



Joe Orr Rd and Chicago Rd
<Eastbound, Westbound and Southbound>



THE CITY OF
CHICAGO HEIGHTS
ILLINOIS

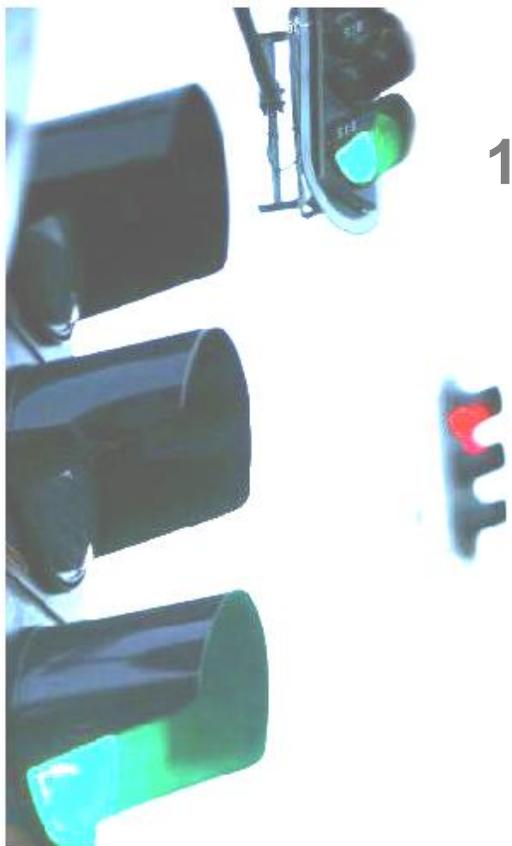
RLR 3 Year Follow-Up
Evaluation Report

Reference No: 016-48068

September 2019

Table of Contents

1. RLR Camera Location, Live Date,
System Manufacturer and Contractor
2. RLR Crash Data and Analysis
3. Traffic Volume
4. Summary of Adjudication
5. Report Summary and Recommendation



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

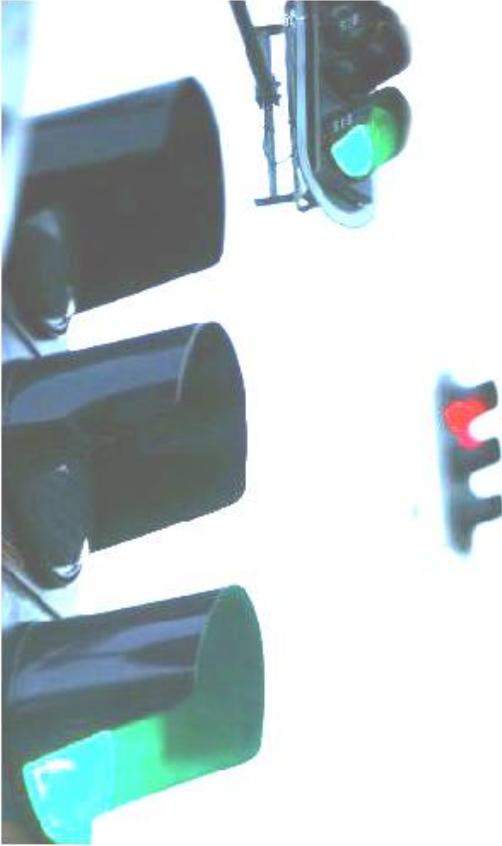
In 2010, the **City of Chicago Heights** received approval from the Illinois Department of Transportation (IDOT) to install a Red Light Running (RLR) camera on the **Eastbound, Westbound and Southbound** approaches at the intersection of **Joe Orr Rd and Chicago Rd**.

- Date on which the camera went live: **06/2010**
- Date on which the 1 Year Follow-Up Evaluation Report was submitted to the IDOT: **09/2011**
- Date on which the 1st 3 Year Follow-Up Evaluation Report was submitted to the IDOT: **12/2014**

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>
---	---



2. RLR Crash Data and Analysis

The table below shows a summary of motor vehicle crashes at the intersection of **Joe Orr Rd and Chicago Rd** over a span of 10 years.*

	Angle	Turning	Rear End	Pedestrian/Pedalcyclist	Sideswipe	Fixed Object	Total
2007	3	4	3	2	0	0	12
2008	2	0	6	0	1	1	10
2009	1	5	1	0	0	0	7
2010	2	0	0	0	0	0	2
2011	1	1	3	0	0	0	5
2012	1	1	2	0	0	1	5
2013	0	3	2	0	0	0	5
2014	1	3	5	0	0	0	9
2015	1	4	1	0	0	0	6
2016	2	1	3	0	0	0	6

- 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 2011-2016 shows the period following the installation.

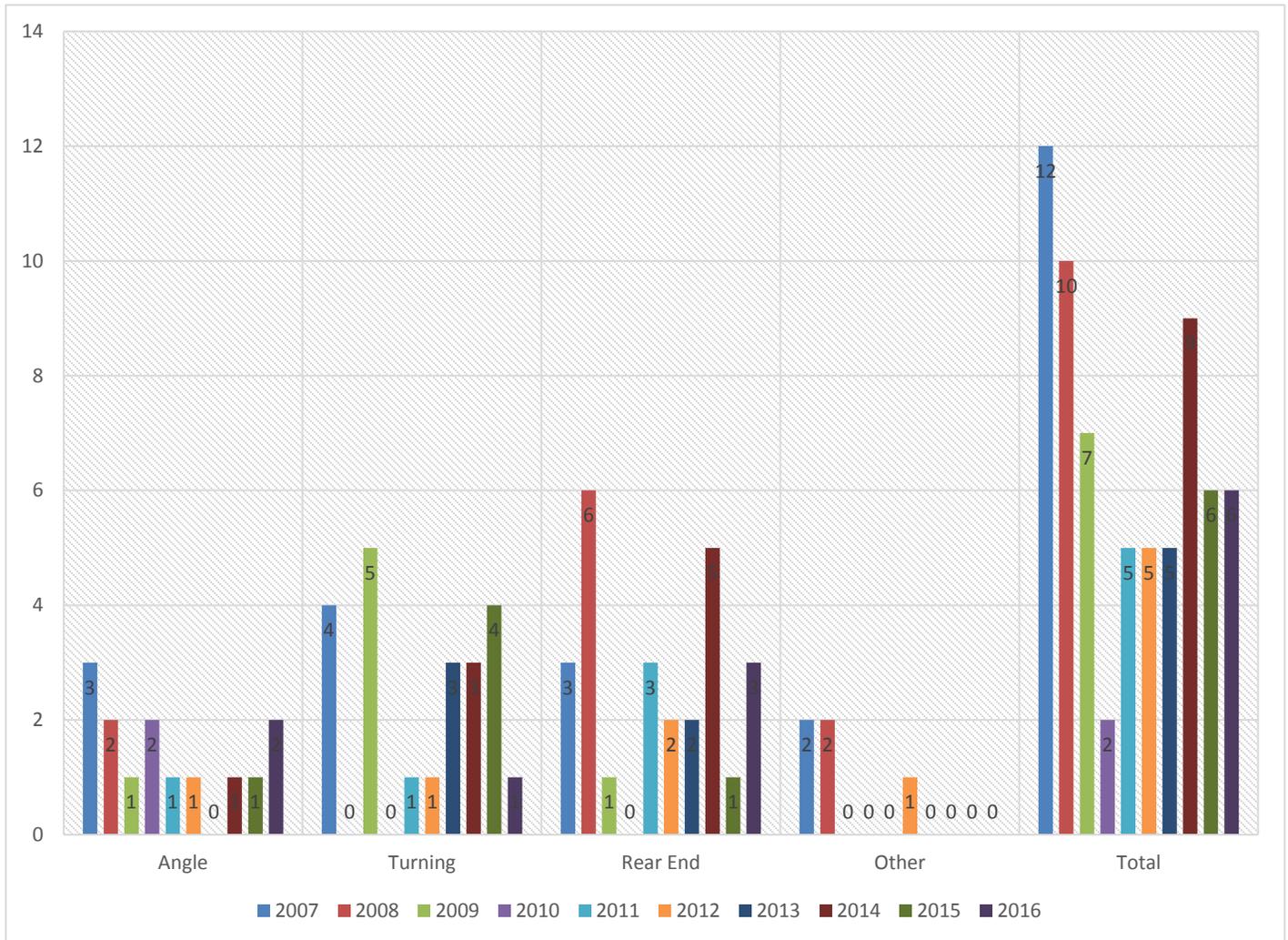
Type \ Year	Before Installation				After Installation					
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Angle	3	2	1	2	1	1	0	1	1	2
Turning	4	0	5	0	1	1	3	3	4	1
Rear End	3	6	1	0	3	2	2	5	1	3
Other***	2	2	0	0	0	1	0	0	0	0
Total	12	10	7	2	5	5	5	9	6	6
Yearly Average	9.67				6.00					

* 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/Pedalcyclist, Sideswipe and Fixed Object.

The chart below shows the trends of each crash type from 2007-2016.



From 2007-2009, prior to RLR camera installation, there were 29 total crashes, this averages out to 9.67 crashes a year.

From 2011-2016, post RLR camera installation, there were 36 total crashes, this averages out to 6 crashes per year, resulting in a 37.93% reduction of crashes from the time period aforementioned.

The following pages contain crash data summary pages from 2007- 2016. The complete crash data can be obtained by contacting the IDOT via DOT.DTS.DataRequests@illinois.gov.

Collision Diagram

1/1/2007 to 12/31/2007

Crash Route: TS001 | From MileStation 0.57 to 0.57 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

VUVOCŠ OUCEJPOU	ØEVOŠ OUCEJPOU	ØRNUŠ OUCEJPOU	UUUOUUVY OEF OEO OUCEJPOU	VUVOCŠ SOSOO	VUVOCŠ ØRNUOO	A INJURIES	B INJURIES	C INJURIES
12	0	7	5	0	9	1	7	1

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
15-Angle	3	25.0%	Tuesday	3	25.0%	Midnight	1	8.3%	Passenger	18	75.0%
10-Turning	4	33.3%	Saturday	1	8.3%	09 AM	1	8.3%	Pickup	1	4.2%
11-Rear end	3	25.0%	Friday	2	16.7%	10 AM	1	8.3%	Sport utility vehicle (SUV)	5	20.8%
2-Pedalcyclist	1	8.3%	Thursday	2	16.7%	11 AM	1	8.3%	TOTAL:	24	
1-Pedestrian	1	8.3%	Monday	3	25.0%	5 PM	3	25.0%			
TOTAL:	12		Wednesday	1	8.3%	8 PM	1	8.3%			
			TOTAL:	12		9 PM	4	33.3%			
						TOTAL:	12				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Other	1	8.3%	Darkness, lighted road	4	33.3%	Snow or slush	1	8.3%	East	8	33.3%
Snow	1	8.3%	Darkness	3	25.0%	Ice	1	8.3%	North	6	25.0%
Clear	7	58.3%	Daylight	4	33.3%	Dry	7	58.3%	South	1	4.2%
Rain	3	25.0%	Unknown	1	8.3%	Wet	3	25.0%	Unknown	2	8.3%
TOTAL:	12		TOTAL:	12		TOTAL:	12		West	7	29.2%
									TOTAL:	24	

Collision Diagram

1/1/2008 to 12/31/2008

Crash Route: TS001 | From MileStation 0.57 to 0.57 | 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	0	0	10	0	0	0	0	0

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
11-Rear end	6	60.0%	Monday	1	10.0%	Midnight	1	10.0%	Passenger	13	68.4%
12-Sideswipe same direction	1	10.0%	Tuesday	3	30.0%	02 AM	1	10.0%	Pickup	2	10.5%
15-Angle	2	20.0%	Wednesday	3	30.0%	06 AM	1	10.0%	Sport utility vehicle (SUV)	2	10.5%
6-Fixed object	1	10.0%	Thursday	1	10.0%	08 AM	1	10.0%	Van/mini van	2	10.5%
TOTAL:	10		Friday	1	10.0%	09 AM	1	10.0%	TOTAL:	19	
			Saturday	1	10.0%	1 PM	1	10.0%			
			TOTAL:	10		4 PM	1	10.0%			
						5 PM	1	10.0%			
						6 PM	2	20.0%			
						TOTAL:	10				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	7	70.0%	Darkness/Lighted road	1	10.0%	Dry	7	70.0%	East	3	15.8%
Fog/smoke/haze	1	10.0%	Daylight	9	90.0%	Snow or slush	1	10.0%	North	3	15.8%
Rain	2	20.0%	TOTAL:	10		Wet	2	20.0%	South	4	21.1%
TOTAL:	10					TOTAL:	10		West	9	47.4%
									TOTAL:	19	

Collision Diagram

1/1/2009 to 12/31/2009

Crash Route: TS001 | From MileStation 0.57 to 0.57 | 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	%
10-Turning	5	71.4%	Monday	1	14.3%	01 AM	1	14.3%	Passenger	10	66.7%
11-Rear end	1	14.3%	Tuesday	2	28.6%	07 AM	1	14.3%	Pickup	1	6.7%
15-Angle	1	14.3%	Wednesday	1	14.3%	10 AM	1	14.3%	Sport utility vehicle (SUV)	2	13.3%
TOTAL:	7		Saturday	1	14.3%	1 PM	1	14.3%	Van/mini van	2	13.3%
			Sunday	2	28.6%	2 PM	2	28.6%	TOTAL:	15	
			TOTAL:	7		10 PM	1	14.3%			
						TOTAL:	7				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	6	85.7%	Darkness/Lighted road	2	28.6%	Dry	6	85.7%	East	4	26.7%
Rain	1	14.3%	Daylight	5	71.4%	Wet	1	14.3%	Northeast	4	26.7%
TOTAL:	7		TOTAL:	7		TOTAL:	7		South	1	6.7%
									Southeast	1	6.7%
									West	5	33.3%
									TOTAL:	15	

Collision Diagram

1/1/2010 to 12/31/2010

Crash Route: TS004 | From MileStation 0.58 to 0.58 | 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	1	0	1	0	1	0	1	0

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
15-Angle	2	100.0%	Wednesday	1	50.0%	11 AM	1	50.0%	Passenger	2	50.0%
TOTAL:	2		Thursday	1	50.0%	11 PM	1	50.0%	Sport utility vehicle (SUV)	2	50.0%
			TOTAL:	2		TOTAL:	2		TOTAL:	4	
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	25.0%
TOTAL:	2		Daylight	1	50.0%	TOTAL:	2		North	1	25.0%
			TOTAL:	2					South	1	25.0%
									West	1	25.0%
									TOTAL:	4	

Coordinate Collision Diagram Report

1/1/2011 to 12/31/2011

For XCoordinate 2987356.22373909 : YCoordinate 1777929.28148735 | 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	2	3	0	4	0	0	4

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	20.0%	Monday	3	60.0%	11 AM	1	20.0%	Passenger	9	81.8%
Rear End	3	60.0%	Thursday	2	40.0%	Noon	1	20.0%	Tractor With Semi-Trailer	1	9.1%
Turning	1	20.0%	TOTAL:	5		1 PM	1	20.0%	Van/Mini-Van	1	9.1%
TOTAL:	5					3 PM	1	20.0%	TOTAL:	11	
						7 PM	1	20.0%			
						TOTAL:	5				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	4	80.0%	Darkness	1	20.0%	Dry	3	60.0%	East	3	27.3%
Rain	1	20.0%	Daylight	4	80.0%	Wet	2	40.0%	North	3	27.3%
TOTAL:	5		TOTAL:	5		TOTAL:	5		Northwest	1	9.1%
									South	1	9.1%
									West	3	27.3%
									TOTAL:	11	



Coordinate Collision Diagram Report

1/1/2012 to 12/31/2012

For XCoordinate 2987356.22373909 : YCoordinate 1777929.28148735 | 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	2	0	3	0	4	0	4	0

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	20.0%	Tuesday	1	20.0%	06 AM	1	20.0%	Passenger	7	77.8%
Fixed Object	1	20.0%	Wednesday	1	20.0%	10 AM	1	20.0%	SUV	1	11.1%
Rear End	2	40.0%	Friday	1	20.0%	Noon	1	20.0%	Van/Mini-Van	1	11.1%
Turning	1	20.0%	Saturday	1	20.0%	2 PM	1	20.0%	TOTAL:	9	
TOTAL:	5		Sunday	1	20.0%	4 PM	1	20.0%			
			TOTAL:	5		TOTAL:	5				

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



Coordinate Collision Diagram Report

1/1/2013 to 12/31/2013

For XCoordinate 2987356.15705446 : YCoordinate 1777929.58185004 | 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	2	1	2	0	4	0	2	2

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Rear End	2	40.0%	Monday	3	60.0%	07 AM	1	20.0%	Passenger	7	70.0%
Turning	3	60.0%	Tuesday	1	20.0%	2 PM	2	40.0%	Pickup	1	10.0%
TOTAL:	5		Sunday	1	20.0%	3 PM	1	20.0%	SUV	2	20.0%
			TOTAL:	5		5 PM	1	20.0%	TOTAL:	10	
						TOTAL:	5				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	4	80.0%	Darkness/ Lighted Road	1	20.0%	Dry	4	80.0%	East	2	20.0%
Snow	1	20.0%	Daylight	4	80.0%	Snow or Slush	1	20.0%	North	1	10.0%
TOTAL:	5		TOTAL:	5		TOTAL:	5		Northwest	1	10.0%
									South	1	10.0%
									Southeast	1	10.0%
									West	4	40.0%
									TOTAL:	10	

Coordinate Collision Diagram Summary

1/1/2014 to 12/31/2014

For XCoordinate 2987356.12321882 : YCoordinate 1777929.73425739 | 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	1	1	0	7	0	2	1	1	0

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	11.1%	Monday	2	22.2%	07 AM	2	22.2%	Passenger	13	68.4%
Rear End	5	55.6%	Wednesday	2	22.2%	10 AM	1	11.1%	Pickup	1	5.3%
Turning	3	33.3%	Thursday	2	22.2%	11 AM	1	11.1%	SUV	3	15.8%
TOTAL:	9		Friday	1	11.1%	Noon	1	11.1%	Van/Mini-Van	2	10.5%
			Saturday	1	11.1%	2 PM	1	11.1%	TOTAL:	19	
			Sunday	1	11.1%	3 PM	1	11.1%			
			TOTAL:	9		5 PM	2	22.2%			
						TOTAL:	9				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	7	77.8%	Daylight	9	100.0%	Dry	7	77.8%	East	1	5.3%
Rain	2	22.2%	TOTAL:	9		Wet	2	22.2%	North	2	10.5%
TOTAL:	9					TOTAL:	9		South	2	10.5%
									West	14	73.7%
									TOTAL:	19	

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 2987356.22373909 : YCoordinate 1777929.28148735 | Foot Tolerance : 150 | 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	1	1	4	0	4	0	3	1

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	16.7%	Monday	2	33.3%	03 AM	1	16.7%	Bus Up to 15 Passengers	1	7.7%
Rear End	1	16.7%	Wednesday	1	16.7%	10 AM	1	16.7%	Passenger	8	61.5%
Turning	4	66.7%	Friday	3	50.0%	6 PM	1	16.7%	SUV	3	23.1%
TOTAL:	6		TOTAL:	6		7 PM	1	16.7%	Van/Mini-Van	1	7.7%
						9 PM	1	16.7%	TOTAL:	13	
						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	4	66.7%	Dry	5	83.3%	East	3	23.1%
TOTAL:	6		Daylight	2	33.3%	Wet	1	16.7%	North	1	7.7%
			TOTAL:	6		TOTAL:	6		South	4	30.8%
									Southeast	1	7.7%
									West	4	30.8%
									TOTAL:	13	

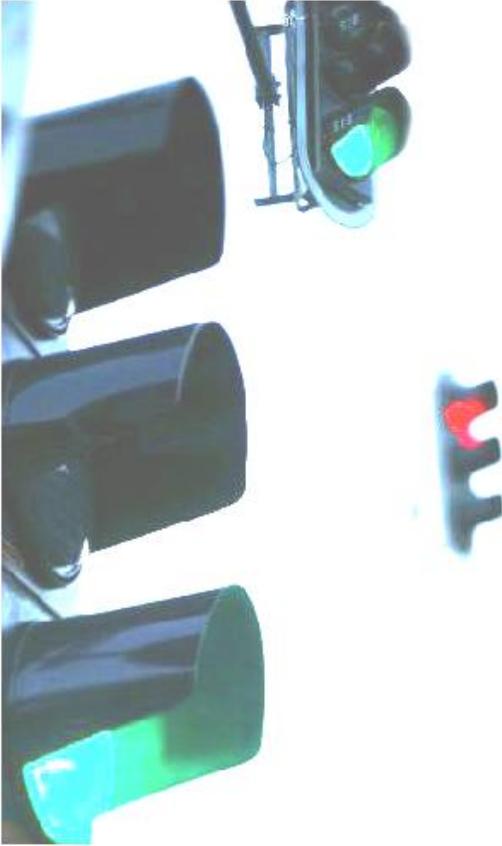
Coordinate Collision Diagram Report

1/1/2016 to 12/31/2016

For XCoordinate 2987356.22373909 : YCoordinate 1777929.28148735 | Foot Tolerance : 150 | 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	2	1	3	0	5	0	4	1

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	2	33.3%	Monday	1	16.7%	09 AM	1	16.7%	Passenger	5	38.5%
Rear End	3	50.0%	Tuesday	1	16.7%	2 PM	1	16.7%	Pickup	2	15.4%
Turning	1	16.7%	Friday	1	16.7%	3 PM	1	16.7%	SUV	4	30.8%
TOTAL:	6		Saturday	1	16.7%	4 PM	1	16.7%	Van/Mini-Van	2	15.4%
			Sunday	2	33.3%	7 PM	1	16.7%	TOTAL:	13	
			TOTAL:	6		10 PM	1	16.7%			
						TOTAL:	6				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	5	83.3%	Darkness, Lighted Road	2	33.3%	Dry	5	83.3%	East	6	46.2%
Rain	1	16.7%	Daylight	4	66.7%	Wet	1	16.7%	North	3	23.1%
TOTAL:	6		TOTAL:	6		TOTAL:	6		West	4	30.8%
									TOTAL:	13	



3. Traffic Volume

The table below shows a summary of the Average Daily Traffic Count (ADTC) at the intersection of **Joe Orr Rd and Chicago Rd** over a span of 8 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 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 2011-2016 shows the period following the installation.

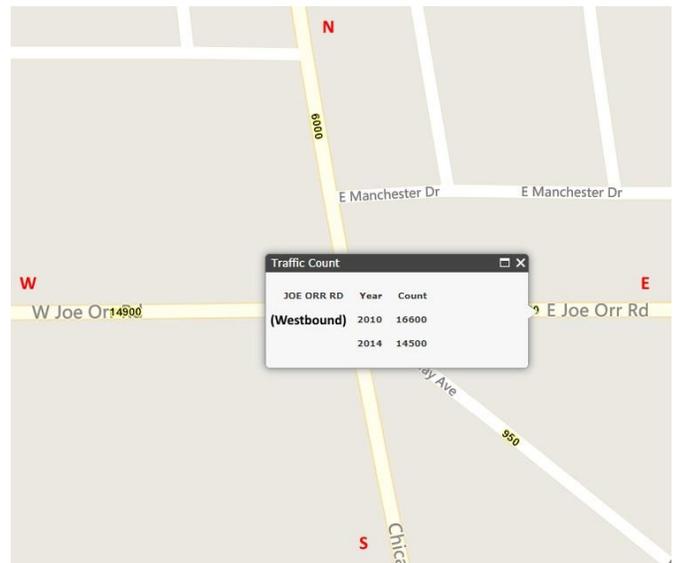
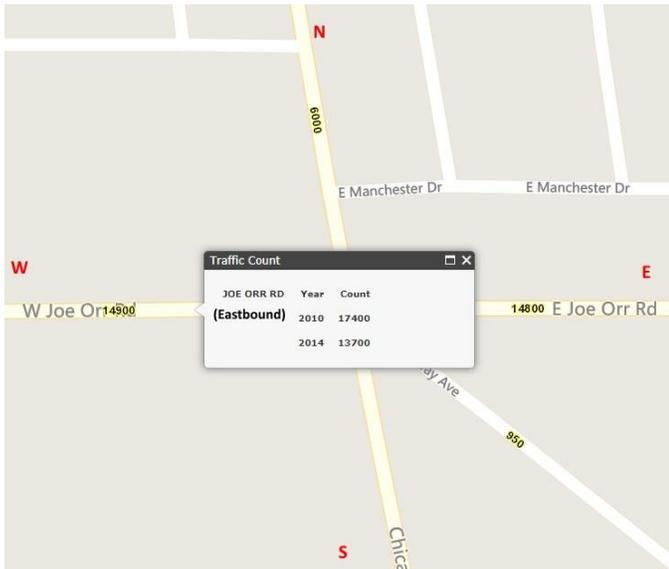
Direction \ Year	Before Installation		After Installation					
	2009	2010	2011	2012	2013	2014	2015	2016
Eastbound	17,700	17,400	17,400	17,400	17,400	13,700	13,700	13,700
Westbound	17,800	16,600	16,600	16,600	16,600	14,500	14,500	14,500
Northbound	7,700	6,000	6,000	6,000	6,000	6,100	6,100	6,100
Southbound	7,700	6,000	6,000	6,000	6,000	6,100	6,100	6,100
Combined	50,900	46,000	46,000	46,000	46,000	40,400	40,400	40,400
Combined Ave	50,900		43,200					

In 2009, prior to RLR camera installation, the combined average of ADTC was 50,900.

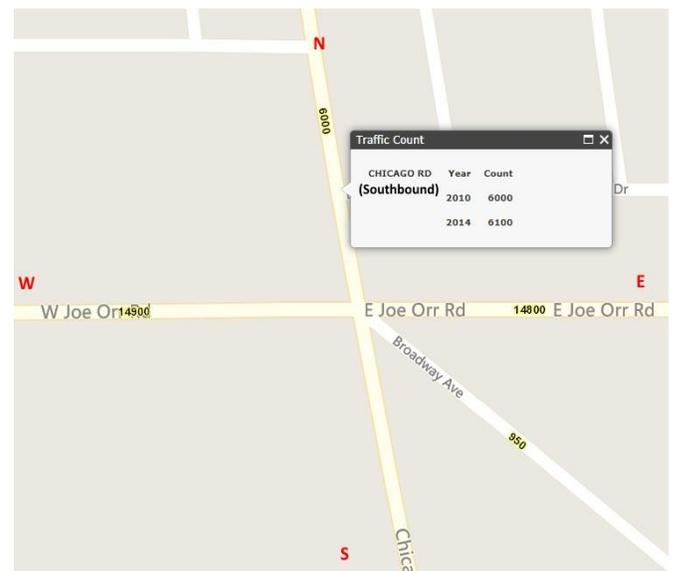
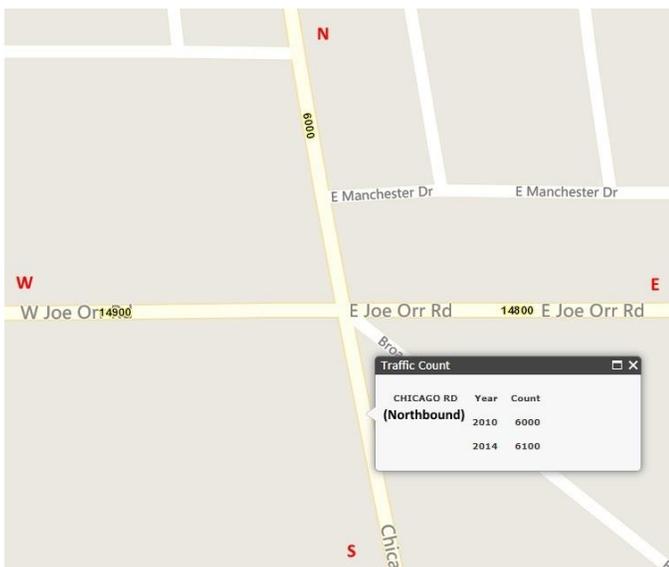
From 2011-2016, post RLR camera installation, the combined average of ADTC was 43,200, resulting in a decrease of 15.13% from the time period aforementioned.

The following pages will provide the screenshots of ADTC data from 2009-2016 obtained from the IDOT's website. (2009 data is no longer available. 2009 data provided here is the data that we obtained from the IDOT during preparation of the Justification Report in March 2009.)

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 Joe Orr Rd and Chicago Rd from July 2014 - December 2014.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
07/01/2014 - 07/31/2014	0	0	0	N/A
08/01/2014 - 08/31/2014	6	4	2	33%
09/01/2014 - 09/30/2014	1	1	0	0%
10/01/2014 - 10/31/2014	2	1	1	50%
11/01/2014 - 11/30/2014	2	2	0	0%
12/01/2014 - 12/31/2014	2	2	0	0%
Total	13	10	3	23%

As indicated in the table above, 13 contested violation notices were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 3 of the contested violations, a 23% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
07/01/2014 - 07/31/2014	2	2	0	0%
08/01/2014 - 08/31/2014	3	3	0	0%
09/01/2014 - 09/30/2014	2	2	0	0%
10/01/2014 - 10/31/2014	1	1	0	0%
11/01/2014 - 11/30/2014	4	3	1	25%
12/01/2014 - 12/31/2014	2	2	0	0%
Total	14	13	1	7%

As indicated in the table above, 14 violations were contested by mail during the above referenced period. 1 contest by mail was dismissed, a 7% dismissal rate.

Below are the summaries of contested violations “in person” and “by mail” from the Westbound approach of Joe Orr Rd and Chicago Rd from July 2014 - December 2014.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
07/01/2014 - 07/31/2014	1	0	1	100%
08/01/2014 - 08/31/2014	3	3	0	0%
09/01/2014 - 09/30/2014	0	0	0	N/A
10/01/2014 - 10/31/2014	4	3	1	25%
11/01/2014 - 11/30/2014	8	8	0	0%
12/01/2014 - 12/31/2014	3	2	1	33%
Total	19	16	3	16%

As indicated in the table above, 19 contested violation notices were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 3 of the contested violations, a 16% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
07/01/2014 - 07/31/2014	1	1	0	0%
08/01/2014 - 08/31/2014	2	1	1	50%
09/01/2014 - 09/30/2014	0	0	0	N/A
10/01/2014 - 10/31/2014	2	2	0	0%
11/01/2014 - 11/30/2014	3	2	1	33%
12/01/2014 - 12/31/2014	0	0	0	N/A
Total	8	6	2	25%

As indicated in the table above, 8 violations were contested by mail during the above referenced period. 2 contests by mail were dismissed, a 25% dismissal rate.

Below are the summaries of contested violations “in person” and “by mail” from the Southbound approach of Joe Orr Rd and Chicago Rd from July 2014 - December 2014.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
07/01/2014 - 07/31/2014	7	7	0	0%
08/01/2014 - 08/31/2014	9	9	0	0%
09/01/2014 - 09/30/2014	2	2	0	0%
10/01/2014 - 10/31/2014	10	9	1	10%
11/01/2014 - 11/30/2014	4	4	0	0%
12/01/2014 - 12/31/2014	11	11	0	0%
Total	43	42	1	2%

As indicated in the table above, 43 contested violation notices were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 1 of the contested violations, a 2% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
07/01/2014 - 07/31/2014	1	1	0	0%
08/01/2014 - 08/31/2014	6	6	0	0%
09/01/2014 - 09/30/2014	4	4	0	0%
10/01/2014 - 10/31/2014	3	3	0	0%
11/01/2014 - 11/30/2014	7	6	1	14%
12/01/2014 - 12/31/2014	5	4	1	20%
Total	26	24	2	8%

As indicated in the table above, 26 violations were contested by mail during the above referenced period. 2 contests by mail were dismissed, an 8% dismissal rate.

Below are the summaries of contested violations “in person” and “by mail” from the Eastbound approach of Joe Orr Rd and Chicago Rd from January 2015 - December 2015.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2015 - 01/31/2015	2	1	1	50%
02/01/2015 - 02/28/2015	1	0	1	100%
03/01/2015 - 03/31/2015	1	1	0	0%
04/01/2015 - 04/30/2015	5	5	0	0%
05/01/2015 - 05/31/2015	3	3	0	0%
06/01/2015 - 06/30/2015	1	1	0	0%
07/01/2015 - 07/31/2015	1	1	0	0%
08/01/2015 - 08/31/2015	3	3	0	0%
09/01/2015 - 09/30/2015	4	4	0	0%
10/01/2015 - 10/31/2015	6	6	0	0%
11/01/2015 - 11/30/2015	3	2	1	33%
12/01/2015 - 12/31/2015	2	2	0	0%
Total	32	29	3	9%

As indicated in the table above, 32 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 9% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2015 - 01/31/2015	1	1	0	0%
02/01/2015 - 02/28/2015	1	1	0	0%
03/01/2015 - 03/31/2015	2	2	0	0%
04/01/2015 - 04/30/2015	5	3	2	40%
05/01/2015 - 05/31/2015	2	2	0	0%
06/01/2015 - 06/30/2015	1	0	1	100%
07/01/2015 - 07/31/2015	0	0	0	N/A
08/01/2015 - 08/31/2015	3	3	0	0%
09/01/2015 - 09/30/2015	4	4	0	0%
10/01/2015 - 10/31/2015	4	3	1	25%
11/01/2015 - 11/30/2015	3	1	2	67%
12/01/2015 - 12/31/2015	4	4	0	0%
Total	30	24	6	20%

As indicated in the table above, 30 violations were contested by mail during the above referenced period. 6 contests by mail were dismissed, a 20% dismissal rate.

Below are the summaries of contested violations “in person” and “by mail” from the Westbound approach of Joe Orr Rd and Chicago Rd from January 2015 - December 2015.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2015 - 01/31/2015	3	3	0	0%
02/01/2015 - 02/28/2015	7	7	0	0%
03/01/2015 - 03/31/2015	1	1	0	0%
04/01/2015 - 04/30/2015	3	3	0	0%
05/01/2015 - 05/31/2015	2	2	0	0%
06/01/2015 - 06/30/2015	5	5	0	0%
07/01/2015 - 07/31/2015	1	1	0	0%
08/01/2015 - 08/31/2015	3	3	0	0%
09/01/2015 - 09/30/2015	0	0	0	N/A
10/01/2015 - 10/31/2015	4	3	1	25%
11/01/2015 - 11/30/2015	2	2	0	0%
12/01/2015 - 12/31/2015	3	3	0	0%
Total	34	33	1	3%

As indicated in the table above, 34 contested violations were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 1 of the contested violations, a 3% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2015 - 01/31/2015	2	2	0	0%
02/01/2015 - 02/28/2015	3	3	0	0%
03/01/2015 - 03/31/2015	2	2	0	0%
04/01/2015 - 04/30/2015	1	1	0	0%
05/01/2015 - 05/31/2015	1	1	0	0%
06/01/2015 - 06/30/2015	1	1	0	0%
07/01/2015 - 07/31/2015	1	1	0	0%
08/01/2015 - 08/31/2015	2	2	0	0%
09/01/2015 - 09/30/2015	3	3	0	0%
10/01/2015 - 10/31/2015	0	0	0	N/A
11/01/2015 - 11/30/2015	0	0	0	N/A
12/01/2015 - 12/31/2015	0	0	0	N/A
Total	16	16	0	0%

As indicated in the table above, 16 violations were contested by mail during the above referenced period. None of those were dismissed.

Below are the summaries of contested violations “in person” and “by mail” from the Southbound approach of Joe Orr Rd and Chicago Rd from January 2015 - December 2015.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2015 - 01/31/2015	6	6	0	0%
02/01/2015 - 02/28/2015	5	5	0	0%
03/01/2015 - 03/31/2015	1	1	0	0%
04/01/2015 - 04/30/2015	1	1	0	0%
05/01/2015 - 05/31/2015	13	13	0	0%
06/01/2015 - 06/30/2015	3	2	1	33%
07/01/2015 - 07/31/2015	4	4	0	0%
08/01/2015 - 08/31/2015	11	10	1	9%
09/01/2015 - 09/30/2015	20	19	1	5%
10/01/2015 - 10/31/2015	16	14	2	13%
11/01/2015 - 11/30/2015	6	6	0	0%
12/01/2015 - 12/31/2015	22	22	0	0%
Total	108	103	5	5%

As indicated in the table above, 108 contested violations were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 5 of the contested violations, a 5% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2015 - 01/31/2015	0	0	0	N/A
02/01/2015 - 02/28/2015	1	1	0	0%
03/01/2015 - 03/31/2015	3	3	0	0%
04/01/2015 - 04/30/2015	2	2	0	0%
05/01/2015 - 05/31/2015	2	1	1	50%
06/01/2015 - 06/30/2015	3	2	1	33%
07/01/2015 - 07/31/2015	2	2	0	0%
08/01/2015 - 08/31/2015	3	3	0	0%
09/01/2015 - 09/30/2015	5	5	0	0%
10/01/2015 - 10/31/2015	7	7	0	0%
11/01/2015 - 11/30/2015	4	2	2	50%
12/01/2015 - 12/31/2015	8	7	1	13%
Total	40	35	5	13%

As indicated in the table above, 40 violations were contested by mail during the above referenced period. 5 contests by mail were dismissed, a 13% dismissal rate.

Below are the summaries of contested violations “in person” and “by mail” from the Eastbound approach of Joe Orr Rd and Chicago Rd from January 2016 - December 2016.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2016 - 01/31/2016	2	2	0	0%
02/01/2016 - 02/28/2016	4	3	1	25%
03/01/2016 - 03/31/2016	2	2	0	0%
04/01/2016 - 04/30/2016	1	1	0	0%
05/01/2016 - 05/31/2016	2	2	0	0%
06/01/2016 - 06/30/2016	3	3	0	0%
07/01/2016 - 07/31/2016	3	3	0	0%
08/01/2016 - 08/31/2016	2	2	0	0%
09/01/2016 - 09/30/2016	3	3	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	5	5	0	0%
Total	32	31	1	3%

As indicated in the table above, 32 contested violations were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 1 of the contested violations, a 3% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2016 - 01/31/2016	1	1	0	0%
02/01/2016 - 02/28/2016	1	0	1	100%
03/01/2016 - 03/31/2016	1	0	1	100%
04/01/2016 - 04/30/2016	1	1	0	0%
05/01/2016 - 05/31/2016	4	4	0	0%
06/01/2016 - 06/30/2016	0	0	0	N/A
07/01/2016 - 07/31/2016	4	4	0	0%
08/01/2016 - 08/31/2016	5	5	0	0%
09/01/2016 - 09/30/2016	0	0	0	N/A
10/01/2016 - 10/31/2016	1	1	0	0%
11/01/2016 - 11/30/2016	5	5	0	0%
12/01/2016 - 12/31/2016	0	0	0	N/A
Total	23	21	2	9%

As indicated in the table above, 23 violations were contested by mail during the above referenced period. 2 contests by mail were dismissed, a 9% dismissal rate.

Below are the summaries of contested violations “in person” and “by mail” from the Westbound approach of Joe Orr Rd and Chicago Rd from January 2016 - December 2016.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2016 - 01/31/2016	2	2	0	0%
02/01/2016 - 02/28/2016	6	6	0	0%
03/01/2016 - 03/31/2016	1	1	0	0%
04/01/2016 - 04/30/2016	0	0	0	N/A
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	2	2	0	0%
08/01/2016 - 08/31/2016	1	1	0	0%
09/01/2016 - 09/30/2016	3	3	0	0%
10/01/2016 - 10/31/2016	2	2	0	0%
11/01/2016 - 11/30/2016	3	3	0	0%
12/01/2016 - 12/31/2016	2	2	0	0%
Total	24	24	0	0%

As indicated in the table above, 24 contested violations were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed none of the contested violations.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2016 - 01/31/2016	1	1	0	0%
02/01/2016 - 02/28/2016	3	3	0	0%
03/01/2016 - 03/31/2016	0	0	0	N/A
04/01/2016 - 04/30/2016	0	0	0	N/A
05/01/2016 - 05/31/2016	0	0	0	N/A
06/01/2016 - 06/30/2016	2	2	0	0%
07/01/2016 - 07/31/2016	1	1	0	0%
08/01/2016 - 08/31/2016	3	3	0	0%
09/01/2016 - 09/30/2016	1	1	0	0%
10/01/2016 - 10/31/2016	2	2	0	0%
11/01/2016 - 11/30/2016	2	2	0	0%
12/01/2016 - 12/31/2016	2	2	0	0%
Total	17	17	0	0%

As indicated in the table above, 17 violations were contested by mail during the above referenced period. None of those were dismissed.

Below are the summaries of contested violations “in person” and “by mail” from the Southbound approach of Joe Orr Rd and Chicago Rd from January 2016 - December 2016.

In Person Contest

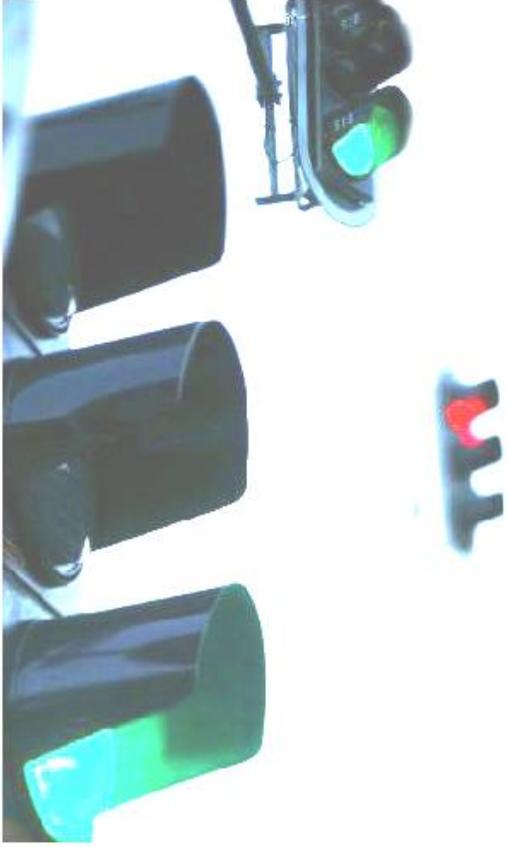
Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2016 - 01/31/2016	5	5	0	0%
02/01/2016 - 02/28/2016	3	3	0	0%
03/01/2016 - 03/31/2016	5	5	0	0%
04/01/2016 - 04/30/2016	8	7	1	13%
05/01/2016 - 05/31/2016	6	5	1	17%
06/01/2016 - 06/30/2016	1	1	0	0%
07/01/2016 - 07/31/2016	7	6	1	14%
08/01/2016 - 08/31/2016	5	5	0	0%
09/01/2016 - 09/30/2016	5	4	1	20%
10/01/2016 - 10/31/2016	15	15	0	0%
11/01/2016 - 11/30/2016	7	7	0	0%
12/01/2016 - 12/31/2016	2	2	0	0%
Total	69	65	4	6%

As indicated in the table above, 69 contested violations were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 4 of the contested violations, a 6% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2016 - 01/31/2016	3	3	0	0%
02/01/2016 - 02/28/2016	7	7	0	0%
03/01/2016 - 03/31/2016	1	1	0	0%
04/01/2016 - 04/30/2016	4	3	1	25%
05/01/2016 - 05/31/2016	1	1	0	0%
06/01/2016 - 06/30/2016	0	0	0	N/A
07/01/2016 - 07/31/2016	3	3	0	0%
08/01/2016 - 08/31/2016	5	5	0	0%
09/01/2016 - 09/30/2016	2	2	0	0%
10/01/2016 - 10/31/2016	8	8	0	0%
11/01/2016 - 11/30/2016	7	7	0	0%
12/01/2016 - 12/31/2016	6	6	0	0%
Total	47	46	1	2%

As indicated in the table above, 47 violations were contested by mail during the above referenced period. 1 contest by mail was dismissed, a 2% 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 and is in compliance with the RLR regulations laid out by the Illinois Department of Transportation District 1 Bureau of Traffic Operations.

In 2009, prior to RLR camera installation, the combined average of ADTC at this intersection was 50,900. From 2011-2016, post RLR camera installation, the combined average of ADTC was 43,200 resulting in a decrease of 15.13% from the time period aforementioned. (See tab 3)

From 2007-2009, prior to RLR camera installation, there were 29 total crashes, an average of 9.67 crashes a year. From 2011-2016, post RLR camera installation, there were 36 total crashes. (2011->5, 2012->5, 2013->5, 2014->9, 2015->6, 2016->6) this averages out to 6 crashes per year, resulting in a 37.93% reduction of total crashes. (See tab 2)

After analyzing all of the available data, we believe that the RLR camera currently in operation at the **Eastbound, Westbound and Southbound** approaches of **Joe Orr Rd and Chicago Rd** in the **City of Chicago Heights** continues to make a positive impact 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.