



Sibley Blvd and Indiana Ave

<Westbound>

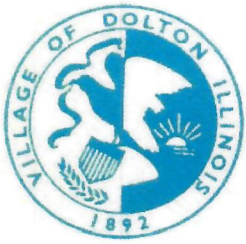


Dolton, IL

RLR 1 Year Follow-Up

Evaluation Report

Reference No: 016-64411
September 2019



VILLAGE OF DOLTON

Riley H. Rogers.....Mayor
Mary Kay Duggan.....Village Clerk

TRUSTEES

Tammie Brown	Deborah Denton	Tiffany Henyard
Andrew Holmes	Jason House	Edward Steave

October 10, 2019

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

Re: RLR 1 Year Follow-Up Evaluation Report
Sibley Blvd. and Indiana Ave.
Village of Dolton
Ref #: 016-64411

Dear Mr. Gallenbach:

Please find enclosed a copy of the 1 Year RLR Follow-Up Evaluation Report for the Intersection of Sibley Blvd. and Indiana Ave., Dolton, Illinois.

In this submittal, included are: RLR Camera Location, Implementation Date, System Manufacturer and Contractors, RLR Crash Data and Analysis, Traffic Volume History, 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)201-3205, emobley@vodolton.org.

Best Regards,

On behalf of the Village of Dolton
Ernest Mobley
Chief of Police

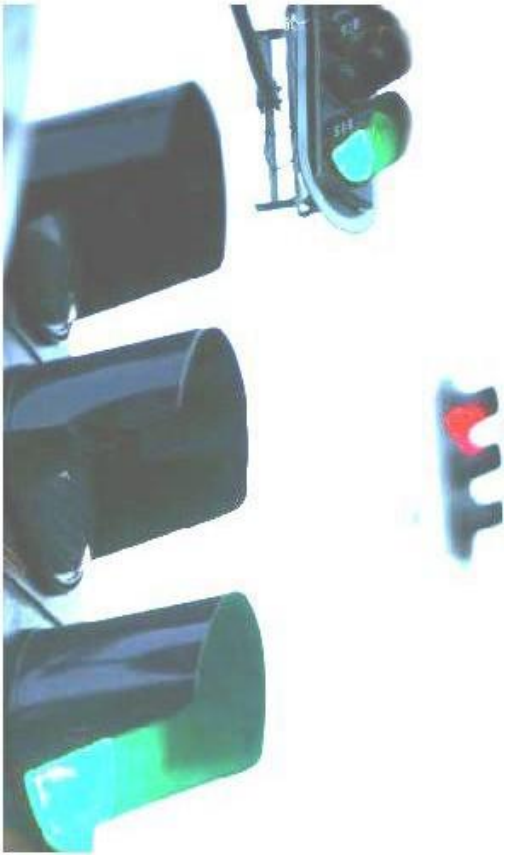
1 Year Evaluation Checklist

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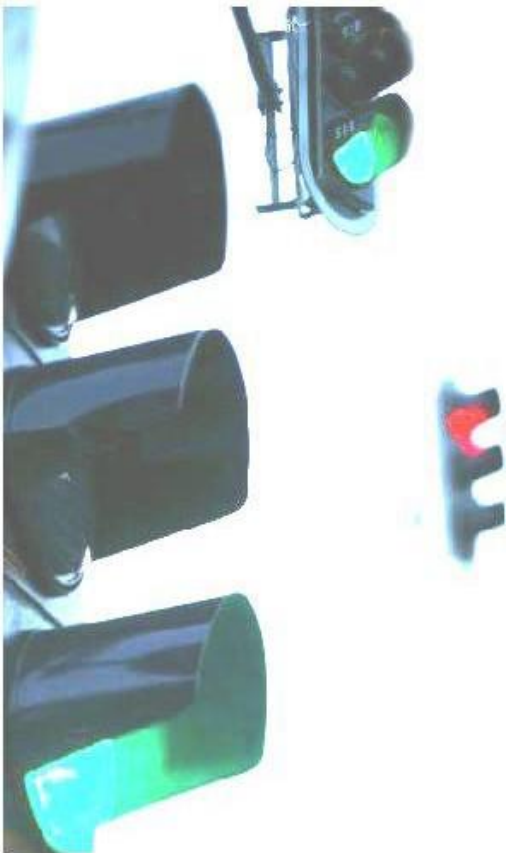
1. RLR Camera Location, Live Date, System Manufacturer and Contractors

In 2015, The **Village of Dolton** received approval from the Illinois Department of Transportation (IDOT) to install a Red Light Running (RLR) camera on the **Westbound** approach at the intersection of **Sibley Blvd and Indiana Ave**. The installation followed a comprehensive analysis and justification process. The dates of the most relevant events are listed below:

- Date on which the justification report was submitted: **01/2015**, approved: **04/2015**
- Date on which the installation report was submitted: **08/2015**, approved: **11/2015**
- Date on which the permit and bond were submitted: **11/2015**, approved: **12/2015**
- Date on which cameras went live: **05/2016**

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

<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: Mr. 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 **Sibley Blvd and Indiana Ave** over a span of 5 years.*

	Angle/Head On	Turning	Rear End	Pedestrian	Sideswipe	Other Non-Collision	Total
2013	1	5	12	0	1	0	19
2014	1	3	5	0	0	0	9
2015	2	7	5	1	1	0	16
2016	3	3	3	0	1	1	11
2017	0	7	5	1	7	0	20

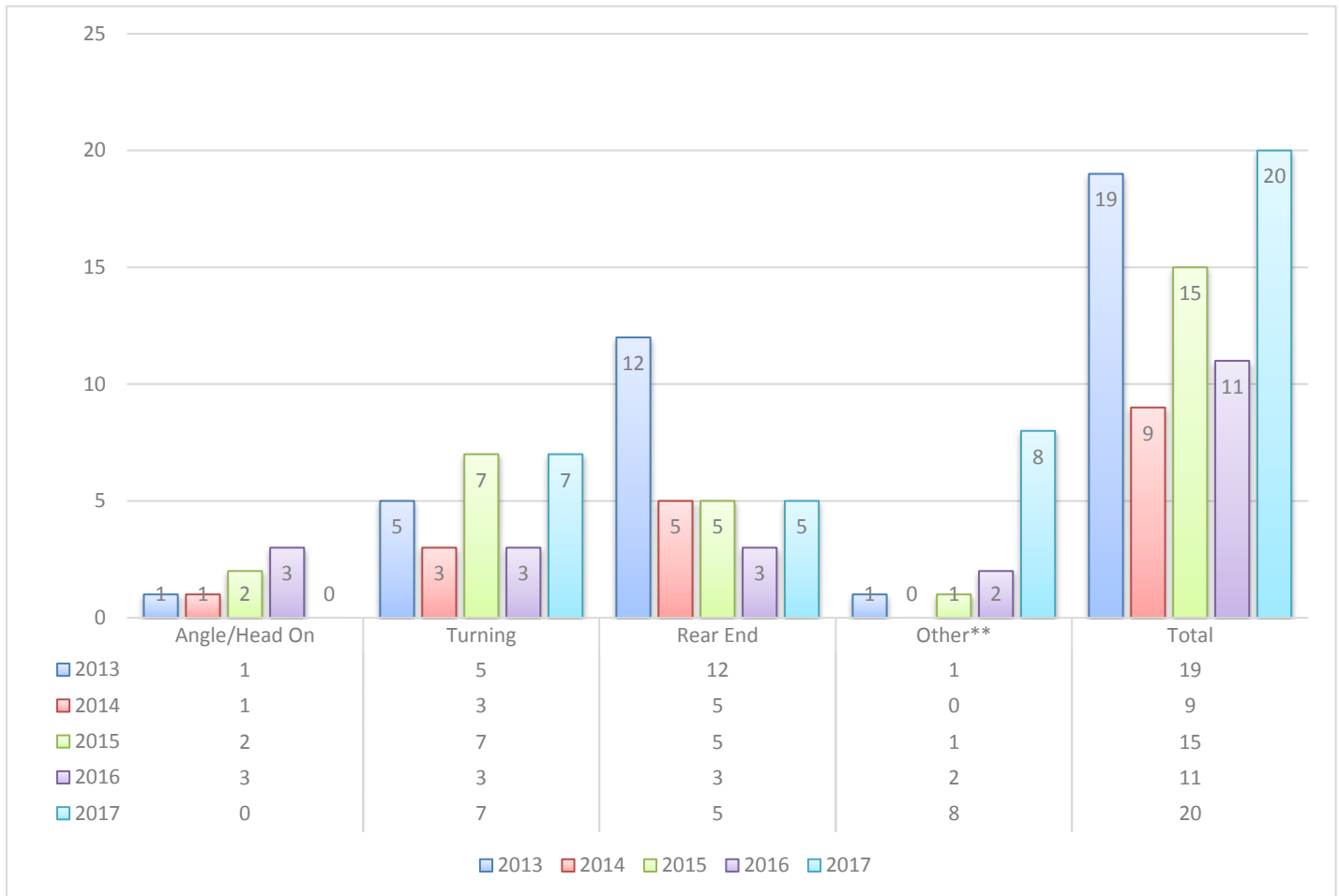
- The data from 2013-2015 shows the period prior to the installation of RLR camera.
- The data from 2016 shows the year in which the camera was installed.
- The data from 2017 shows the period following the installation.

		Before Installation				After Installation
Type \ Year		2013	2014	2015	2016	2017
Angle/Head On		1	1	2	3	0
Turning		5	3	7	3	7
Rear End		12	5	5	3	5
Other**		1	0	2	2	8
Total		19	9	16	11	20
Yearly Average		14.67				20.00

* 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.

** Other crashes include: Pedestrian, Sideswipe and Other Non-Collision.

The chart below shows the trends of each crash type from 2013–2017.



From 2013-2015, prior to RLR camera installation, there were 44 total crashes; this averages out to 14.67 total crashes a year. In 2017, post RLR camera installation, there were 20 total crashes, resulting in a 36.36% increase in total crashes.

From 2013-2015, prior to RLR camera installation, there were 4 Angle/Head On crashes; this averages out to 1.33 Angle/Head On crashes a year. In 2017, post RLR camera installation, there were 0 Angle/Head On crashes.

The following pages contain crash data summary pages from 2013 to 2017. (The complete crash data can be obtained by contacting the IDOT via DOT.DTS.DataRequests@illinois.gov.)

Collision Diagram

1/1/2013 to 12/31/2013

Crash Route: IL083 | From MileStation 11.63 to 11.63 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
19	0	0	3	3	13	0	12	0	5	7

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	5.3%	Monday	1	5.3%	01 AM	1	5.3%	Motor Driven Cycle	1	2.4%
Rear End	12	63.2%	Tuesday	2	10.5%	02 AM	1	5.3%	Motorcycle (Over 150cc)	1	2.4%
Sideswipe Same Direction	1	5.3%	Wednesday	6	31.6%	10 AM	1	5.3%	Passenger	33	78.6%
Turning	5	26.3%	Thursday	5	26.3%	11 AM	1	5.3%	Pickup	4	9.5%
TOTAL:	19		Friday	2	10.5%	Noon	1	5.3%	SUV	1	2.4%
			Saturday	2	10.5%	2 PM	1	5.3%	Tractor With Semi-Trailer	1	2.4%
			Sunday	1	5.3%	3 PM	2	10.5%	Van/Mini-Van	1	2.4%
			TOTAL:	19		4 PM	2	10.5%	TOTAL:	42	
						5 PM	3	15.8%			
						6 PM	2	10.5%			
						8 PM	2	10.5%			
						9 PM	1	5.3%			
						11 PM	1	5.3%			
						TOTAL:	19				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	12	63.2%	Darkness/ Lighted Road	7	36.8%	Dry	11	57.9%	East	11	26.2%
Cloudy/Overcast	1	5.3%	Daylight	10	52.6%	Snow or Slush	1	5.3%	North	3	7.1%
Other	1	5.3%	Unknown	2	10.5%	Unknown	2	10.5%	Northeast	2	4.8%
Rain	3	15.8%	TOTAL:	19		Wet	5	26.3%	Northwest	1	2.4%
						TOTAL:	19		South	11	26.2%

Collision Diagram

1/1/2014 to 12/31/2014

Crash Route: IL083 | From MileStation 11.63 to 11.63 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
9	0	1	0	0	8	0	1	1	0	0

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	11.1%	Tuesday	2	22.2%	02 AM	1	11.1%	Other	1	5.0%
Rear End	5	55.6%	Wednesday	3	33.3%	06 AM	1	11.1%	Passenger	14	70.0%
Turning	3	33.3%	Thursday	1	11.1%	07 AM	2	22.2%	SUV	4	20.0%
TOTAL:	9		Saturday	2	22.2%	08 AM	1	11.1%	Van/Mini-Van	1	5.0%
			Sunday	1	11.1%	09 AM	1	11.1%	TOTAL:	20	
			TOTAL:	9		2 PM	1	11.1%			
						4 PM	1	11.1%			
						5 PM	1	11.1%			
						TOTAL:	9				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	5	55.6%	Darkness	1	11.1%	Dry	5	55.6%	East	4	20.0%
Rain	1	11.1%	Darkness/ Lighted Road	2	22.2%	Ice	1	11.1%	North	2	10.0%
Snow	3	33.3%	Daylight	6	66.7%	Snow or Slush	2	22.2%	South	6	30.0%
TOTAL:	9		TOTAL:	9		Wet	1	11.1%	Southeast	1	5.0%
						TOTAL:	9		West	7	35.0%
									TOTAL:	20	

Coordinate Collision Diagram Report

1/1/2015 to 12/31/2015

For XCoordinate 2993660.08580326 : YCoordinate 1815334.44814668 | 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>16</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>13</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>1</u>	<u>4</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	6.3%	Tuesday	3	18.8%	05 AM	1	6.3%	Motor Driven Cycle	1	3.1%
Head On	1	6.3%	Wednesday	4	25.0%	06 AM	2	12.5%	Motorcycle (Over 150cc)	1	3.1%
Pedestrian	1	6.3%	Thursday	5	31.3%	07 AM	2	12.5%	Passenger	20	62.5%
Rear End	5	31.3%	Friday	2	12.5%	08 AM	1	6.3%	SUV	6	18.8%
Sideswipe Same Direction	1	6.3%	Saturday	2	12.5%	09 AM	1	6.3%	Tractor With Semi-Trailer	2	6.3%
Turning	7	43.8%	TOTAL:	16		11 AM	1	6.3%	Tractor Without Semi-Trailer	2	6.3%
TOTAL:	16					2 PM	2	12.5%	TOTAL:	32	
						4 PM	1	6.3%			
						6 PM	2	12.5%			
						9 PM	1	6.3%			
						11 PM	2	12.5%			
						TOTAL:	16				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	16	100.0%	Darkness	2	12.5%	Dry	14	87.5%	East	5	15.6%
TOTAL:	16		Darkness, Lighted Road	3	18.8%	Snow or Slush	1	6.3%	North	6	18.8%
			Dawn	1	6.3%	Wet	1	6.3%	South	8	25.0%
			Daylight	10	62.5%	TOTAL:	16		Unknown	2	6.3%
			TOTAL:	16							

Coordinate Collision Diagram Report

1/1/2016 to 12/31/2016

For XCoordinate 2993660.08580326 : YCoordinate 1815334.44814668 | 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>2</u>	<u>2</u>	<u>1</u>	<u>6</u>	<u>0</u>	<u>16</u>	<u>2</u>	<u>3</u>	<u>11</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	3	27.3%	Monday	1	9.1%	01 AM	1	9.1%	Bus Up to 15 Passengers	1	4.3%
Other Non-Collision	1	9.1%	Tuesday	1	9.1%	03 AM	1	9.1%	Other	1	4.3%
Rear End	3	27.3%	Wednesday	4	36.4%	06 AM	1	9.1%	Passenger	15	65.2%
Sideswipe Same Direction	1	9.1%	Thursday	2	18.2%	Noon	1	9.1%	Pickup	1	4.3%
Turning	3	27.3%	Sunday	3	27.3%	1 PM	2	18.2%	SUV	5	21.7%
TOTAL:	11		TOTAL:	11		2 PM	1	9.1%	TOTAL:	23	
						5 PM	1	9.1%			
						6 PM	2	18.2%			
						10 PM	1	9.1%			
						TOTAL:	11				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	10	90.9%	Darkness, Lighted Road	3	27.3%	Dry	10	90.9%	East	5	21.7%
Rain	1	9.1%	Daylight	8	72.7%	Wet	1	9.1%	North	3	13.0%
TOTAL:	11		TOTAL:	11		TOTAL:	11		South	8	34.8%
									West	7	30.4%
									TOTAL:	23	

Coordinate Collision Diagram Report

1/1/2017 to 12/31/2017

For XCoordinate 2993660.08580326 : YCoordinate 1815334.44814668 | Foot Tolerance : 250 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
<u>20</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>16</u>	<u>0</u>	<u>9</u>	<u>0</u>	<u>1</u>	<u>8</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Pedestrian	1	5.0%	Monday	2	10.0%	08 AM	2	10.0%	Passenger	34	81.0%
Rear End	5	25.0%	Tuesday	4	20.0%	09 AM	1	5.0%	Pickup	1	2.4%
Sideswipe Opposite Direction	1	5.0%	Wednesday	5	25.0%	Noon	6	30.0%	SUV	4	9.5%
Sideswipe Same Direction	6	30.0%	Thursday	4	20.0%	1 PM	1	5.0%	Truck Single Unit	1	2.4%
Turning	7	35.0%	Friday	2	10.0%	3 PM	2	10.0%	Van/Mini-Van	2	4.8%
TOTAL:	20		Saturday	1	5.0%	4 PM	2	10.0%	TOTAL:	42	
			Sunday	2	10.0%	7 PM	2	10.0%			
			TOTAL:	20		8 PM	1	5.0%			
						11 PM	3	15.0%			
						TOTAL:	20				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	17	85.0%	Darkness	2	10.0%	Dry	15	75.0%	East	11	26.2%
Rain	3	15.0%	Darkness, Lighted Road	2	10.0%	Wet	5	25.0%	North	4	9.5%
TOTAL:	20		Daylight	15	75.0%	TOTAL:	20		South	9	21.4%
			Dusk	1	5.0%				Southeast	2	4.8%
			TOTAL:	20					Unknown	1	2.4%
									West	15	35.7%
									TOTAL:	42	



3. Traffic Volume

The table below shows a summary of the Average Daily Traffic Count (ADTC) at the intersection of **Sibley Blvd and Indiana Ave** over a span of 5 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 2013-2015 shows the period prior to the installation of RLR camera.
- The data from 2016 shows the year in which the camera was installed.
- The data from 2017 shows the period following the installation.

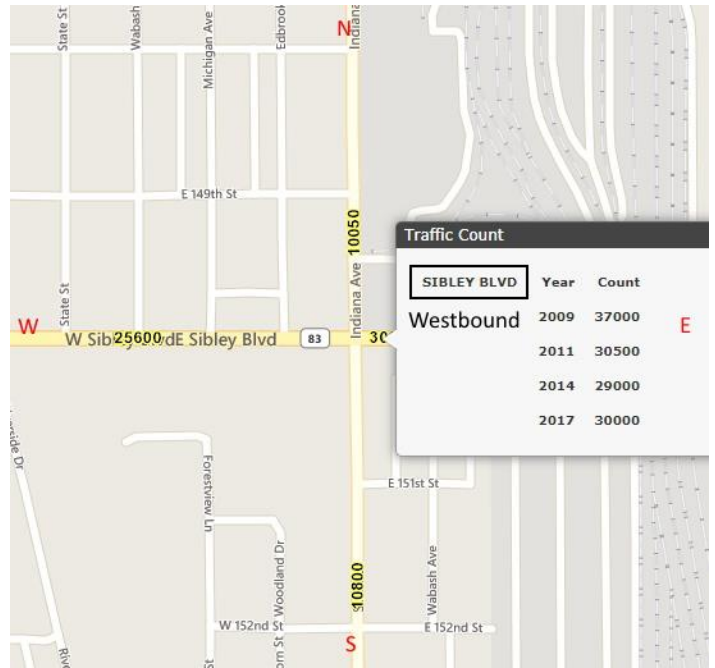
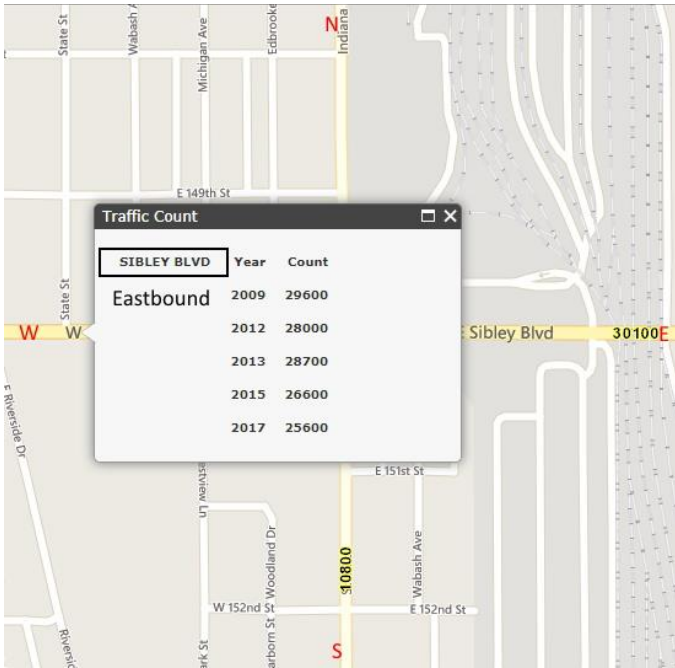
Direction \ Year	Before Installation			2016	After Installation
	2013	2014	2015		2017
Eastbound	28,700	28,700	26,600	26,600	25,600
Westbound	30,500	29,000	29,000	29,000	30,000
Northbound	11,000	11,300	11,300	11,300	11,300
Southbound	13,000	7,250	7,250	7,250	7,250
Combined	83,200	76,250	74,150	74,150	74,150
Combined Avg	77,867				74,150

From 2013-2015, prior to RLR camera installation, the combined average of ADTC was 77,867.

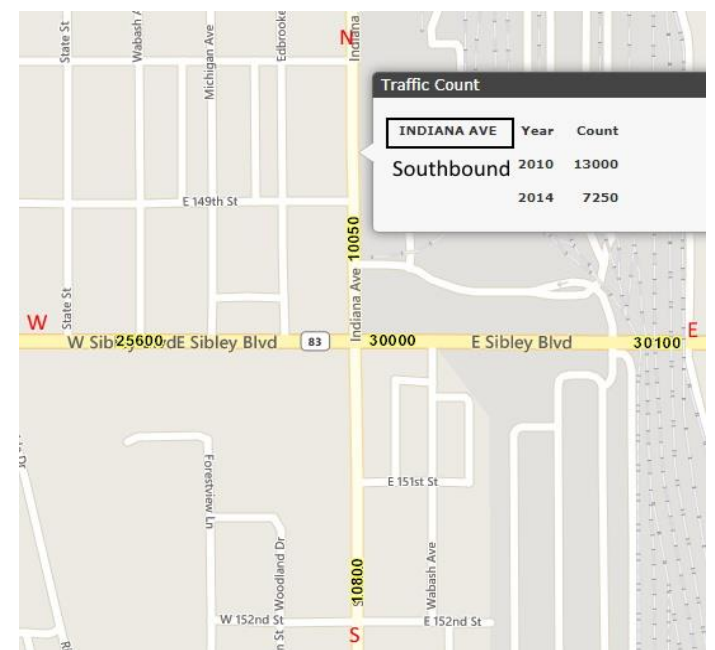
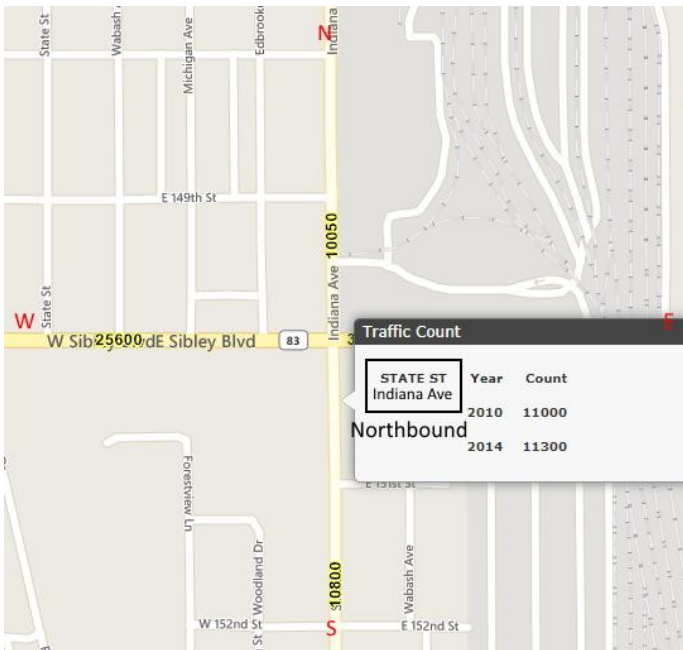
In 2017, post RLR camera installation, the combined average of ADTC was 74,150, resulting in a decrease of 4.77%.

The following page consists of screenshots of ADTC data from 2013-2017 obtained from the IDOT's website.

Eastbound and Westbound ADTC



Northbound and Southbound ADTC





4. Summary of Adjudication

Below are the summaries of tickets contested “in person” and “by mail” from the **Westbound** approach of **Sibley Blvd and Indiana Ave** from January 2017 through December 2017.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	211	122	89	42%
02/01/2017 - 02/28/2017	48	29	19	40%
03/01/2017 - 03/31/2017	59	32	27	46%
04/01/2017 - 04/30/2017	40	22	18	45%
05/01/2017 - 05/31/2017	61	37	24	39%
06/01/2017 - 06/30/2017	99	49	50	51%
07/01/2017 - 07/31/2017	24	12	12	50%
08/01/2017 - 08/31/2017	70	48	22	31%
09/01/2017 - 09/30/2017	80	62	18	23%
10/01/2017 - 10/31/2017	107	55	52	49%
11/01/2017 - 11/30/2017	48	35	13	27%
12/01/2017 - 12/31/2017	69	46	23	33%
Total	916	549	367	40%

As indicated in the table above, 916 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 367 of the contested tickets, a 40% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	130	97	33	25%
02/01/2017 - 02/28/2017	18	13	5	28%
03/01/2017 - 03/31/2017	53	43	10	19%
04/01/2017 - 04/30/2017	9	6	3	33%
05/01/2017 - 05/31/2017	28	17	11	39%
06/01/2017 - 06/30/2017	58	35	23	40%
07/01/2017 - 07/31/2017	8	7	1	13%
08/01/2017 - 08/31/2017	30	25	5	17%
09/01/2017 - 09/30/2017	23	18	5	22%
10/01/2017 - 10/31/2017	71	43	28	39%
11/01/2017 - 11/30/2017	31	27	4	13%
12/01/2017 - 12/31/2017	31	22	9	29%
Total	490	353	137	28%

As indicated in the table above, 490 tickets were contested by mail during the above referenced period. 137 contests by mail were dismissed, a 28% dismissal rate.



5. Report Summary and Recommendation

The long-term goal of RLR camera enforcement programs such as this one is to increase traffic safety by enforcing red light running ordinances in a consistent manner and with transparency for a sustained period. The timing of the traffic signals at this intersection have not been, and should not be, altered while the RLR camera system is in operation. In time, these cameras will become a part of everyday life for motorists living and working in this area.

The **Village of Dolton** uses state-of-the-art digital cameras provided by SafeSpeed, LLC to execute its RLR Enforcement Safety Program. The intersection of **Sibley Blvd and Indiana Ave** was selected specifically for this program because of its high traffic volume and crash data. The citation and adjudication process administered by The **Village of Dolton** is conducted in a courteous, professional and timely manner and in compliance with the RLR regulations laid out by the Illinois Department of Transportation District 1 Bureau of Traffic Operations.

In 2015, The **Village of Dolton** received approval from the IDOT to install RLR cameras on the **Westbound** approach at the intersection of **Sibley Blvd and Indiana Ave**. The dates of the most relevant events are listed below:

- Date on which the justification report was submitted: **01/2015**, approved: **04/2015**
- Date on which the installation report was submitted: **08/2015**, approved: **11/2015**
- Date on which the permit and bond were submitted: **11/2015**, approved: **12/2015**
- Date on which cameras went live: **05/2016**

From 2013-2015, prior to RLR camera installation, the combined average of ADTC was 77,867. In 2017, post RLR camera installation, the combined average of ADTC was 74,150, resulting in a decrease of 4.77%. (See Tab 3)

From 2013-2015, prior to RLR camera installation, there were 44 total crashes; this averages out to 14.67 total crashes a year. In 2017, post RLR camera installation, there were 20 total crashes, resulting in a 36.36% increase in total crashes. This was mainly due to a sudden increase of seven (7) Sideswipe crashes in 2017, which could be attributed to the random nature of crashes. There were 0 Angle/Head On crashes in 2017. (See Tab 2)

Studies have reported that RLR cameras generally reduce severe Angle crashes with an occasional increase in less-severe Rear End/Sideswipe crashes. This intersection started to show a similar trend, though it is difficult to determine the effectiveness of the RLR cameras installed at this intersection at this time. A larger sample size of data is required to reach an accurate conclusion.

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 the traffic system process, which incorporates public education, enforcement and engineering.