

**Vollmer Rd and Halsted St
<Eastbound>**



THE CITY OF
CHICAGO HEIGHTS
ILLINOIS

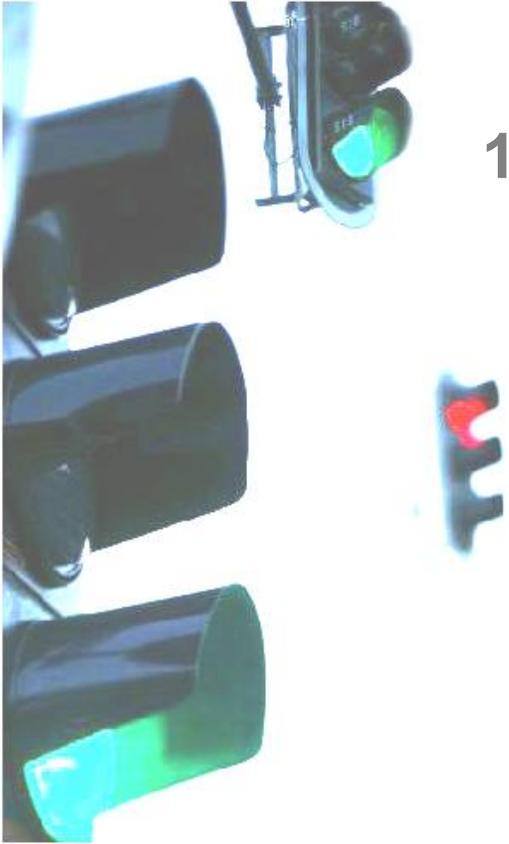
**RLR 3 Year Follow-Up
Evaluation Report**

Reference No: 016-45147

September 2019

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

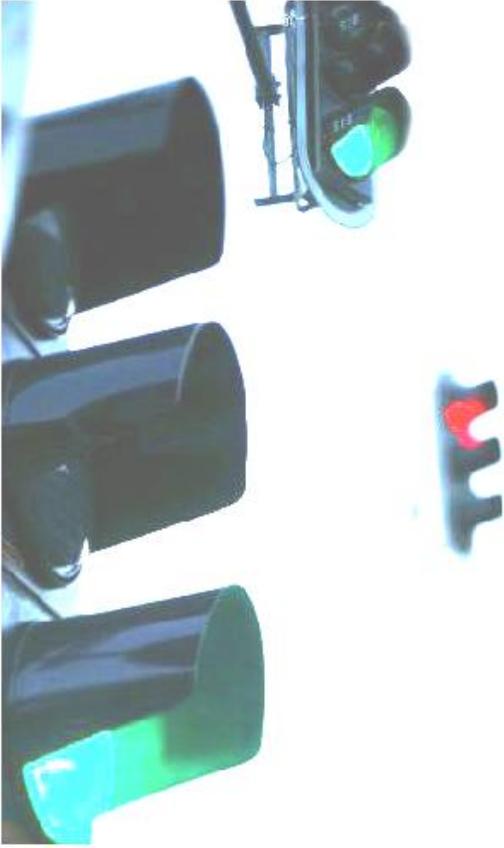
In 2009, the **City of Chicago Heights** received approval from the Illinois Department of Transportation (IDOT) to install a Red Light Running (RLR) camera on the **Eastbound** approach at the intersection of **Vollmer Rd and Halsted St.**

- Date on which the camera went live on the Eastbound approach: **09/2009**
- Date on which the 1 Year Follow-Up Evaluation Report was submitted to IDOT: **06/2011**
- Date on which the 1st 3 Year Follow-Up Evaluation Report was submitted to 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 is 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: 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 **Vollmer Rd and Halsted St** over a span of 11 years.*

	Angle	Turning	Rear End	Pedestrian	Sideswipe	Fixed Object	Total
2006	0	2	8	0	0	0	10
2007	0	2	5	0	0	1	8
2008	0	4	4	0	0	1	9
2009	0	3	1	0	0	0	4
2010	1	3	0	1	0	0	5
2011	0	2	4	0	0	0	6
2012	2	1	3	0	0	1	7
2013	0	0	4	0	0	0	4
2014	1	2	2	0	0	0	5
2015	2	3	3	0	1	0	9
2016	1	4	2	0	0	0	7

- The data from 2006-2008 shows the period prior to the installation of RLR camera.
- The data from 2009 shows the year in which the camera was installed.
- The data from 2010-2016 shows the period following the installation.

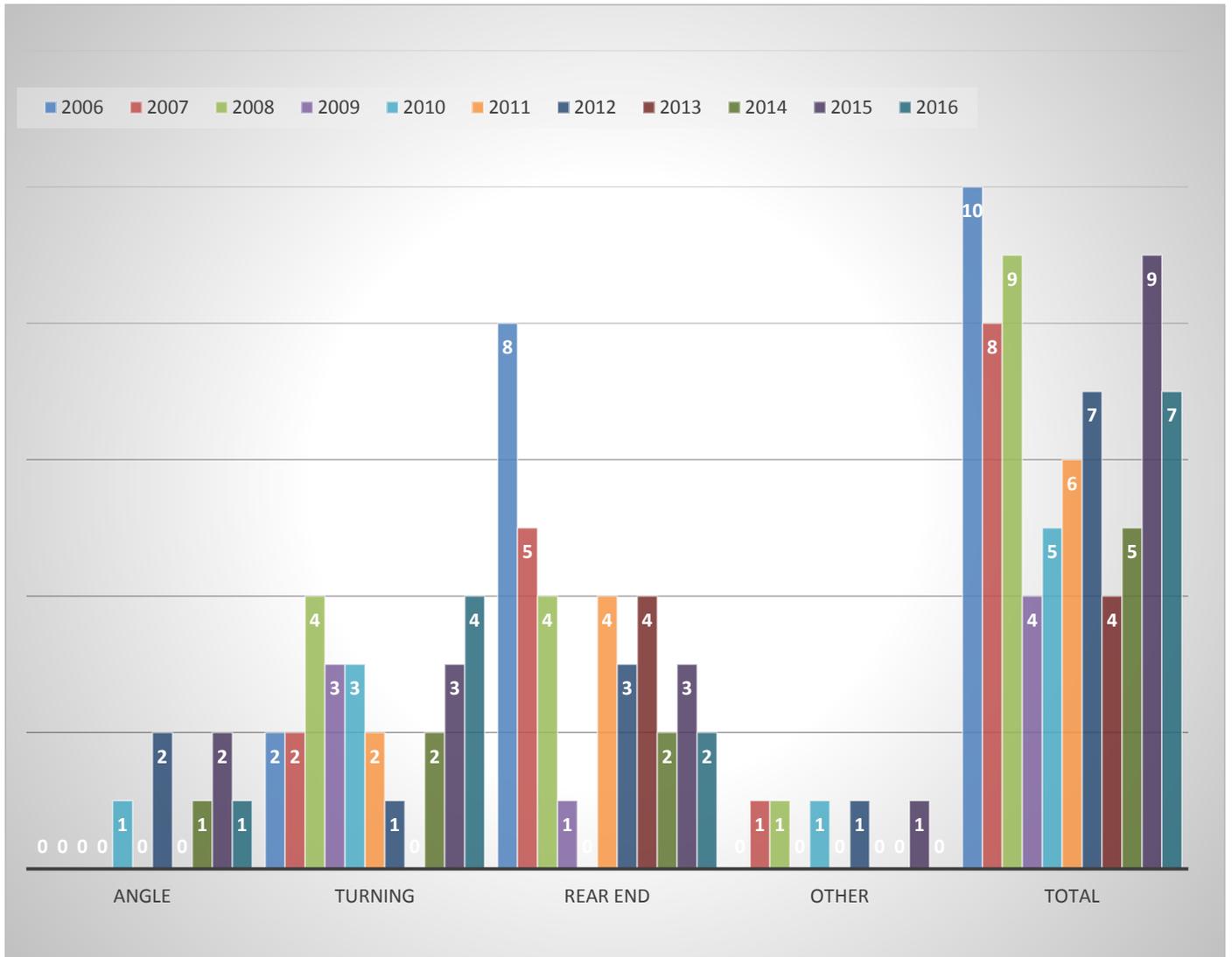
Year Type	Before Installation				After Installation						
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Angle	0	0	0	0	1	0	2	0	1	2	1
Turning	2	2	4	3	3	2	1	0	2	3	4
Rear End	8	5	4	1	0	4	3	4	2	3	2
Other	0	1	1	0	1	0	1	0	0	1	0
Total	10	8	9	4	5	6	7	4	5	9	7
Yearly Average	9.00				6.14						

* 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: Pedestrian, Sideswipe and Fixed Object.

The chart below shows the trends of each crash type from 2006-2016.



From 2006-2008, prior to RLR camera installation, there were 27 total crashes, this averages out to 9 crashes a year.

From 2010-2016, post RLR camera installation, there were 43 total crashes, this averages out to 6.14 crashes per year, resulting in a 31.75% reduction of total crashes.

The following pages contain crash data summary pages from 2006-2016. 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 3 of 3

01/01/2006 to 12/31/2006

Route: 5001 From MileStation 310.34 to 310.34

County: COOK

Intersection Related

TOTAL	FATAL	INJURY	PROPERTY DAMAGE	TOTAL KILLED	TOTAL INJURED	A	B	C
10	0	1	9	0	3	0	3	0

<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>
Rear end	8	80.00%	Monday	3	30.00%	5 AM	1	10.00%	Other	1	5.00%
Turning	2	20.00%	Tuesday	2	20.00%	10 AM	1	10.00%	Passenger	13	65.00%
			Wednesday	2	20.00%	11 AM	2	20.00%	Pickup	2	10.00%
			Thursday	1	10.00%	3 PM	2	20.00%	SUV	1	5.00%
			Friday	1	10.00%	4 PM	1	10.00%	Truck Single Unit	1	5.00%
			Saturday	1	10.00%	5 PM	2	20.00%	Van/Mini-Van	2	10.00%
						11 PM	1	10.00%			
TOTAL:	10		TOTAL:	10		TOTAL:	10		TOTAL:	20	

<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	7	70.00%	Darkness	1	10.00%	Dry	7	70.0	East	5	25.00%
Rain	2	20.00%	Darkness, Lighted Road	2	20.00%	Unknown	1	10.0	North	6	30.00%
Unknown	1	10.00%	Daylight	7	70.00%	Wet	2	20.0	Northeast	1	5.00%
									South	4	20.00%
									Southwest	1	5.00%
									Unknown	2	10.00%
									West	1	5.00%
TOTAL:	10		TOTAL:	10		TOTAL:	10		TOTAL:	20	

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

Database: CISReports
09/22/2008
Page 3 of 3

01/01/2007 to 12/31/2007

Route: 5001 From MileStation 310.32 to 310.32

County: COOK

Intersection Related

TOTAL	FATAL	INJURY	PROPERTY DAMAGE	TOTAL KILLED	TOTAL INJURED	A	B	C
8	0	1	7	0	1	0	1	0

<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	1	12.50%	Monday	1	12.50%	Midnight	1	12.50%	Passenger	9	60.00%
Rear end	5	62.50%	Wednesday	1	12.50%	9 AM	1	12.50%	Pickup	3	20.00%
Turning	2	25.00%	Thursday	4	50.00%	11 AM	1	12.50%	SUV	1	6.67%
			Friday	1	12.50%	Noon	1	12.50%	Tractor with Semi-Trailer	1	6.67%
			Saturday	1	12.50%	2 PM	1	12.50%	Van/Mini-Van	1	6.67%
						3 PM	1	12.50%			
						6 PM	2	25.00%			
TOTAL:	8		TOTAL:	8		TOTAL:	8		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	62.50%	Darkness, Lighted Road	2	25.00%	Dry	5	62.5	East	3	20.00%
Rain	3	37.50%	Daylight	6	75.00%	Wet	3	37.5	North	7	46.67%
									Northeast	1	6.67%
									South	2	13.33%
									Unknown	1	6.67%
									West	1	6.67%
TOTAL:	8		TOTAL:	8		TOTAL:	8		TOTAL:	15	

Collision Diagram

1/1/2008 to 12/31/2008

Crash Route: IL001 | From MileStation 310.32 to 310.32 | 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	0	2	7	0	2	0	0	2

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
10-Turning	4	44.4%	Monday	2	22.2%	08 AM	1	11.1%	Passenger	14	82.4%
11-Rear end	4	44.4%	Wednesday	1	11.1%	1 PM	3	33.3%	Van/mini van	3	17.6%
6-Fixed object	1	11.1%	Thursday	1	11.1%	4 PM	1	11.1%	TOTAL:	17	
TOTAL:	9		Friday	4	44.4%	5 PM	1	11.1%			
			Saturday	1	11.1%	7 PM	1	11.1%			
			TOTAL:	9		9 PM	2	22.2%			
						TOTAL:	9				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	7	77.8%	Darkness/Lighted road	1	11.1%	Dry	6	66.7%	East	8	47.1%
Snow	2	22.2%	Daylight	8	88.9%	Ice	1	11.1%	North	5	29.4%
TOTAL:	9		TOTAL:	9		Snow or slush	2	22.2%	Northeast	2	11.8%
						TOTAL:	9		West	2	11.8%
									TOTAL:	17	

Collision Diagram

1/1/2009 to 12/31/2009

Crash Route: IL001 | From MileStation 310.38 to 310.38 | 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	0	4	0	0	0	0	0

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
10-Turning	3	75.0%	Sunday	4	100.0%	04 AM	1	25.0%	Passenger	3	37.5%
11-Rear end	1	25.0%	TOTAL:	4		05 AM	1	25.0%	Pickup	2	25.0%
TOTAL:	4					10 AM	1	25.0%	Sport utility vehicle (SUV)	1	12.5%
						11 AM	1	25.0%	Tractor w/ semi-trailer	1	12.5%
						TOTAL:	4		Van/mini van	1	12.5%
									TOTAL:	8	
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	2	50.0%	Darkness/Lighted road	2	50.0%	Dry	1	25.0%	East	1	12.5%
Other	1	25.0%	Daylight	2	50.0%	Snow or slush	1	25.0%	North	1	12.5%
Snow	1	25.0%	TOTAL:	4		Wet	2	50.0%	South	3	37.5%
TOTAL:	4					TOTAL:	4		Southwest	1	12.5%
									West	2	25.0%
									TOTAL:	8	

Collision Diagram

1/1/2010 to 12/31/2010

Crash Route: IL001 | From MileStation 310.38 to 310.38 | 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	1	3	0	2	0	1	1

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
10-Turning	3	60.0%	Monday	1	20.0%	08 AM	1	20.0%	Passenger	6	66.7%
15-Angle	1	20.0%	Tuesday	2	40.0%	Noon	1	20.0%	Pickup	1	11.1%
1-Pedestrian	1	20.0%	Wednesday	1	20.0%	3 PM	1	20.0%	Sport utility vehicle (SUV)	1	11.1%
TOTAL:	5		Friday	1	20.0%	4 PM	1	20.0%	Van/mini van	1	11.1%
			TOTAL:	5		9 PM	1	20.0%	TOTAL:	9	
						TOTAL:	5				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	5	100.0%	Darkness	1	20.0%	Dry	5	100.0%	East	2	22.2%
TOTAL:	5		Daylight	4	80.0%	TOTAL:	5		North	2	22.2%
			TOTAL:	5					Northwest	1	11.1%
									South	3	33.3%
									Southeast	1	11.1%
									TOTAL:	9	

Collision Diagram

1/1/2011 to 12/31/2011

Crash Route: IL001 | From MileStation 310.36 to 310.36 | 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	1	1	1	3	0	4	1	2	1

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Rear End	4	66.7%	Monday	1	16.7%	Midnight	1	16.7%	Passenger	11	84.6%
Turning	2	33.3%	Tuesday	2	33.3%	10 AM	1	16.7%	SUV	1	7.7%
TOTAL:	6		Wednesday	1	16.7%	Noon	2	33.3%	Truck Single Unit	1	7.7%
			Friday	1	16.7%	3 PM	1	16.7%	TOTAL:	13	
			Saturday	1	16.7%	8 PM	1	16.7%			
			TOTAL:	6		TOTAL:	6				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	4	66.7%	Darkness, Lighted Road	1	16.7%	Dry	2	33.3%	East	2	15.4%
Rain	2	33.3%	Daylight	5	83.3%	Unknown	1	16.7%	North	4	30.8%
TOTAL:	6		TOTAL:	6		Wet	3	50.0%	South	5	38.5%
						TOTAL:	6		West	2	15.4%
									TOTAL:	13	

Collision Diagram

1/1/2012 to 12/31/2012

Crash Route: IL001 | From MileStation 310.38 to 310.38 | 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	1	1	1	4	0	3	1	1	1

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	2	28.6%	Monday	1	14.3%	07 AM	1	14.3%	Passenger	12	92.3%
Fixed Object	1	14.3%	Tuesday	1	14.3%	10 AM	2	28.6%	SUV	1	7.7%
Rear End	3	42.9%	Thursday	2	28.6%	2 PM	2	28.6%	TOTAL:	13	
Turning	1	14.3%	Friday	2	28.6%	5 PM	1	14.3%			
TOTAL:	7		Saturday	1	14.3%	11 PM	1	14.3%			
			TOTAL:	7		TOTAL:	7				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	5	71.4%	Darkness, Lighted Road	1	14.3%	Dry	5	71.4%	North	6	46.2%
Rain	1	14.3%	Daylight	6	85.7%	Wet	2	28.6%	South	4	30.8%
Snow	1	14.3%	TOTAL:	7		TOTAL:	7		Southeast	1	7.7%
TOTAL:	7								West	2	15.4%
									TOTAL:	13	

Collision Diagram

1/1/2013 to 12/31/2013

Crash Route: IL001 | From MileStation 310.5 to 310.5 | 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	1	0	3	0	2	0	2	0

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Rear End	4	100.0%	Monday	1	25.0%	09 AM	1	25.0%	Passenger	6	66.7%
TOTAL:	4		Thursday	1	25.0%	10 AM	1	25.0%	SUV	2	22.2%
			Saturday	2	50.0%	4 PM	1	25.0%	Unknown	1	11.1%
			TOTAL:	4		9 PM	1	25.0%	TOTAL:	9	
						TOTAL:	4				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	3	75.0%	Darkness/ Lighted Road	1	25.0%	Dry	3	75.0%	East	5	55.6%
Rain	1	25.0%	Daylight	3	75.0%	Wet	1	25.0%	North	2	22.2%
TOTAL:	4		TOTAL:	4		TOTAL:	4		South	2	22.2%
									TOTAL:	9	

Collision Diagram Summary

1/1/2014 to 12/31/2014

Crash Route: IL001 | From MileStation 310.5 to 310.5 | 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	0	4	0	1	0	1	0

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	20.0%	Thursday	1	20.0%	09 AM	1	20.0%	Passenger	8	66.7%
Rear End	2	40.0%	Saturday	1	20.0%	10 AM	1	20.0%	SUV	4	33.3%
Turning	2	40.0%	Wednesday	1	20.0%	1 PM	1	20.0%	TOTAL:	12	
TOTAL:	5		Tuesday	2	40.0%	4 PM	1	20.0%			
			TOTAL:	5		5 PM	1	20.0%			
						TOTAL:	5				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	3	60.0%	Darkness/ Lighted Road	1	20.0%	Dry	2	40.0%	East	5	41.7%
Rain	1	20.0%	Daylight	4	80.0%	Snow or Slush	2	40.0%	North	3	25.0%
Snow	1	20.0%	TOTAL:	5		Wet	1	20.0%	South	1	8.3%
TOTAL:	5					TOTAL:	5		Southwest	1	8.3%
									West	2	16.7%
									TOTAL:	12	

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 2989570.43256525 : YCoordinate 1780660.13396526 | 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
9	0	1	2	0	6	0	4	1	3	0

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	2	22.2%	Monday	2	22.2%	09 AM	1	11.1%	Other	1	5.0%
Rear End	3	33.3%	Tuesday	1	11.1%	10 AM	3	33.3%	Passenger	13	65.0%
Sideswipe Same Direction	1	11.1%	Wednesday	1	11.1%	Noon	1	11.1%	SUV	4	20.0%
Turning	3	33.3%	Friday	2	22.2%	1 PM	1	11.1%	Tractor With Semi-Trailer	1	5.0%
TOTAL:	9		Saturday	2	22.2%	3 PM	3	33.3%	Van/Mini-Van	1	5.0%
			Sunday	1	11.1%	TOTAL:	9		TOTAL:	20	
			TOTAL:	9							

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	8	88.9%	Daylight	9	100.0%	Dry	7	77.8%	East	6	30.0%
Rain	1	11.1%	TOTAL:	9		Other	1	11.1%	North	3	15.0%
TOTAL:	9				Wet	1	11.1%	South	7	35.0%	
					TOTAL:	9		West	4	20.0%	
								TOTAL:	20		

Coordinate Collision Diagram Report

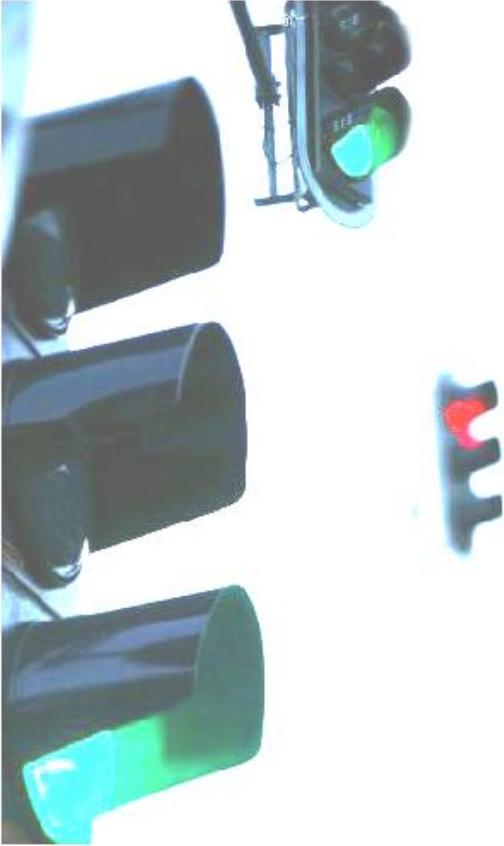
1/1/2016 to 12/31/2016

For XCoordinate 2989570.253952 : YCoordinate 1780660.124556 | 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
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%	08 AM	2	28.6%	Passenger	10	71.4%
Rear End	2	28.6%	Tuesday	1	14.3%	Noon	1	14.3%	SUV	3	21.4%
Turning	4	57.1%	Wednesday	1	14.3%	1 PM	1	14.3%	Van/Mini-Van	1	7.1%
TOTAL:	7		Thursday	1	14.3%	5 PM	1	14.3%	TOTAL:	14	
			Friday	1	14.3%	8 PM	1	14.3%			
			Saturday	1	14.3%	11 PM	1	14.3%			
			Sunday	1	14.3%	TOTAL:	7				
			TOTAL:	7							

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	7	100.0%	Darkness, Lighted Road	2	28.6%	Dry	5	71.4%	East	2	14.3%
TOTAL:	7		Daylight	5	71.4%	Ice	1	14.3%	North	5	35.7%
			TOTAL:	7		Wet	1	14.3%	South	5	35.7%
						TOTAL:	7		Southeast	1	7.1%
									West	1	7.1%
									TOTAL:	14	



3. Traffic Volume

The table below shows a summary of the Average Daily Traffic Count (ADTC) at the intersection of **Vollmer Rd and Halsted St** over a span of 9 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 installation of RLR camera.
- The data from 2009 shows the year in which the camera was installed.
- The data from 2010-2016 shows the period following the installation.

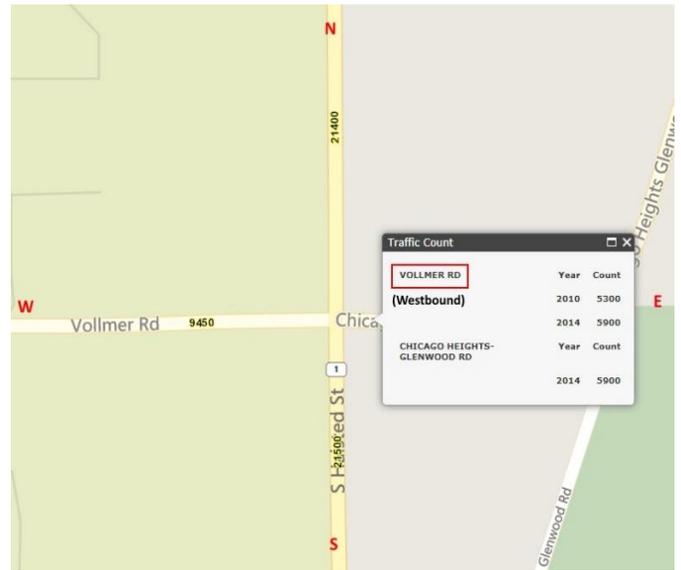
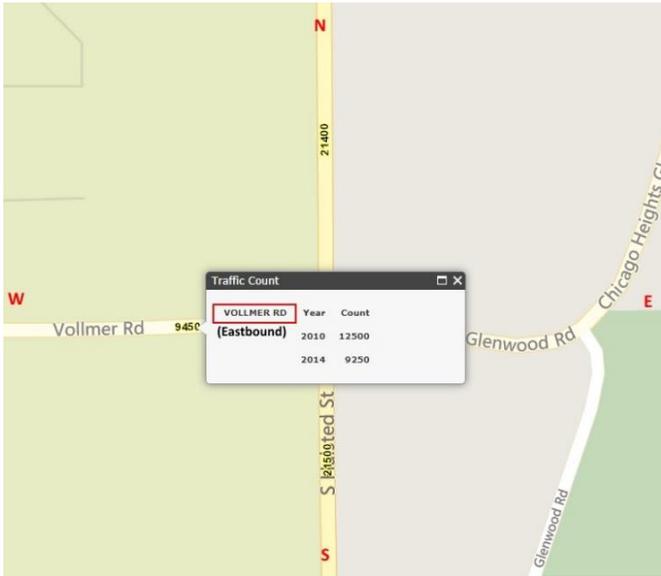
Direction \ Year	Before Installation		After Installation						
	2008	2009	2010	2011	2012	2013	2014	2015	2016
Eastbound	10,500	10500	12500	12500	12500	12500	9250	9250	9250
Westbound	6,100	6100	5300	5300	5300	5300	5900	5900	5900
Northbound	17,900	25400	25400	25400	23700	23500	23500	23500	23500
Southbound	17,900	25400	25400	25400	23700	23500	23500	23500	23500
Combined	52,400	67400	68600	68600	65200	64800	62150	62150	62150
Combined Avg	52,400		65,250						

In 2008, prior to RLR camera installation, the combined total ADTC was 52,400.

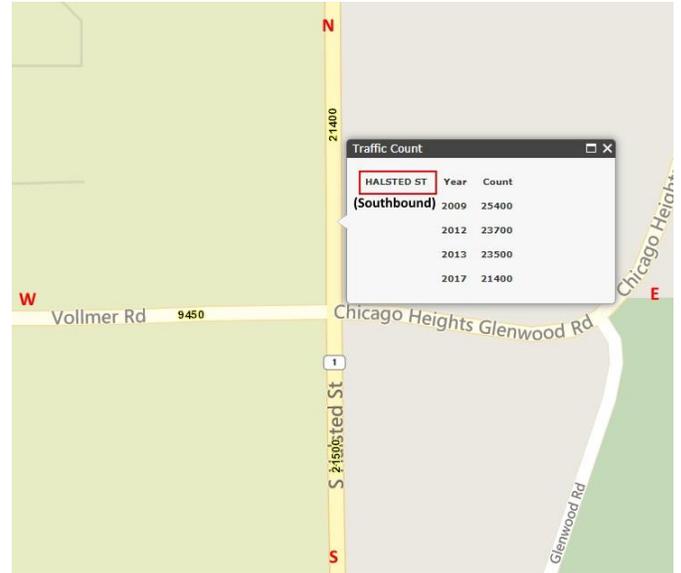
From 2010-2016, post RLR camera installation, the combined total ADTC was 62,250, resulting in an increase of 24.52%.

The following pages will provide the screenshots of ADTC data from 2008-2016 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 September 2008).

Eastbound and Westbound ADTC



Northbound and Southbound ADTC





4. Summary of Adjudication



Below are the summaries of contested violations “in person” and “by mail” from the Eastbound approach of Vollmer Rd and Halsted St from January 2014 - December 2014.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2014 - 01/31/2014	8	7	1	13%
02/01/2014 - 02/28/2014	1	1	0	0%
03/01/2014 - 03/31/2014	6	6	0	0%
04/01/2014 - 04/30/2014	3	3	0	0%
05/01/2014 - 05/31/2014	10	10	0	0%
06/01/2014 - 06/30/2014	11	11	0	0%
07/01/2014 - 07/31/2014	6	5	1	17%
08/01/2014 - 08/31/2014	19	18	1	5%
09/01/2014 - 09/30/2014	14	14	0	0%
10/01/2014 - 10/31/2014	18	16	2	11%
11/01/2014 - 11/30/2014	9	6	3	33%
12/01/2014 - 12/31/2014	10	10	0	0%
Total	115	107	8	7%

As indicated in the table above, 115 contested violations were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 8 of the contested violations, a 7% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2014 - 01/31/2014	10	10	0	0%
02/01/2014 - 02/28/2014	4	4	0	0%
03/01/2014 - 03/31/2014	4	3	1	25%
04/01/2014 - 04/30/2014	3	3	0	0%
05/01/2014 - 05/31/2014	4	1	3	75%
06/01/2014 - 06/30/2014	8	6	2	25%
07/01/2014 - 07/31/2014	3	3	0	0%
08/01/2014 - 08/31/2014	6	4	2	33%
09/01/2014 - 09/30/2014	5	4	1	20%
10/01/2014 - 10/31/2014	8	8	0	0%
11/01/2014 - 11/30/2014	11	10	1	9%
12/01/2014 - 12/31/2014	1	1	0	0%
Total	67	57	10	15%

As indicated in the table above, 67 violations were contested by mail during the above referenced period. 10 contests by mail were dismissed, a 15% dismissal rate.

Below are the summaries of contested violations “in person” and “by mail” from the Eastbound approach of Vollmer Rd and Halsted St from January 2015 - December 2015.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2015 - 01/31/2015	9	8	1	11%
02/01/2015 - 02/28/2015	2	2	0	0%
03/01/2015 - 03/31/2015	4	4	0	0%
04/01/2015 - 04/30/2015	2	2	0	0%
05/01/2015 - 05/31/2015	5	5	0	0%
06/01/2015 - 06/30/2015	8	8	0	0%
07/01/2015 - 07/31/2015	2	2	0	0%
08/01/2015 - 08/31/2015	17	14	3	18%
09/01/2015 - 09/30/2015	13	12	1	8%
10/01/2015 - 10/31/2015	15	12	3	20%
11/01/2015 - 11/30/2015	2	2	0	0%
12/01/2015 - 12/31/2015	4	4	0	0%
Total	83	75	8	10%

As indicated in the table above, 83 contested violations were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 8 of the contested violations, a 10% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2015 - 01/31/2015	3	1	2	67%
02/01/2015 - 02/28/2015	3	1	2	67%
03/01/2015 - 03/31/2015	9	7	2	22%
04/01/2015 - 04/30/2015	3	2	1	33%
06/01/2015 - 06/30/2015	0	0	0	N/A
05/01/2015 - 05/31/2015	2	2	0	0%
07/01/2015 - 07/31/2015	3	1	2	67%
08/01/2015 - 08/31/2015	12	10	2	17%
09/01/2015 - 09/30/2015	21	17	4	19%
10/01/2015 - 10/31/2015	8	4	4	50%
11/01/2015 - 11/30/2015	6	3	3	50%
12/01/2015 - 12/31/2015	4	3	1	25%
Total	74	51	23	31%

As indicated in the table above, 74 violations were contested by mail during the above referenced period. 23 contests by mail were dismissed, a 31% dismissal rate.

Below are the summaries of contested violations “in person” and “by mail” from the Eastbound approach of Vollmer Rd and Halsted St from January 2016 - December 2016.

In Person Contest

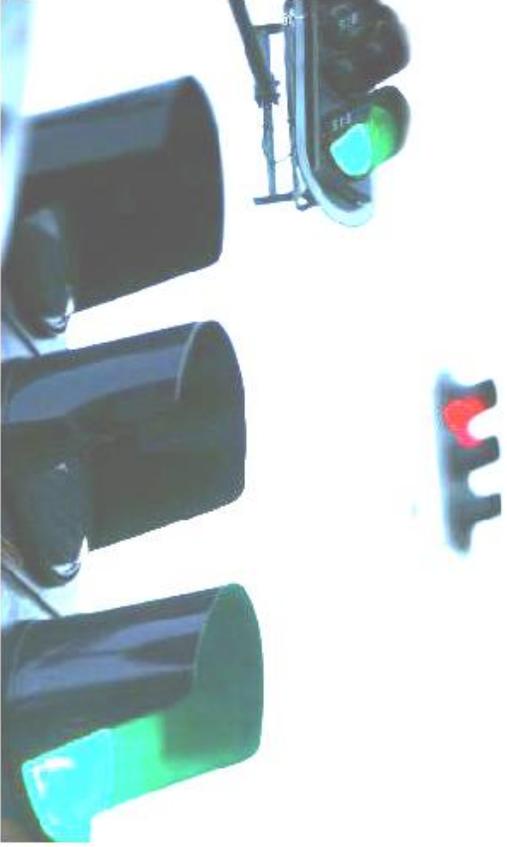
Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2016 - 01/31/2016	4	4	0	0%
02/01/2016 - 02/29/2016	4	4	0	0%
03/01/2016 - 03/31/2016	2	1	1	50%
04/01/2016 - 04/30/2016	0	0	0	N/A
05/01/2016 - 05/31/2016	3	3	0	0%
06/01/2016 - 06/30/2016	3	3	0	0%
07/01/2016 - 07/31/2016	7	7	0	0%
08/01/2016 - 08/31/2016	3	3	0	0%
09/01/2016 - 09/30/2016	4	3	1	25%
10/01/2016 - 10/31/2016	5	5	0	0%
11/01/2016 - 11/30/2016	3	2	1	33%
12/01/2016 - 12/31/2016	5	5	0	0%
Total	43	40	3	7%

As indicated in the table above, 43 contested violations were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 3 of the contested violations, a 7% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2016 - 01/31/2016	1	0	1	100%
02/01/2016 - 02/29/2016	0	0	0	N/A
03/01/2016 - 03/31/2016	1	1	0	0%
04/01/2016 - 04/30/2016	5	2	3	60%
05/01/2016 - 05/31/2016	1	1	0	0%
06/01/2016 - 06/30/2016	1	1	0	0%
07/01/2016 - 07/31/2016	9	9	0	0%
08/01/2016 - 08/31/2016	1	1	0	0%
09/01/2016 - 09/30/2016	1	1	0	0%
10/01/2016 - 10/31/2016	3	3	0	0%
11/01/2016 - 11/30/2016	2	2	0	0%
12/01/2016 - 12/31/2016	4	4	0	0%
Total	29	25	4	14%

As indicated in the table above, 29 violations were contested by mail during the above referenced period. 4 contests by mail were dismissed, a 14% dismissal rate.



5. Report Summary and Recommendation

The **City of Chicago Heights** 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 Chicago Heights** is conducted in a courteous, professional and timely manner in compliance with the RLR regulations laid out by the Illinois Department of Transportation District 1 Bureau of Traffic Operations.

In 2008, prior to RLR camera installation, the combined average of the total ADTC at this intersection was 52,400. From 2010-2016, post RLR camera installation, the combined average of ADTC was 65,250, resulting in an increase of 24.52%. (See tab 3)

From 2006-2008, prior to RLR camera installation, there were 27 total crashes, an average of 9 crashes a year. From 2011-2016, post RLR camera installation, there were 43 total crashes. This averages out to 6.14 per year, resulting in a 31.75% reduction of total crashes.

Total crashes remained at a low average of 6.14 crashes per year despite an increase of 24.52% in ADTC during post RLR camera installation period. (2010->5, 2011->6, 2012->7, 2013->4, 2014->5, 2015->9, 2016->7, See tab 2)

After analyzing all of the available data, we believe that the RLR camera currently in operation at the **Eastbound** approach of **Vollmer Rd and Halsted St** in the **City of Chicago Heights** continues to make a positive impact on improving traffic safety.

Since 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.