Association, 2010). The programs usually involve dissemination of traffic safety materials to employers, or sometimes directly to the employees themselves. States can also assist employers in promoting and enforcing policies to reduce distracted driving.

The Network of Employers for Traffic Safety (NETS) developed an employer tool kit in conjunction with the 2011 Drive Safely Work Week (DSWW) in partnership with the U.S. Department of Transportation. NETS provided this comprehensive tool kit for free, and employers can download it to help plan their campaign activities. The DSWW materials, also available in Spanish, are designed to support employer efforts to initiate or sustain a corporate mobile device policy and to increase awareness of behaviors that contribute to distracted driving-related incidents.

Graduated Driver Licenses for Beginning Drivers

Graduated driver licensing (GDL) is designed to provide novice drivers with substantial driving experience in low-risk settings. It consists of three-phases: a learner permit, provisional license, and full license. The learner permit phase typically lasts 6 months or more, and allows driving only while supervised by a fully licensed driver. The provisional license allows unsupervised driving with certain restrictions. Some of these restrictions include nighttime driving, passengers, and cell phone use.

All 50 States and the District of Columbia have some GDL components in place. According to a recent analysis by the Governors Highway Safety Association, laws in 45 States and the District of Columbia limit the number of passengers allowed with a driver with a provisional license for some period of time (Governors Highway Safety Association, 2013). As of March 2013, thirty-three States and the District of Columbia ban all cell phone use by novice drivers (Governors Highway Safety Association, 2013).

Several studies document that nighttime and passenger GDL restrictions reduce teenage driver crashes and injuries (Hedlund & Compton, 2005; Williams, 2007). The only evaluation of a GDL cell phone restriction suggests these laws may have little effect on teenage drivers' cell phone use (Foss, Goodwin, McCartt, & Hellinga, 2009; Goodwin, O'Brien, & Foss, 2012).

Under the recent surface transportation authorization, Moving Ahead for Progress in the 21st Century (MAP-21) one of the requirements for a State to receive a GDL grant is that it must enact a statute that "…requires distracted driving issues to be tested as part of the State driver's license examination." This provision may lead States to re-examine their existing statutes with respect to driver licensing.

Cell Phone and Text Messaging Laws

According to the Governors Highway Safety Association's March 2013 analysis, talking on a hand-held cell phone while driving is prohibited in ten States (California, Connecticut, Delaware, Maryland, Nevada, New Jersey, New York, Oregon, Washington, and West Virginia), the District of Columbia, Puerto Rico, Guam and the U.S. Virgin Islands (Governors Highway Safety Association, 2013). With the exception of Maryland and West Virginia, the cell phone bans in each of these States are primary laws. However, West Virginia's law will become primary in July 2013. In addition, several local jurisdictions such as Chapel Hill, North Carolina; Chicago, Illinois; and Cheyenne, Wyoming, have enacted their own restrictions on cell phones. Currently, no State restricts hands-free phone use for all drivers. In addition, as of March 2013, 39 States, the District of Columbia, Puerto Rico, Guam and the U.S. Virgin Islands prohibit text messaging for all drivers. All but four have primary enforcement (Governors Highway Safety Association, 2013).

There is strong public support for laws to reduce distracted driving. For example, over 90 percent of respondents in a 2012 phone survey conducted by NHTSA support laws that ban texting while driving while 74 percent support laws banning talking on a hand-held cell phone while driving (Schroeder, Meyers & Kostyniuk, 2013).

MAP-21 created a new distracted driving grant program, authorizing incentive grants to States that enact and enforce laws prohibiting distracted driving. To qualify for FY 2014 grants, States had to enact and enforce primary laws that prohibit texting while driving and also prohibit drivers who are younger than 18 years of age from using cell phones while driving. To qualify for FY 2013 grants, States could either meet the comprehensive FY 2014 requirements, or enact and enforce primary laws that prohibit drivers from texting while driving. In FY 2013, eight (8) States qualified by passing conforming legislation under the prohibition on texting while driving requirements. Those States and their award amounts are as follows:

State	FY 13 Award
Arkansas	$755,643
Georgia	$1,630,133
Maine	$459,082
Minnesota	$1,224,866
North Dakota	$459,082
Rhode Island	$459,082
West Virginia	$459,082
Guam	$153,027

In FY 2014, the State of Connecticut qualified under the comprehensive requirement and received an award in the amount of $2,312,000.

In a review of the research on cell phones and driving, McCartt, Hellinga and Braitman (2006) noted that observation studies conducted in New York, Washington, DC and the United Kingdom found that cell phone laws reduce hand-held phone use by about 50 percent shortly after the laws take effect. These reductions do not necessarily persist. In a subsequent study of the long-term

effects laws on hand-held phone use, McCartt, Hellinga, Strouse, and Farmer (2010) argue that the reductions in hand-held cell phone use in three jurisdictions were maintained three to seven years later because the cell phone use rate while driving would have been much higher had no law been in effect. However, examination of the data indicated that while the observed hand-held cell phone use was lower than the predicted rate, the long-term post-law observations were higher in one jurisdiction than the baseline observations. It may be that exposure to cell phones while driving was greater five to seven years later, thus leading to higher observed usage.

The effectiveness of hand-held cell phone bans in reducing crashes is unclear. Nikolaev, Robbins, and Jacobson (2010) examined driving injuries and fatalities in 62 counties in New York State both before and after a hand-held cell phone ban took effect. Forty-six counties showed a significant decrease in injury crashes following the ban, and 10 counties showed a decrease in fatal crashes. While encouraging, the study did not include a control group to account for other factors that may have decreased crashes.

As reported in *Countermeasures That Work* (University of North Carolina, 2013), the Highway Loss Data Institute investigated State-level automobile insurance collision claims in California, Connecticut, New York and the District of Columbia. When compared to neighboring States, there was no change in collision claim frequency after these jurisdictions implemented hand-held cell phone bans. However, the data from the Highway Loss Data Institute is proprietary and an independent analysis of the data has not been conducted. Moreover, not all crashes result in a collision claim, and many collision claims result from very minor damage, so collision claim rates may differ from injury crash rates.

Countermeasures That Work reported only one study that examined the effectiveness of laws prohibiting texting while driving. The Highway Loss Data Institute found States that enacted a texting ban showed a small increase in collision claim frequency compared to neighboring States without such bans. The authors propose that a possible explanation for this finding may be that texting drivers attempt to avoid detection by hiding their phones from view, resulting in more time with drivers' eyes off the roadway.

As with any law, costs are associated with publicizing and enforcing it. A hand-held cell phone law can be enforced during regular traffic patrol as drivers who are using a hand-held phone can be easily observed. However, some States with cell phone bans allow drivers to use a phone for specific purposes while driving (e.g., navigation), which can make enforcement more challenging. Enforcing texting bans is more problematic as it is often difficult to detect drivers who are manipulating their phones.

High Visibility Cell Phone and Text Messaging Enforcement Campaigns

High visibility law enforcement programs increase a driver's perception of the likelihood of being ticketed for violating a particular traffic safety law. High visibility enforcement programs combine active law enforcement with paid and earned media that emphasizes the heightened enforcement. This approach has been shown to be effective in increasing seat belt use and reducing alcohol-impaired driving. NHTSA recently examined whether the HVE model could be effective in reducing hand-held cell phone use and texting among drivers.

To test this approach with distracted driving, in April, 2010 NHTSA launched two pilot high visibility enforcement programs in Hartford, Connecticut and Syracuse, New York to assess whether increased law enforcement efforts combined with paid media and news announcements can get distracted drivers to put down their cell phones and focus on the road. The pilot programs, "Phone in One Hand. Ticket in the Other" were the first efforts in the country to specifically focus on the effects of increased enforcement and paid advertising on reducing distracted driving. Law enforcement officers conducted four waves of enforcement from April 2010 to April 2011. Paid media (TV, radio, and online advertisements and billboards) and earned media (e.g., press events and news releases) supported the enforcement activity. Enforcement officers actively sought out cell phone users through special roving patrols, or through spotter techniques where a stationary officer will radio ahead to another officer when a driver using a cell phone is detected. Officers reported that higher vantage points, SUVs, and unmarked vehicles assisted in identifying violators (Cosgrove, Chaudhary, & Reagan, 2011).

Results from this program showed hand-held cell phone use among drivers dropped 57 percent (from 6.8% to 2.9%) in Hartford and 32 percent (from 3.7% to 2.5%) in Syracuse (Cosgrove, Chaudhary, & Reagan, 2011). The percentage of drivers observed manipulating a phone (e.g., texting or dialing) also declined. Public awareness of distracted driving was already high before the program, but surveys suggest awareness of the program and enforcement activity increased in both Hartford and Syracuse. Surveys also showed most motorists supported the enforcement activity.

In summer 2012, California and Delaware were selected to receive federal support for pilot programs that will examine whether increased police enforcement coupled with paid media and news media coverage can significantly reduce distracted driving over a larger, more populated area. Both projects are under way. The multi-market efforts in these states mirror the approach used in smaller-scale demonstration projects. The California program is taking place in the Sacramento valley region comprising nine counties and 3.9 million residents, while the Delaware program is being conducted statewide.

In addition to the State distracted driving projects, in October 2012, NHTSA announced grant awards to Connecticut and Massachusetts to help plan and conduct high-visibility anti-texting enforcement programs. Each State will develop and train police officers on methods for spotting drivers who are texting (versus drivers using a hand-held cell phone, which was the focus of the previous demonstrations), and develop media techniques that alert the public to the dangers of texting and driving. This two year project is patterned on the experience in Hartford and Syracuse; however, as less than 5 percent of the overall citations were issued for texting while driving, NHTSA decided to undertake a project to develop and test strategies to effectively enforce anti-texting laws. In addition, given the high cost of paid media, this project will utilize earned media to alert drivers about the enforcement effort.

Vehicle Technologies

As noted earlier, the second and third initiatives in the NHTSA Distraction Program Plan (National Highway Traffic Safety Administration, 2010) involve vehicle approaches for reducing distracted driving. The second initiative focuses on how to minimize workload demands for the use of in-vehicle and portable technologies, while the third initiative focuses on evaluating crash avoidance technologies to keep distracted drivers and passengers safe (e.g., use of crash warning systems and distraction monitoring systems).

Minimizing workload demands on the driver from in-vehicle and portable technologies is directly related to the degree to which drivers' attention is diverted away from the primary driving task by the user interfaces of those devices. How the driver must attend to and interact with the device affects the degree to which drivers are able to perform primary driving tasks, such as event or object detection, and maintain vehicle control. In addition, some user interfaces require many button presses to operate them. Consequently, one way to minimize the risk is to establish device-related distraction assessment metrics (e.g., total eyes off road time, maximum glance duration) that can provide information to help identify which design features are the least disruptive to the driving task. NHTSA has chosen to issue voluntary distraction guidelines in an effort to provide system designers and developers appropriate assessment tests and performance criteria to help ensure new technologies are not too demanding of the driver's attention. NHTSA proposed the first set of voluntary guidelines that target the visual-manual interaction between the driver and integrated in-vehicle devices in 2012 and finalized them on April 26, 2013. NHTSA is planning development of a second phase of guidelines that would address portable and aftermarket devices, including electronic devices such as smart phones, electronic tablets and pads, and other mobile communications devices. A third phase of guidelines is planned to address voice-based user interfaces for both integrated and portable and aftermarket devices.

As part of its comprehensive approach to the distraction issue, NHTSA is also evaluating crash avoidance technologies that will help warn distracted drivers in an effort to mitigate potential crashes due to distraction. The manner in which crash avoidance systems warn drivers (e.g., auditory alarms, vibrating seats) is a critical component to successfully getting drivers to respond sooner to critical crash events without creating adverse effects, such as driver confusion, inappropriate responses, distraction, and automation complacency. The warning-user interface should be tailored to the capabilities of the crash prevention system as well as to the capabilities and limitations of the driving population. To help ensure that the crash warning systems provide distracted drivers an overall benefit, NHTSA is pursuing the Crash Warning Interface Metrics (CWIM) project, which will develop a set of test protocols to compare how they affect the drivers' crash avoidance responses. The CWIM project is due to be completed in late 2013.

In addition to crash avoidance technologies, NHTSA has investigated the effectiveness of cell phone blocker technologies as a means for reducing distraction. In recent years, several manufacturers have created systems that can block a cell phone from making (or receiving) calls while a person is driving. These systems detect when the phone is in motion. During that time, incoming calls are automatically diverted to voicemail and incoming text messages are not shown until the driver reaches his or her destination. Typically, these systems allow exceptions for phone calls from pre-specified numbers, and all allow emergency calls to 911. Although these systems are

potentially applicable to all drivers, they have largely been targeted to parents of teen drivers. NHTSA completed a field investigation of two cell phone blocker approaches, one software based and the other both hardware and software based. The results of this study should be published in 2013.

Another key area of research that has potential to significantly reduce crashes is DOT's Connected Vehicle program. NHTSA is partnering with the Research and Innovative Technology Administration's (RITA) Intelligent Transportation Systems Joint Program Office and the Federal Highway Administration to develop and test technology designed to help vehicles communicate with one another. NHTSA believes that vehicle-to-vehicle (V2V) safety technologies could help drivers avoid or reduce the severity of four out of five unimpaired vehicle crash scenarios. As part of the Connected Vehicle program, RITA initiated a year-long field test program called Safety Pilot Model Deployment, which was initiated in August 2012, in Ann Arbor, Michigan. Nearly 3,000 cars, trucks and buses equipped with "connected" Wi-Fi technology to enable vehicles and infrastructure to "talk" to each other in real time to help avoid crashes and improve traffic flow began traversing the streets.

Conducted by University of Michigan's Transportation Research Institute (UMTRI), the model deployment is a first-of-its-kind test of connected vehicle technology in the real world. The test cars, trucks and buses, most of which have been supplied by volunteer participants, are equipped with V2V and vehicle-to-infrastructure (V2I) communication devices that will gather extensive data about system operability and its effectiveness at reducing crashes. The model deployment vehicles will send electronic data messages, receive messages from other equipped vehicles, and translate the data into a warning to the driver during specific hazardous traffic scenarios. Such hazards include an impending collision at a blind intersection, a vehicle changing lanes in another vehicle's blind spot, or a rear collision with a vehicle stopped ahead, among others.

A key aspect of the Connected Vehicles program is the Human Factors for Connected Vehicles program, which is dedicated to ensuring the new V2V and V2I technologies do not impose additional workload or distraction on the driver. The ability to establish the basic principles of attention and distraction within the context of Connected Vehicle technologies is a challenging effort whose outcomes will form the parameters for and guide consistent development of safer systems and interfaces for countless new applications across a wide and diverse set of manufacturers. Consistency and adherence to basic countermeasures for distraction, when developing new applications, is paramount to ensuring ultimate safety for the driver. NHTSA is leading this human factors research effort that will develop more robust algorithms for prioritizing safety and for prioritizing messages that assist the driver as opposed to providing greater distraction or workload.

Roadway Engineering

There are no roadway countermeasures directed specifically at distracted drivers. Many effective roadway design and operation practices that improve traffic safety in general, such as edge line and centerline rumble strips, can warn distracted drivers or mitigate the consequences if they leave their travel lane; however, the effects of these have not been researched.

RECOMMENDATIONS

Distracted driving is a complex issue. Technologies continue to evolve at a rapid and unparalleled pace. NHTSA has made strides toward understanding the distracted driving problem but there is more to be done. It is important to continue research from a variety of angles and methodologies, identify sources of distraction and evaluate the effectiveness of behavioral and technological countermeasures. In addition, it is important to continue to work to improve data collection to characterize better the consequences of distracted driving. For States and communities to achieve significant reductions in distracted driving-related crash injuries and fatalities, a combination of components needs to be in place that addresses legislation and policy, enforcement, communication, education and evaluation. Both the *Driver Distraction Plan* (National Highway Traffic Safety Administration, 2010) and the *Blueprint for Ending Distracted Driving* (Department of Transportation, 2012a) offer approaches for moving forward.

1. Improve data collection and analysis.
    - Develop consistent methods to identify the role of distraction in crashes.
    - Provide new techniques to assist crash investigators in identifying when distractions are present at the time of a crash.
    - Utilize SHRP2 data (as it becomes available) to understand better which types and circumstances of distraction create the greatest risk of a crash.

2. Address technology.
    - Develop guidelines for portable and aftermarket devices, as well as voice-based user interfaces.
    - Continue to evaluate advanced crash warning systems and driver monitoring technologies.

3. Enact and enforce strong laws.
    - While it will be several years before there is conclusive evidence of the effect of cell phone laws, NHTSA believes it is prudent to address the problem with methods that have proven effective time and again with other high-risk driver behaviors. Strong laws and appropriate law enforcement have been effective in reducing drunk driving and increasing seat belt use. Experience in Syracuse and Hartford suggests that this combination of laws and enforcement can work for cell phone use as well.
    - Develop and test strategies and tools to assist law enforcement in enforcing bans on texting while driving.
    - Currently, 39 States have enacted anti-texting laws and 10 States have passed laws banning all hand-held cell phone use. Encourage the remaining 11 States to pass anti-texting laws.

4. Educate drivers.

- Encourage all drivers to understand the risks of distracted driving and recognize their own limitations to engage in these behaviors while driving.
- Continue to encourage the implementation of state laws, local ordinances, workplace policies and organizational resolutions that address the dangers of distracted driving.
- Continue to work with local, state and national partners to update driver education curricula to include the latest information on distracted driving.

NHTSA will continue to focus its efforts on these recommendations and actions, while examining ongoing research to ensure that any future programmatic efforts are driven by the best available and relevant data. Together these efforts can save lives and prevent injuries by reducing the frequency of distraction-related crashes.

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Appendix I:
Pillowcase Project at a Glance

American Red Cross

The Pillowcase Project

Learn. Practice. Share.

Origin

The Pillowcase Project was created by the American Red Cross in Southeast Louisiana and implemented in New Orleans following Hurricane Katrina in 2005. Kay Wilkins, Southeast Louisiana regional executive, had learned that Loyola University students carried their valuables in pillowcases when they were evacuated for Katrina. This inspired Wilkins and her team to work with an art therapist to create a program in which children living in makeshift communities across New Orleans decorated pillowcases as emergency supplies kits. Soon, The Pillowcase Project became a preparedness education program for elementary school students, and in just a few years was adapted and implemented by several other Red Cross chapters with substantial success.

In early 2013, the Red Cross received a grant from Disney to design and develop a multiyear effort that would build on this success by creating a standardized, state-of-the-art preparedness education program. Now entering the third year of this pilot, The Pillowcase Project is being offered by every Red Cross region across the country.

Vision

The Pillowcase Project will help create a generation of children who understand the science of hazards, are empowered to take action preparing for emergencies, and are excited to help create a prepared community by sharing what they have learned with family and friends.

Learning Objectives

Students who participate in The Pillowcase Project will be able to:

- Identify the best ways to stay safe during emergencies that can occur in their communities.
- Identify the best ways to prevent and stay safe during a home fire.
- Use coping skills to help manage stress during emergencies and in everyday situations.
- Gain confidence in their abilities to be prepared for emergencies through hands-on activities.
- Use their knowledge to act as advocates for emergency preparedness in their homes and communities.
- Discuss the role science plays in emergency preparedness.
- Understand and communicate the work of the Red Cross in their communities.

Program Structure

The Pillowcase Project is:

- A 40- to 60-minute, classroom-based presentation given by Red Cross employees, volunteers and community partners.
- Targeted to 8- to 11-year olds, or the grades 3-5 audience
- Presented in schools, after-school programs, summer camps and at other youth-serving sites.
- A standardized curriculum that combines instruction with physical and small-group collaborative learning activities.
- A program that meets many performance expectations for the Common Core Math and Language Arts Standards and Next Generation Science Standards for grades 3-5.

Curriculum Components

The Pillowcase Project consists of:

- A Learn, Practice, Share framework to discuss preparedness concepts
- Emergency preparedness skills and information for a locally prominent hazard
- Home fire prevention and safety skills and information
- Age-appropriate coping skills for handling emergencies and other stressful situations
- Tools for increasing household preparedness
- A brief hazard specific quiz

Program Tools for Youth

- A *My Preparedness Workbook* for students to continue learning and preparing after the presentations
- A Disney-designed pillowcase to personalize and use as a personal preparedness kit
- A Certificate of Accomplishment

Curriculum Tools for Teachers

- Science of Safety Teaching Kit with additional lesson plans
- Three classroom posters
- Education Standards Report to match curriculum to Common Core and Next Generation Science Standards
- A copy of the students' *My Preparedness Workbook*

Monster Guard: Prepare for Emergencies

Visit redcross.org/monsterguard to download the free youth preparedness game on your iOS or Android device!

To learn more about the program in your area, become a volunteer, or schedule a presentation, please contact:

Claire Pywell, Regional Preparedness Manager
Claire.Pywell@redcross.org
312.729.6565

For more information or national inquiries, please visit redcross.org/prepare/location/school/preparedness-education

Appendix J:
Storm Ready

Working Together to Save Lives

StormReady
NATIONAL WEATHER SERVICE

Is your community ready for severe weather?

Nearly 90% of all presidentially declared disasters are weather related, leading to around 500 deaths per year and nearly $14 billion in damage. To help Americans guard against the ravages of severe weather, NOAA's National Weather Service (NWS) designed the StormReady program. StormReady helps arm America's communities with the communication and safety skills they need to save lives and protect property.

Many laws and regulations exist to help local emergency managers deal with hazardous material spills, search and rescue operations, medical crises, etc., but there are few guidelines dealing with the specifics of hazardous weather response. The NWS recognized this need and designed StormReady to help communities of all kinds – towns, cities, counties, Tribal Nations, universities, and industrial complexes – implement procedures to reduce the potential for disastrous weather-related consequences. To be recognized as StormReady, communities must meet guidelines established by the NWS in partnership with federal, state, and local emergency management professionals.

Van Wert County, OH, proved it was StormReady when more than 50 movie goers lived through an F4 tornado after warnings sounded during a showing of Santa Claus 2. This is what remains of that movie theater.

Benefits of Your Community Becoming StormReady

The StormReady program encourages communities to take a proactive approach to improving local hazardous weather operations. The program is a "win" situation for everyone involved: community leaders; the NWS; emergency managers; and, the general public. Here are just a few of the benefits your community will realize once you become StormReady:

- Improves the timeliness and effectiveness of hazardous weather warnings for the public;
- Provides detailed and clear recommendations which will help local emergency managers establish and improve effective hazardous weather operations. It can also help justify costs and purchases needed to support hazardous mitigation and emergency response plans;
- Rewards local hazardous weather mitigation programs that have achieved a desired performance level;
- Provides a means to possibly acquire additional Community Rating System points assigned by the National Flood Insurance Program (NFIP);
- Provides an image incentive to communities, which once recognized, can identify themselves as being StormReady; and,
- StormReady can help ensure your community is prepared for other civil emergencies.

Once officially recognized, a ceremony and press conference are conducted in your community commending the preparedness efforts of your civic leaders and emergency responders. You will receive a formal notification letter from your local NWS Office Director, plus two StormReady signs suitable for display in public buildings, your EOC, or even along roadways in your community. You'll also join the growing list of official StormReady communities on our national web site: www.stormready.noaa.gov/communities.htm

What it Takes to Become StormReady

StormReady is a voluntary program. There is no cost to apply. Your community may need to upgrade your emergency preparedness operations to meet StormReady program guidelines. Established emergency management programs should incur little or no additional expense. The Warning Coordination Meteorologist at your local NWS forecast office will gladly help you with the process. Here is what needs to get done:

- Incorporate your community's severe weather threats into your community's hazard mitigation and emergency response plans;
- Establish a 24-hour Warning Point and Emergency Operations Center;
- Establish multiple ways to receive severe weather warnings and forecasts and to alert the public;
- Create a system that monitors weather conditions locally; and,
- Promote the importance of public readiness through community seminars, severe weather spotter training and by conducting emergency exercises.

The StormReady Bottom Line

StormReady is a "grass roots" program sponsored by NOAA's National Weather Service that focuses on improving communication and severe weather preparedness in communities. It helps community leaders and emergency managers strengthen local hazard mitigation and emergency response plans. From tornadoes to tsunamis, floods to winter storms, and wildfires to hurricanes, your community will be better prepared knowing they have the best possible chance of being warned before a weather disaster strikes.

Related web sites:

National Weather Service Home Page.....www.weather.gov
StormReady Homepage.....www.stormready.noaa.gov
TsunamiReady Homepage.....www.tsunami.gov

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