



167th St and Pulaski Rd

<Northbound>



Country Club Hills, IL RLR 3 Year Follow-Up Evaluation Report

Reference No: 016-45013

February 2020



Captain William Garrison
Department of Police

3700 W. 175th Place
Country Club Hills, IL 60478



708-798-3191
Fax: 708-798-1211

Thomas G. Gallenbach, P.E.
Area Permit Engineer
Illinois Department of Transportation
Bureau of Traffic
201 West Center Court
Schaumburg, Illinois 60196-1096

February 24, 2020

Re: RLR 3 year Follow-Up Evaluation Report
N/B Pulaski at 167st
Country Club Hills
Ref#: 016-45013

Dear Mr. Gallenbach,

Please find enclosed a copy of the 3 year RLR follow-up evaluation Report for the intersection of Pulaski N/B at 167st in Country Club Hills, IL.

Included in this submittal are: RLR camera location, implementation date, system manufacturer and contractors, RLR crash data and analysis, traffic volume, summary of adjudication, and summary section.

If you have any questions with regard to this submittal or require any additional information, please feel free to contact us at 708-798-3191. wgarrison@countryclubhills.org

Best Regards

Captain William Garrison
Country Club Hills Police Department

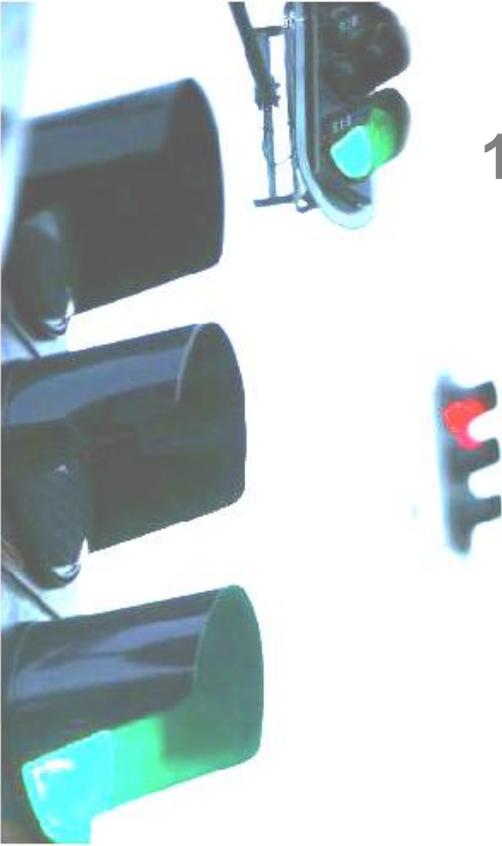
3 Year Evaluation Checklist

RLR FOLLOW-UP EVALUATION REPORT CHECKLIST

Reference Number:			Date:
Location:			Firm:
Yes	No	N/A	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Intersection location and RLR camera approaches identified
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Date of RLR camera implementation
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	RLR camera system manufacturer and contractor name
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Crash data including 3 years prior to RLR camera installation with post period crash data
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Analysis of crash data
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Signal timing changes
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Traffic volumes before and after RLR cameras
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Recommendations
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Summary of adjudication experience and results

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1. RLR Camera Location, Live Date, System Manufacturer and Contractors

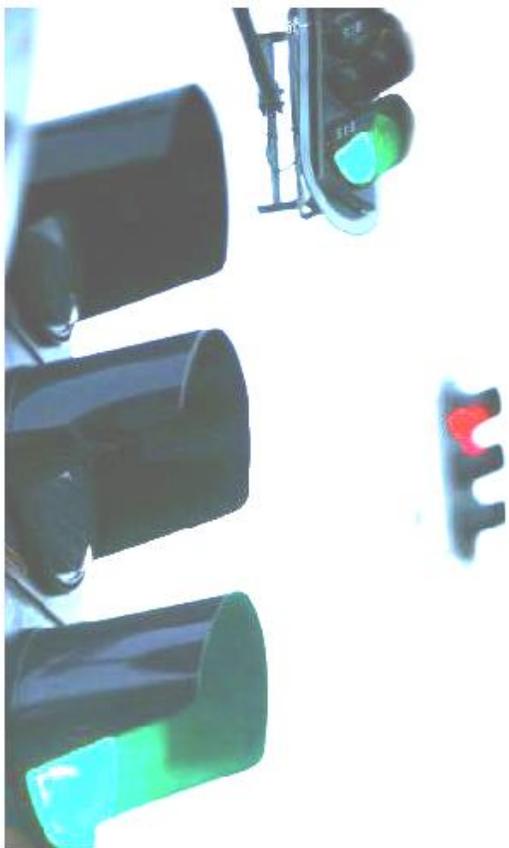
In 2009, the **City of Country Club Hills** received approval from the Illinois Department of Transportation (IDOT) to install a Red Light Running (RLR) camera on the **Northbound** approach at the intersection of **167th St and Pulaski Rd**.

- Date on which the camera went live on the northbound approach: **04/2009**
- Date on which the 1 Year Follow-Up Evaluation Report was submitted to the IDOT: **01/2011**
- Date on which the 3 Year Follow-Up Evaluation Report was submitted to the IDOT: **02/2015**

No changes were made to the traffic signal timing or any other settings pertaining to operation of traffic signals at this intersection following the camera installation.

Below are the RLR camera system manufacturer and contractor information.

<p>RLR Camera System Manufacturer</p> <p>SafeSpeed, LLC 150 North Wacker Drive Floor 8 Chicago, IL 60606</p> <p>Phone: (877) 237-2331 Fax: (877) 237-2302 Email: info@safespeedllc.com Web: safespeedllc.com</p> <p>Key Contact: Ryan Kim Phone: (312) 924-7248 Email: rkim@safespeedllc.com</p>	<p>Electrical Contractor</p> <p>Meade Electric Company 9550 West 55 Street McCook, IL 60525</p> <p>Phone: (708) 588-2500 Fax: (708) 588-2501 Email: info@meadeelectric.com Web: meadeelectric.com</p> <p>Key Contact: Mr. Michael Knutson Phone: (708) 588-2500 Email: mkk@meade100.com</p>
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2. RLR Crash Data and Analysis

The table below shows a summary of motor vehicle crashes at the intersection of **167th St and Pulaski Rd** over a span of 12 years.*

	Angle/Head On /Overturned	Turning	Rear End	Sideswipe	Fixed Object	Other Non Collision	Total
2006	3	6	8	0	0	1	18
2007	3	7	6	0	0	0	16
2008	1	10	5	0	0	0	16
2009	0	2	5	0	0	0	7
2010	3	6	2	0	1	0	12
2011	1	8	2	0	0	0	11
2012	0	7	8	0	0	0	15
2013	1	4	11	0	0	0	16
2014	1	4	7	1	0	0	13
2015	1	9	10	0	0	0	20
2016	1	12	10	0	0	0	23
2017	4	4	5	0	0	0	13

- The data from 2006-2008** shows the period prior to the RLR camera installation.
- The data from 2009 shows the year in which the camera was installed.
- The data from 2010-2017 shows the period following the installation.

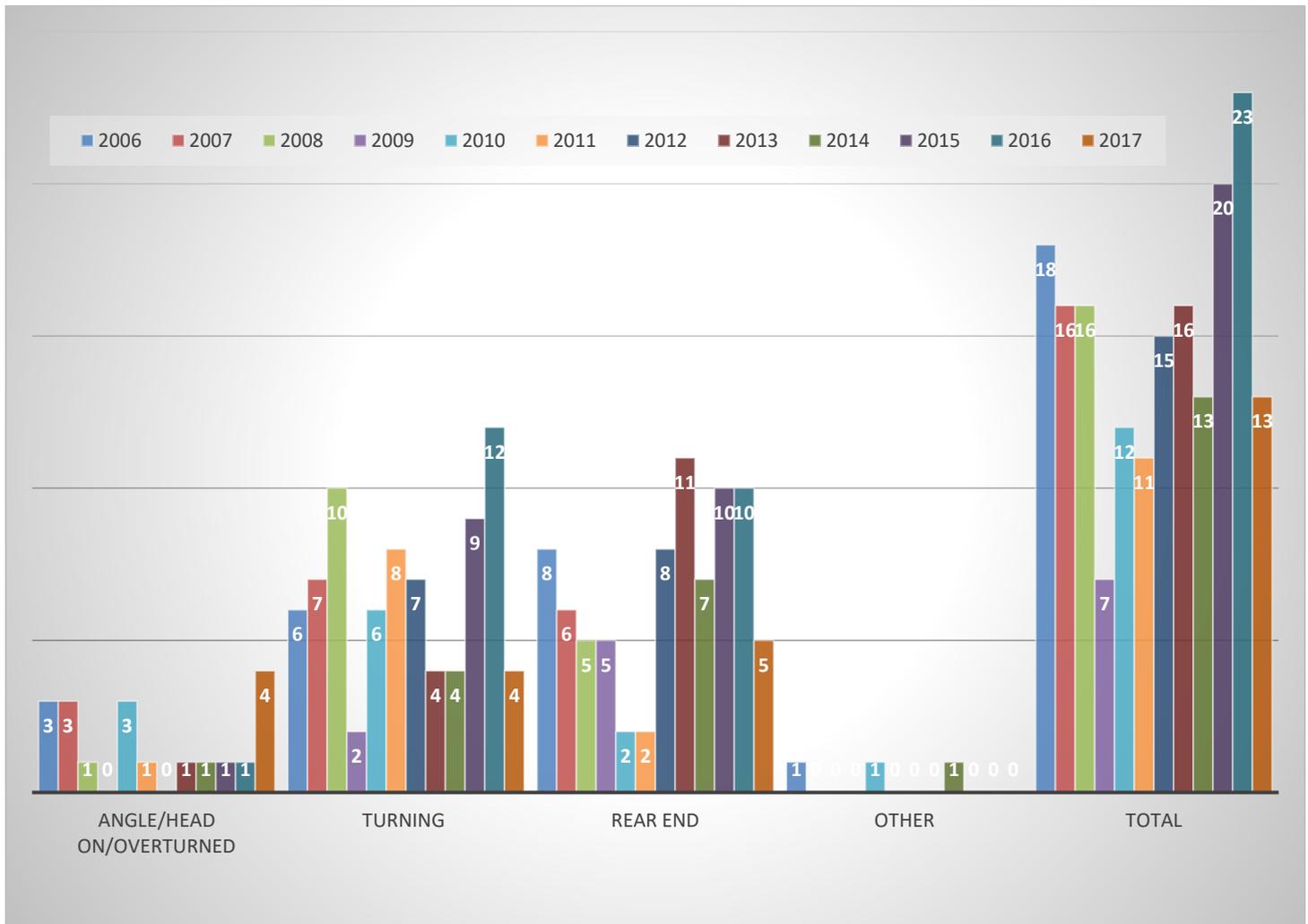
Type \ Year		Before Installation			After Installation								
		2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Angle/Head On/Overturned		3	3	1	0	3	1	0	1	1	1	1	4
Turning		6	7	10	2	6	8	7	4	4	9	12	4
Rear End		8	6	5	5	2	2	8	11	7	10	10	5
Other***		1	0	0	0	1	0	0	0	1	0	0	0
Total		18	16	16	7	12	11	15	16	13	20	23	13
Yearly Average		16.67			15.38								

* DISCLAIMER: The motor vehicle crash data referenced herein was provided by the IDOT. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.

** Please note that the law regarding the crash reporting threshold for Property Damage Only crashes was amended effective January 1, 2009, to the following: When all drivers involved in a crash are insured, the amount of damage to the property of any one person that must be reported increased from \$500 to \$1,500. If any driver does not have insurance, the threshold remains at \$500. This change in law precludes comparison of 2009 and later Property Damage Only crashes and Total crashes with such crashes for previous years. The change did NOT affect the reporting of injury or fatal crashes.

*** Other crashes include: Sideswipe, Other Non Collision and Fixed Object.

The Chart below shows the trends of each crash type from 2006-2017.



From 2006-2008, prior to the RLR camera installation, there were 50 total crashes; this averages out to 16.67 crashes a year.

From 2010-2017, post RLR camera installation, there were 123 total crashes; this averages out to 15.36 crashes per year, resulting in a 7.75% reduction of overall crashes in direct comparison with the time period prior to installation.

The following pages contain crash data summary pages from 2006-2017. The complete crash data can be obtained by contacting the IDOT via DOT.DTS.DataRequests@illinois.gov.

**IL Department of Transportation --- Div of Traffic Safety
Collision Diagram Report**

Database: CISReports

09/22/2008

Page 4 of 4

01/01/2006 to 12/31/2006

Route: 8115 From MileStation 5.63 to 5.63

County: COOK

Intersection Related

TOTAL	FATAL	INJURY	PROPERTY DAMAGE	TOTAL KILLED	TOTAL INJURED	A	B	C
18	0	4	14	0	7	0	2	5

Type of Crash	Total	%	Day of Week	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	2	11.11%	Sunday	1	5.56%	1 AM	1	5.56%	Other	1	2.63%
Head on	1	5.56%	Tuesday	6	33.33%	2 AM	2	11.11%	Passenger	24	63.16%
Other non collision	1	5.56%	Thursday	1	5.56%	4 AM	1	5.56%	Pickup	2	5.26%
Rear end	8	44.44%	Friday	7	38.89%	5 AM	1	5.56%	SUV	3	7.89%
Turning	6	33.33%	Saturday	3	16.67%	11 AM	1	5.56%	Tractor with Semi-Trailer	1	2.63%
						Noon	1	5.56%	Tractor without Semi-Trailer	1	2.63%
						1 PM	1	5.56%	Truck Single Unit	2	5.26%
						2 PM	1	5.56%	Unknown	1	2.63%
						3 PM	1	5.56%	Van/Mini-Van	3	7.89%
						4 PM	2	11.11%			
						5 PM	3	16.67%			
						9 PM	1	5.56%			
						11 PM	2	11.11%			
TOTAL:	18		TOTAL:	18		TOTAL:	18		TOTAL:	38	

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	Vehicle DIR	Total	%
Clear	14	77.78%	Darkness	1	5.56%	Dry	17	94.4	East	11	28.95%
Fog/Smoke/Haze	1	5.56%	Darkness, Lighted Road	6	33.33%	Wet	1	5.5	North	6	15.79%
Snow	2	11.11%	Daylight	11	61.11%				Northwest	1	2.63%
Unknown	1	5.56%						South	7	18.42%	
								Southeast	1	2.63%	
								West	12	31.58%	
TOTAL:	18		TOTAL:	18		TOTAL:	18		TOTAL:	38	

**IL Department of Transportation --- Div of Traffic Safety
Collision Diagram Report**

Database: CISReports
09/22/2008
Page 4 of 4

01/01/2007 to 12/31/2007

Route: 8115 From MileStation 5.63 to 5.63

County: COOK

Intersection Related

TOTAL	FATAL	INJURY	PROPERTY DAMAGE	TOTAL KILLED	TOTAL INJURED	A	B	C
16	0	6	10	0	10	0	2	8

<i>Type of Crash</i>	<i>Total</i>	<i>%</i>	<i>Day of Week</i>	<i>Total</i>	<i>%</i>	<i>Hour of Day</i>	<i>Total</i>	<i>%</i>	<i>Vehicle Type</i>	<i>Total</i>	<i>%</i>
Angle	3	18.75%	Sunday	3	18.75%	6 AM	1	6.25%	Passenger	25	71.43%
Rear end	6	37.50%	Monday	4	25.00%	7 AM	1	6.25%	Pickup	1	2.86%
Turning	7	43.75%	Tuesday	1	6.25%	8 AM	3	18.75%	SUV	4	11.43%
			Thursday	3	18.75%	9 AM	1	6.25%	Van/Mini-Van	5	14.29%
			Friday	2	12.50%	Noon	1	6.25%			
			Saturday	3	18.75%	1 PM	1	6.25%			
						2 PM	1	6.25%			
						5 PM	1	6.25%			
						6 PM	3	18.75%			
						8 PM	1	6.25%			
						10 PM	1	6.25%			
						11 PM	1	6.25%			
TOTAL:	16		TOTAL:	16		TOTAL:	16		TOTAL:	35	

<i>Weather Cond</i>	<i>Total</i>	<i>%</i>	<i>Light Cond</i>	<i>Total</i>	<i>%</i>	<i>Road Surface</i>	<i>Total</i>	<i>%</i>	<i>Vehicle DIR</i>	<i>Total</i>	<i>%</i>
Clear	14	87.50%	Darkness, Lighted Road	5	31.25%	Dry	12	75.0	East	13	37.14%
Rain	1	6.25%	Daylight	11	68.75%	Ice	2	12.5	North	9	25.71%
Snow	1	6.25%				Wet	2	12.5	Northeast	2	5.71%
									South	5	14.29%
									Southwest	1	2.86%
									West	5	14.29%
TOTAL:	16		TOTAL:	16		TOTAL:	16		TOTAL:	35	

Collision Diagram

1/1/2008 to 12/31/2008

Crash Route: TS115 | From MileStation 5.63 to 5.63 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
16	0	0	1	3	12	0	5	0	1	4

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
10-Turning	10	62.5%	Monday	1	6.3%	02 AM	1	6.3%	Passenger	22	66.7%
11-Rear end	5	31.3%	Tuesday	2	12.5%	04 AM	1	6.3%	Pickup	3	9.1%
15-Angle	1	6.3%	Thursday	3	18.8%	10 AM	2	12.5%	Sport utility vehicle (SUV)	5	15.2%
TOTAL:	16		Friday	3	18.8%	11 AM	1	6.3%	Van/mini van	3	9.1%
			Saturday	6	37.5%	Noon	1	6.3%	TOTAL:	33	
			Sunday	1	6.3%	2 PM	2	12.5%			
			TOTAL:	16		3 PM	1	6.3%			
						4 PM	1	6.3%			
						5 PM	2	12.5%			
						9 PM	1	6.3%			
						10 PM	1	6.3%			
						11 PM	2	12.5%			
						TOTAL:	16				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	9	56.3%	Darkness	4	25.0%	Dry	6	37.5%	East	14	42.4%
Rain	3	18.8%	Darkness/Lighted road	4	25.0%	Snow or slush	4	25.0%	North	5	15.2%
Snow	4	25.0%	Dawn	1	6.3%	Wet	6	37.5%	Northeast	2	6.1%
TOTAL:	16		Daylight	7	43.8%	TOTAL:	16		Northwest	1	3.0%
			TOTAL:	16					South	5	15.2%
									Southeast	1	3.0%

Collision Diagram

1/1/2009 to 12/31/2009

Crash Route: TS115 | From MileStation 5.63 to 5.63 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
7	0	0	2	1	4	0	3	0	2	1

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
10-Turning	2	28.6%	Monday	1	14.3%	01 AM	1	14.3%	Passenger	8	57.1%
11-Rear end	5	71.4%	Friday	3	42.9%	07 AM	1	14.3%	Sport utility vehicle (SUV)	4	28.6%
TOTAL:	7		Saturday	2	28.6%	1 PM	2	28.6%	Truck - single unit	1	7.1%
			Sunday	1	14.3%	3 PM	1	14.3%	Van/mini van	1	7.1%
			TOTAL:	7		6 PM	1	14.3%	TOTAL:	14	
						8 PM	1	14.3%			
						TOTAL:	7				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	5	71.4%	Darkness	2	28.6%	Dry	4	57.1%	East	6	42.9%
Fog/smoke/haze	1	14.3%	Darkness/Lighted road	1	14.3%	Unknown	1	14.3%	North	6	42.9%
Rain	1	14.3%	Daylight	4	57.1%	Wet	2	28.6%	South	1	7.1%
TOTAL:	7		TOTAL:	7		TOTAL:	7		West	1	7.1%
									TOTAL:	14	

Coordinate Collision Diagram Report

1/1/2010 to 12/31/2010

For XCoordinate 2967589.00015025 : YCoordinate 1801283.99986967 | Foot Tolerance : 30 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
<u>12</u>	<u>0</u>	<u>1</u>	<u>5</u>	<u>1</u>	<u>5</u>	<u>0</u>	<u>12</u>	<u>2</u>	<u>9</u>	<u>1</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	2	16.7%	Tuesday	1	8.3%	Midnight	1	8.3%	Motorcycle (Over 150cc)	1	4.5%
Fixed Object	1	8.3%	Wednesday	1	8.3%	07 AM	1	8.3%	Passenger	12	54.5%
Overtaken	1	8.3%	Thursday	3	25.0%	08 AM	3	25.0%	Pickup	2	9.1%
Rear End	2	16.7%	Friday	1	8.3%	2 PM	1	8.3%	SUV	4	18.2%
Turning	6	50.0%	Saturday	5	41.7%	4 PM	1	8.3%	Tractor With Semi-Trailer	1	4.5%
TOTAL:	12		Sunday	1	8.3%	6 PM	1	8.3%	Truck Single Unit	1	4.5%
			TOTAL:	12		8 PM	4	33.3%	Van/Mini-Van	1	4.5%
						TOTAL:	12		TOTAL:	22	

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	5	41.7%	Darkness	1	8.3%	Dry	6	50.0%	East	1	4.5%
Other	1	8.3%	Darkness, Lighted Road	5	41.7%	Ice	1	8.3%	North	7	31.8%
Rain	2	16.7%	Daylight	6	50.0%	Snow or Slush	2	16.7%	Northeast	1	4.5%
Snow	4	33.3%	TOTAL:	12		Wet	3	25.0%	Northwest	2	9.1%
TOTAL:	12					TOTAL:	12		South	6	27.3%
									West	5	22.7%
									TOTAL:	22	



Coordinate Collision Diagram Report

1/1/2011 to 12/31/2011

For XCoordinate 2967589.00015025 : YCoordinate 1801283.99986967 | Foot Tolerance : 30 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
<u>11</u>	<u>0</u>	<u>1</u>	<u>4</u>	<u>1</u>	<u>5</u>	<u>0</u>	<u>15</u>	<u>1</u>	<u>9</u>	<u>5</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	9.1%	Monday	3	27.3%	01 AM	1	9.1%	Passenger	17	77.3%
Rear End	2	18.2%	Tuesday	1	9.1%	05 AM	2	18.2%	Pickup	1	4.5%
Turning	8	72.7%	Wednesday	2	18.2%	08 AM	1	9.1%	SUV	1	4.5%
TOTAL:	11		Thursday	1	9.1%	09 AM	2	18.2%	Tractor With Semi-Trailer	1	4.5%
			Saturday	2	18.2%	5 PM	1	9.1%	Van/Mini-Van	2	9.1%
			Sunday	2	18.2%	6 PM	2	18.2%	TOTAL:	22	
			TOTAL:	11		7 PM	1	9.1%			
						9 PM	1	9.1%			
						TOTAL:	11				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	10	90.9%	Darkness, Lighted Road	2	18.2%	Dry	8	72.7%	East	4	18.2%
Rain	1	9.1%	Dawn	2	18.2%	Wet	3	27.3%	North	8	36.4%
TOTAL:	11		Daylight	6	54.5%	TOTAL:	11		Northwest	2	9.1%
			Dusk	1	9.1%				South	4	18.2%
			TOTAL:	11					Southeast	1	4.5%
									West	3	13.6%
									TOTAL:	22	

Coordinate Collision Diagram Report

1/1/2012 to 12/31/2012

For XCoordinate 2967589.00015025 : YCoordinate 1801283.99986967 | Foot Tolerance : 30 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
<u>15</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>4</u>	<u>6</u>	<u>0</u>	<u>18</u>	<u>0</u>	<u>7</u>	<u>11</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Rear End	8	53.3%	Wednesday	2	13.3%	Midnight	2	13.3%	Passenger	24	80.0%
Turning	7	46.7%	Friday	6	40.0%	10 AM	1	6.7%	Pickup	1	3.3%
TOTAL:	15		Saturday	4	26.7%	Noon	1	6.7%	SUV	3	10.0%
			Sunday	3	20.0%	2 PM	3	20.0%	Van/Mini-Van	2	6.7%
			TOTAL:	15		3 PM	2	13.3%	TOTAL:	30	
						5 PM	1	6.7%			
						6 PM	1	6.7%			
						7 PM	1	6.7%			
						11 PM	3	20.0%			
						TOTAL:	15				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	12	80.0%	Darkness	2	13.3%	Dry	12	80.0%	East	13	43.3%
Rain	2	13.3%	Darkness, Lighted Road	5	33.3%	Snow or Slush	1	6.7%	North	7	23.3%
Snow	1	6.7%	Daylight	8	53.3%	Wet	2	13.3%	Northwest	1	3.3%
TOTAL:	15		TOTAL:	15		TOTAL:	15		South	2	6.7%
									Southwest	1	3.3%
									West	6	20.0%
									TOTAL:	30	

Coordinate Collision Diagram Report

1/1/2013 to 12/31/2013

For XCoordinate 2967588.55526925 : YCoordinate 1801284.43129926 | Foot Tolerance : 30 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
<u>16</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>3</u>	<u>9</u>	<u>0</u>	<u>14</u>	<u>0</u>	<u>7</u>	<u>7</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	6.3%	Monday	2	12.5%	01 AM	1	6.3%	Bus Up to 15 Passengers	1	2.8%
Rear End	11	68.8%	Tuesday	2	12.5%	06 AM	1	6.3%	Passenger	23	63.9%
Turning	4	25.0%	Thursday	1	6.3%	09 AM	1	6.3%	SUV	7	19.4%
TOTAL:	16		Friday	3	18.8%	2 PM	1	6.3%	Van/Mini-Van	5	13.9%
			Saturday	2	12.5%	3 PM	2	12.5%	TOTAL:	36	
			Sunday	6	37.5%	4 PM	2	12.5%			
			TOTAL:	16		5 PM	2	12.5%			
						6 PM	2	12.5%			
						8 PM	2	12.5%			
						9 PM	1	6.3%			
						11 PM	1	6.3%			
						TOTAL:	16				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	14	87.5%	Darkness/ Lighted Road	6	37.5%	Dry	12	75.0%	East	20	55.6%
Rain	2	12.5%	Daylight	8	50.0%	Wet	4	25.0%	North	5	13.9%
TOTAL:	16		Dusk	2	12.5%	TOTAL:	16		South	7	19.4%
			TOTAL:	16					Southwest	1	2.8%
									Unknown	1	2.8%

Coordinate Collision Diagram Summary

1/1/2014 to 12/31/2014

For XCoordinate 2967588.55526925 : YCoordinate 1801284.43129926 | Foot Tolerance : 30 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
<u>13</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>11</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>2</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Head On	1	7.7%	Wednesday	1	7.7%	Midnight	1	7.7%	Passenger	16	59.3%
Rear End	7	53.8%	Thursday	2	15.4%	01 AM	1	7.7%	Pickup	1	3.7%
Sideswipe Same Direction	1	7.7%	Friday	4	30.8%	05 AM	1	7.7%	SUV	6	22.2%
Turning	4	30.8%	Saturday	6	46.2%	08 AM	1	7.7%	Tractor With Semi-Trailer	1	3.7%
TOTAL:	13		TOTAL:	13		09 AM	2	15.4%	Van/Mini-Van	3	11.1%
						10 AM	1	7.7%	TOTAL:	27	
						Noon	1	7.7%			
						6 PM	1	7.7%			
						10 PM	4	30.8%			
						TOTAL:	13				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	4	30.8%	Darkness/ Lighted Road	8	61.5%	Dry	4	30.8%	East	10	37.0%
Cloudy/Overcast	2	15.4%	Dawn	1	7.7%	Ice	2	15.4%	North	7	25.9%
Rain	2	15.4%	Daylight	4	30.8%	Snow or Slush	5	38.5%	Northeast	1	3.7%
Sleet/Hail	1	7.7%	TOTAL:	13		Wet	2	15.4%	South	1	3.7%
Snow	4	30.8%				TOTAL:	13		Southeast	1	3.7%
TOTAL:	13								West	7	25.9%
									TOTAL:	27	

Notes

Coordinate Collision Diagram Report

1/1/2015 to 12/31/2015

For XCoordinate 2967588.7658 : YCoordinate 1801284.43729 | Foot Tolerance : 250 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
<u>20</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>2</u>	<u>13</u>	<u>0</u>	<u>15</u>	<u>3</u>	<u>6</u>	<u>6</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	5.0%	Monday	2	10.0%	Midnight	1	5.0%	Passenger	25	59.5%
Rear End	10	50.0%	Wednesday	1	5.0%	02 AM	1	5.0%	Pickup	2	4.8%
Turning	9	45.0%	Thursday	4	20.0%	06 AM	1	5.0%	SUV	9	21.4%
TOTAL:	20		Friday	3	15.0%	07 AM	1	5.0%	Tractor With Semi-Trailer	1	2.4%
			Saturday	7	35.0%	09 AM	1	5.0%	Unknown	2	4.8%
			Sunday	3	15.0%	10 AM	1	5.0%	Van/Mini-Van	3	7.1%
			TOTAL:	20		11 AM	1	5.0%	TOTAL:	42	
						Noon	1	5.0%			
						1 PM	1	5.0%			
						3 PM	3	15.0%			
						4 PM	1	5.0%			
						5 PM	4	20.0%			
						6 PM	1	5.0%			
						8 PM	1	5.0%			
						9 PM	1	5.0%			
						TOTAL:	20				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	16	80.0%	Darkness	2	10.0%	Dry	17	85.0%	East	18	42.9%

Coordinate Collision Diagram Report

1/1/2016 to 12/31/2016

For XCoordinate 2967588.7658 : YCoordinate 1801284.43729 | Foot Tolerance : 250 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
<u>23</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>17</u>	<u>0</u>	<u>8</u>	<u>1</u>	<u>3</u>	<u>4</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	4.3%	Monday	2	8.7%	05 AM	2	8.7%	Passenger	29	55.8%
Rear End	10	43.5%	Tuesday	2	8.7%	07 AM	1	4.3%	Pickup	4	7.7%
Turning	12	52.2%	Wednesday	4	17.4%	Noon	2	8.7%	SUV	12	23.1%
TOTAL:	23		Thursday	4	17.4%	1 PM	1	4.3%	Truck Single Unit	1	1.9%
			Friday	3	13.0%	2 PM	1	4.3%	Unknown	3	5.8%
			Saturday	6	26.1%	3 PM	1	4.3%	Van/Mini-Van	3	5.8%
			Sunday	2	8.7%	4 PM	1	4.3%	TOTAL:	52	
			TOTAL:	23		5 PM	1	4.3%			
						6 PM	6	26.1%			
						8 PM	1	4.3%			
						9 PM	1	4.3%			
						10 PM	4	17.4%			
						11 PM	1	4.3%			
						TOTAL:	23				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	17	73.9%	Darkness	4	17.4%	Dry	19	82.6%	East	15	28.8%
Cloudy/Overcast	1	4.3%	Darkness, Lighted Road	9	39.1%	Wet	4	17.4%	North	9	17.3%
Fog/Smoke/Haze	1	4.3%	Daylight	9	39.1%	TOTAL:	23		Northwest	6	11.5%

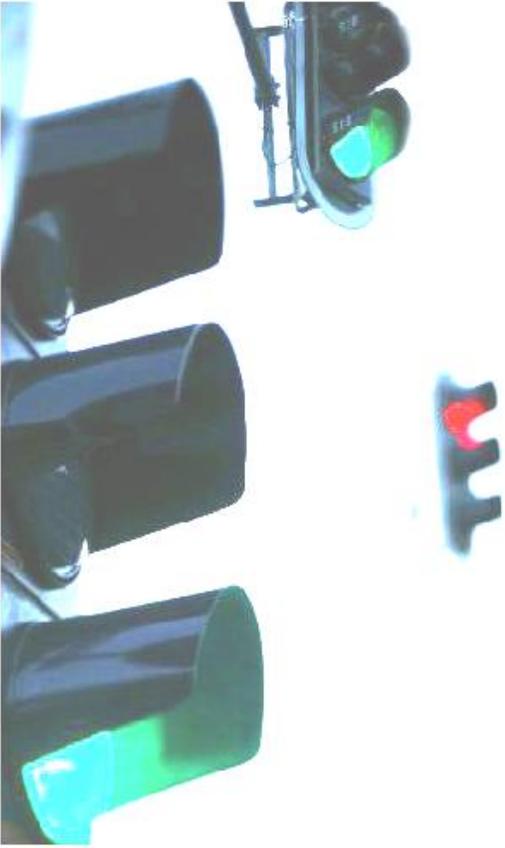
Coordinate Collision Diagram Report

1/1/2017 to 12/31/2017

For XCoordinate 2967588.7658 : YCoordinate 1801284.43729 | Foot Tolerance : 250 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
<u>13</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>4</u>	<u>8</u>	<u>0</u>	<u>7</u>	<u>0</u>	<u>1</u>	<u>6</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	4	30.8%	Monday	1	7.7%	07 AM	1	7.7%	Passenger	18	69.2%
Rear End	5	38.5%	Wednesday	3	23.1%	09 AM	1	7.7%	Pickup	1	3.8%
Turning	4	30.8%	Thursday	2	15.4%	10 AM	1	7.7%	SUV	4	15.4%
TOTAL:	13		Friday	1	7.7%	1 PM	1	7.7%	Van/Mini-Van	3	11.5%
			Saturday	3	23.1%	3 PM	3	23.1%	TOTAL:	26	
			Sunday	3	23.1%	4 PM	2	15.4%			
			TOTAL:	13		5 PM	1	7.7%			
						7 PM	2	15.4%			
						8 PM	1	7.7%			
						TOTAL:	13				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	9	69.2%	Darkness	1	7.7%	Dry	8	61.5%	East	7	26.9%
Rain	3	23.1%	Darkness, Lighted Road	2	15.4%	Snow or Slush	1	7.7%	North	6	23.1%
Snow	1	7.7%	Daylight	8	61.5%	Unknown	1	7.7%	Northeast	1	3.8%
TOTAL:	13		Dusk	2	15.4%	Wet	3	23.1%	South	9	34.6%
			TOTAL:	13		TOTAL:	13		West	3	11.5%
									TOTAL:	26	



3. Traffic Volume

The table below shows a summary of the Average Daily Traffic Count (ADTC) at the intersection of **167th St and Pulaski Rd** over a span of 10 years.

The history of available ADTC on each approach was obtained from the IDOT website per the RLR Guideline document published by the IDOT and recorded in **bold** below.

(<http://www.gettingaroundillinois.com/gai.htm?mt=aadt>)

- The data from 2008 shows the period prior to the RLR camera installation.
- The data from 2009 shows the year in which the camera was installed.
- The data from 2010-2017 shows the period following the installation.

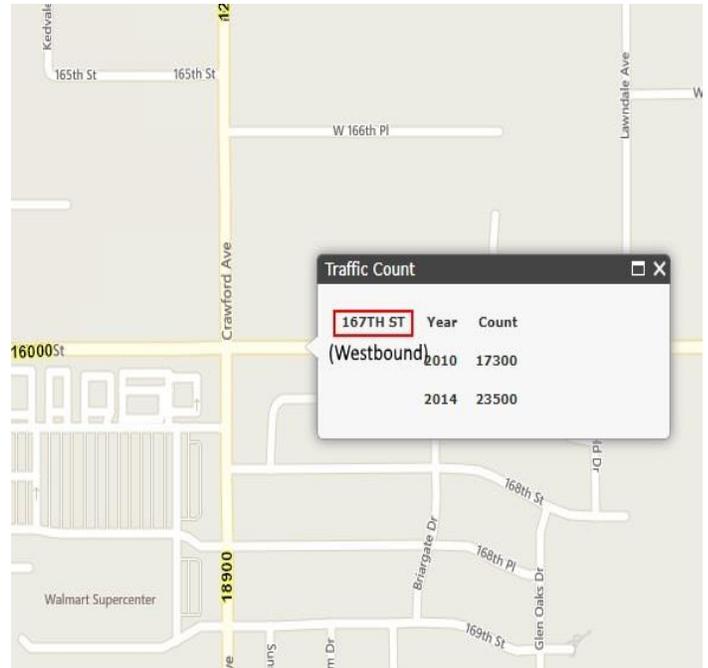
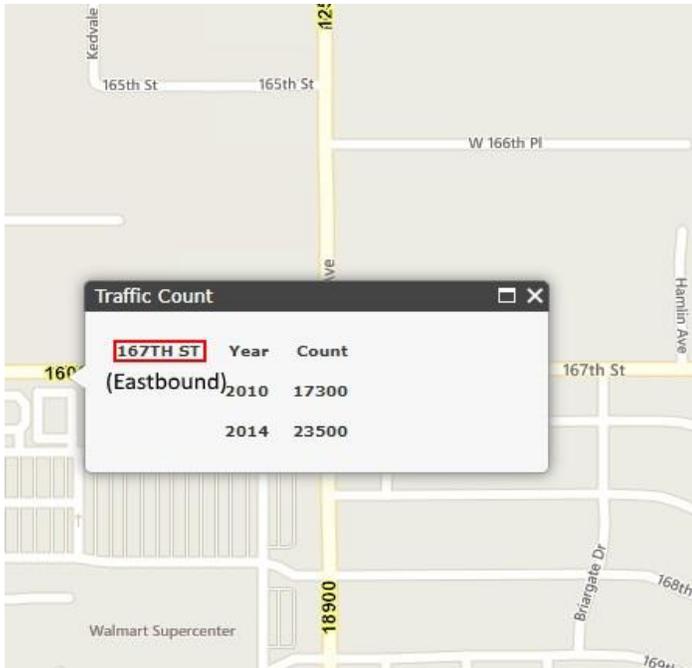
Year Direction	Before Installation		After Installation							
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Eastbound	13,900	13,900	17,300	17,300	17,300	17,300	23,500	23,500	23,500	23,500
Westbound	13,900	13,900	17,300	17,300	17,300	17,300	23,500	23,500	23,500	23,500
Northbound	21,300	21,300	22,400	22,400	22,400	22,400	17,600	17,600	17,600	17,600
Southbound	12,600	12,600	13,300	13,300	13,300	13,300	12,200	12,200	12,200	12,200
Combined	61,700	61,700	70,300	70,300	70,300	70,300	76,800	76,800	76,800	76,800
Combined Avg	61,700		73,550							

From 2008, prior to the RLR camera installation, the combined average of ADTC was 61,700.

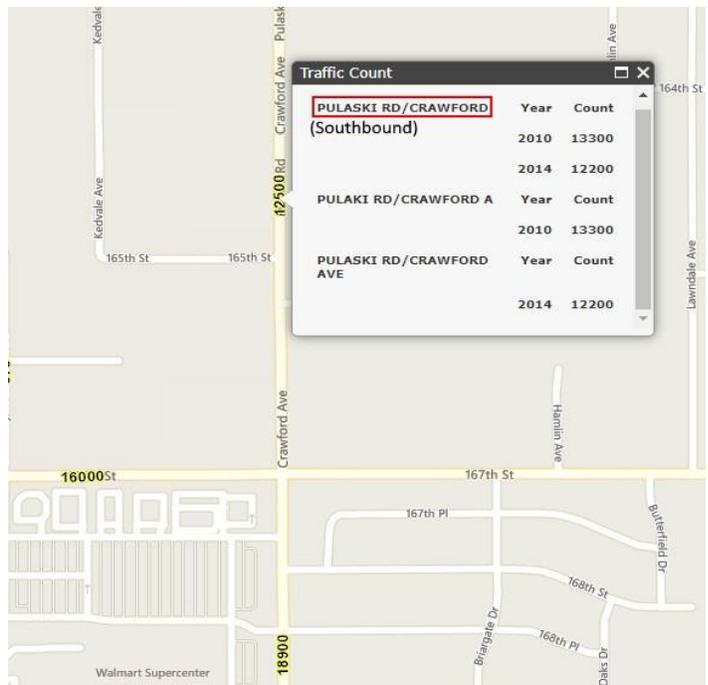
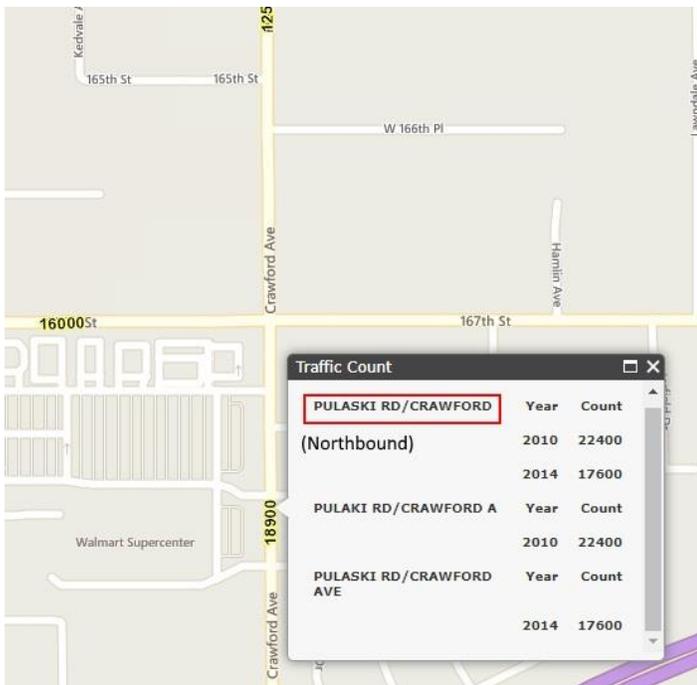
From 2010-2017, post RLR camera installation, the combined average of ADTC was 73,550, resulting in an increase of 19.21% from the time period above.

The following page will provide the complete ADTC data from 2008-2017 obtained from the IDOT's website. (2008 data is no longer available. 2008 data provided here is the data that we obtained from the IDOT during preparation of the Justification Report in 2008).

Eastbound and Westbound ADTC



Northbound and Southbound ADTC



2008

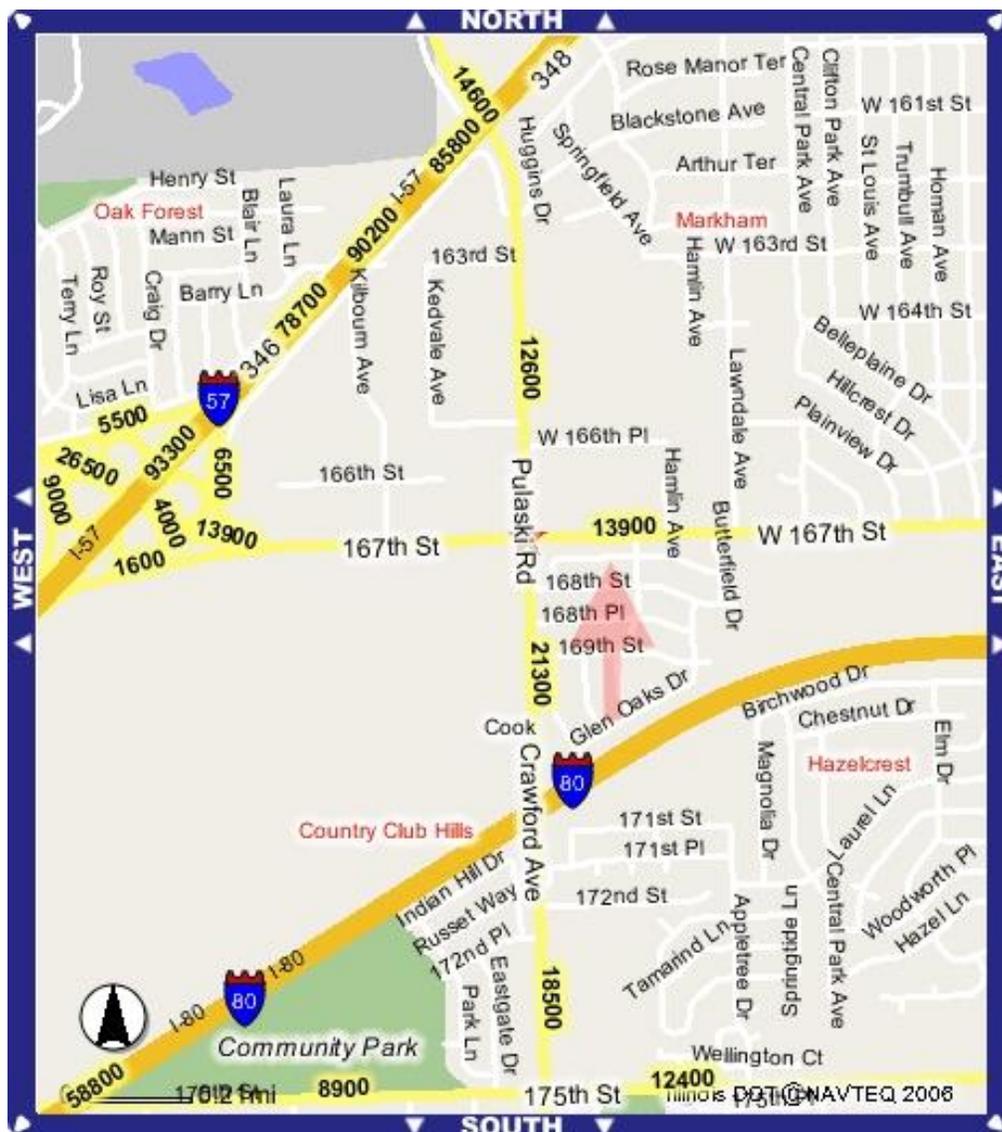
The average daily traffic count (ADTC) below were obtained from the IDOT website per the RLR Guideline document published by the IDOT. Only ADT values were available, peak numbers were not provided.

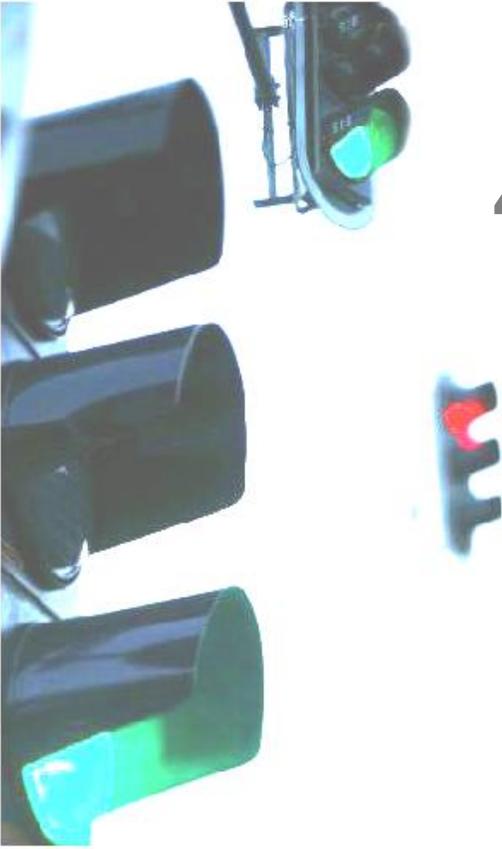
167th St ADTC

- Eastbound: 13,900
- Westbound: 13,900

Pulaski Rd (Crawford Avenue) ADTC

- Northbound: 21,300
- Southbound: 12,600





4. Summary of Adjudication

Below are the summaries of tickets contested “in person” and “by mail” from the **Northbound** approach of **167th St and Pulaski Rd** from January 2014 to December 2014.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2014 - 01/31/2014	29	22	7	24%
02/01/2014 - 02/28/2014	12	7	5	42%
03/01/2014 - 03/31/2014	14	13	1	7%
04/01/2014 - 04/30/2014	15	9	6	40%
05/01/2014 - 05/31/2014	12	5	7	58%
06/01/2014 - 06/30/2014	30	18	12	40%
07/01/2014 - 07/31/2014	31	22	9	29%
08/01/2014 - 08/31/2014	28	19	9	32%
09/01/2014 - 09/30/2014	27	20	7	26%
10/01/2014 - 10/31/2014	20	13	7	35%
11/01/2014 - 11/30/2014	24	11	13	54%
12/01/2014 - 12/31/2014	3	1	2	67%
Total	245	160	85	35%

As indicated in the table above, 245 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 85 of the contested tickets, a 35% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2014 - 01/31/2014	15	12	3	20%
02/01/2014 - 02/28/2014	6	5	1	17%
03/01/2014 - 03/31/2014	10	10	0	0%
04/01/2014 - 04/30/2014	6	5	1	17%
05/01/2014 - 05/31/2014	12	11	1	8%
06/01/2014 - 06/30/2014	14	13	1	7%
07/01/2014 - 07/31/2014	12	10	2	17%
08/01/2014 - 08/31/2014	14	12	2	14%
09/01/2014 - 09/30/2014	19	17	2	11%
10/01/2014 - 10/31/2014	9	9	0	0%
11/01/2014 - 11/30/2014	10	6	4	40%
12/01/2014 - 12/31/2014	4	4	0	0%
Total	131	114	17	13%

As indicated in the table above, 131 tickets were contested by mail during the above referenced period. 17 contests by mail were dismissed, a 13% dismissal rate.

Below are the summaries of tickets contested “in person” and “by mail” from the **Northbound** approach of **167th St and Pulaski Rd** from January 2015 to December 2015.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2015 - 01/31/2015	18	11	7	39%
02/01/2015 - 02/28/2015	23	19	4	17%
03/01/2015 - 03/31/2015	31	25	6	19%
04/01/2015 - 04/30/2015	12	9	3	25%
05/01/2015 - 05/31/2015	13	7	6	46%
06/01/2015 - 06/30/2015	21	18	3	14%
07/01/2015 - 07/31/2015	17	13	4	24%
08/01/2015 - 08/31/2015	30	24	6	20%
09/01/2015 - 09/30/2015	25	19	6	24%
10/01/2015 - 10/31/2015	44	33	11	25%
11/01/2015 - 11/30/2015	29	23	6	21%
12/01/2015 - 12/31/2015	41	30	11	27%
Total	304	231	73	24%

As indicated in the table above, 304 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 73 of the contested tickets, a 24% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2015 - 01/31/2015	7	7	0	0%
02/01/2015 - 02/28/2015	12	12	0	0%
03/01/2015 - 03/31/2015	19	18	1	5%
04/01/2015 - 04/30/2015	5	4	1	20%
05/01/2015 - 05/31/2015	10	8	2	20%
06/01/2015 - 06/30/2015	8	5	3	38%
07/01/2015 - 07/31/2015	10	7	3	30%
08/01/2015 - 08/31/2015	10	9	1	10%
09/01/2015 - 09/30/2015	7	5	2	29%
10/01/2015 - 10/31/2015	27	24	3	11%
11/01/2015 - 11/30/2015	8	8	0	0%
12/01/2015 - 12/31/2015	26	24	2	8%
Total	149	131	18	12%

As indicated in the table above, 149 tickets were contested by mail during the above referenced period. 18 contests by mail were dismissed, a 12% dismissal rate.

Below are the summaries of tickets contested “in person” and “by mail” from the **Northbound** approach of **167th St and Pulaski Rd** from January 2016 to December 2016.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2016 - 01/31/2016	31	24	7	23%
02/01/2016 - 02/29/2016	32	21	11	34%
03/01/2016 - 03/31/2016	20	9	11	55%
04/01/2016 - 04/30/2016	6	4	2	33%
05/01/2016 - 05/31/2016	15	10	5	33%
06/01/2016 - 06/30/2016	16	13	3	19%
07/01/2016 - 07/31/2016	12	3	9	75%
08/01/2016 - 08/31/2016	28	25	3	11%
09/01/2016 - 09/30/2016	13	11	2	15%
10/01/2016 - 10/31/2016	17	11	6	35%
11/01/2016 - 11/30/2016	17	15	2	12%
12/01/2016 - 12/31/2016	17	14	3	18%
Total	224	160	64	29%

As indicated in the table above, 224 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 64 of the contested tickets, a 29% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2016 - 01/31/2016	8	6	2	25%
02/01/2016 - 02/29/2016	18	13	5	28%
03/01/2016 - 03/31/2016	6	4	2	33%
04/01/2016 - 04/30/2016	10	10	0	0%
05/01/2016 - 05/31/2016	10	9	1	10%
06/01/2016 - 06/30/2016	7	7	0	0%
07/01/2016 - 07/31/2016	5	4	1	20%
08/01/2016 - 08/31/2016	13	13	0	0%
09/01/2016 - 09/30/2016	11	10	1	9%
10/01/2016 - 10/31/2016	11	10	1	9%
11/01/2016 - 11/30/2016	8	8	0	0%
12/01/2016 - 12/31/2016	8	8	0	0%
Total	115	102	13	11%

As indicated in the table above, 115 tickets were contested by mail during the above referenced period. 13 contests by mail were dismissed, an 11% dismissal rate.

Below are the summaries of tickets contested “in person” and “by mail” from the **Northbound** approach of **167th St and Pulaski Rd** from January 2017 to December 2017.

In Person Contest

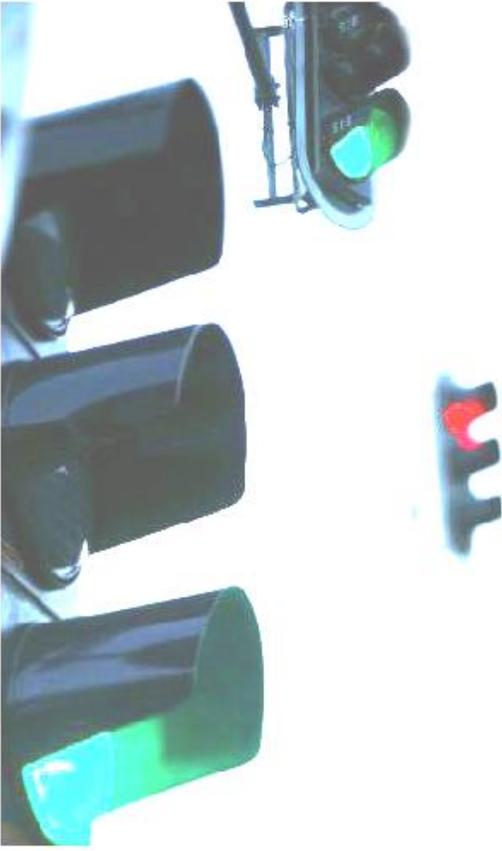
Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	17	15	2	12%
02/01/2017 - 02/28/2017	28	23	5	18%
03/01/2017 - 03/31/2017	17	15	2	12%
04/01/2017 - 04/30/2017	26	18	8	31%
05/01/2017 - 05/31/2017	18	14	4	22%
06/01/2017 - 06/30/2017	29	22	7	24%
07/01/2017 - 07/31/2017	20	17	3	15%
08/01/2017 - 08/31/2017	14	10	4	29%
09/01/2017 - 09/30/2017	17	14	3	18%
10/01/2017 - 10/31/2017	17	13	4	24%
11/01/2017 - 11/30/2017	12	11	1	8%
12/01/2017 - 12/31/2017	12	11	1	8%
Total	227	183	44	19%

As indicated in the table above, 227 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 44 of the contested tickets, a 19% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	11	10	1	9%
02/01/2017 - 02/28/2017	10	8	2	20%
03/01/2017 - 03/31/2017	15	15	0	0%
04/01/2017 - 04/30/2017	20	18	2	10%
05/01/2017 - 05/31/2017	10	9	1	10%
06/01/2017 - 06/30/2017	20	15	5	25%
07/01/2017 - 07/31/2017	16	15	1	6%
08/01/2017 - 08/31/2017	7	7	0	0%
09/01/2017 - 09/30/2017	7	7	0	0%
10/01/2017 - 10/31/2017	13	12	1	8%
11/01/2017 - 11/30/2017	15	15	0	0%
12/01/2017 - 12/31/2017	4	4	0	0%
Total	148	135	13	9%

As indicated in the table above, 148 tickets were contested by mail during the above referenced period. 13 contests by mail were dismissed, a 9% dismissal rate.



5. Report Summary and Recommendation

The **City of Country Club Hills** uses state-of-the-art digital cameras provided by SafeSpeed, LLC to execute its RLR Enforcement Safety Program. The citation and adjudication process administered by the **City of Country Club Hills** is conducted in a courteous, professional and timely manner and is in compliance with the RLR regulations laid out by the Illinois Department of Transportation District 1 Bureau of Traffic Operations.

In 2008, prior to the RLR camera installation, the combined average of ADTC at this intersection was 61,700. From 2010-2017, post RLR camera installation, the combined average of ADTC was 73,550, resulting in an increase of 19.21% from the time period aforementioned. (See tab 3)

From 2006-2008, prior to the RLR camera installation, there were 50 total crashes; this averages out to 16.67 crashes a year. From 2010-2017, post RLR camera installation, there were 123 total crashes; this averages out to 15.36 crashes per year, resulting in a 7.84% reduction of overall crashes in before-and-after direct comparison. (See tab 2)

In the years following the camera installation, there was a 7.84% reduction of overall crashes despite a 19.21% increase in traffic volume. After analyzing all of the available data, we strongly believe that the RLR camera currently in operation at the **Northbound** approach of **167th St and Pulaski Rd** in the **City of Country Club Hills** continues to make positive impacts on improving traffic safety.

Because enhanced traffic safety is the principal aim of RLR camera enforcement programs, RLRC systems should remain at this intersection as an integral part of a traffic system process that incorporates public education, enforcement and engineering.