

Motorcycle Safety and Awareness Grant

Project Specifications FFY 2010

**Illinois Department of Transportation
Division of Traffic Safety
3215 Executive Park Drive
Springfield, IL 62794**

DESCRIPTION OF Motorcycle Safety and Awareness Grant (MSA)

Problem Statement

This program will provide funds to enlist local agencies and organizations to improve motorcycle safety and motorist awareness through the following activities: identification and study of motorcycle high-accident locations; identification of factors impacting motorcycle safety; creation and distribution of education and awareness materials; motorcycle-related research and pilot programs; and selective enforcement of motorcycle related laws and equipment requirements.

Motorcyclist fatalities have risen in recent years and account for 12.6 percent of all roadway fatalities in 2007. Motorcycle crashes account for 1.1 percent of all crashes in the year 2007. The number of motorcyclists killed increased by 18.9 percent, from 132 in 2006 to 157 in 2007. As the number of motorcycles on Illinois roads continues to increase, motorcycle safety must be addressed and improved. Through a comprehensive approach of awareness, education, issue analysis and selective enforcement, the number of motorcycle related fatalities can be reduced.

The Division of Traffic Safety goal for the motorcycle program is to reduce the statewide percentage of motorcycle fatalities from 12.4 percent in 2007 to 8.2 percent by December 31, 2009.

Program Objectives

In an effort to reduce the number of motorcycle crashes and fatalities, this program utilizes a wide-ranging approach to address motorcycle safety and improve awareness. Eligible activities will aim to accomplish these goals. **Applicants may apply for one motorcycle grant category or any combination of the three motorcycle grant categories:**

A.) Research and analysis of factors impacting motorcycle safety

Activities in this category aim to assess factors impacting the behavior of motorcyclists which contribute to motorcycle crashes. A minimum of three (3) years data must be used in the assessment. Applicants are encouraged to identify and analyze crash-related issues and identify factors that lead to unsafe behavior. Examples of activities include, but are not limited to:

- Intersection studies to determine crash causality
- High-speed corridor analysis
- Identification of high accident locations or corridors, and countermeasure strategies.
- Crash analysis

Note: Engineering studies to address infrastructure countermeasures beyond signage or pavement marking are not allowed in this program.

B.) Public Awareness and Education

Activities in this category aim to improve motorist awareness of motorcycles, educate motorcyclists of risky behavior, and inform motorcyclists of conditions that may lead to crashes. Example activities include, but are not limited to:

- Creation and/or distribution of public awareness materials, such as information cards, signs, stickers, display boards, videos etc during Motorcycle Awareness Month in May.
- Participation in drivers education courses through lectures, handouts and/or displays
- Creation of informational materials of motorcycle-related issues, such as DUI, proper safety equipment usage, proper licensing, dangers of speeding, etc.
- Establishment of pilot programs for specific areas of concern, such as impaired riding, high accident location studies, tavern campaigns, etc.
- Development of motorcycle safety web-based clearinghouse (targeted toward university grantees)
- Neither broadcast time nor advertising space can be purchased using federal funds.

C.) Selective Enforcement

Selective enforcement activities utilize enforcement campaigns to reduce risky behavior that leads to crashes and fatalities, and to improve safety. These activities may include:

- Target high-speed corridors with officers on motorcycles or concentrated speed enforcement
- Set up safety check zones specifically for motorcycles to verify proper eye protection and motorcycle equipment requirements as well as encourage use of protective equipment (helmets, boots, jackets, etc.)
- Target areas with high incidences of motorcyclist DUI
- Conduct random checks for proper licensing, registration and insurance
- Patrol plan must be pre-approved by DTS

Methods of Procedure

To be determined based on individual grants. In general this will include a plan of action describing in detail what you plan to do through this grant and how that will contribute to the goal of reducing fatalities and serious injuries related to motorcycle operation.

The applicant agency must be prepared to participate in Public Hearings and promotional events at the request of DTS

Evaluation

To be determined based on individual grants, but in general the evaluation of the project will be based upon a review of the number of crashes involving motorcycles before and after the grant, in the appropriate geographic area. Additional evaluations may be based on number of individuals trained, number of educational presentations, etc., as appropriate.

Both an impact and administrative evaluation should be conducted on all projects.

The impact evaluation will require the local grantee to compare pre-project fatality and severe injury numbers with post-project fatality and severe injury numbers. These numbers should include but not be limited to:

- # of fatalities
- # of fatal crashes
- # of A & B type injuries
- # of A & B type injury crashes

The administrative evaluation will be conducted by DTS. The administrative evaluation will determine if the project accomplished tasks set in the Methods and Procedures (i.e. number of citations issued, number of presentations given, etc.

Reporting:

To be determined based on individual grants. For non-law enforcement grantees monthly reports must be submitted on Form TS 07, Performance Report for Non-Enforcement Grants, available on IDOT's Website at <http://www.dot.il.gov/trafficsafety/tsforms.html> . For Law-Enforcement grantees reporting will be developed based on the type of grant activities.

Reimbursement

Highway Safety Projects are funded on a reimbursement basis. The local agency pays the cost for program operation using local funds. The agency then submits monthly a form TS 600, "Highway Safety Project Claim for Reimbursement TLEP, LAP and Non Law Enforcement". This form is available on IDOT's Website at <http://www.dot.il.gov/trafficsafety/tsforms.html> . Procedures for completing the claim for reimbursement are attached to the form.

Claims for Reimbursement will not be processed until required reports have been submitted. Failure to submit the final claim and report by the **November 1st** due date will significantly delay payment as it may need to be processed through the Illinois Court of Claims. Any expenditure made prior to the agreement approval date is the responsibility of the local agency.

Monitoring

IDOT grant liaisons will conduct on-site visits to observe project activities and progress toward completion of stated goals, as well as to provide assistance as needed. Failure to maintain operation of the project at the level agreed upon in the approved Highway Safety Project Agreement may result in the termination of funding.

No revisions and/or alterations to the approved Highway Safety Project are to be made in the Agreement or Enforcement Plan of Activity without prior approval by DTS.

Any revision must be requested in writing as stated in the "Agreement Conditions and Certifications". Typical reasons for a request for revision could be a revised patrol schedule, timetable, operational change or a budget revision. Justification must be furnished at the time of the request.

The Project Director should not implement the alteration until a written response from the Division is received.

MOTORCYCLE SAFETY AND AWARENESS GRANT (MSA) Instructions for Submitting Grant Request

The following documents shall be submitted with the grant request.

1. Completed and signed TS 59, Highway Safety Application.
 - Please provide sufficient detail in Sections 5: A, B, C, D, E, and F to allow for fair evaluation of the proposal. Limited dollars are available and the evaluation of Section 5 and its subparts will be the primary factor in determining awards of this grant.
 - Start date is October 1, 2009. End date is September 30, 2010.
 - Have the Project Director and the Authorizing Representative both sign the grant form.
2. Copy of these specifications.
3. Only fully completed applications will be considered.
4. Applications should include the original and (1) copy and should be mailed to:

Division of Traffic Safety
Attention: Grant Process Coordinator
3215 Executive Park Drive
Springfield, Illinois 62794-9245
5. Grant Applications must be received at the Division of Traffic Safety by April 3, 2009.