



183rd St and Pulaski Rd

<Southbound>



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

Reference No: 016-45014

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
Pulaski S/B at 183st
Country Club Hills
Ref#: 016-45014

Dear Mr. Gallenbach,

Please find enclosed a copy of the 3 year RLR follow-up evaluation Report for the intersection of Pulaski S/B at 183st 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

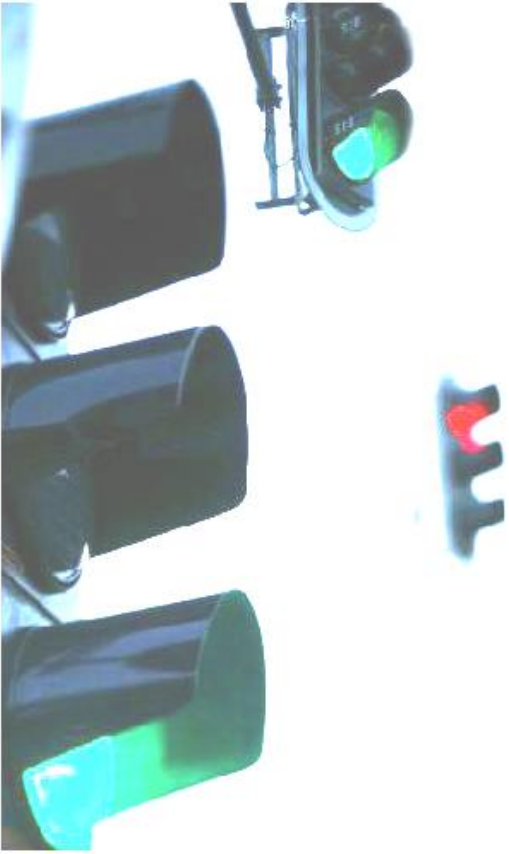
In 2010, the **City of County Club Hills** received approval from the Illinois Department of Transportation (IDOT) to install a Red Light Running (RLR) camera at the **Southbound** approach of **183rd St and Pulaski Rd**.

- Date on which the cameras went live on the southbound approach: **10/2010**
- Date on which the 1 Year Follow-Up Evaluation Report was submitted to the IDOT: **07/2012**
- Date on which the 3 Year Follow-Up Evaluation Report was submitted to the IDOT: **08/2015**

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 **183rd St and Pulaski Rd** over a span of 11 years.*

	Angle	Turning	Rear End	Sideswipe	Fixed Object	Total
2007	1	7	5	0	0	13
2008	2	3	10	0	1	16
2009	2	3	3	1	1	10
2010	1	5	6	0	0	12
2011	0	1	4	0	1	6
2012	1	1	3	0	0	5
2013	1	5	3	0	0	9
2014	1	4	2	0	0	7
2015	0	1	1	0	0	2
2016	2	3	5	0	1	11
2017	3	2	8	2	0	15

- 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.

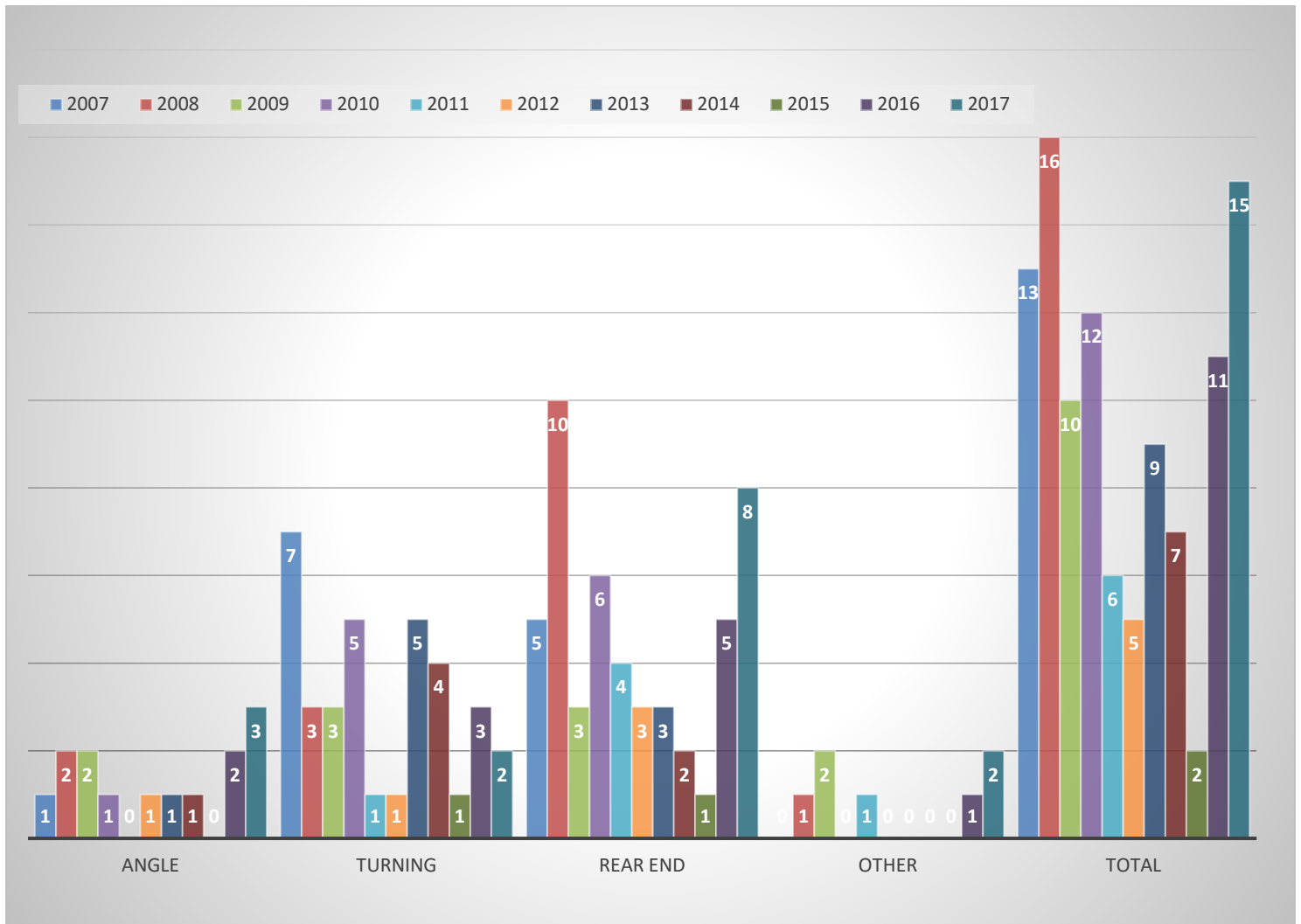
Year Type	Before Installation				After Installation							
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	
Angle	1	2	2	1	0	1	1	1	0	2	3	
Turning	7	3	3	5	1	1	5	4	1	3	2	
Rear End	5	10	3	6	4	3	3	2	1	5	8	
Other***	0	1	2	0	1	0	0	0	0	1	2	
Total	13	16	10	12	6	5	9	7	2	11	15	
Yearly Average	13.00				7.86							

* 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 Object.

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



From 2007-2010, prior to the RLR camera installation, there were 39 total crashes; this averages out to 13 crashes a year.

From 2011-2017, post RLR camera installation, there were 55 total crashes; this averages out to 7.86 crashes per year, resulting in a 39.56% reduction of overall crashes in direct comparison with the time period aforementioned.

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
09/09/2008
Page 4 of 4

01/01/2007 to 12/31/2007

Route: 8096 From MileStation 4.13 to 4.13

County: COOK

Intersection Related

TOTAL	FATAL	INJURY	PROPERTY DAMAGE	TOTAL KILLED	TOTAL INJURED	A	B	C
13	0	4	9	0	4	0	2	2

<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	1	7.69%	Monday	3	23.08%	8 AM	1	7.69%	Other	1	3.85%
Rear end	5	38.46%	Tuesday	2	15.38%	9 AM	2	15.38%	Passenger	19	73.08%
Turning	7	53.85%	Wednesday	1	7.69%	11 AM	1	7.69%	SUV	3	11.54%
			Thursday	1	7.69%	Noon	2	15.38%	Truck Single Unit	1	3.85%
			Friday	3	23.08%	1 PM	1	7.69%	Van/Mini-Van	2	7.69%
			Saturday	3	23.08%	2 PM	1	7.69%			
						6 PM	1	7.69%			
						7 PM	1	7.69%			
						8 PM	1	7.69%			
						10 PM	1	7.69%			
						11 PM	1	7.69%			
TOTAL:	13		TOTAL:	13		TOTAL:	13		TOTAL:	26	

<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	10	76.92%	Darkness	1	7.69%	Dry	9	69.2	East	8	30.77%
Rain	2	15.38%	Darkness, Lighted Road	2	15.38%	Snow or Slush	2	15.3	North	9	34.62%
Snow	1	7.69%	Daylight	10	76.92%	Wet	2	15.3	South	3	11.54%
									Southwest	1	3.85%
									West	5	19.23%
TOTAL:	13		TOTAL:	13		TOTAL:	13		TOTAL:	26	

Collision Diagram

1/1/2008 to 12/31/2008

Crash Route: TS096 | From MileStation 4.13 to 4.13 | 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	1	2	1	12	0	7	1	2	4

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
10-Turning	3	18.8%	Monday	3	18.8%	08 AM	3	18.8%	Other	2	5.7%
11-Rear end	10	62.5%	Tuesday	2	12.5%	1 PM	1	6.3%	Passenger	20	57.1%
15-Angle	2	12.5%	Thursday	3	18.8%	2 PM	1	6.3%	Sport utility vehicle (SUV)	8	22.9%
6-Fixed object	1	6.3%	Friday	4	25.0%	3 PM	2	12.5%	Van/mini van	5	14.3%
TOTAL:	16		Saturday	4	25.0%	4 PM	1	6.3%	TOTAL:	35	
			TOTAL:	16		5 PM	2	12.5%			
						6 PM	2	12.5%			
						7 PM	1	6.3%			
						9 PM	2	12.5%			
						11 PM	1	6.3%			
						TOTAL:	16				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	11	68.8%	Darkness	1	6.3%	Dry	9	56.3%	East	8	22.9%
Rain	1	6.3%	Darkness/Lighted road	5	31.3%	Ice	1	6.3%	North	15	42.9%
Snow	4	25.0%	Daylight	10	62.5%	Snow or slush	3	18.8%	South	3	8.6%
TOTAL:	16		TOTAL:	16		Wet	3	18.8%	Southeast	3	8.6%
						TOTAL:	16		West	6	17.1%
									TOTAL:	35	

Collision Diagram

1/1/2009 to 12/31/2009

Crash Route: TS115 | From MileStation 3.59 to 3.59 | 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
10	0	0	2	2	6	0	8	0	6	2

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
10-Turning	3	30.0%	Monday	2	20.0%	06 AM	1	10.0%	Bus up to 15 pass	1	5.3%
11-Rear end	3	30.0%	Tuesday	1	10.0%	07 AM	1	10.0%	Passenger	8	42.1%
12-Sideswipe same direction	1	10.0%	Wednesday	1	10.0%	08 AM	1	10.0%	Sport utility vehicle (SUV)	8	42.1%
15-Angle	2	20.0%	Thursday	1	10.0%	09 AM	1	10.0%	Tractor w/ semi-trailer	1	5.3%
6-Fixed object	1	10.0%	Friday	1	10.0%	11 AM	1	10.0%	Van/mini van	1	5.3%
TOTAL:	10		Saturday	4	40.0%	Noon	1	10.0%	TOTAL:	19	
			TOTAL:	10		1 PM	1	10.0%			
						8 PM	2	20.0%			
						10 PM	1	10.0%			
						TOTAL:	10				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	7	70.0%	Darkness/Lighted road	2	20.0%	Dry	7	70.0%	East	7	36.8%
Rain	2	20.0%	Dawn	1	10.0%	Snow or slush	1	10.0%	North	6	31.6%
Snow	1	10.0%	Daylight	6	60.0%	Wet	2	20.0%	South	3	15.8%
TOTAL:	10		Dusk	1	10.0%	TOTAL:	10		Southeast	1	5.3%
			TOTAL:	10					West	2	10.5%
									TOTAL:	19	

Collision Diagram

1/1/2010 to 12/31/2010

Crash Route: TS115 | From MileStation 3.44 to 3.44 | 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
12	0	0	0	1	11	0	1	0	0	1

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
10-Turning	5	41.7%	Monday	2	16.7%	08 AM	1	8.3%	Farm equipment	1	3.6%
11-Rear end	6	50.0%	Tuesday	2	16.7%	09 AM	1	8.3%	Passenger	14	50.0%
15-Angle	1	8.3%	Wednesday	3	25.0%	10 AM	4	33.3%	Pickup	2	7.1%
TOTAL:	12		Thursday	1	8.3%	1 PM	1	8.3%	Sport utility vehicle (SUV)	10	35.7%
			Friday	4	33.3%	3 PM	1	8.3%	Unknown/NA	1	3.6%
			TOTAL:	12		4 PM	2	16.7%	TOTAL:	28	
						7 PM	1	8.3%			
						10 PM	1	8.3%			
						TOTAL:	12				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	12	100.0%	Darkness/Lighted road	2	16.7%	Dry	10	83.3%	East	6	21.4%
TOTAL:	12		Daylight	10	83.3%	Unknown	1	8.3%	North	9	32.1%
			TOTAL:	12		Wet	1	8.3%	Northeast	1	3.6%
						TOTAL:	12		Northwest	1	3.6%
									South	4	14.3%
									Southeast	2	7.1%
									West	5	17.9%
									TOTAL:	28	



Coordinate Collision Diagram Report

1/1/2011 to 12/31/2011

For XCoordinate 2967952.6128149 : YCoordinate 1790693.11500548 | 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
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	1	16.7%	Monday	1	16.7%	02 AM	1	16.7%	Passenger	8	66.7%
11-Rear end	4	66.7%	Thursday	1	16.7%	10 AM	1	16.7%	Pickup	2	16.7%
6-Fixed object	1	16.7%	Friday	2	33.3%	1 PM	1	16.7%	Sport utility vehicle (SUV)	2	16.7%
TOTAL:	6		Saturday	1	16.7%	4 PM	1	16.7%	TOTAL:	12	
			Sunday	1	16.7%	9 PM	1	16.7%			
			TOTAL:	6		11 PM	1	16.7%			
						TOTAL:	6				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	6	100.0%	Darkness/Lighted road	3	50.0%	Dry	5	83.3%	East	7	58.3%
TOTAL:	6		Daylight	3	50.0%	Ice	1	16.7%	South	4	33.3%
			TOTAL:	6		TOTAL:	6		West	1	8.3%
									TOTAL:	12	

Coordinate Collision Diagram Report

1/1/2012 to 12/31/2012

For XCoordinate 2967952.40430242 : YCoordinate 1790694.12504668 | 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
5	0	0	0	1	4	0	1	0	0	1

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	20.0%	Monday	1	20.0%	06 AM	1	20.0%	Bus Up to 15 Passengers	1	10.0%
Rear End	3	60.0%	Thursday	2	40.0%	11 AM	2	40.0%	Passenger	6	60.0%
Turning	1	20.0%	Friday	1	20.0%	5 PM	1	20.0%	Pickup	1	10.0%
TOTAL:	5		Saturday	1	20.0%	6 PM	1	20.0%	SUV	2	20.0%
			TOTAL:	5		TOTAL:	5		TOTAL:	10	

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	3	60.0%	Daylight	5	100.0%	Dry	3	60.0%	East	2	20.0%
Rain	1	20.0%	TOTAL:	5		Snow or Slush	1	20.0%	North	3	30.0%
Snow	1	20.0%			Wet	1	20.0%	South	2	20.0%	
TOTAL:	5				TOTAL:	5		West	3	30.0%	
								TOTAL:	10		



Coordinate Collision Diagram Report

1/1/2013 to 12/31/2013

For XCoordinate 2967952.54143348 : YCoordinate 1790693.36069825 | 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
9	0	0	2	3	4	0	9	0	4	5

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	11.1%	Monday	1	11.1%	02 AM	1	11.1%	Passenger	14	73.7%
Rear End	3	33.3%	Wednesday	1	11.1%	04 AM	1	11.1%	SUV	5	26.3%
Turning	5	55.6%	Thursday	1	11.1%	08 AM	1	11.1%	TOTAL:	19	
TOTAL:	9		Friday	1	11.1%	10 AM	1	11.1%			
			Saturday	4	44.4%	1 PM	1	11.1%			
			Sunday	1	11.1%	3 PM	1	11.1%			
			TOTAL:	9		4 PM	1	11.1%			
						10 PM	2	22.2%			
						TOTAL:	9				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	9	100.0%	Darkness	2	22.2%	Dry	8	88.9%	East	3	15.8%
TOTAL:	9		Darkness/ Lighted Road	3	33.3%	Snow or Slush	1	11.1%	North	4	21.1%
			Daylight	4	44.4%	TOTAL:	9		South	4	21.1%
			TOTAL:	9					Southeast	2	10.5%
									Southwest	1	5.3%
									West	5	26.3%
									TOTAL:	19	

Coordinate Collision Diagram Summary

1/1/2014 to 12/31/2014

For XCoordinate 2967952.61031542 : YCoordinate 1790692.97676042 | 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
7	0	0	1	1	5	0	2	0	1	1

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	14.3%	Monday	1	14.3%	Midnight	1	14.3%	Passenger	7	46.7%
Rear End	2	28.6%	Tuesday	1	14.3%	03 AM	1	14.3%	Pickup	2	13.3%
Turning	4	57.1%	Friday	3	42.9%	04 AM	1	14.3%	SUV	6	40.0%
TOTAL:	7		Saturday	2	28.6%	Noon	1	14.3%	TOTAL:	15	
			TOTAL:	7		6 PM	1	14.3%			
						7 PM	2	28.6%			
						TOTAL:	7				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	5	71.4%	Darkness/ Lighted Road	5	71.4%	Dry	4	57.1%	East	6	40.0%
Rain	2	28.6%	Daylight	1	14.3%	Wet	3	42.9%	North	3	20.0%
TOTAL:	7		Dusk	1	14.3%	TOTAL:	7		South	4	26.7%
			TOTAL:	7					Southeast	1	6.7%
									West	1	6.7%
									TOTAL:	15	

Notes

Calendar data 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

Coordinate Collision Diagram Report

1/1/2015 to 12/31/2015

For XCoordinate 2967952.610315 : YCoordinate 1790692.97676 | 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
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	%
Rear End	1	50.0%	Tuesday	1	50.0%	09 AM	1	50.0%	Bus Up to 15 Passengers	1	20.0%
Turning	1	50.0%	Wednesday	1	50.0%	9 PM	1	50.0%	Passenger	1	20.0%
TOTAL:	2		TOTAL:	2		TOTAL:	2		SUV	1	20.0%
									Unknown	1	20.0%
									Van/Mini-Van	1	20.0%
									TOTAL:	5	
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	2	100.0%	Darkness, Lighted Road	1	50.0%	Dry	2	100.0%	East	1	20.0%
TOTAL:	2		Daylight	1	50.0%	TOTAL:	2		North	3	60.0%
			TOTAL:	2					Southeast	1	20.0%
									TOTAL:	5	

Coordinate Collision Diagram Report

1/1/2016 to 12/31/2016

For XCoordinate 2967952.610315 : YCoordinate 1790692.97676 | 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>11</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>9</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	2	18.2%	Monday	2	18.2%	03 AM	1	9.1%	Passenger	17	81.0%
Fixed Object	1	9.1%	Wednesday	2	18.2%	08 AM	1	9.1%	SUV	3	14.3%
Rear End	5	45.5%	Thursday	1	9.1%	09 AM	1	9.1%	Van/Mini-Van	1	4.8%
Turning	3	27.3%	Friday	3	27.3%	Noon	1	9.1%	TOTAL:	21	
TOTAL:	11		Saturday	3	27.3%	2 PM	1	9.1%			
			TOTAL:	11		3 PM	1	9.1%			
						4 PM	1	9.1%			
						8 PM	2	18.2%			
						9 PM	1	9.1%			
						11 PM	1	9.1%			
						TOTAL:	11				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	7	63.6%	Darkness, Lighted Road	5	45.5%	Dry	7	63.6%	East	5	23.8%
Cloudy/Overcast	1	9.1%	Daylight	6	54.5%	Wet	4	36.4%	North	5	23.8%
Rain	2	18.2%	TOTAL:	11		TOTAL:	11		South	4	19.0%
Snow	1	9.1%						Southeast	2	9.5%	
TOTAL:	11							West	5	23.8%	
								TOTAL:	21		

Coordinate Collision Diagram Report

1/1/2017 to 12/31/2017

For XCoordinate 2967952.610315 : YCoordinate 1790692.97676 | 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>15</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>10</u>	<u>0</u>	<u>9</u>	<u>3</u>	<u>2</u>	<u>4</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	3	20.0%	Monday	1	6.7%	10 AM	2	13.3%	Bus Up to 15 Passengers	1	3.1%
Rear End	8	53.3%	Tuesday	3	20.0%	Noon	1	6.7%	Passenger	21	65.6%
Sideswipe Opposite Direction	1	6.7%	Wednesday	4	26.7%	2 PM	1	6.7%	SUV	8	25.0%
Sideswipe Same Direction	1	6.7%	Thursday	1	6.7%	3 PM	2	13.3%	Truck Single Unit	1	3.1%
Turning	2	13.3%	Friday	1	6.7%	5 PM	1	6.7%	Van/Mini-Van	1	3.1%
TOTAL:	15		Saturday	5	33.3%	8 PM	3	20.0%	TOTAL:	32	
			TOTAL:	15		9 PM	2	13.3%			
						10 PM	2	13.3%			
						11 PM	1	6.7%			
						TOTAL:	15				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	10	66.7%	Darkness	1	6.7%	Dry	10	66.7%	East	14	43.8%
Rain	5	33.3%	Darkness, Lighted Road	8	53.3%	Wet	5	33.3%	North	6	18.8%
TOTAL:	15		Daylight	6	40.0%	TOTAL:	15		Northeast	1	3.1%
			TOTAL:	15					Northwest	1	3.1%
									South	5	15.6%
									West	5	15.6%
								TOTAL:	32		



3. Traffic Volume

The table below shows a summary of the Average Daily Traffic Count (ADTC) at the intersection of **183rd 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 2008-2009 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.

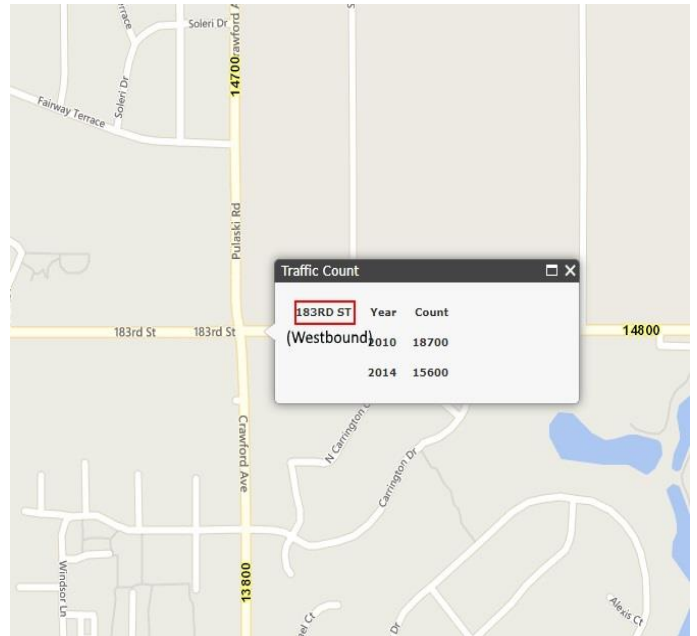
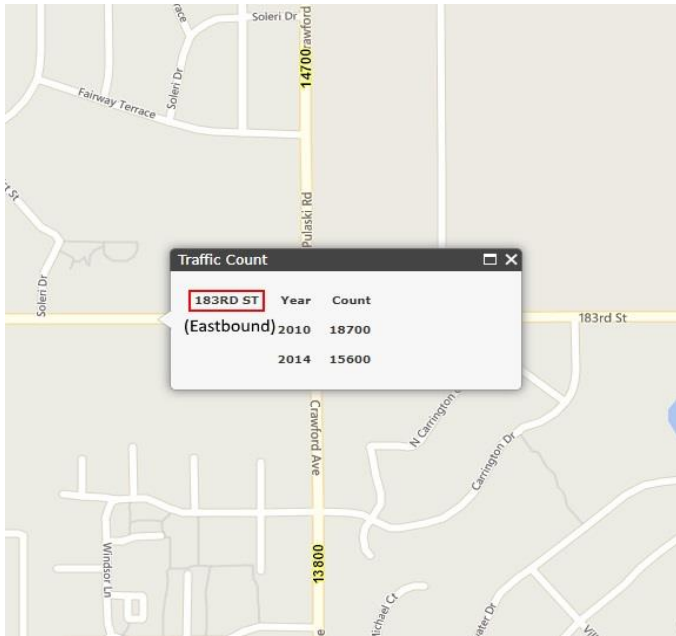
Direction \ Year	Before Installation			After Installation						
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Eastbound	16,500	16,500	18,700	18,700	18,700	18,700	15,600	15,600	15,600	15,600
Westbound	16,500	16,500	18,700	18,700	18,700	18,700	15,600	15,600	15,600	15,600
Northbound	12,700	12,700	12,200	12,200	12,200	12,200	13,600	13,600	13,600	13,600
Southbound	17,100	17,100	15,900	15,900	15,900	15,900	8,950	8,950	8,950	8,950
Combined	62,800	62,800	65,500	65,500	65,500	65,500	53,750	53,750	53,750	53,750
Combinded Avg	62,800			58,786						

From 2008-2009, prior to the RLR camera installation, the combined average of ADTC was 62,800.

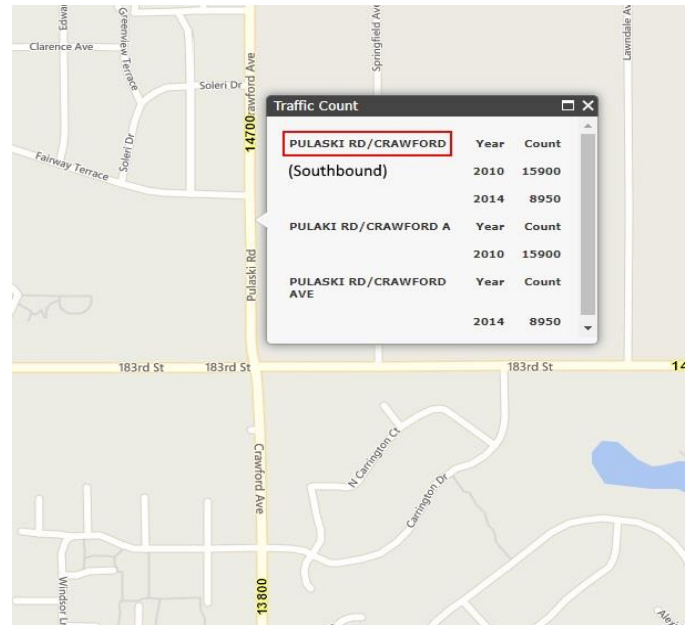
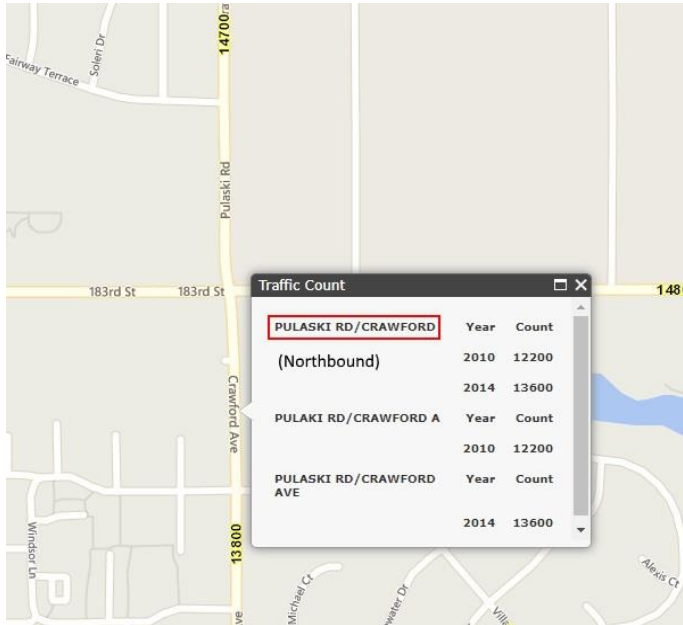
From 2011-2017, post RLR camera installation, the combined average of ADTC was 58,786, resulting in a decrease of 6.39% from the time period above.

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

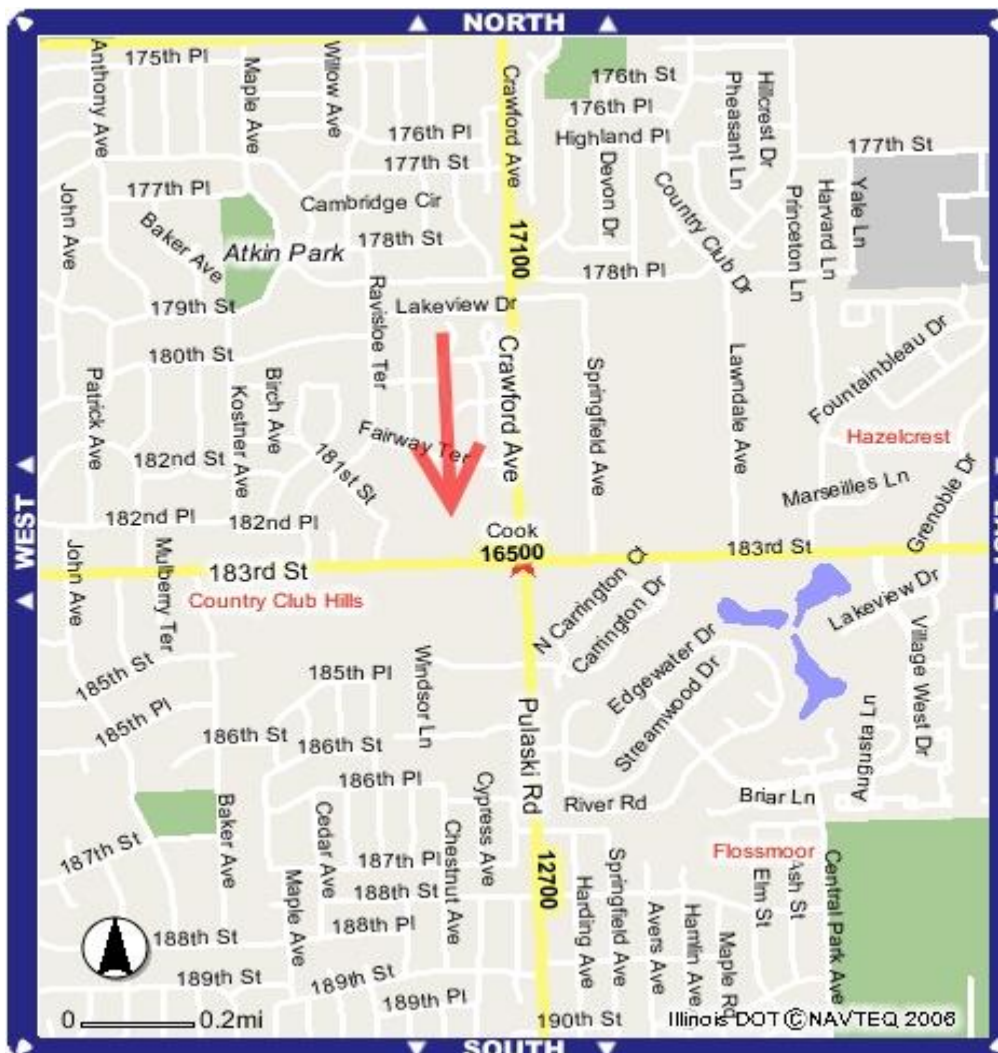
The traffic numbers below were obtained from the IDOT website per the RLR Guideline document published by the IDOT. Only ADTC values were available, peak numbers were not provided.

183rd St ADTC

- Eastbound: 16,500
- Westbound: 16,500

Pulaski Rd (Crawford Ave) ADTC

- Northbound: 12,700
- Southbound: 17,100





4. Summary of Adjudication

Below are the summaries of tickets contested “in person” and “by mail” from the **Southbound** approach of **183rd 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	23	11	12	52%
02/01/2014 - 02/28/2014	25	19	6	24%
03/01/2014 - 03/31/2014	20	18	2	10%
04/01/2014 - 04/30/2014	27	16	11	41%
05/01/2014 - 05/31/2014	27	12	15	56%
06/01/2014 - 06/30/2014	45	19	26	58%
07/01/2014 - 07/31/2014	53	38	15	28%
08/01/2014 - 08/31/2014	36	25	11	31%
09/01/2014 - 09/30/2014	33	18	15	45%
10/01/2014 - 10/31/2014	36	19	17	47%
11/01/2014 - 11/30/2014	36	17	19	53%
12/01/2014 - 12/31/2014	32	11	21	66%
Total	393	223	170	43%

As indicated in the table above, 393 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 170 of the contested tickets, a 43% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2014 - 01/31/2014	12	12	0	0%
02/01/2014 - 02/28/2014	11	11	0	0%
03/01/2014 - 03/31/2014	10	10	0	0%
04/01/2014 - 04/30/2014	8	7	1	13%
05/01/2014 - 05/31/2014	16	16	0	0%
06/01/2014 - 06/30/2014	14	12	2	14%
07/01/2014 - 07/31/2014	8	8	0	0%
08/01/2014 - 08/31/2014	18	17	1	6%
09/01/2014 - 09/30/2014	15	15	0	0%
10/01/2014 - 10/31/2014	15	14	1	7%
11/01/2014 - 11/30/2014	14	7	7	50%
12/01/2014 - 12/31/2014	17	11	6	35%
Total	158	140	18	11%

As indicated in the table above, 158 tickets were contested by mail during the above referenced period. 18 contests by mail were dismissed, an 11% dismissal rate.

Below are the summaries of tickets contested “in person” and “by mail” from the **Southbound** approach of **183rd 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	26	17	9	35%
02/01/2015 - 02/28/2015	13	11	2	15%
03/01/2015 - 03/31/2015	19	13	6	32%
04/01/2015 - 04/30/2015	29	21	8	28%
05/01/2015 - 05/31/2015	25	15	10	40%
06/01/2015 - 06/30/2015	22	12	10	45%
07/01/2015 - 07/31/2015	16	11	5	31%
08/01/2015 - 08/31/2015	26	21	5	19%
09/01/2015 - 09/30/2015	45	33	12	27%
10/01/2015 - 10/31/2015	45	38	7	16%
11/01/2015 - 11/30/2015	43	35	8	19%
12/01/2015 - 12/31/2015	36	22	14	39%
Total	345	249	96	28%

As indicated in the table above, 345 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 96 of the contested tickets, a 28% 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	6	6	0	0%
03/01/2015 - 03/31/2015	10	8	2	20%
04/01/2015 - 04/30/2015	4	3	1	25%
05/01/2015 - 05/31/2015	9	8	1	11%
06/01/2015 - 06/30/2015	13	12	1	8%
07/01/2015 - 07/31/2015	9	9	0	0%
08/01/2015 - 08/31/2015	16	15	1	6%
09/01/2015 - 09/30/2015	16	11	5	31%
10/01/2015 - 10/31/2015	25	21	4	16%
11/01/2015 - 11/30/2015	10	8	2	20%
12/01/2015 - 12/31/2015	29	26	3	10%
Total	159	134	25	16%

As indicated in the table above, 159 tickets were contested by mail during the above referenced period. 25 contests by mail were dismissed, a 16% dismissal rate.

Below are the summaries of tickets contested “in person” and “by mail” from the **Southbound** approach of **183rd 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	40	25	15	38%
02/01/2016 - 02/29/2016	25	15	10	40%
03/01/2016 - 03/31/2016	19	9	10	53%
04/01/2016 - 04/30/2016	16	12	4	25%
05/01/2016 - 05/31/2016	15	13	2	13%
06/01/2016 - 06/30/2016	18	14	4	22%
07/01/2016 - 07/31/2016	14	1	13	93%
08/01/2016 - 08/31/2016	24	18	6	25%
09/01/2016 - 09/30/2016	18	13	5	28%
10/01/2016 - 10/31/2016	31	21	10	32%
11/01/2016 - 11/30/2016	39	27	12	31%
12/01/2016 - 12/31/2016	22	18	4	18%
Total	281	186	95	34%

As indicated in the table above, 281 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 95 of the contested tickets, a 34% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2016 - 01/31/2016	18	16	2	11%
02/01/2016 - 02/29/2016	13	11	2	15%
03/01/2016 - 03/31/2016	6	3	3	50%
04/01/2016 - 04/30/2016	11	6	5	45%
05/01/2016 - 05/31/2016	15	9	6	40%
06/01/2016 - 06/30/2016	6	6	0	0%
07/01/2016 - 07/31/2016	12	8	4	33%
08/01/2016 - 08/31/2016	10	9	1	10%
09/01/2016 - 09/30/2016	18	16	2	11%
10/01/2016 - 10/31/2016	8	8	0	0%
11/01/2016 - 11/30/2016	17	13	4	24%
12/01/2016 - 12/31/2016	11	11	0	0%
Total	145	116	29	20%

As indicated in the table above, 145 tickets were contested by mail during the above referenced period. 29 contests by mail were dismissed, a 20% dismissal rate.

Below are the summaries of tickets contested “in person” and “by mail” from the **Southbound** approach of **183rd St and Pulaski Rd** from January 2017 to December 2017.

In Person Contest

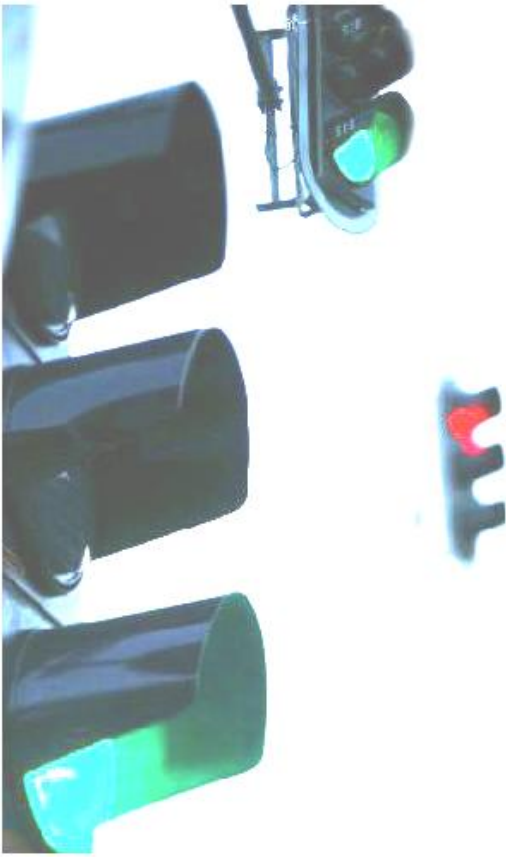
Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	32	19	13	41%
02/01/2017 - 02/28/2017	28	19	9	32%
03/01/2017 - 03/31/2017	32	26	6	19%
04/01/2017 - 04/30/2017	38	29	9	24%
05/01/2017 - 05/31/2017	28	18	10	36%
06/01/2017 - 06/30/2017	30	22	8	27%
07/01/2017 - 07/31/2017	10	7	3	30%
08/01/2017 - 08/31/2017	17	15	2	12%
09/01/2017 - 09/30/2017	21	16	5	24%
10/01/2017 - 10/31/2017	27	26	1	4%
11/01/2017 - 11/30/2017	20	16	4	20%
12/01/2017 - 12/31/2017	14	11	3	21%
Total	297	224	73	25%

As indicated in the table above, 297 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 25% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	6	5	1	17%
02/01/2017 - 02/28/2017	15	12	3	20%
03/01/2017 - 03/31/2017	11	10	1	9%
04/01/2017 - 04/30/2017	30	30	0	0%
05/01/2017 - 05/31/2017	13	12	1	8%
06/01/2017 - 06/30/2017	17	15	2	12%
07/01/2017 - 07/31/2017	12	12	0	0%
08/01/2017 - 08/31/2017	13	12	1	8%
09/01/2017 - 09/30/2017	15	14	1	7%
10/01/2017 - 10/31/2017	18	16	2	11%
11/01/2017 - 11/30/2017	14	13	1	7%
12/01/2017 - 12/31/2017	12	11	1	8%
Total	176	162	14	8%

As indicated in the table above, 176 tickets were contested by mail during the above referenced period. 14 contests by mail were dismissed, an 8% 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 62,800. From 2011-2017, post RLR camera installation, the combined average of ADTC was 58,786, resulting in a decrease of 6.39% from the time period aforementioned. (See tab 3)

From 2007-2009, prior to the RLR camera installation, there were 39 total crashes; this averages out to 13 crashes a year. From 2011-2017, post RLR camera installation, there were 45 total crashes; this averages out to 7.86 crashes per year, resulting in a 39.56% reduction of overall crashes in direct comparison with the time period aforementioned. (See tab 2)

After analyzing all of the available data, we strongly believe that the RLR camera currently in operation at the **Southbound** approach of **183rd 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.