Sibley Blvd and Lincoln Ave

<Eastbound and Westbound>

Dolton, IL
RLR 1 Year Follow-Up
Evaluation Report

Reference No: 016-64608
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 Lincoln Ave.
Village of Dolton
Ref #: 016-64608

Dear Mr. Gallenbach:

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

Ernest Mobley

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	
☐	☐	☐	Intersection location and RLR camera approaches identified
☐	☐	☐	Date of RLR camera implementation
☐	☐	☐	RLR camera system manufacturer and contractor name
☐	☐	☐	Crash data including 3 years prior to RLR camera installation with post period crash data
☐	☐	☐	Analysis of crash data
☐	☐	☐	Signal timing changes
☐	☐	☐	Traffic volumes before and after RLR cameras
☐	☐	☐	Recommendations
☐	☐	☐	Summary of adjudication experience and results

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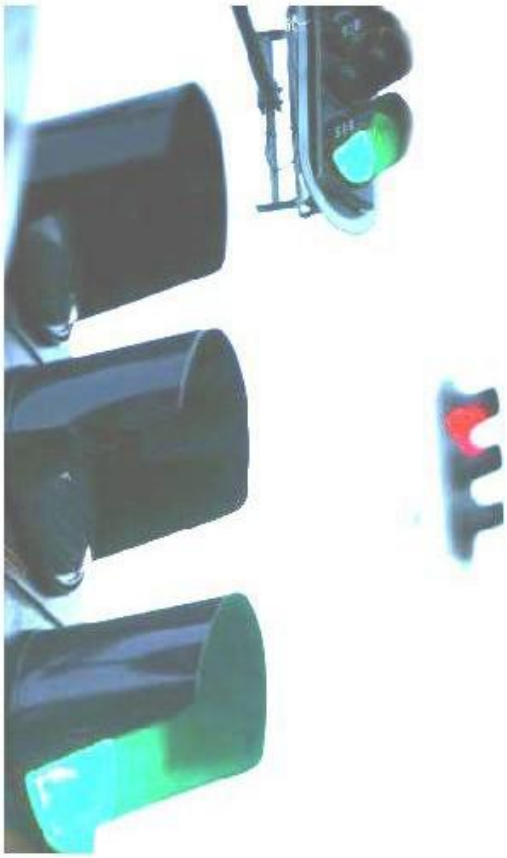


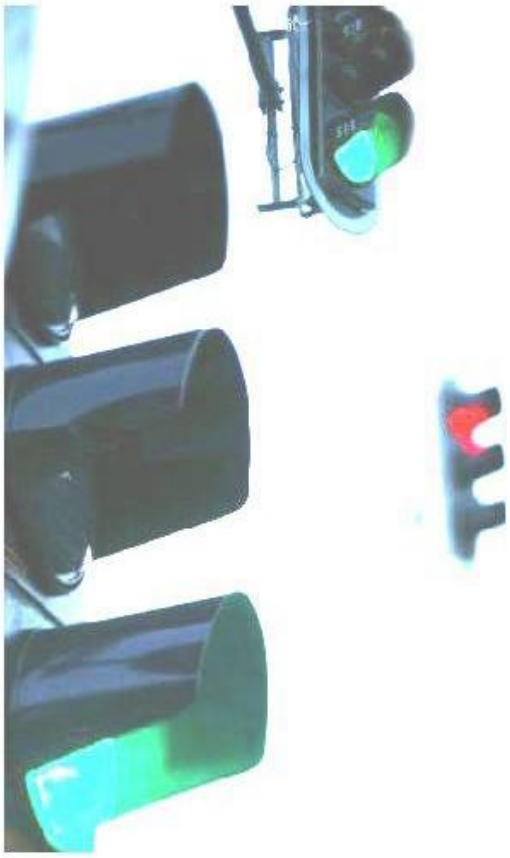
1. RLR Camera Location, Live Date, System Manufacturer and Contractors

In 2015, The **Village of Dolton** received approval from the Illinois Department of Transportation (IDOT) to install current Red Light Running (RLR) cameras at the **Eastbound and Westbound** approaches of **Sibley Blvd and Lincoln Ave**. The installation followed a comprehensive analysis and vendor transfer process. The dates of the most relevant events are listed below:

- Date on which the vendor transfer request was submitted: **03/2015,** approved: **07/2015**
- 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: **02/2016**

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.

RLR Camera System Manufacturer **SafeSpeed, LLC** 150 North Wacker Drive Floor 8 Chicago, IL 60606 Phone: (877) 237-2331 Fax: (877) 237-2302 Email: info@safespeedllc.com Web: safespeedllc.com Key Contact: Mr. Ryan Kim Phone: (312) 924-7248 Email: rkim@safespeedllc.com	Electrical Contractor **Meade Electric Company** 9550 West 55 Street McCook, IL 60525 Phone: (708) 588-2500 Fax: (708) 588-2501 Email: info@meadeelectric.com Web: meadeelectric.com Key Contact: Mr. Michael Knutson Phone: (708) 588-2500 Email: mkk@meade100.com



2. RLR Crash Data and Analysis

The table below shows a summary of motor vehicle crashes at the intersection of **Sibley Blvd and Lincoln Ave** over a span of 5 years.*

	Angle	Turning	Rear End	Pedestrian	Sideswipe	Fixed Object	Total
2013	1	5	12	0	0	0	18
2014	0	6	8	0	0	0	14
2015	1	6	5	0	5	1	18
2016	5	8	6	0	2	1	22
2017	5	3	12	1	1	0	22

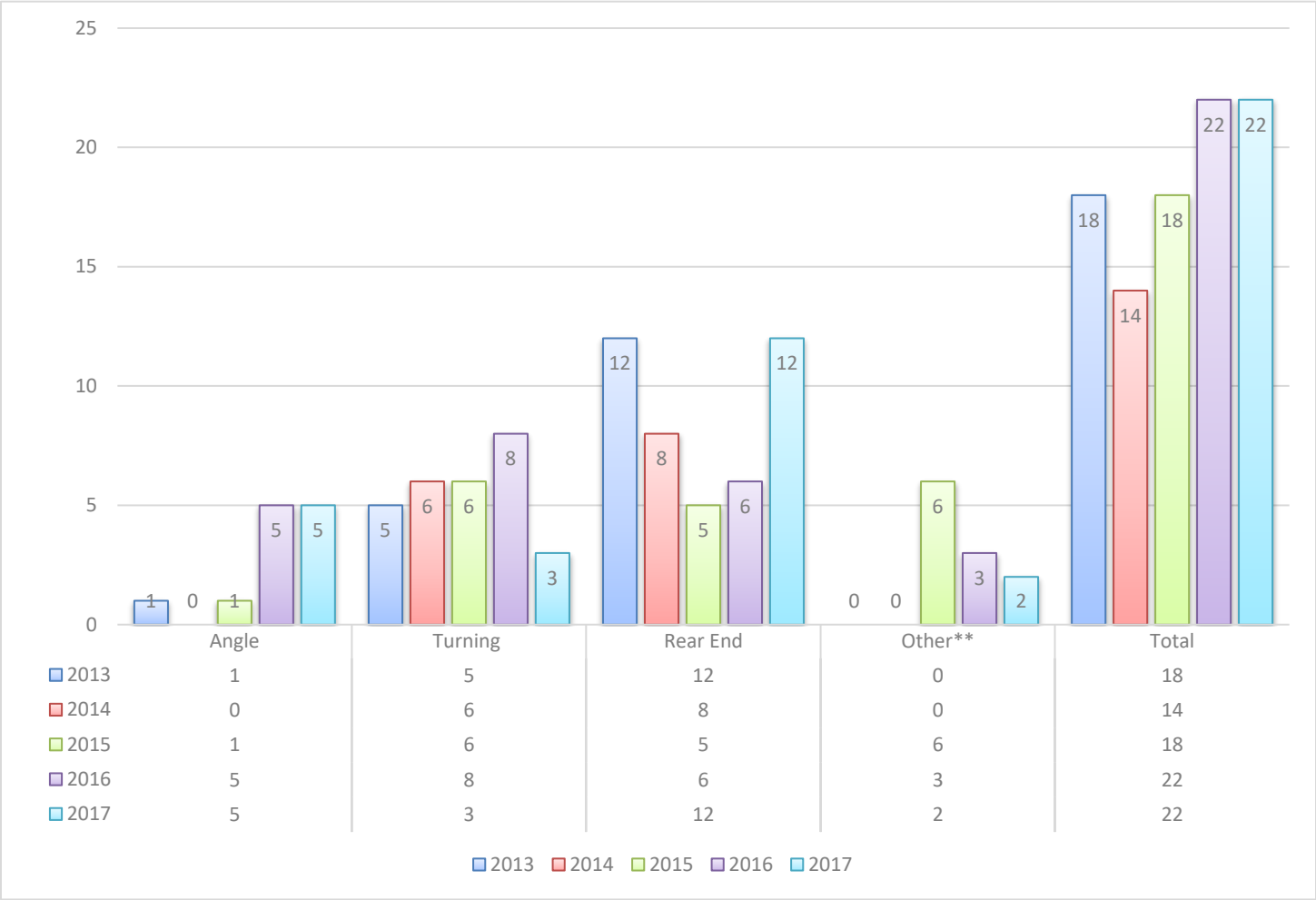
- The data from 2013-2015 shows the period prior to the transfer of RLR camera vendor.
- The data from 2016 shows the year in which the current cameras were installed.
- The data from 2017 shows the period following the transfer.

	Before transfer				After transfer
Year / Type	**2013**	**2014**	**2015**	**2016**	**2017**
Angle	1	0	1	5	5
Turning	5	6	6	8	3
Rear End	12	8	5	6	12
Other**	0	0	6	3	2
Total	**18**	**14**	**18**	**22**	**22**
Yearly Average	**16.67**				**22.00**

* 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 Fixed Object.

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



From 2013-2015, prior to the transfer of RLR camera vendor, there were 50 total crashes; this averages out to 16.67 total crashes a year. In 2017, post RLR camera vendor transfer, there were 22 total crashes, resulting in a 32% increase in total 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.)

Illinois Department of Transportation
Division of Traffic Safety

Collision Diagram

1/1/2013 to 12/31/2013

Crash Route: IL083 | From MileStation 9.84 to 9.84 | 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
18	0	1	1	1	15	0	4	1	2	1

Type of Crash	*Total*	*%*
Angle	1	5.6%
Rear End	12	66.7%
Turning	5	27.8%
TOTAL:	***18***	

Dayof Wk	*Total*	*%*
Monday	2	11.1%
Tuesday	3	16.7%
Wednesday	1	5.6%
Thursday	2	11.1%
Friday	3	16.7%
Saturday	3	16.7%
Sunday	4	22.2%
TOTAL:	***18***	

Hour of Day	*Total*	*%*
01 AM	1	5.6%
02 AM	1	5.6%
04 AM	1	5.6%
09 AM	3	16.7%
10 AM	1	5.6%
5 PM	1	5.6%
6 PM	4	22.2%
7 PM	3	16.7%
9 PM	2	11.1%
11 PM	1	5.6%
TOTAL:	***18***	

Vehicle Type	*Total*	*%*
Passenger	23	62.2%
Pickup	2	5.4%
SUV	8	21.6%
Tractor With Semi-Trailer	1	2.7%
Unknown	2	5.4%
Van/Mini-Van	1	2.7%
TOTAL:	***37***	

Weather Cond	*Total*	*%*
Clear	13	72.2%
Rain	4	22.2%
Unknown	1	5.6%
TOTAL:	***18***	

Light Cond	*Total*	*%*
Darkness	1	5.6%
Darkness/ Lighted Road	8	44.4%
Dawn	1	5.6%
Daylight	7	38.9%
Dusk	1	5.6%
TOTAL:	***18***	

Road Surface	*Total*	*%*
Dry	13	72.2%
Unknown	1	5.6%
Wet	4	22.2%
TOTAL:	***18***	

DIRP	*Total*	*%*
East	9	24.3%
North	4	10.8%
Northeast	1	2.7%
South	6	16.2%
Southeast	5	13.5%
West	12	32.4%
TOTAL:	***37***	

Illinois Department of Transportation
Division of Traffic Safety

Collision Diagram

1/1/2014 to 12/31/2014

Crash Route: IL083 | From MileStation 9.84 to 9.84 | 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
14	0	1	1	1	11	0	4	2	1	1

Type of Crash	*Total*	*%*
Rear End	8	57.1%
Turning	6	42.9%
TOTAL:	***14***	

Dayof Wk	*Total*	*%*
Monday	1	7.1%
Tuesday	3	21.4%
Thursday	5	35.7%
Friday	3	21.4%
Saturday	1	7.1%
Sunday	1	7.1%
TOTAL:	***14***	

Hour of Day	*Total*	*%*
01 AM	1	7.1%
04 AM	1	7.1%
07 AM	1	7.1%
11 AM	2	14.3%
Noon	1	7.1%
1 PM	1	7.1%
5 PM	2	14.3%
6 PM	2	14.3%
7 PM	1	7.1%
11 PM	2	14.3%
TOTAL:	***14***	

Vehicle Type	*Total*	*%*
Other	2	6.5%
Passenger	15	48.4%
Pickup	3	9.7%
SUV	6	19.4%
Unknown	1	3.2%
Van/Mini-Van	4	12.9%
TOTAL:	***31***	

Weather Cond	*Total*	*%*
Clear	11	78.6%
Rain	1	7.1%
Snow	2	14.3%
TOTAL:	***14***	

Light Cond	*Total*	*%*
Darkness	1	7.1%
Darkness/ Lighted Road	4	28.6%
Daylight	9	64.3%
TOTAL:	***14***	

Road Surface	*Total*	*%*
Dry	8	57.1%
Snow or Slush	1	7.1%
Unknown	1	7.1%
Wet	4	28.6%
TOTAL:	***14***	

DIRP	*Total*	*%*
East	6	19.4%
North	3	9.7%
Northwest	3	9.7%
South	1	3.2%
Southeast	4	12.9%
Southwest	1	3.2%
West	13	41.9%
TOTAL:	***31***	

Illinois Department of Transportation
Division of Traffic Safety

Coordinate Collision Diagram Report

1/1/2015 to 12/31/2015

For XCoordinate 3003260.80398725 : YCoordinate 1815634.32032542 | 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
18	0	1	1	2	14	0	6	1	2	3

Type of Crash	*Total*	*%*
Angle	1	5.6%
Fixed Object	1	5.6%
Rear End	5	27.8%
Sideswipe Opposite Direction	1	5.6%
Sideswipe Same Direction	4	22.2%
Turning	6	33.3%
TOTAL:	***18***	

Dayof Wk	*Total*	*%*
Monday	1	5.6%
Wednesday	1	5.6%
Thursday	3	16.7%
Friday	4	22.2%
Saturday	4	22.2%
Sunday	5	27.8%
TOTAL:	***18***	

Hour of Day	*Total*	*%*
02 AM	2	11.1%
10 AM	1	5.6%
11 AM	1	5.6%
1 PM	3	16.7%
2 PM	1	5.6%
3 PM	1	5.6%
4 PM	1	5.6%
5 PM	5	27.8%
7 PM	1	5.6%
10 PM	2	11.1%
TOTAL:	***18***	

Vehicle Type	*Total*	*%*
Bus Over 15 Passengers	1	2.9%
Motorcycle (Over 150cc)	1	2.9%
Passenger	26	74.3%
SUV	5	14.3%
Tractor With Semi-Trailer	1	2.9%
Van/Mini-Van	1	2.9%
TOTAL:	***35***	

Weather Cond	*Total*	*%*
Clear	15	83.3%
Cloudy/Overcast	1	5.6%
Rain	1	5.6%
Snow	1	5.6%
TOTAL:	***18***	

Light Cond	*Total*	*%*
Darkness	1	5.6%
Darkness, Lighted Road	8	44.4%
Daylight	9	50.0%
TOTAL:	***18***	

Road Surface	*Total*	*%*
Dry	16	88.9%
Snow or Slush	1	5.6%
Wet	1	5.6%
TOTAL:	***18***	

DIRP	*Total*	*%*
East	14	40.0%
North	2	5.7%
South	7	20.0%
Southwest	1	2.9%
West	11	31.4%
TOTAL:	***35***	

Illinois Department of Transportation
Division of Traffic Safety

Coordinate Collision Diagram Report

1/1/2016 to 12/31/2016

For XCoordinate 3003260.80398725 : YCoordinate 1815634.32032542 | 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
22	0	2	1	2	17	0	11	4	2	5

Type of Crash	*Total*	*%*
Angle	5	22.7%
Fixed Object	1	4.5%
Rear End	6	27.3%
Sideswipe Same Direction	2	9.1%
Turning	8	36.4%
TOTAL:	***22***	

Dayof Wk	*Total*	*%*
Monday	6	27.3%
Tuesday	2	9.1%
Wednesday	1	4.5%
Thursday	3	13.6%
Friday	3	13.6%
Saturday	3	13.6%
Sunday	4	18.2%
TOTAL:	***22***	

Hour of Day	*Total*	*%*
Midnight	1	4.5%
02 AM	2	9.1%
04 AM	1	4.5%
05 AM	1	4.5%
10 AM	2	9.1%
11 AM	2	9.1%
1 PM	2	9.1%
3 PM	1	4.5%
4 PM	1	4.5%
5 PM	1	4.5%
6 PM	4	18.2%
8 PM	1	4.5%
9 PM	1	4.5%
10 PM	1	4.5%
11 PM	1	4.5%
TOTAL:	***22***	

Vehicle Type	*Total*	*%*
Passenger	28	63.6%
Pickup	4	9.1%
SUV	7	15.9%
Tractor With Semi-Trailer	1	2.3%
Unknown	2	4.5%
Van/Mini-Van	2	4.5%
TOTAL:	***44***	

Weather Cond	*Total*	*%*
Clear	21	95.5%

Light Cond	*Total*	*%*
Darkness, Lighted Road	10	45.5%

Road Surface	*Total*	*%*
Dry	20	90.9%

DIRP	*Total*	*%*
East	16	36.4%

Illinois Department of Transportation
Division of Traffic Safety

Coordinate Collision Diagram Report

1/1/2017 to 12/31/2017

For XCoordinate 3003260.80398725 : YCoordinate 1815634.32032542 | 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
22	0	0	3	3	16	0	9	0	5	4

Type of Crash	*Total*	*%*
Angle	5	22.7%
Pedestrian	1	4.5%
Rear End	12	54.5%
Sideswipe Same Direction	1	4.5%
Turning	3	13.6%
TOTAL:	***22***	

Dayof Wk	*Total*	*%*
Monday	4	18.2%
Tuesday	5	22.7%
Wednesday	2	9.1%
Thursday	2	9.1%
Friday	2	9.1%
Saturday	6	27.3%
Sunday	1	4.5%
TOTAL:	***22***	

Hour of Day	*Total*	*%*
02 AM	1	4.5%
04 AM	1	4.5%
07 AM	1	4.5%
08 AM	1	4.5%
10 AM	1	4.5%
11 AM	1	4.5%
Noon	1	4.5%
1 PM	1	4.5%
2 PM	2	9.1%
5 PM	5	22.7%
6 PM	1	4.5%
8 PM	4	18.2%
10 PM	1	4.5%
11 PM	1	4.5%
TOTAL:	***22***	

Vehicle Type	*Total*	*%*
Bus Over 15 Passengers	1	2.0%
Bus Up to 15 Passengers	1	2.0%
Other	1	2.0%
Passenger	31	63.3%
Pickup	2	4.1%
SUV	5	10.2%
Tractor With Semi-Trailer	2	4.1%
Unknown	5	10.2%
Van/Mini-Van	1	2.0%
TOTAL:	***49***	

Weather Cond	*Total*	*%*
Clear	19	86.4%
Cloudy/Overcast	1	4.5%

Light Cond	*Total*	*%*
Darkness	1	4.5%
Darkness, Lighted Road	5	22.7%

Road Surface	*Total*	*%*
Dry	17	77.3%
Unknown	2	9.1%

DIRP	*Total*	*%*
East	13	26.5%
North	4	8.2%

3. Traffic Volume

The table below shows a summary of the Average Daily Traffic Count (ADTC) at the intersection of **Sibley Blvd and Lincoln 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 transfer of RLR camera vendor.
- The data from 2016 shows the year in which the current cameras were installed.
- The data from 2017 shows the period following the transfer.

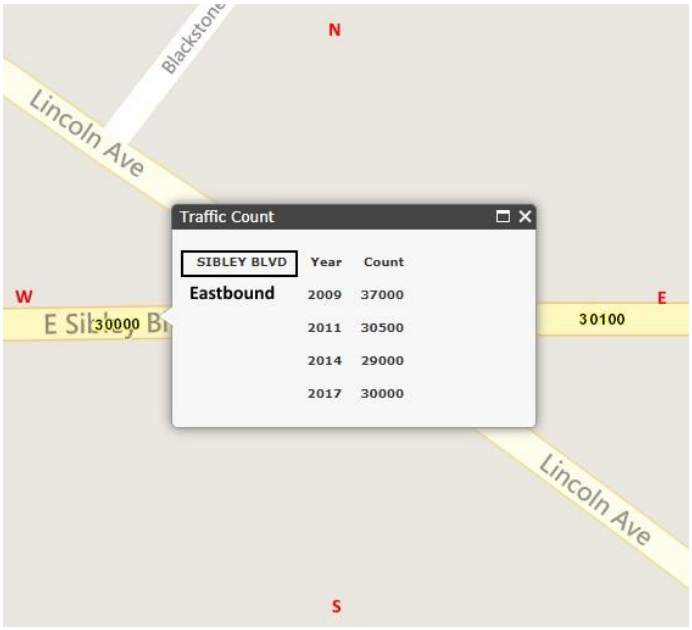
	Before Transfer				After Transfer
Direction \ Year	**2013**	**2014**	**2015**	**2016**	**2017**
Eastbound	30,500	**29,000**	29,000	29,000	**30,000**
Westbound	30,500	**29,000**	29,000	29,000	**30,100**
Northbound	9,300	**9,300**	9,300	9,300	9,300
Southbound	8,900	**7,450**	7,450	7,450	7,450
Combined	**79,200**	**74,750**	**74,750**	**74,750**	**76,850**
Combined Avg	**76,233**				**76,850**

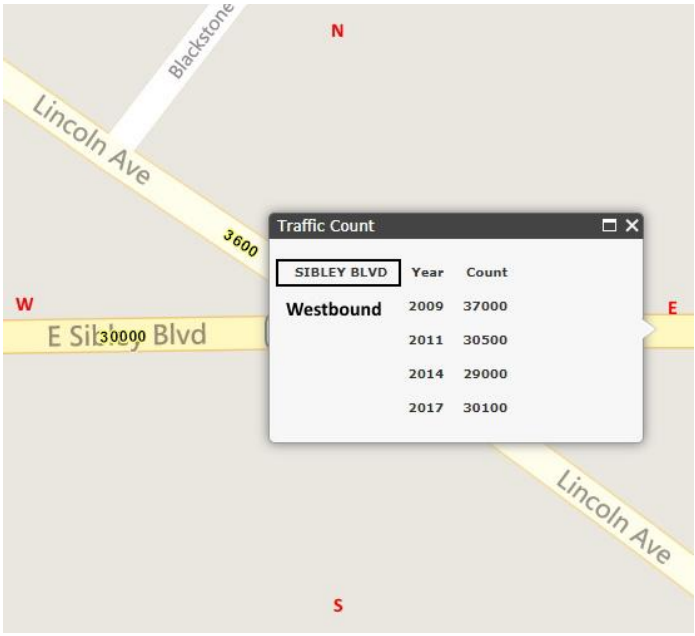
From 2013-2015, prior to the transfer of RLR camera vendor, the combined average of ADTC was 76,233.

In 2017, post RLR camera vendor transfer, the combined average of ADTC was 76,850, resulting in an increase of 0.81% from the time period above.

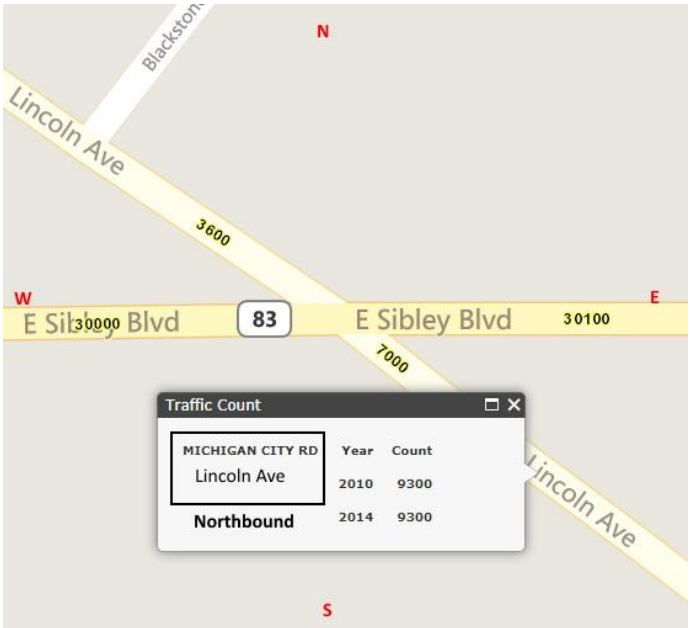
The following page consists of screenshots of ADTC data from 2013-2017 obtained from the IDOT's website.

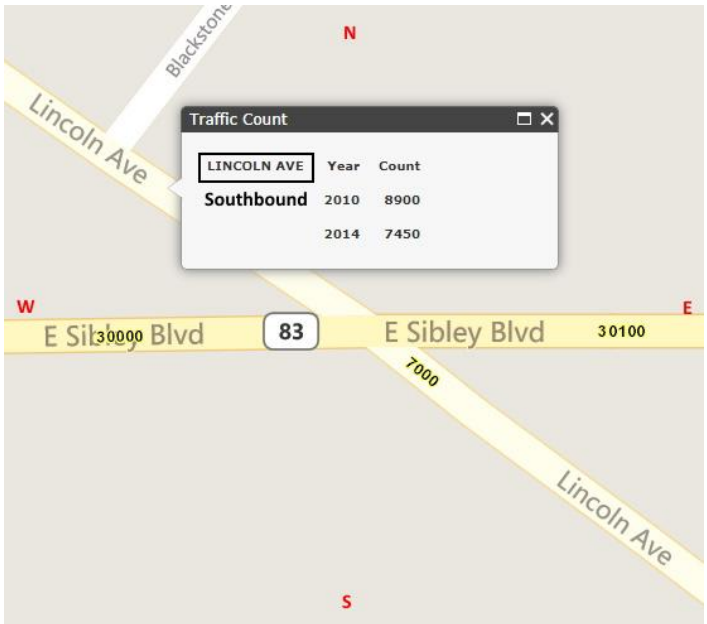
Eastbound and Westbound ADTC

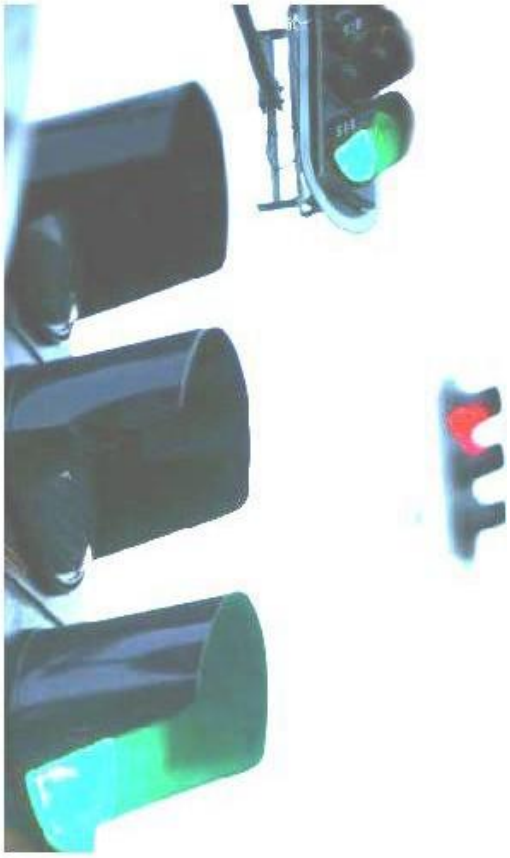




Northbound and Southbound ADTC







4. Summary of Adjudication

Below are the summaries of tickets contested "in person" and "by mail" from the **Eastbound** approach of **Sibley Blvd and Lincoln Ave** from January 2017 through December 2017.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	48	28	20	**42%**
02/01/2017 - 02/28/2017	19	12	7	**37%**
03/01/2017 - 03/31/2017	22	14	8	**36%**
04/01/2017 - 04/30/2017	16	10	6	**38%**
05/01/2017 - 05/31/2017	24	17	7	**29%**
06/01/2017 - 06/30/2017	29	18	11	**38%**
07/01/2017 - 07/31/2017	11	5	6	**55%**
08/01/2017 - 08/31/2017	24	17	7	**29%**
09/01/2017 - 09/30/2017	23	19	4	**17%**
10/01/2017 - 10/31/2017	29	24	5	**17%**
11/01/2017 - 11/30/2017	11	7	4	**36%**
12/01/2017 - 12/31/2017	10	7	3	**30%**
Total	**266**	**178**	**88**	**33%**

As indicated in the table above, 266 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 88 of the contested tickets, a 30% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	30	23	7	**23%**
02/01/2017 - 02/28/2017	9	8	1	**11%**
03/01/2017 - 03/31/2017	17	14	3	**18%**
04/01/2017 - 04/30/2017	8	5	3	**38%**
05/01/2017 - 05/31/2017	9	5	4	**44%**
06/01/2017 - 06/30/2017	17	13	4	**24%**
07/01/2017 - 07/31/2017	4	3	1	**25%**
08/01/2017 - 08/31/2017	16	14	2	**13%**
09/01/2017 - 09/30/2017	10	5	5	**50%**
10/01/2017 - 10/31/2017	22	15	7	**32%**
11/01/2017 - 11/30/2017	10	6	4	**40%**
12/01/2017 - 12/31/2017	11	7	4	**36%**
Total	**163**	**118**	**45**	**28%**

As indicated in the table above, 163 tickets were contested by mail during the above referenced period. 45 contests by mail were dismissed, a 28% dismissal rate.

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

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	47	32	15	**32%**
02/01/2017 - 02/28/2017	19	13	6	**32%**
03/01/2017 - 03/31/2017	14	9	5	**36%**
04/01/2017 - 04/30/2017	17	7	10	**59%**
05/01/2017 - 05/31/2017	30	19	11	**37%**
06/01/2017 - 06/30/2017	26	13	13	**50%**
07/01/2017 - 07/31/2017	5	3	2	**40%**
08/01/2017 - 08/31/2017	25	18	7	**28%**
09/01/2017 - 09/30/2017	26	14	12	**46%**
10/01/2017 - 10/31/2017	30	20	10	**33%**
11/01/2017 - 11/30/2017	11	9	2	**18%**
12/01/2017 - 12/31/2017	24	20	4	**17%**
Total	**274**	**177**	**97**	**35%**

As indicated in the table above, 274 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 97 of the contested tickets, a 35% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	30	22	8	**27%**
02/01/2017 - 02/28/2017	11	11	0	**0%**
03/01/2017 - 03/31/2017	19	14	5	**26%**
04/01/2017 - 04/30/2017	3	1	2	**67%**
05/01/2017 - 05/31/2017	11	5	6	**55%**
06/01/2017 - 06/30/2017	18	9	9	**50%**
07/01/2017 - 07/31/2017	6	3	3	**50%**
08/01/2017 - 08/31/2017	10	6	4	**40%**
09/01/2017 - 09/30/2017	14	8	6	**43%**
10/01/2017 - 10/31/2017	36	22	14	**39%**
11/01/2017 - 11/30/2017	9	6	3	**33%**
12/01/2017 - 12/31/2017	13	9	4	**31%**
Total	**180**	**116**	**64**	**36%**

As indicated in the table above, 180 tickets were contested by mail during the above referenced period. 64 contests by mail were dismissed, a 36% 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 Lincoln 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 for a vendor transfer of RLR cameras at the **Eastbound and Westbound** approaches of **Sibley Blvd and Lincoln Ave**. The dates of the most relevant events are listed below:

- Date on which the vendor transfer request was submitted: **03/2015,** approved: **07/2015**
- 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: **02/2016**

From 2013-2015, prior to the transfer of RLR camera vendor, the combined average of ADTC was 76,233. In 2017, post RLR camera vendor transfer, the combined average of ADTC was 76,850, resulting in an increase of 0.81% from the time period above. (See Tab 3)

From 2013-2015, prior to the transfer of RLR camera vendor, there were 50 total crashes; this averages out to 16.67 total crashes a year. In 2017, post RLR camera vendor transfer, there were 22 total crashes, resulting in a 32% increase in total crashes in before- and after direct comparison. (See Tab 2)

Studies have reported that RLR cameras generally reduce severe Angle crashes with an occasional increase in less-severe Rear End crashes. However, this intersection showed a different trend in its first year of operation; this may simply be caused by the regression to mean effect, which is used to reflect the random nature of crashes. For example, an intersection experiencing a high crash frequency in one particular year is more likely to have fewer crashes in the following years. Therefore, a larger sample size of data is required to reach an accurate conclusion regarding the effectiveness of the RLR cameras installed at this intersection.

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.