



# Sibley Blvd and Indiana Ave <Westbound>



## Dolton, IL RLR 3 Year Follow-Up Evaluation Report

Reference No: 016-64411  
June 2022



# Village of Dolton Police Department



**Tiffany A. Henyard**  
Mayor

**Robert M. Collins, Jr.**  
Chief of Police



June 27, 2022

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

Re: RLR 3 Year Follow-Up Evaluation Report  
Sibley Bl at Indiana Ave (Westbound)  
Village of Dolton  
Ref #: 016 – 64411

Dear Mr. Gallenbach:

Please find enclosed a copy of the 3 Year RLR Follow-Up Evaluation Report for the intersection of Sibley BL 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)201-3200 / [rcollins@vodolton.org](mailto:rcollins@vodolton.org).

Best Regards,

A handwritten signature in black ink, appearing to read "Robert M. Collins, Jr.", written over a white background.

Robert M. Collins, Jr.  
Chief of Police

On behalf of the Village of  
Dolton

# 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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System Manufacturer and Contractors
2. RLR Crash Data and Analysis
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# 1. RLR Camera Location, Live Date, System Manufacturer and Contractor

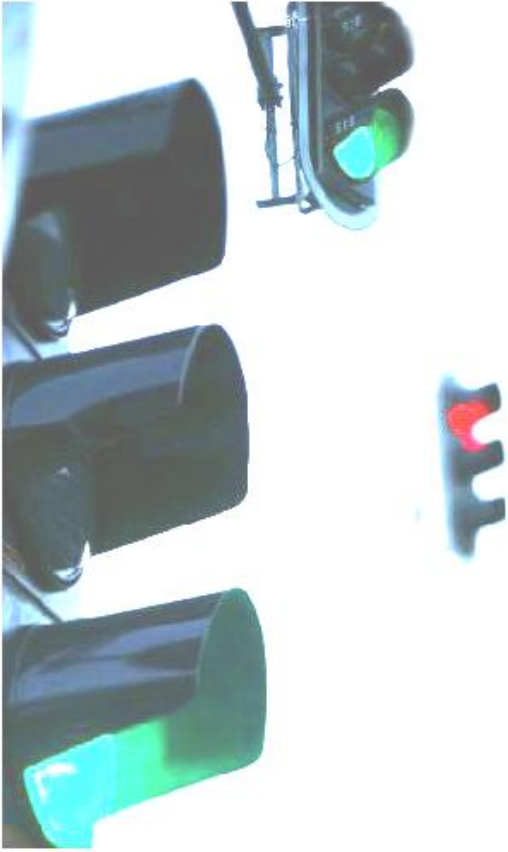
In 2015, the **Village of Dolton** received approval from the Illinois Department of Transportation (IDOT) to install a Red Light Running (RLR) camera on the **Westbound** approach at the intersection of **Sibley Blvd and Indiana Ave.**

- Date on which the camera went live on the Westbound approach: **05/2016**
- Year in which the 1 Year Follow-Up Evaluation Report was submitted to the IDOT: **2019**

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

Below are the RLR camera system manufacturer and contractor information.

<p>RLR Camera System Manufacturer</p> <p><b>SafeSpeed, LLC</b> 150 North Wacker Drive Floor 8 Chicago, IL 60606</p> <p>Phone: (877) 237-2331 Fax: (877) 237-2302 Email: <a href="mailto:info@safespeedllc.com">info@safespeedllc.com</a> Web: <a href="http://safespeedllc.com">safespeedllc.com</a></p> <p>Key Contact: Ryan Kim Phone: (312) 924-7248 Email: <a href="mailto:rkim@safespeedllc.com">rkim@safespeedllc.com</a></p>	<p>Electrical Contractor</p> <p><b>Meade Electric Company</b> 625 Willowbrook Center Parkway Willowbrook, IL 60527</p> <p>Phone: (708) 588-2500 Fax: (708) 588-2501 Email: <a href="mailto:info@meadeelectric.com">info@meadeelectric.com</a> Web: <a href="http://meadeelectric.com">meadeelectric.com</a></p> <p>Key Contact: Mr. Michael Knutson Phone: (708) 588-2500 Email: <a href="mailto:mkk@meade100.com">mkk@meade100.com</a></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 8 years\*.

	Angle	Head On	Turning	Rear End	Pedestrian/ Pedalcyclist	Sideswipe	Other Non- Collision	Total
<b>2013</b>	1	0	5	12	0	1	0	19
<b>2014</b>	1	0	3	5	0	0	0	9
<b>2015</b>	1	1	7	5	1	1	0	16
<b>2016</b>	3	0	3	3	0	1	1	11
<b>2017</b>	0	0	7	5	1	7	0	20
<b>2018</b>	0	0	11	5	0	2	0	18
<b>2019</b>	1	1	6	9	0	4	0	21
<b>2020</b>	1	3	4	4	1	0	0	13

The data from 2013-2015 shows the period prior to the installation of the RLR camera.

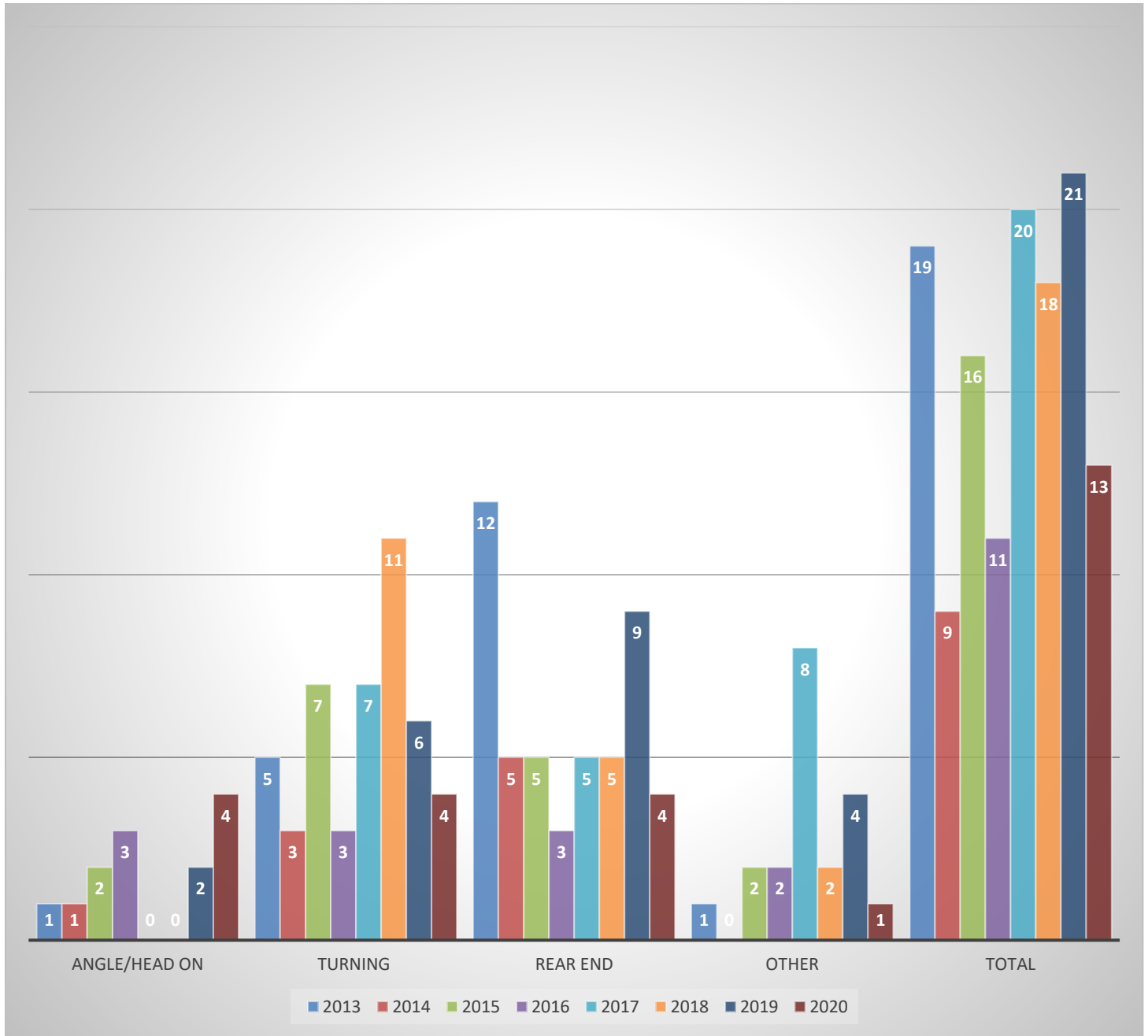
The data from 2016 shows the year in which the camera was installed.

The data from 2017-2020 shows the period following the installation.

\* DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. 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.

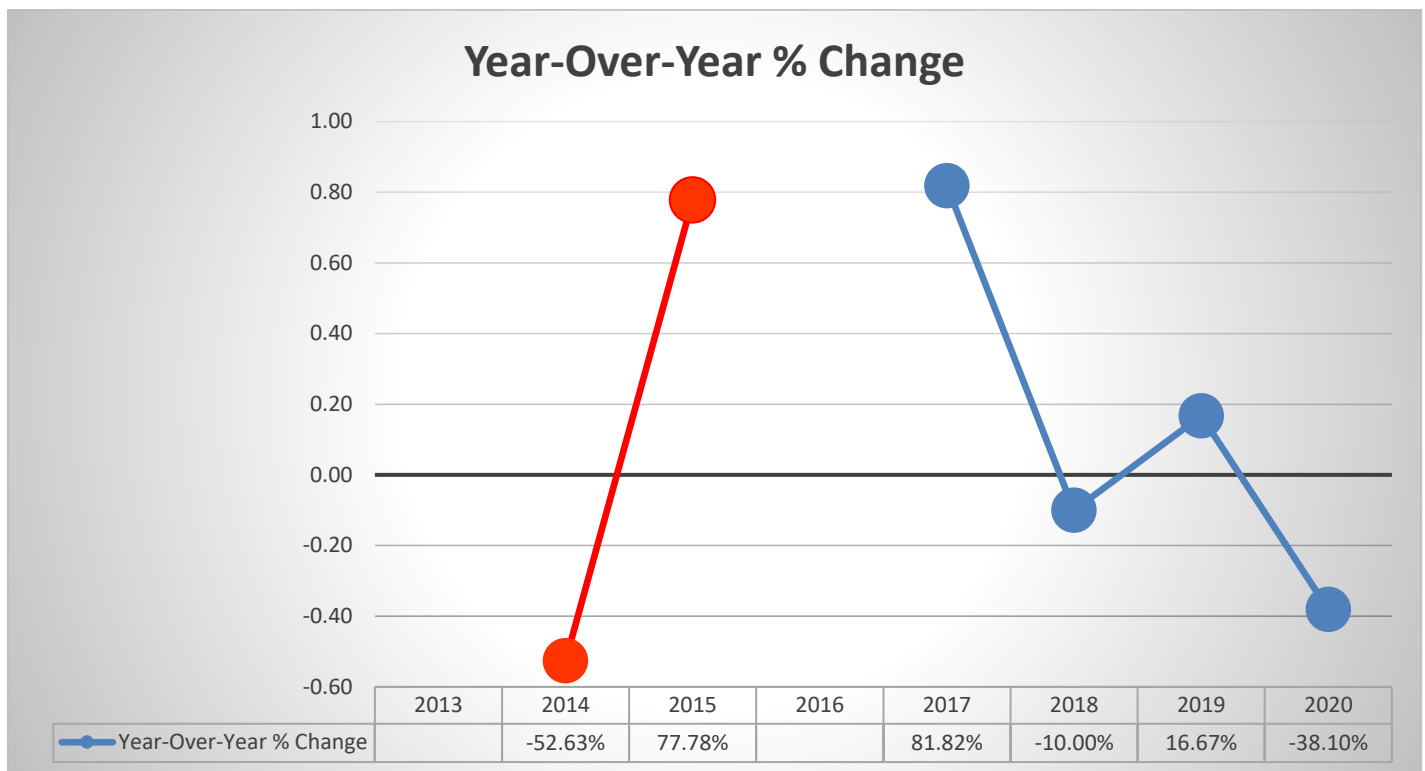


The Chart below shows the trend of each crash type from 2013-2020.



	Type Year	Angle/ Head On	Turning	Rear End	Other*	Total	Year-Over- Year % Change
Before Installation	2013	1	5	12	1	19	
	2014	1	3	5	0	9	-52.63%
	2015	2	7	5	2	16	77.78%
	2016	3	3	3	2	11	
After Installation	2017	0	7	5	8	20	81.82%
	2018	0	11	5	2	18	-10%
	2019	2	6	9	4	21	16.67%
	2020	4	4	4	1	13	-38.10%

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



According to the IDOT provided crash data, the year over year trend in the number of pre-camera crashes showed a 77.78% rise from 2014 to 2015. After the installation of the RLR cameras, the trend showed a 10% drop from 2017 to 2018 and 16.67% drop 2019 to 2020.

The following pages contain crash data summary pages from 2013-2020. The complete crash data can be obtained by contacting the IDOT via [DOT.DTS.DataRequests@illinois.gov](mailto: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%
<b>TOTAL:</b>	<b>19</b>		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%
			<b>TOTAL:</b>	<b>19</b>		4 PM	2	10.5%	<b>TOTAL:</b>	<b>42</b>	
						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%			
						<b>TOTAL:</b>	<b>19</b>				

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%	<b>TOTAL:</b>	<b>19</b>		Wet	5	26.3%	Northwest	1	2.4%
						<b>TOTAL:</b>	<b>19</b>		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%
<b>TOTAL:</b>	<b>9</b>		Saturday	2	22.2%	08 AM	1	11.1%	Van/Mini-Van	1	5.0%
			Sunday	1	11.1%	09 AM	1	11.1%	<b>TOTAL:</b>	<b>20</b>	
			<b>TOTAL:</b>	<b>9</b>		2 PM	1	11.1%			
						4 PM	1	11.1%			
						5 PM	1	11.1%			
						<b>TOTAL:</b>	<b>9</b>				

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%
<b>TOTAL:</b>	<b>9</b>		<b>TOTAL:</b>	<b>9</b>		Wet	1	11.1%	Southeast	1	5.0%
						<b>TOTAL:</b>	<b>9</b>		West	7	35.0%
									<b>TOTAL:</b>	<b>20</b>	

### 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%	<b>TOTAL:</b>	<b>16</b>		11 AM	1	6.3%	Tractor Without Semi-Trailer	2	6.3%
<b>TOTAL:</b>	<b>16</b>					2 PM	2	12.5%	<b>TOTAL:</b>	<b>32</b>	
						4 PM	1	6.3%			
						6 PM	2	12.5%			
						9 PM	1	6.3%			
						11 PM	2	12.5%			
						<b>TOTAL:</b>	<b>16</b>				

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%
<b>TOTAL:</b>	<b>16</b>		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%	<b>TOTAL:</b>	<b>16</b>		Unknown	2	6.3%
			<b>TOTAL:</b>	<b>16</b>							

### 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>

<i>Type of Crash</i>	<i>Total</i>	<i>%</i>	<i>Day of Wk</i>	<i>Total</i>	<i>%</i>	<i>Hour of Day</i>	<i>Total</i>	<i>%</i>	<i>Vehicle Type</i>	<i>Total</i>	<i>%</i>
Angle	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%
<b>TOTAL:</b>	<b>11</b>		<b>TOTAL:</b>	<b>11</b>		2 PM	1	9.1%	<b>TOTAL:</b>	<b>23</b>	
						5 PM	1	9.1%			
						6 PM	2	18.2%			
						10 PM	1	9.1%			
						<b>TOTAL:</b>	<b>11</b>				
<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>DIRP</i>	<i>Total</i>	<i>%</i>
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%
<b>TOTAL:</b>	<b>11</b>		<b>TOTAL:</b>	<b>11</b>		<b>TOTAL:</b>	<b>11</b>		South	8	34.8%
									West	7	30.4%
									<b>TOTAL:</b>	<b>23</b>	

### 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%
<b>TOTAL:</b>	<b>20</b>		Saturday	1	5.0%	4 PM	2	10.0%	<b>TOTAL:</b>	<b>42</b>	
			Sunday	2	10.0%	7 PM	2	10.0%			
			<b>TOTAL:</b>	<b>20</b>		8 PM	1	5.0%			
						11 PM	3	15.0%			
						<b>TOTAL:</b>	<b>20</b>				
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%
<b>TOTAL:</b>	<b>20</b>		Daylight	15	75.0%	<b>TOTAL:</b>	<b>20</b>		South	9	21.4%
			Dusk	1	5.0%				Southeast	2	4.8%
			<b>TOTAL:</b>	<b>20</b>					Unknown	1	2.4%
									West	15	35.7%
									<b>TOTAL:</b>	<b>42</b>	

### Coordinate Collision Diagram Report

1/1/2018 to 12/31/2018

For XCoordinate 2993660.121 : YCoordinate 1815333.221 | 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>18</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>14</u>	<u>1</u>	<u>6</u>	<u>0</u>	<u>2</u>	<u>4</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Front to Rear	5	27.8%	Monday	6	33.3%	Midnight	2	11.1%	Passenger	25	59.5%
Sideswipe Same Direction	2	11.1%	Tuesday	3	16.7%	03 AM	1	5.6%	Pickup	2	4.8%
Turning	11	61.1%	Wednesday	2	11.1%	05 AM	1	5.6%	SUV	5	11.9%
<b>TOTAL:</b>	<b>18</b>		Thursday	3	16.7%	06 AM	1	5.6%	Tractor With Semi-Trailer	4	9.5%
			Friday	2	11.1%	08 AM	2	11.1%	Unknown	4	9.5%
			Saturday	1	5.6%	09 AM	2	11.1%	Van/Mini-Van	2	4.8%
			Sunday	1	5.6%	10 AM	1	5.6%	<b>TOTAL:</b>	<b>42</b>	
			<b>TOTAL:</b>	<b>18</b>		Noon	1	5.6%			
						1 PM	1	5.6%			
						3 PM	1	5.6%			
						4 PM	2	11.1%			
						5 PM	1	5.6%			
						6 PM	1	5.6%			
						8 PM	1	5.6%			
						<b>TOTAL:</b>	<b>18</b>				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	12	66.7%	Darkness, Lighted Road	4	22.2%	Dry	12	66.7%	East	8	19.0%
Rain	4	22.2%	Dawn	2	11.1%				North	5	11.9%



### Coordinate Collision Diagram Report

1/1/2019 to 12/31/2019

For XCoordinate 2993660.121 : YCoordinate 1815333.221 | 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>21</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>5</u>	<u>14</u>	<u>0</u>	<u>12</u>	<u>2</u>	<u>2</u>	<u>8</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	4.8%	Monday	6	28.6%	07 AM	1	4.8%	Bus over 15 seats	1	2.1%
Front to Front	1	4.8%	Tuesday	3	14.3%	09 AM	2	9.5%	Other	1	2.1%
Front to Rear	9	42.9%	Wednesday	1	4.8%	10 AM	1	4.8%	Passenger	35	74.5%
Sideswipe Opposite Direction	1	4.8%	Thursday	4	19.0%	11 AM	1	4.8%	Pickup	2	4.3%
Sideswipe Same Direction	3	14.3%	Friday	3	14.3%	Noon	1	4.8%	SUV	6	12.8%
Turning	6	28.6%	Saturday	4	19.0%	2 PM	3	14.3%	Tractor With Semi-Trailer	1	2.1%
<b>TOTAL:</b>	<b>21</b>		<b>TOTAL:</b>	<b>21</b>		5 PM	2	9.5%	Truck Single Unit	1	2.1%
						7 PM	4	19.0%	<b>TOTAL:</b>	<b>47</b>	
						9 PM	4	19.0%			
						10 PM	1	4.8%			
						11 PM	1	4.8%			
						<b>TOTAL:</b>	<b>21</b>				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	16	76.2%	Darkness	2	9.5%	Dry	16	76.2%	East	6	12.8%
Cloudy/Overcast	1	4.8%	Darkness, Lighted Road	7	33.3%	Ice	2	9.5%	North	10	21.3%
Fog/Smoke/Haze	1	4.8%	Daylight	11	52.4%	Unknown	1	4.8%	Northwest	1	2.1%
Rain	2	9.5%	Dusk	1	4.8%	Wet	2	9.5%	South	9	19.1%
			<b>TOTAL:</b>	<b>21</b>		<b>TOTAL:</b>	<b>21</b>		Southwest	1	2.1%

### Coordinate Collision Diagram Report

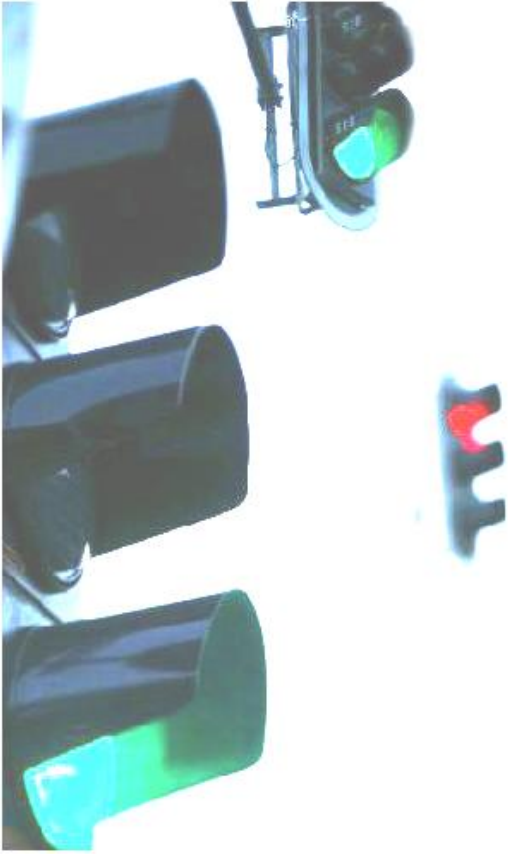
1/1/2020 to 12/31/2020

For XCoordinate 2993660.121 : YCoordinate 1815333.221 | 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
13	0	1	0	0	12	0	2	1	1	0

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	7.7%	Monday	1	7.7%	Midnight	1	7.7%	Passenger	18	69.2%
Front to Front	3	23.1%	Tuesday	3	23.1%	09 AM	1	7.7%	Pickup	1	3.8%
Front to Rear	4	30.8%	Wednesday	1	7.7%	11 AM	1	7.7%	SUV	3	11.5%
Pedalcyclist	1	7.7%	Thursday	3	23.1%	Noon	1	7.7%	Tractor With Semi-Trailer	1	3.8%
Turning	4	30.8%	Friday	2	15.4%	1 PM	2	15.4%	Unknown	2	7.7%
<b>TOTAL:</b>	<b>13</b>		Saturday	3	23.1%	4 PM	2	15.4%	Van/Mini-Van	1	3.8%
			<b>TOTAL:</b>	<b>13</b>		5 PM	1	7.7%	<b>TOTAL:</b>	<b>26</b>	
						7 PM	1	7.7%			
						8 PM	1	7.7%			
						9 PM	1	7.7%			
						10 PM	1	7.7%			
						<b>TOTAL:</b>	<b>13</b>				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	9	69.2%	Darkness, Lighted Road	4	30.8%	Dry	9	69.2%	East	8	30.8%
Rain	2	15.4%	Daylight	8	61.5%	Ice	1	7.7%	North	4	15.4%
Unknown	2	15.4%	Unknown	1	7.7%	Unknown	1	7.7%	South	1	3.8%
<b>TOTAL:</b>	<b>13</b>		<b>TOTAL:</b>	<b>13</b>		Wet	2	15.4%	Southwest	1	3.8%
						<b>TOTAL:</b>	<b>13</b>		Unknown	4	15.4%



### 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 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 2013-2015 shows the period prior to the installation of the RLR camera.

The data from 2016 shows the year in which the camera was installed.

The data from 2017-2020 shows the period following the installation.

	Direction Year	Eastbound	Westbound	Northbound	Southbound	Combined	Combined Avg
Before Installation	<b>2013</b>	<b>28,700</b>	30,500	11,000	13,000	<b>83,200</b>	<b>77,867</b>
	<b>2014</b>	28,700	<b>29,000</b>	<b>11,300</b>	<b>7,250</b>	<b>76,250</b>	
	<b>2015</b>	<b>26,600</b>	29,000	11,300	7,250	<b>74,150</b>	
	<b>2016</b>	26,600	29,000	11,300	7,250	<b>74,150</b>	
After Installation	<b>2017</b>	<b>25,600</b>	<b>30,000</b>	11,300	7,250	<b>74,150</b>	<b>77,725</b>
	<b>2018</b>	25,600	30,000	<b>10,800</b>	<b>10,050</b>	<b>76,450</b>	
	<b>2019</b>	<b>28,500</b>	<b>30,800</b>	10,800	10,050	<b>80,150</b>	
	<b>2020</b>	28,500	30,800	10,800	10,050	<b>80,150</b>	

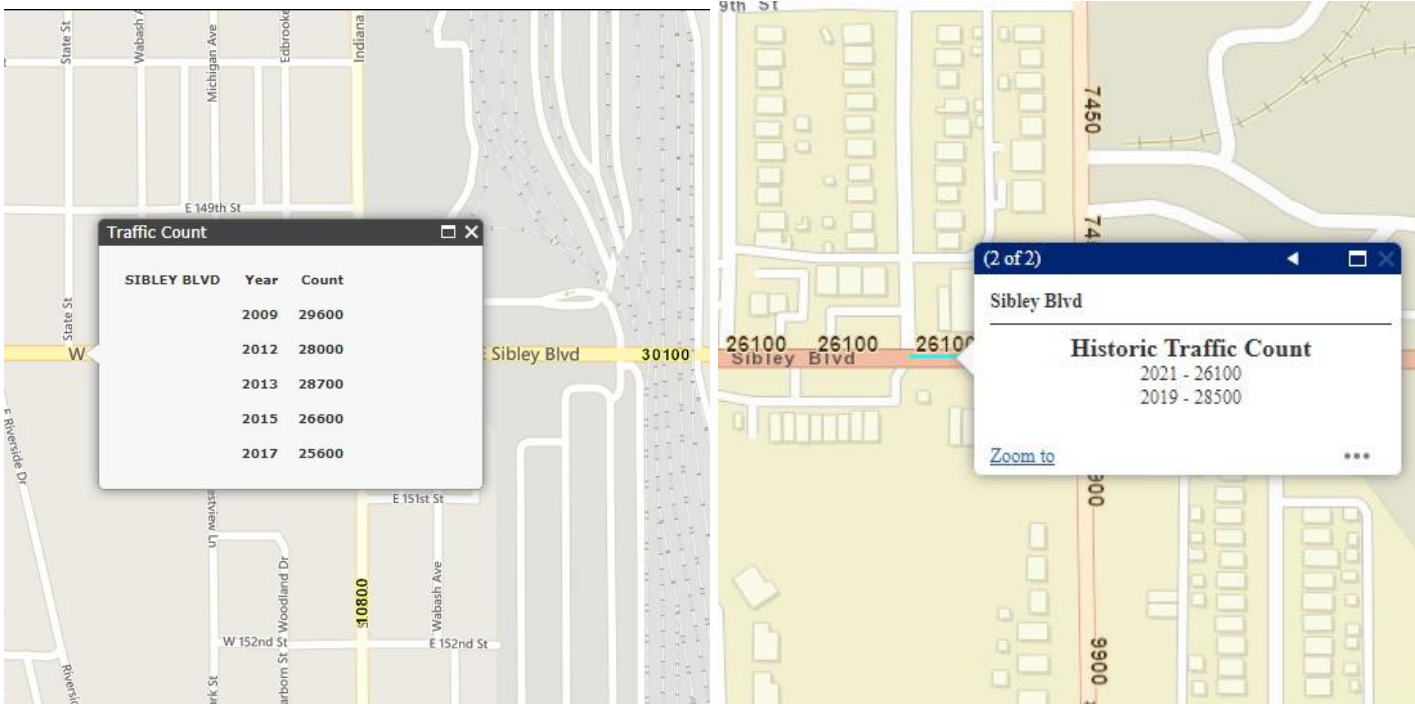
From 2013-2015, prior to RLR camera installation, the combined average of ADTC was 77,867.

From 2017-2020, post RLR camera installation, the combined average of ADTC was 77,725 – a very slight reduction of 0.18%.

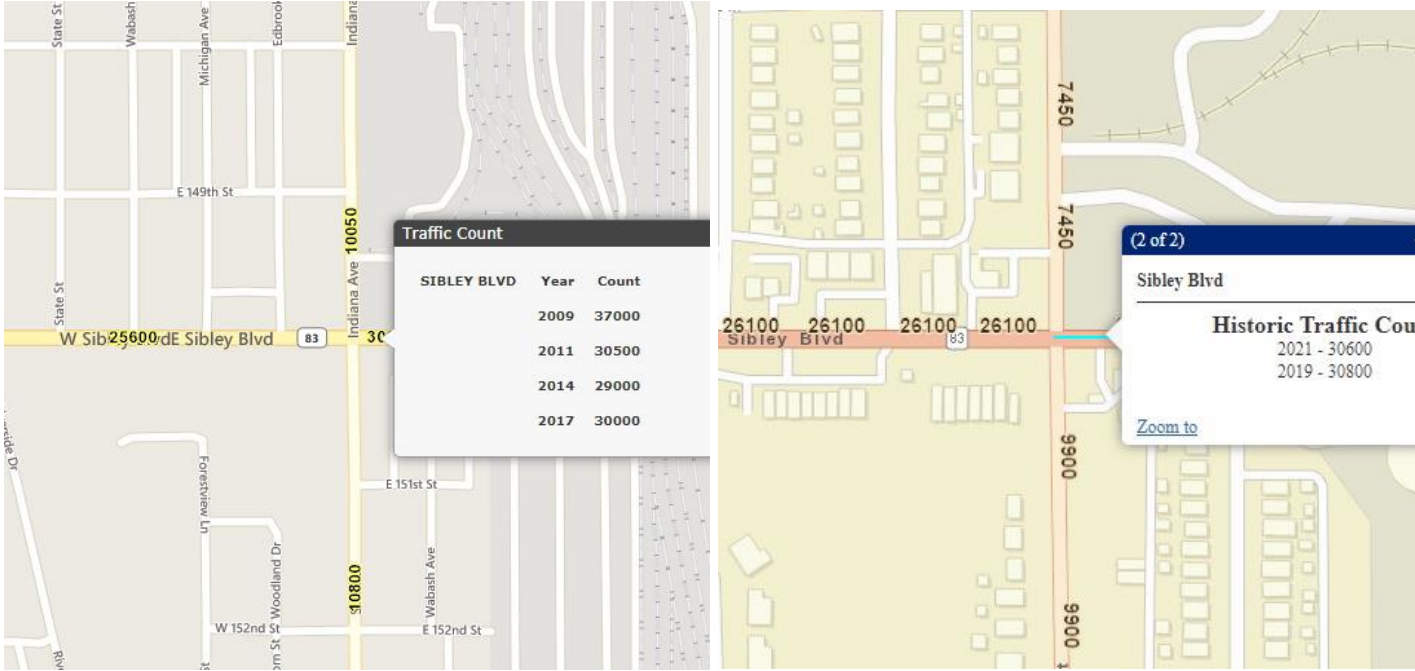
The following pages show the complete ADTC data from 2013-2020 obtained from the IDOT’s website.

The traffic numbers below were obtained from the IDOT website during the preparation of past reports and now per the RLR Guideline document published by the IDOT. Only ADTC values were available, peak numbers were not provided.

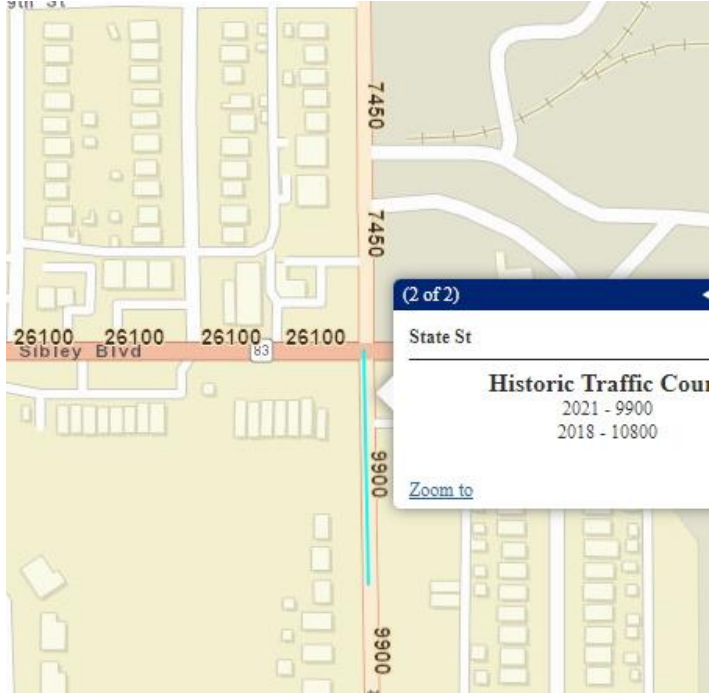
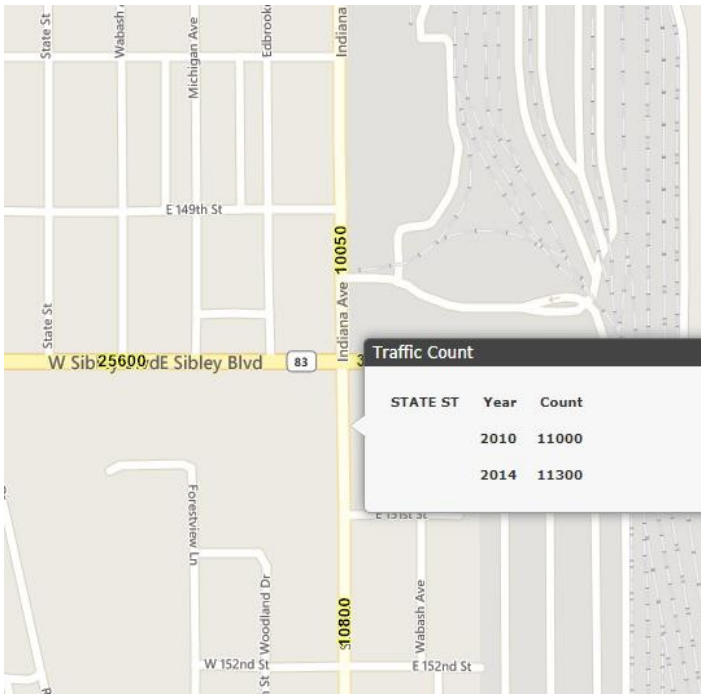
**Eastbound ADTC**



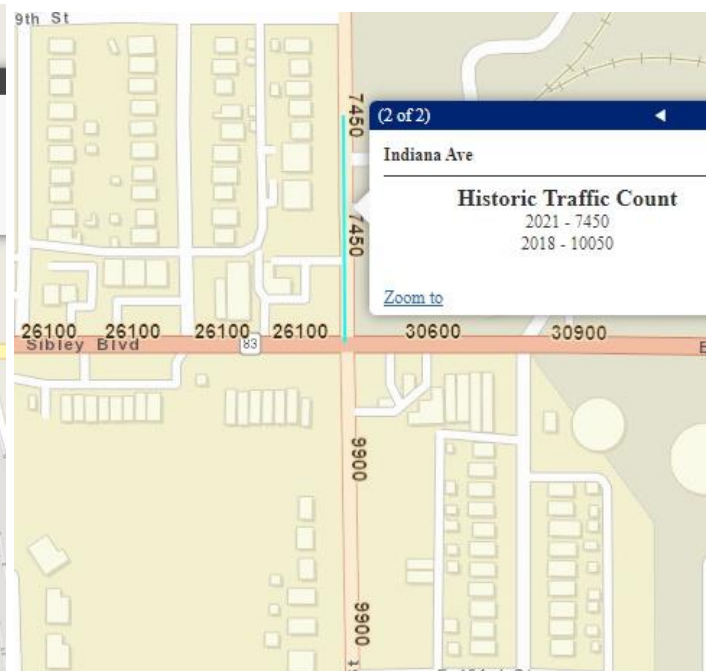
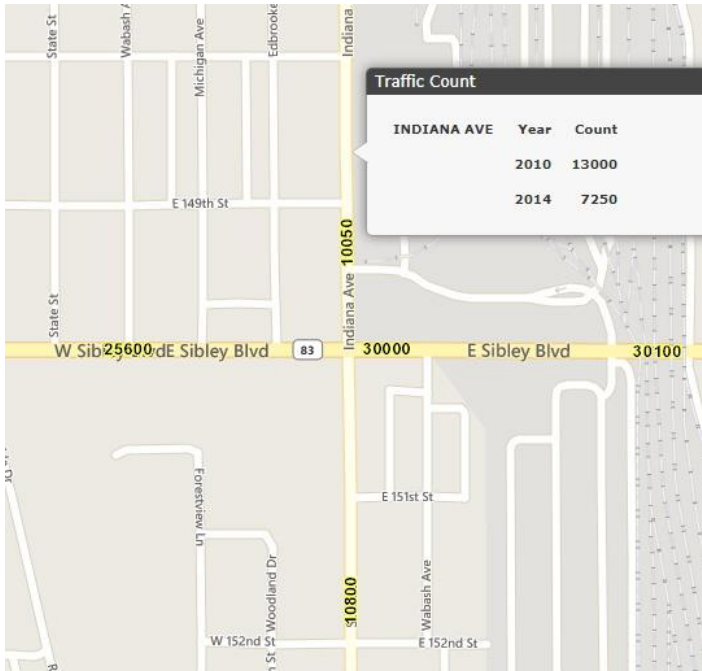
**Westbound ADTC**



## Northbound ADTC



## Southbound ADTC





## 4. Summary of Adjudication



The summary of tickets contested “in person” and “by mail” for the **Westbound** approach of **Sibley Blvd and Indiana Ave** from 2018 to 2020.

	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>In Person</b>	619	356	477
<b>By Mail</b>	357	230	300





## 5. Report Summary and Recommendation

The **Village of Dolton** uses state-of-the-art digital camera to execute its RLR Enforcement Safety Program. The citation and adjudication process administered by the **Village of Dolton** is conducted in a courteous, professional and timely manner and is in compliance with the RLR regulations laid out by the Illinois Department of Transportation District 1 Bureau of Traffic Operations.

From 2013-2015, prior to RLR camera installation, the combined average of ADTC was 77,867. From 2017-2020, post RLR camera installation, the combined average of ADTC was 77,725 – a very slight reduction of 0.18%. (See tab 3)

According to the IDOT provided crash data, the year over year trend in the number of pre-camera crashes showed a 77.78% rise from 2014 to 2015. After the installation of the RLR cameras, the trend showed a 10% drop from 2017 to 2018 and 16.67% drop 2019 to 2020. (See tab 2)

The declining year over year percentage change in the number of crashes demonstrates the positive impact the RLR camera has had since its 2016 implementation.

After analyzing all of the available data, we believe that the RLR camera currently in operation at the intersection of **Sibley Blvd and Indiana Ave** in the **Village of Dolton** is making a contribution toward 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.