



175th St and Cicero Ave <Northbound>



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

Reference No: 016-47399

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 Cicero at 175st
Country Club Hills
Ref#: 016-47399

Dear Mr. Gallenbach,

Please find enclosed a copy of the 3 year RLR follow-up evaluation Report for the intersection of Cicero N/B at 175st 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

A handwritten signature in black ink that reads "William Garrison".

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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System Manufacturer and Contractors
2. RLR Crash Data and Analysis
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5. Report Summary and Recommendation



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

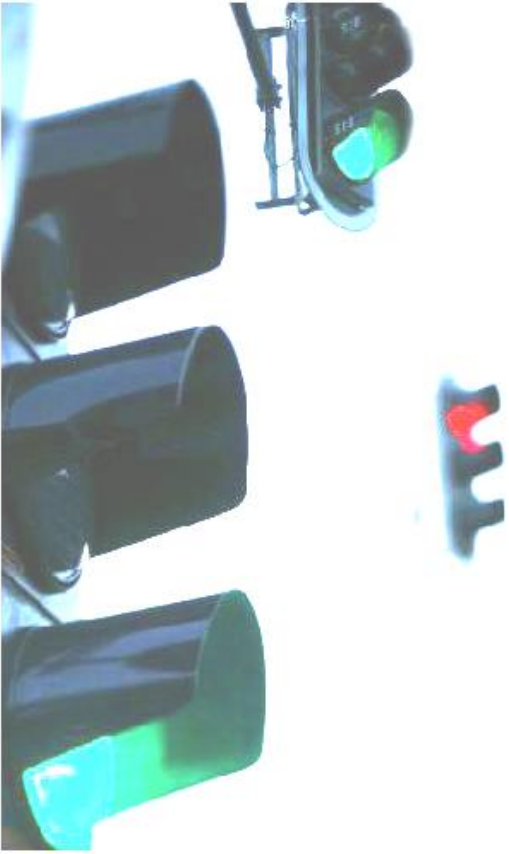
In 2010, the **City of County Club Hills** received approval from the Illinois Department of Transportation (IDOT) to install a Red Light Running (RLR) camera at the **Northbound** approach of **175th St and Cicero Ave**.

- Date on which the camera went live on the northbound approach: **08/2010**
- Date on which the 1 Year Follow-Up Evaluation Report was submitted to the IDOT: **10/2012**
- Date on which the 3 Year Follow-Up Evaluation Report was submitted to the IDOT: **12/2015**

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 **175th St and Cicero Ave** over a span of 11 years.*

	Angle	Turning	Rear End	Sideswipe	Fixed/Other Object	Total
2007	0	0	6	0	3	9
2008	1	2	3	0	0	6
2009	0	2	3	1	0	6
2010	0	0	1	0	0	1
2011	0	4	1	0	0	5
2012	0	4	0	0	0	4
2013	1	0	1	0	0	2
2014	0	4	2	0	0	6
2015	0	2	5	1	0	8
2016	2	3	7	0	1	13
2017	1	2	2	0	0	5

- The data from 2007-2009** shows the period prior to the installation of RLR camera.
- The data from 2010 shows the year in which the camera was installed.
- The data from 2011-2017 shows the period following the installation.

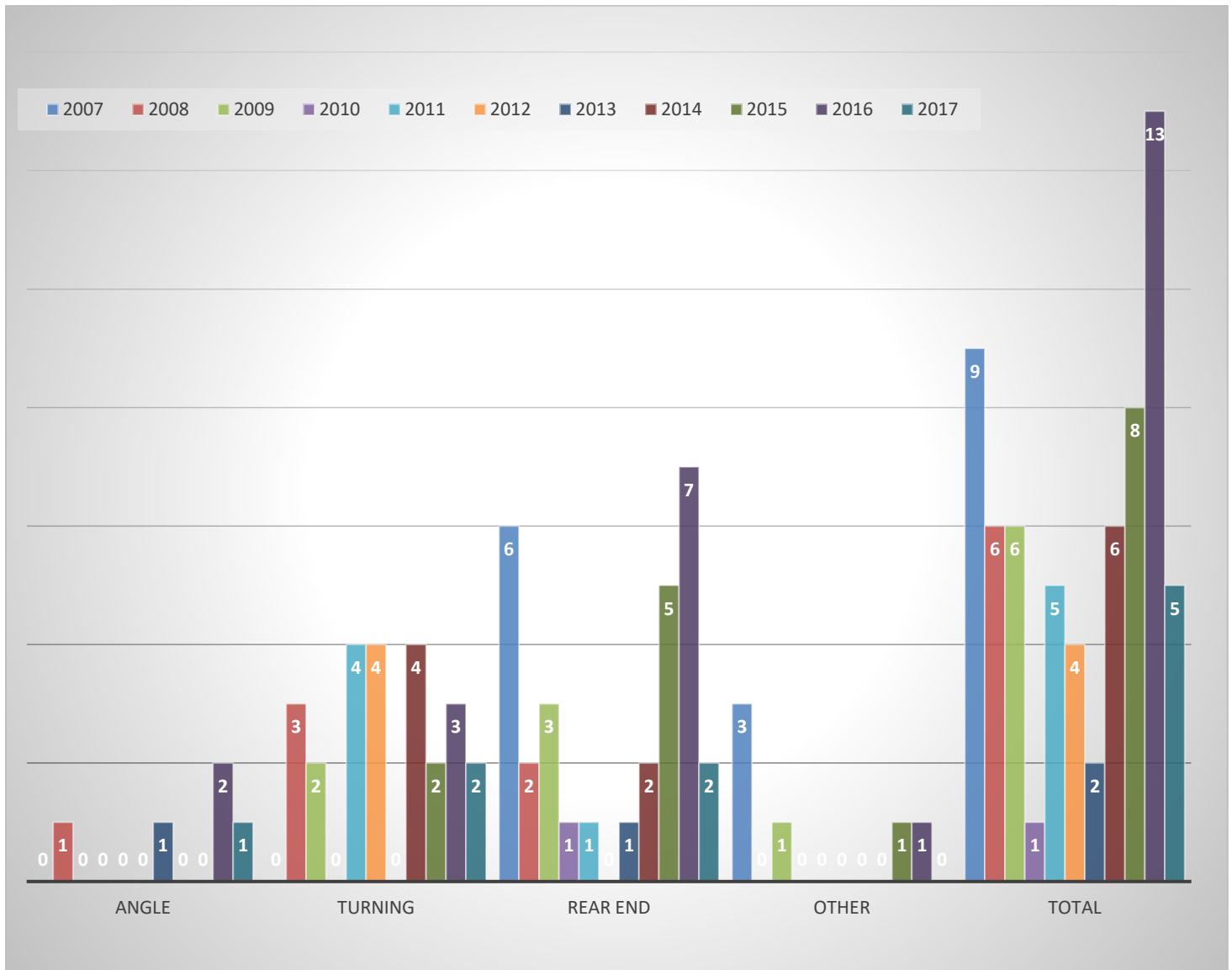
Type \ Year	Before Installation			2010	After Installation						
	2007	2008	2009		2011	2012	2013	2014	2015	2016	2017
Angle	0	1	0	0	0	0	1	0	0	2	1
Turning	0	3	2	0	4	4	0	4	2	3	2
Rear End	6	2	3	1	1	0	1	2	5	7	2
Other***	3	0	1	0	0	0	0	0	1	1	0
Total	9	6	6	1	5	4	2	6	8	13	5
Yearly Average	7.00				6.14						

* 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 and Fixed/Other Object.

The Chart below shows the trends of each crash type from 2007-2017.



From 2007-2009, prior to RLR camera installation, there were 21 total crashes; this averages out to 7 crashes a year.

From 2011-2017, post RLR camera installation, there were 43 total crashes; this averages out to 6.14 crashes per year, resulting in a 12.24% reduction of overall crashes in direct comparison with the time period prior to installation.

The following pages contain crash data summary pages from 2007-2017. 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
08/11/2009
Page 3 of 3

01/01/2007 to 12/31/2007

Route: 5050 From MileStation 34.36 to 34.36

County: COOK

Intersection Related

TOTAL	FATAL	INJURY	PROPERTY DAMAGE	TOTAL KILLED	TOTAL INJURED	A	B	C
9	0	2	7	0	4	0	1	3

<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>
Fixed object	3	33.33%	Sunday	3	33.33%	7 AM	1	11.11%	Passenger	13	86.67%
Rear end	6	66.67%	Monday	2	22.22%	8 AM	1	11.11%	SUV	1	6.67%
			Wednesday	1	11.11%	10 AM	2	22.22%	Van/Mini-Van	1	6.67%
			Thursday	1	11.11%	5 PM	1	11.11%			
			Friday	1	11.11%	6 PM	1	11.11%			
			Saturday	1	11.11%	7 PM	1	11.11%			
						8 PM	1	11.11%			
						10 PM	1	11.11%			
TOTAL:	9		TOTAL:	9		TOTAL:	9		TOTAL:	15	

<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	5	55.56%	Darkness, Lighted Road	2	22.22%	Dry	5	55.5	East	3	20.00%
Rain	1	11.11%	Daylight	5	55.56%	Snow or Slush	2	22.2	North	2	13.33%
Snow	2	22.22%	Dusk	1	11.11%	Unknown	1	11.1	Northeast	1	6.67%
Unknown	1	11.11%	Unknown	1	11.11%	Wet	1	11.1	South	7	46.67%
									West	2	13.33%
TOTAL:	9		TOTAL:	9		TOTAL:	9		TOTAL:	15	

Collision Diagram

1/1/2008 to 12/31/2008

Crash Route: IL050 | From MileStation 34.36 to 34.36 | 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
6	0	0	0	1	5	0	1	0	0	1

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
10-Turning	2	33.3%	Tuesday	3	50.0%	03 AM	1	16.7%	Passenger	8	66.7%
11-Rear end	3	50.0%	Wednesday	1	16.7%	08 AM	1	16.7%	Sport utility vehicle (SUV)	3	25.0%
15-Angle	1	16.7%	Saturday	2	33.3%	09 AM	1	16.7%	Unknown/NA	1	8.3%
TOTAL:	6		TOTAL:	6		Noon	2	33.3%	TOTAL:	12	
						4 PM	1	16.7%			
						TOTAL:	6				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	4	66.7%	Daylight	5	83.3%	Dry	4	66.7%	North	4	33.3%
Rain	1	16.7%	Unknown	1	16.7%	Snow or slush	1	16.7%	Northeast	2	16.7%
Snow	1	16.7%	TOTAL:	6		Wet	1	16.7%	South	4	33.3%
TOTAL:	6					TOTAL:	6		Southwest	1	8.3%
									West	1	8.3%
									TOTAL:	12	

Collision Diagram

1/1/2009 to 12/31/2009

Crash Route: IL050 | From MileStation 34.42 to 34.42 | 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
6	0	0	0	0	6	0	0	0	0	0

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
10-Turning	2	33.3%	Monday	1	16.7%	08 AM	1	16.7%	Passenger	9	75.0%
11-Rear end	3	50.0%	Tuesday	3	50.0%	09 AM	1	16.7%	Pickup	1	8.3%
13-Sideswipe opp. direction	1	16.7%	Thursday	1	16.7%	6 PM	1	16.7%	Van/mini van	2	16.7%
TOTAL:	6		Saturday	1	16.7%	7 PM	1	16.7%	TOTAL:	12	
			TOTAL:	6		8 PM	1	16.7%			
						10 PM	1	16.7%			
						TOTAL:	6				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	6	100.0%	Darkness/Lighted road	2	33.3%	Dry	6	100.0%	North	2	16.7%
TOTAL:	6		Daylight	3	50.0%	TOTAL:	6		Northwest	1	8.3%
			Dusk	1	16.7%				South	5	41.7%
			TOTAL:	6					West	4	33.3%
									TOTAL:	12	

Collision Diagram

1/1/2010 to 12/31/2010

Crash Route: IL050 | From MileStation 34.42 to 34.42 | 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
1	0	0	0	0	1	0	0	0	0	0

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
11-Rear end	1	100.0%	Wednesday	1	100.0%	7 PM	1	100.0%	Sport utility vehicle (SUV)	2	100.0%
TOTAL:	1		TOTAL:	1		TOTAL:	1		TOTAL:	2	

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	1	100.0%	Daylight	1	100.0%	Dry	1	100.0%	South	2	100.0%
TOTAL:	1		TOTAL:	1		TOTAL:	1		TOTAL:	2	

Collision Diagram

1/1/2011 to 12/31/2011

Crash Route: IL050 | From MileStation 34.42 to 34.42 | 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
5	0	0	1	2	2	0	4	0	2	2

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
10-Turning	4	80.0%	Tuesday	1	20.0%	06 AM	1	20.0%	Passenger	5	50.0%
11-Rear end	1	20.0%	Thursday	4	80.0%	08 AM	1	20.0%	Sport utility vehicle (SUV)	3	30.0%
TOTAL:	5		TOTAL:	5		10 AM	1	20.0%	Van/mini van	2	20.0%
						11 AM	2	40.0%	TOTAL:	10	
						TOTAL:	5				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	4	80.0%	Daylight	5	100.0%	Dry	4	80.0%	East	1	10.0%
Rain	1	20.0%	TOTAL:	5		Wet	1	20.0%	North	4	40.0%
TOTAL:	5					TOTAL:	5		South	2	20.0%
									Southeast	2	20.0%
									West	1	10.0%
									TOTAL:	10	

Collision Diagram

1/1/2012 to 12/31/2012

Crash Route: IL050 | From MileStation 34.42 to 34.42 | 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
4	0	0	0	1	3	0	1	0	0	1

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Turning	4	100.0%	Tuesday	2	50.0%	08 AM	1	25.0%	Bus Over 15 Passengers	1	12.5%
TOTAL:	4		Wednesday	1	25.0%	2 PM	1	25.0%	Passenger	7	87.5%
			Friday	1	25.0%	3 PM	1	25.0%	TOTAL:	8	
			TOTAL:	4		4 PM	1	25.0%			
						TOTAL:	4				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	4	100.0%	Daylight	4	100.0%	Dry	4	100.0%	East	1	12.5%
TOTAL:	4		TOTAL:	4		TOTAL:	4		North	3	37.5%
									South	1	12.5%
									Southeast	1	12.5%
									Southwest	1	12.5%
									West	1	12.5%
									TOTAL:	8	

Collision Diagram

1/1/2013 to 12/31/2013

Crash Route: IL050 | From MileStation 34.42 to 34.42 | 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
2	0	0	0	1	1	0	1	0	0	1

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	50.0%	Tuesday	1	50.0%	07 AM	1	50.0%	Passenger	2	40.0%
Rear End	1	50.0%	Wednesday	1	50.0%	1 PM	1	50.0%	Pickup	1	20.0%
TOTAL:	2		TOTAL:	2		TOTAL:	2		Van/Mini-Van	2	40.0%
									TOTAL:	5	

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Rain	1	50.0%	Daylight	2	100.0%	Snow or Slush	1	50.0%	East	2	40.0%
Snow	1	50.0%	TOTAL:	2		Wet	1	50.0%	South	3	60.0%
TOTAL:	2					TOTAL:	2		TOTAL:	5	

Collision Diagram

1/1/2014 to 12/31/2014

Crash Route: IL050 | From MileStation 34.42 to 34.42 | 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
6	0	1	0	0	5	0	3	2	1	0

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Rear End	2	33.3%	Monday	1	16.7%	08 AM	1	16.7%	Passenger	8	66.7%
Turning	4	66.7%	Wednesday	3	50.0%	09 AM	1	16.7%	SUV	3	25.0%
TOTAL:	6		Friday	2	33.3%	2 PM	1	16.7%	Tractor With Semi-Trailer	1	8.3%
			TOTAL:	6		7 PM	1	16.7%	TOTAL:	12	
						9 PM	1	16.7%			
						11 PM	1	16.7%			
						TOTAL:	6				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	5	83.3%	Darkness	1	16.7%	Dry	5	83.3%	East	4	33.3%
Snow	1	16.7%	Darkness/ Lighted Road	2	33.3%	Snow or Slush	1	16.7%	North	6	50.0%
TOTAL:	6		Daylight	3	50.0%	TOTAL:	6		South	1	8.3%
			TOTAL:	6					Southeast	1	8.3%
									TOTAL:	12	

Coordinate Collision Diagram Report

1/1/2015 to 12/31/2015

For XCoordinate 2962453.69261473 : YCoordinate 1795825.41033809 | 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
8	0	0	0	3	5	0	3	0	0	3

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Rear End	5	62.5%	Monday	1	12.5%	07 AM	1	12.5%	Passenger	9	56.3%
Sideswipe Same Direction	1	12.5%	Tuesday	2	25.0%	08 AM	1	12.5%	SUV	4	25.0%
Turning	2	25.0%	Thursday	1	12.5%	11 AM	1	12.5%	Truck Single Unit	1	6.3%
TOTAL:	8		Friday	2	25.0%	Noon	2	25.0%	Van/Mini-Van	2	12.5%
			Saturday	1	12.5%	2 PM	1	12.5%	TOTAL:	16	
			Sunday	1	12.5%	5 PM	1	12.5%			
			TOTAL:	8		8 PM	1	12.5%			
						TOTAL:	8				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	6	75.0%	Darkness	1	12.5%	Dry	5	62.5%	East	1	6.3%
Snow	2	25.0%	Darkness, Lighted Road	1	12.5%	Ice	1	12.5%	North	4	25.0%
TOTAL:	8		Daylight	6	75.0%	Snow or Slush	2	25.0%	South	8	50.0%
			TOTAL:	8		TOTAL:	8		West	3	18.8%
									TOTAL:	16	

Coordinate Collision Diagram Report

1/1/2016 to 12/31/2016

For XCoordinate 2962453.69261473 : YCoordinate 1795825.41033809 | 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>1</u>	<u>2</u>	<u>3</u>	<u>7</u>	<u>0</u>	<u>6</u>	<u>1</u>	<u>2</u>	<u>3</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	2	15.4%	Monday	2	15.4%	07 AM	1	7.7%	Bus Over 15 Passengers	1	4.0%
Other Object	1	7.7%	Wednesday	1	7.7%	10 AM	1	7.7%	Motor Driven Cycle	1	4.0%
Rear End	7	53.8%	Thursday	4	30.8%	Noon	1	7.7%	Motorcycle (Over 150cc)	1	4.0%
Turning	3	23.1%	Friday	1	7.7%	2 PM	2	15.4%	Passenger	16	64.0%
TOTAL:	13		Saturday	3	23.1%	5 PM	1	7.7%	Pickup	2	8.0%
			Sunday	2	15.4%	6 PM	2	15.4%	SUV	4	16.0%
			TOTAL:	13		7 PM	2	15.4%	TOTAL:	25	
						10 PM	1	7.7%			
						11 PM	2	15.4%			
						TOTAL:	13				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	9	69.2%	Darkness, Lighted Road	5	38.5%	Dry	11	84.6%	East	2	8.0%
Cloudy/Overcast	2	15.4%	Daylight	7	53.8%	Snow or Slush	1	7.7%	North	10	40.0%
Fog/Smoke/Haze	1	7.7%	Dusk	1	7.7%	Wet	1	7.7%	South	8	32.0%
Snow	1	7.7%	TOTAL:	13		TOTAL:	13		Southeast	1	4.0%
TOTAL:	13								Unknown	1	4.0%
									West	3	12.0%
									TOTAL:	25	

Coordinate Collision Diagram Report

1/1/2017 to 12/31/2017

For XCoordinate 2962453.69261473 : YCoordinate 1795825.41033809 | 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
5	0	0	3	0	2	0	6	0	4	2

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	20.0%	Monday	2	40.0%	07 AM	1	20.0%	Passenger	9	90.0%
Rear End	2	40.0%	Tuesday	1	20.0%	Noon	1	20.0%	SUV	1	10.0%
Turning	2	40.0%	Saturday	2	40.0%	3 PM	2	40.0%	TOTAL:	10	
TOTAL:	5		TOTAL:	5		5 PM	1	20.0%			
						TOTAL:	5				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	2	40.0%	Darkness	1	20.0%	Dry	2	40.0%	North	2	20.0%
Rain	3	60.0%	Daylight	4	80.0%	Wet	3	60.0%	Northeast	1	10.0%
TOTAL:	5		TOTAL:	5		TOTAL:	5		South	2	20.0%
									Southeast	2	20.0%
									West	3	30.0%
									TOTAL:	10	



3. Traffic Volume

The table below shows a summary of the Average Daily Traffic Count (ADTC) at the intersection of **175th St and Cicero Ave** over a span of 11 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 2008-2009 shows the period prior to the RLR Camera installation.
- The data from 2010 shows the year in which the camera was installed.
- The data from 2011-2017 shows the period following the installation.

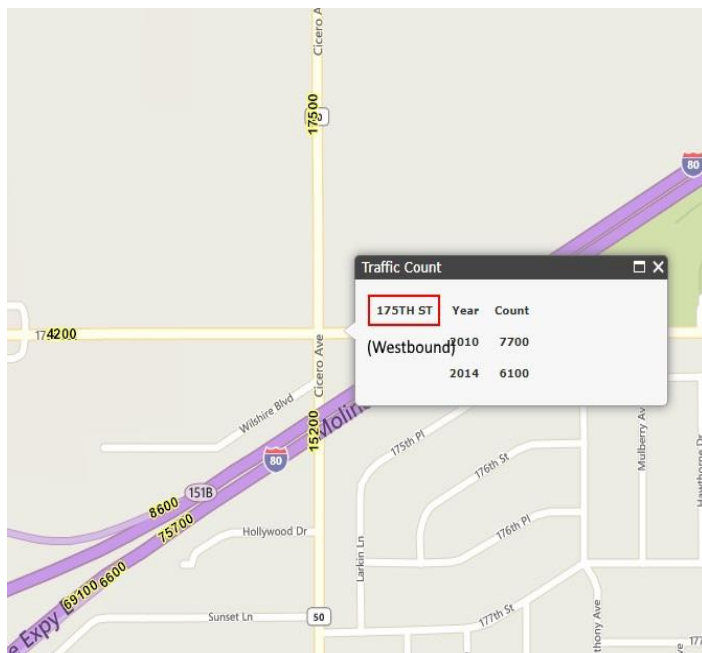
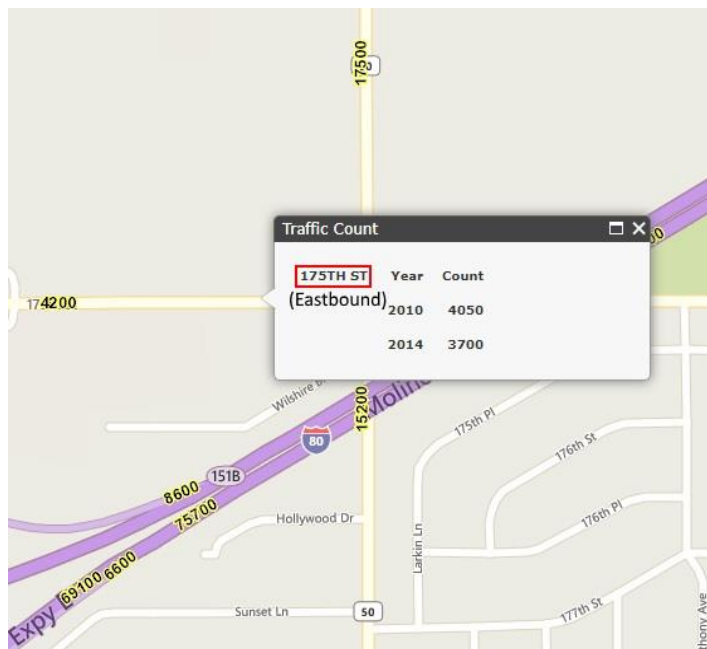
Direction \ Year	Before Installation			After Installation						
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Eastbound	4,300	4,300	4,050	4,050	4,050	4,050	3,700	3,700	3,700	3,700
Westbound	8,900	8,900	7,700	7,700	7,700	7,700	6,100	6,100	6,100	6,100
Northbound	18,800	16,800	16,800	16,800	15,400	14,500	14,500	14,800	14,800	15,200
Southbound	19,200	18,400	18,400	18,400	16,200	16,600	16,600	15,800	15,800	17,500
Combined	51,200	48,400	46,950	46,950	43,350	42,850	40,900	40,400	40,400	42,500
Combinded Avg	49,800			42,479						

From 2008-2009, prior to the RLR camera installation, the combined average of ADTC was 49,800.

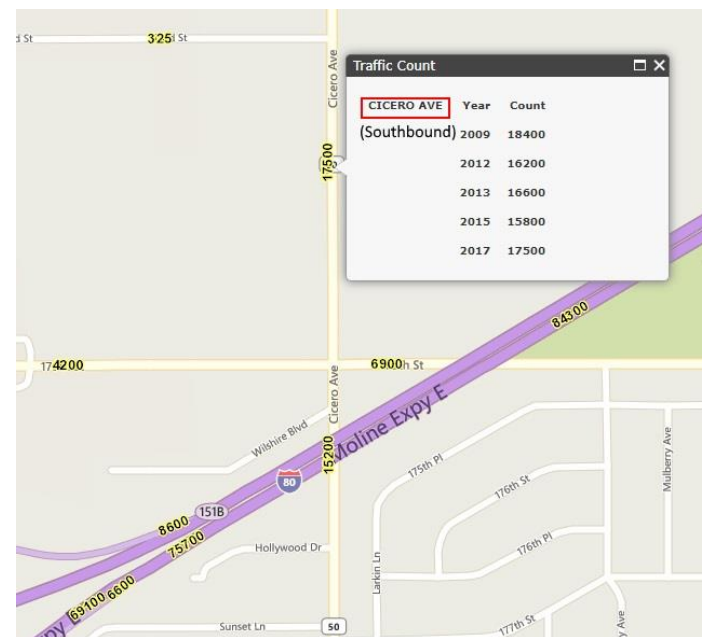
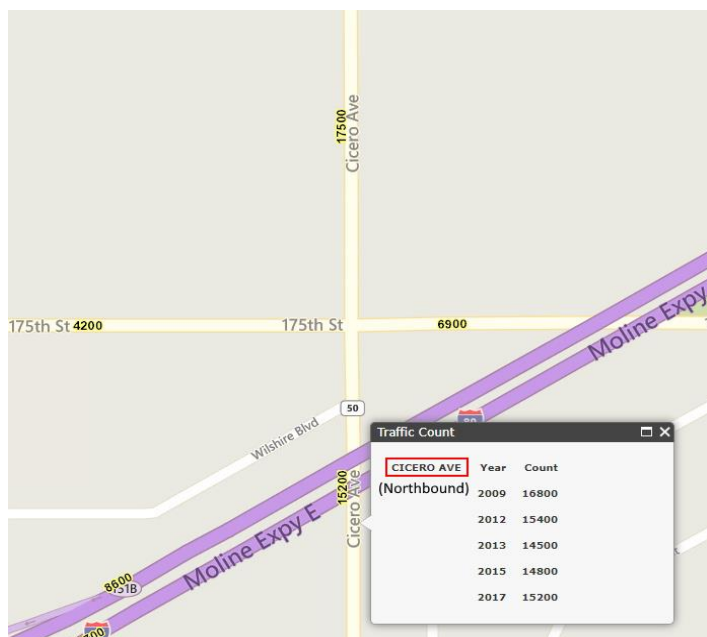
From 2011-2017, post RLR camera installation, the combined average of ADTC was 42,479, resulting in a decrease of 14.70% from the time period above.

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).

Eastbound and Westbound ADTC



Northbound and Southbound ADTC



2008

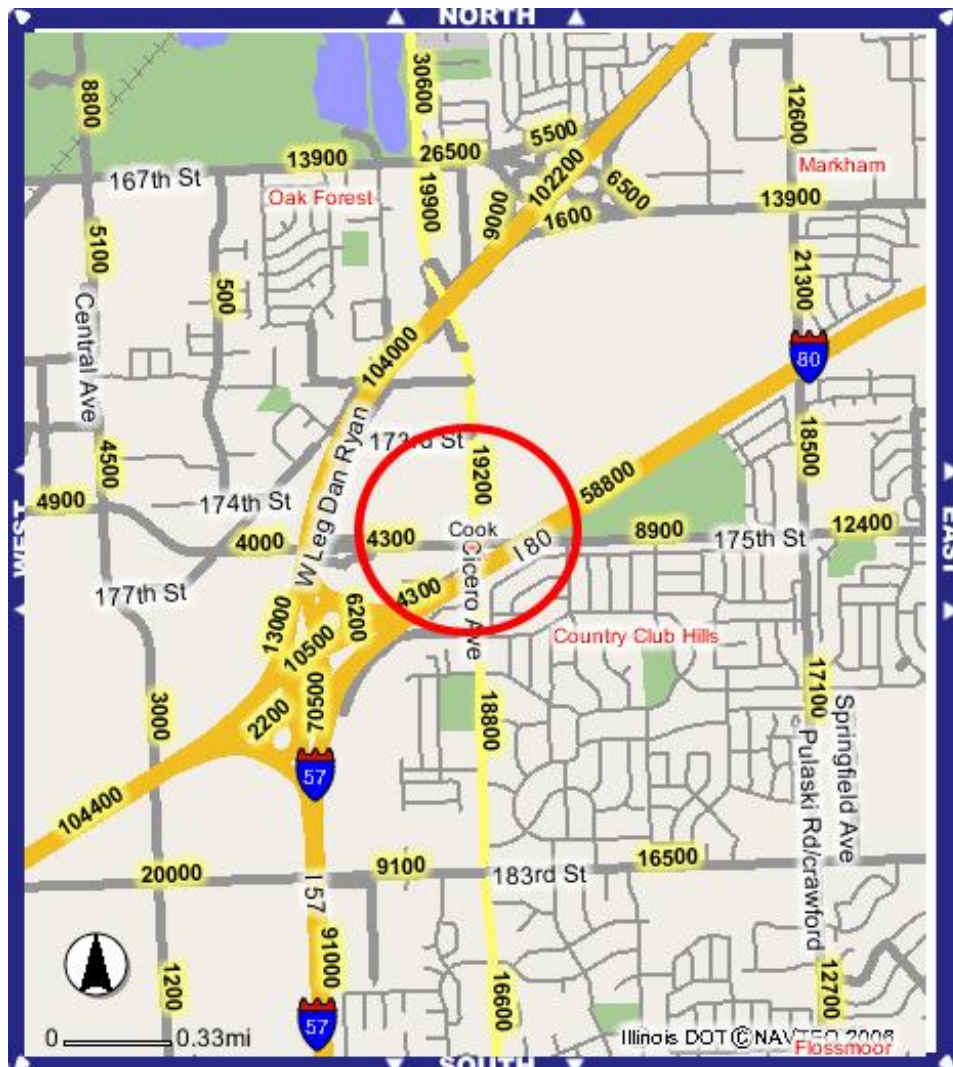
The traffic numbers below were obtained from the IDOT website per the RLR Guideline document published by the IDOT. Only ADTC values were available, peak numbers were not provided.

175th St ADTC

- Eastbound: 4,300
- Westbound: 8,900

Cicero Ave (IL Route 50) ADTC

- Northbound: 18,800
- Southbound: 19,200





4. Summary of Adjudication

Below are the summaries of tickets contested “in person” and “by mail” from the **Northbound** approach of **175th St and Cicero Ave** from January 2014 to December 2014.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2014 - 01/31/2014	25	15	10	40%
02/01/2014 - 02/28/2014	16	13	3	19%
03/01/2014 - 03/31/2014	21	18	3	14%
04/01/2014 - 04/30/2014	35	28	7	20%
05/01/2014 - 05/31/2014	25	13	12	48%
06/01/2014 - 06/30/2014	29	14	15	52%
07/01/2014 - 07/31/2014	21	12	9	43%
08/01/2014 - 08/31/2014	26	17	9	35%
09/01/2014 - 09/30/2014	24	15	9	38%
10/01/2014 - 10/31/2014	17	6	11	65%
11/01/2014 - 11/30/2014	31	15	16	52%
12/01/2014 - 12/31/2014	37	14	23	62%
Total	307	180	127	41%

As indicated in the table above, 307 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 127 of the contested tickets, a 41% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2014 - 01/31/2014	5	5	0	0%
02/01/2014 - 02/28/2014	6	6	0	0%
03/01/2014 - 03/31/2014	15	15	0	0%
04/01/2014 - 04/30/2014	8	8	0	0%
05/01/2014 - 05/31/2014	12	9	3	25%
06/01/2014 - 06/30/2014	9	9	0	0%
07/01/2014 - 07/31/2014	12	12	0	0%
08/01/2014 - 08/31/2014	15	15	0	0%
09/01/2014 - 09/30/2014	15	14	1	7%
10/01/2014 - 10/31/2014	11	10	1	9%
11/01/2014 - 11/30/2014	12	5	7	58%
12/01/2014 - 12/31/2014	13	7	6	46%
Total	133	115	18	14%

As indicated in the table above, 133 tickets were contested by mail during the above referenced period. 18 contests by mail were dismissed, a 14% dismissal rate.

Below are the summaries of tickets contested “in person” and “by mail” from the **Northbound** approach of **175th St and Cicero Ave** from January 2015 to December 2015.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2015 - 01/31/2015	19	5	14	74%
02/01/2015 - 02/28/2015	19	16	3	16%
03/01/2015 - 03/31/2015	27	21	6	22%
04/01/2015 - 04/30/2015	17	14	3	18%
05/01/2015 - 05/31/2015	16	11	5	31%
06/01/2015 - 06/30/2015	18	10	8	44%
07/01/2015 - 07/31/2015	19	11	8	42%
08/01/2015 - 08/31/2015	32	19	13	41%
09/01/2015 - 09/30/2015	39	29	10	26%
10/01/2015 - 10/31/2015	43	33	10	23%
11/01/2015 - 11/30/2015	50	31	19	38%
12/01/2015 - 12/31/2015	38	26	12	32%
Total	337	226	111	33%

As indicated in the table above, 337 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 111 of the contested tickets, a 33% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2015 - 01/31/2015	12	7	5	42%
02/01/2015 - 02/28/2015	13	13	0	0%
03/01/2015 - 03/31/2015	7	7	0	0%
04/01/2015 - 04/30/2015	10	9	1	10%
05/01/2015 - 05/31/2015	10	8	2	20%
06/01/2015 - 06/30/2015	8	8	0	0%
07/01/2015 - 07/31/2015	10	9	1	10%
08/01/2015 - 08/31/2015	21	17	4	19%
09/01/2015 - 09/30/2015	12	9	3	25%
10/01/2015 - 10/31/2015	31	24	7	23%
11/01/2015 - 11/30/2015	10	10	0	0%
12/01/2015 - 12/31/2015	43	32	11	26%
Total	187	153	34	18%

As indicated in the table above, 187 tickets were contested by mail during the above referenced period. 34 contests by mail were dismissed, an 18% dismissal rate.

Below are the summaries of tickets contested “in person” and “by mail” from the **Northbound** approach of **175th St and Cicero Ave** from January 2016 to December 2016.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2016 - 01/31/2016	35	22	13	37%
02/01/2016 - 02/29/2016	31	21	10	32%
03/01/2016 - 03/31/2016	39	23	16	41%
04/01/2016 - 04/30/2016	13	7	6	46%
05/01/2016 - 05/31/2016	16	9	7	44%
06/01/2016 - 06/30/2016	16	7	9	56%
07/01/2016 - 07/31/2016	20	6	14	70%
08/01/2016 - 08/31/2016	48	34	14	29%
09/01/2016 - 09/30/2016	12	9	3	25%
10/01/2016 - 10/31/2016	29	21	8	28%
11/01/2016 - 11/30/2016	30	21	9	30%
12/01/2016 - 12/31/2016	18	18	0	0%
Total	307	198	109	36%

As indicated in the table above, 307 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 109 of the contested tickets, a 36% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2016 - 01/31/2016	18	15	3	17%
02/01/2016 - 02/29/2016	16	12	4	25%
03/01/2016 - 03/31/2016	13	13	0	0%
04/01/2016 - 04/30/2016	11	10	1	9%
05/01/2016 - 05/31/2016	10	9	1	10%
06/01/2016 - 06/30/2016	7	6	1	14%
07/01/2016 - 07/31/2016	12	9	3	25%
08/01/2016 - 08/31/2016	18	14	4	22%
09/01/2016 - 09/30/2016	17	17	0	0%
10/01/2016 - 10/31/2016	15	12	3	20%
11/01/2016 - 11/30/2016	13	13	0	0%
12/01/2016 - 12/31/2016	17	15	2	12%
Total	167	145	22	13%

As indicated in the table above, 167 tickets were contested by mail during the above referenced period. 22 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 **175th St and Cicero Ave** from January 2017 to December 2017.

In Person Contest

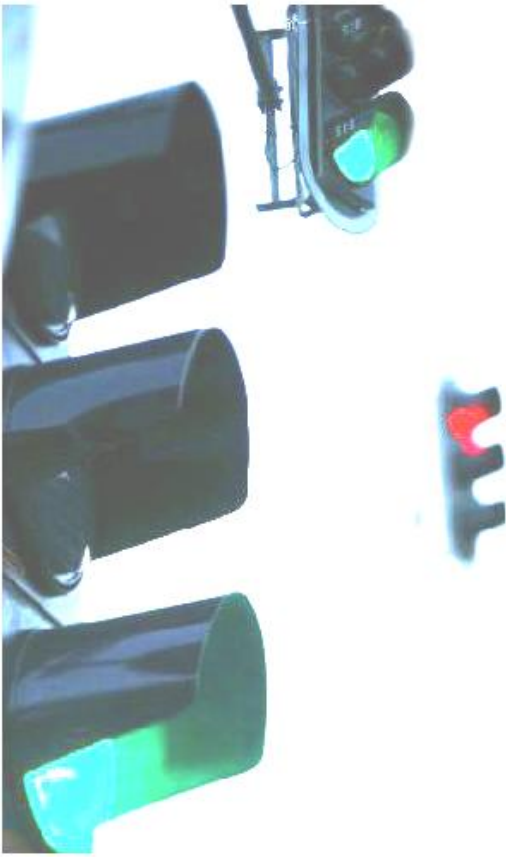
Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	40	33	7	18%
02/01/2017 - 02/28/2017	29	21	8	28%
03/01/2017 - 03/31/2017	24	20	4	17%
04/01/2017 - 04/30/2017	14	8	6	43%
05/01/2017 - 05/31/2017	16	11	5	31%
06/01/2017 - 06/30/2017	30	21	9	30%
07/01/2017 - 07/31/2017	17	14	3	18%
08/01/2017 - 08/31/2017	31	20	11	35%
09/01/2017 - 09/30/2017	26	24	2	8%
10/01/2017 - 10/31/2017	22	15	7	32%
11/01/2017 - 11/30/2017	16	12	4	25%
12/01/2017 - 12/31/2017	11	10	1	9%
Total	276	209	67	24%

As indicated in the table above, 276 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 67 of the contested tickets, a 24% 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	14	10	4	29%
03/01/2017 - 03/31/2017	9	8	1	11%
04/01/2017 - 04/30/2017	11	11	0	0%
05/01/2017 - 05/31/2017	11	10	1	9%
06/01/2017 - 06/30/2017	8	4	4	50%
07/01/2017 - 07/31/2017	9	8	1	11%
08/01/2017 - 08/31/2017	6	6	0	0%
09/01/2017 - 09/30/2017	14	14	0	0%
10/01/2017 - 10/31/2017	9	9	0	0%
11/01/2017 - 11/30/2017	17	14	3	18%
12/01/2017 - 12/31/2017	12	10	2	17%
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.



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.

From 2008-2009, prior to the RLR camera installation, the combined average of ADTC at this intersection was 49,800. From 2011-2017, post RLR camera installation, the combined average of ADTC was 42,479, resulting in a decrease of 14.70% from the time period aforementioned. (See tab 3)

From 2007-2009, prior to the RLR camera installation, there were 21 total crashes; this averages out to 7 crashes a year. From 2011-2017, post RLR camera installation, there were 43 total crashes; this averages out to 6.14 crashes per year, resulting in a 12.24% reduction of overall crashes in before-and-after direct comparison. (See tab 2)

After analyzing all of the available data, we strongly believe that the RLR camera currently in operation at the **Northbound** approach of **175th St and Cicero Ave** 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.