



Roosevelt Rd and Mannheim Rd **<Westbound and Northbound>**



Westchester, IL **RLR 3 Year Follow-Up** **Evaluation Report**

Reference No: 016-59804
February 2020



February 19 , 2020

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
Mannheim Rd and
Roosevelt Road
Village of Westchester
Ref #: 016 -59804

Dear Mr. Gallenbach:

Please find enclosed a copy of the 3 Year RLR Follow-Up Evaluation Report for the intersection of Mannheim Rd and Roosevelt Rd, Westchester, 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 708-354-0060, dbabich@westchesterpolice.com.

Best Regards,

Daniel Babich

On behalf of the Village of Westchester
Daniel Babich
Chief of Police

3 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 2013, the **Village of Westchester** received approval from the Illinois Department of Transportation (IDOT) to install the current Red Light Running (RLR) cameras at the **Westbound and Northbound** approaches of **Roosevelt Rd and Mannheim Rd**. The installation followed a comprehensive analysis and vendor transfer process. The dates of the most relevant events are listed below:

- Year in which cameras with previous vendor went live: **2008**
- Date on which cameras with previous vendor were removed: **06/2013**
- Date on which cameras went live with current vendor: **11/2013**
- Date on which the 1 Year Follow-Up Evaluation Report was submitted to the IDOT: **12/2015**

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

Below are 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: 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 **Roosevelt Rd and Mannheim Rd** over a span of 9 years.*

	Angle	Turning	Rear End	Pedestrian	Sideswipe	Fixed/Other Object	Total
2009	1	8	14	0	2	1	26
2010	0	2	10	0	0	0	12
2011	0	1	7	0	0	0	8
2012	0	2	13	0	0	0	15
2013	0	3	13	1	0	1	18
2014	0	1	12	2	0	0	15
2015	0	3	8	0	1	0	12
2016	3	1	7	0	2	0	13
2017	0	4	6	0	0	0	10

- The data from 2009-2012 shows the period prior to the RLR camera vendor transfer.
- The data from 2013 shows the year in which the current cameras were installed.
- The data from 2014-2017 shows the period following the vendor transfer.

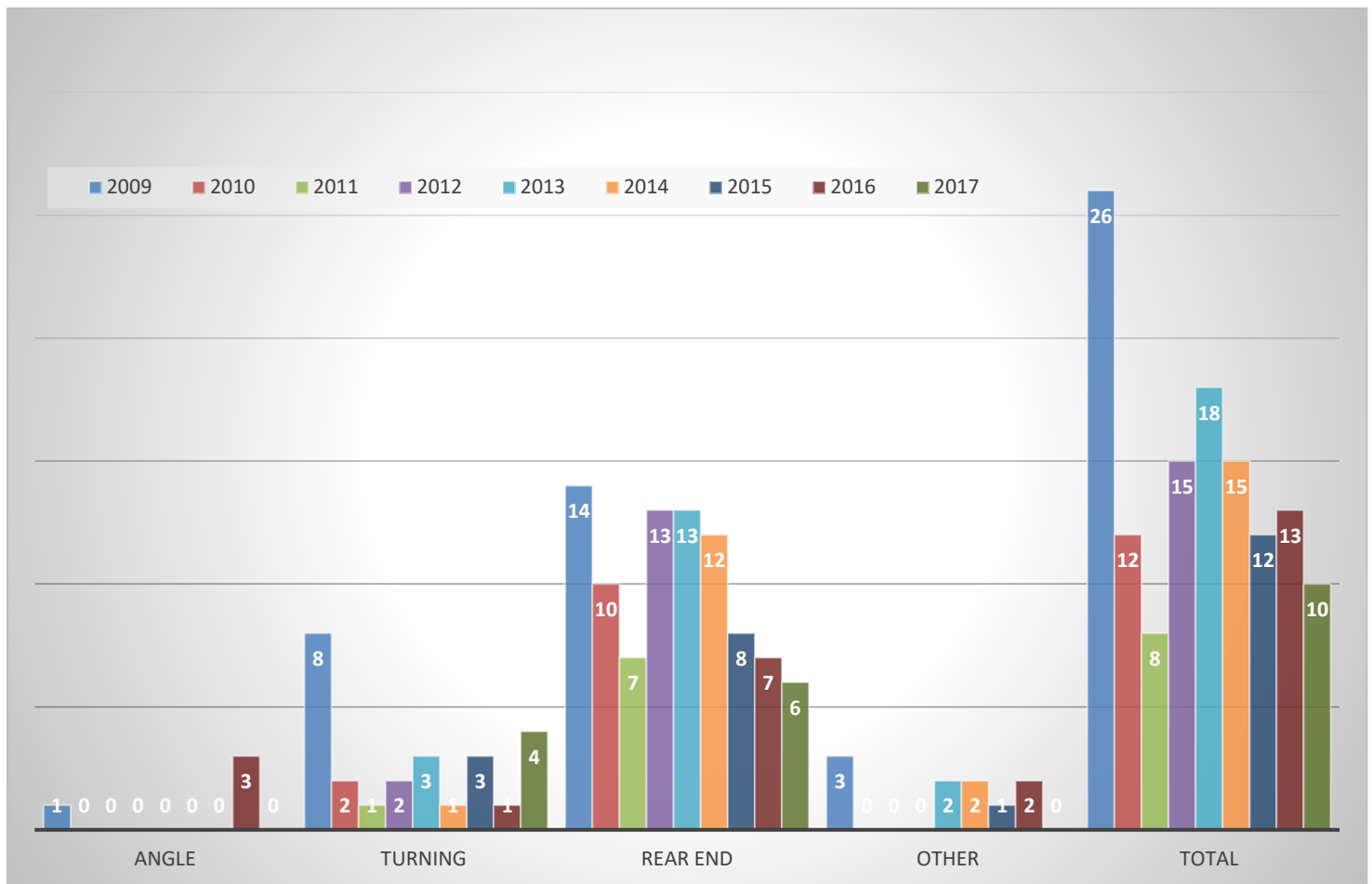
	Before Transfer					After Transfer			
Year \ Type	2009**	2010	2011	2012	2013	2014	2015	2016	2017
Angle	1	0	0	0	0	0	0	3	0
Turning	8	2	1	2	3	1	3	1	4
Rear End	14	10	7	13	13	12	8	7	6
Other***	3	0	0	0	2	2	1	2	0
Total	26	12	8	15	18	15	12	13	10
Yearly Average	15.25					12.50			

* DISCLAIMER: The motor vehicle crash data referenced herein was provided by the IDOT. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.

** Please note that the law regarding the crash reporting threshold for Property Damage Only crashes was amended effective January 1, 2009, to the following: When all drivers involved in a crash are insured, the amount of damage to the property of any one person that must be reported increased from \$500 to \$1,500. If any driver does not have insurance, the threshold remains at \$500. This change in law precludes comparison of 2009 and later Property Damage Only crashes and Total crashes with such crashes for previous years. The change did NOT affect the reporting of injury or fatal crashes.

*** Other crashes include: Pedestrian, Sideswipe and Fixed/Other Object.

The Chart below shows the trends of each crash type from 2009-2017.



From 2009-2012, prior to the RLR camera vendor transfer, there were 61 total crashes; this averages out to 15.25 crashes a year.

From 2014-2017, post RLR camera vendor transfer, there were 50 total crashes; this averages out to 12.50 crashes per year, resulting in an 18.03% reduction of overall crashes in direct comparison with the time period aforementioned.

The following pages contain crash data summary pages from 2009-2017. The complete crash data can be obtained by contacting the IDOT via DOT.DTS.DataRequests@illinois.gov.



Collision Diagram

1/1/2009 to 12/31/2009

Crash Route: US012 | From MileStation 55.99 to 55.99 | 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>26</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>3</u>	<u>19</u>	<u>0</u>	<u>10</u>	<u>0</u>	<u>4</u>	<u>6</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
10-Turning	8	30.8%	Monday	2	7.7%	06 AM	1	3.8%	Bus over 15 pass.	1	1.9%
11-Rear end	14	53.8%	Tuesday	10	38.5%	07 AM	1	3.8%	Bus up to 15 pass	2	3.8%
12-Sideswipe same direction	2	7.7%	Wednesday	2	7.7%	08 AM	4	15.4%	Passenger	30	57.7%
15-Angle	1	3.8%	Thursday	1	3.8%	09 AM	4	15.4%	Pickup	1	1.9%
6-Fixed object	1	3.8%	Friday	9	34.6%	10 AM	1	3.8%	Sport utility vehicle (SUV)	6	11.5%
TOTAL:	26		Saturday	1	3.8%	11 AM	3	11.5%	Tractor w/ semi-trailer	1	1.9%
			Sunday	1	3.8%	1 PM	1	3.8%	Tractor w/o semi-trailer	1	1.9%
					2 PM	3	11.5%	Truck – single unit	1	1.9%	
					3 PM	1	3.8%	Unknown/NA	1	1.9%	
					4 PM	3	11.5%	Van/mini van	8	15.4%	
					5 PM	2	7.7%	TOTAL:	52		
					6 PM	1	3.8%				
					11 PM	1	3.8%				
					TOTAL:	26					

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	19	73.1%	Darkness/Lighted road	2	7.7%	Dry	19	73.1%	East	15	28.8%
Other	1	3.8%	Daylight	23	88.5%	Snow or slush	2	7.7%	North	12	23.1%
Rain	3	11.5%	Dusk	1	3.8%	Wet	5	19.2%	Northeast	1	1.9%
Snow	3	11.5%	TOTAL:	26		TOTAL:	26		Northwest	2	3.8%
TOTAL:	26								South	13	25.0%



Collision Diagram

1/1/2010 to 12/31/2010

Crash Route: US012 | From MileStation 55.99 to 55.99 | 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>12</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>11</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
10-Turning	2	16.7%	Monday	2	16.7%	07 AM	1	8.3%	Passenger	15	62.5%
11-Rear end	10	83.3%	Wednesday	3	25.0%	08 AM	1	8.3%	Pickup	2	8.3%
TOTAL:	12		Thursday	2	16.7%	09 AM	2	16.7%	Sport utility vehicle (SUV)	2	8.3%
			Friday	2	16.7%	10 AM	1	8.3%	Truck – single unit	1	4.2%
			Sunday	3	25.0%	Noon	1	8.3%	Van/mini van	4	16.7%
			TOTAL:	12		2 PM	1	8.3%	TOTAL:	24	
						3 PM	1	8.3%			
						6 PM	3	25.0%			
						11 PM	1	8.3%			
						TOTAL:	12				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	8	66.7%	Darkness/Lighted road	2	16.7%	Dry	7	58.3%	East	9	37.5%
Rain	2	16.7%	Daylight	10	83.3%	Snow or slush	1	8.3%	North	1	4.2%
Snow	1	8.3%	TOTAL:	12		Unknown	1	8.3%	Northeast	2	8.3%
Unknown	1	8.3%				Wet	3	25.0%	South	8	33.3%
TOTAL:	12					TOTAL:	12		West	4	16.7%
								TOTAL:	24		



Collision Diagram

1/1/2011 to 12/31/2011

Crash Route: US012 | From MileStation 55.99 to 55.99 | 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
8	0	0	3	1	4	0	4	0	3	1

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
10-Turning	1	12.5%	Monday	1	12.5%	08 AM	1	12.5%	Passenger	15	83.3%
11-Rear end	7	87.5%	Tuesday	5	62.5%	09 AM	1	12.5%	Pickup	1	5.6%
TOTAL:	8		Wednesday	1	12.5%	1 PM	1	12.5%	Sport utility vehicle (SUV)	1	5.6%
			Saturday	1	12.5%	3 PM	1	12.5%	Van/mini van	1	5.6%
			TOTAL:	8		4 PM	2	25.0%	TOTAL:	18	
						6 PM	1	12.5%			
						10 PM	1	12.5%			
						TOTAL:	8				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	5	62.5%	Darkness/Lighted road	1	12.5%	Dry	5	62.5%	East	6	33.3%
Rain	2	25.0%	Daylight	7	87.5%	Snow or slush	1	12.5%	North	5	27.8%
Snow	1	12.5%	TOTAL:	8		Unknown	1	12.5%	South	7	38.9%
TOTAL:	8					Wet	1	12.5%	TOTAL:	18	
						TOTAL:	8				



Collision Diagram

1/1/2012 to 12/31/2012

Crash Route: US012 | From MileStation 55.99 to 55.99 | 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>15</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>9</u>	<u>0</u>	<u>6</u>	<u>1</u>	<u>2</u>	<u>3</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Rear End	13	86.7%	Monday	5	33.3%	07 AM	2	13.3%	Passenger	18	58.1%
Turning	2	13.3%	Tuesday	1	6.7%	08 AM	1	6.7%	SUV	9	29.0%
TOTAL:	15		Wednesday	4	26.7%	10 AM	1	6.7%	Tractor With Semi-Trailer	1	3.2%
			Thursday	1	6.7%	Noon	1	6.7%	Van/Mini-Van	3	9.7%
			Saturday	3	20.0%	1 PM	2	13.3%	TOTAL:	31	
			Sunday	1	6.7%	3 PM	2	13.3%			
			TOTAL:	15		4 PM	2	13.3%			
						5 PM	1	6.7%			
						7 PM	2	13.3%			
						10 PM	1	6.7%			
						TOTAL:	15				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	14	93.3%	Darkness	1	6.7%	Dry	13	86.7%	East	7	22.6%
Snow	1	6.7%	Darkness, Lighted Road	3	20.0%	Snow or Slush	1	6.7%	North	7	22.6%
TOTAL:	15		Daylight	11	73.3%	Wet	1	6.7%	South	9	29.0%
			TOTAL:	15		TOTAL:	15		West	8	25.8%
									TOTAL:	31	



Collision Diagram

1/1/2013 to 12/31/2013

Crash Route: US012 | From MileStation 55.99 to 55.99 | 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>0</u>	<u>0</u>	<u>1</u>	<u>4</u>	<u>13</u>	<u>0</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	%
Other Object	1	5.6%	Monday	2	11.1%	01 AM	1	5.6%	Passenger	24	66.7%
Pedestrian	1	5.6%	Tuesday	3	16.7%	06 AM	1	5.6%	SUV	5	13.9%
Rear End	13	72.2%	Wednesday	5	27.8%	08 AM	4	22.2%	Tractor With Semi-Trailer	1	2.8%
Turning	3	16.7%	Thursday	1	5.6%	09 AM	1	5.6%	Truck Single Unit	2	5.6%
TOTAL:	18		Friday	4	22.2%	11 AM	1	5.6%	Van/Mini-Van	4	11.1%
			Saturday	2	11.1%	Noon	1	5.6%	TOTAL:	36	
			Sunday	1	5.6%	1 PM	2	11.1%			
			TOTAL:	18		2 PM	2	11.1%			
					3 PM	2	11.1%				
					6 PM	1	5.6%				
					9 PM	1	5.6%				
					10 PM	1	5.6%				
					TOTAL:	18					

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	16	88.9%	Darkness/ Lighted Road	4	22.2%	Dry	14	77.8%	East	14	38.9%
Rain	1	5.6%	Daylight	14	77.8%	Wet	4	22.2%	North	7	19.4%
Snow	1	5.6%	TOTAL:	18		TOTAL:	18		South	13	36.1%
TOTAL:	18								Southwest	1	2.8%
									West	1	2.8%
									TOTAL:	36	



Collision Diagram

1/1/2014 to 12/31/2014

Crash Route: US012 | From MileStation 55.99 to 55.99 | 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
15	0	1	1	4	9	0	9	1	1	7

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Pedestrian	2	13.3%	Monday	1	6.7%	06 AM	1	6.7%	Passenger	18	64.3%
Rear End	12	80.0%	Tuesday	4	26.7%	07 AM	4	26.7%	Pickup	1	3.6%
Turning	1	6.7%	Wednesday	1	6.7%	08 AM	1	6.7%	SUV	6	21.4%
TOTAL:	15		Thursday	3	20.0%	09 AM	2	13.3%	Unknown	1	3.6%
			Friday	2	13.3%	Noon	1	6.7%	Van/Mini-Van	2	7.1%
			Saturday	1	6.7%	1 PM	1	6.7%	TOTAL:	28	
			Sunday	3	20.0%	2 PM	1	6.7%			
			TOTAL:	15		5 PM	1	6.7%			
						6 PM	2	13.3%			
						9 PM	1	6.7%			
						TOTAL:	15				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	10	66.7%	Darkness/ Lighted Road	3	20.0%	Dry	8	53.3%	East	12	42.9%
Cloudy/Overcast	2	13.3%	Dawn	2	13.3%	Snow or Slush	3	20.0%	North	7	25.0%
Snow	3	20.0%	Daylight	10	66.7%	Unknown	2	13.3%	South	9	32.1%
TOTAL:	15		TOTAL:	15		Wet	2	13.3%	TOTAL:	28	
						TOTAL:	15				



Coordinate Collision Diagram Report

1/1/2015 to 12/31/2015

For XCoordinate 2918779.19291442 : YCoordinate 1900973.46781318 | 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>12</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>10</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>1</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Rear End	8	66.7%	Tuesday	6	50.0%	06 AM	2	16.7%	Motorcycle (Over 150cc)	1	3.8%
Sideswipe Same Direction	1	8.3%	Thursday	3	25.0%	08 AM	1	8.3%	Passenger	13	50.0%
Turning	3	25.0%	Friday	1	8.3%	11 AM	1	8.3%	Pickup	4	15.4%
TOTAL:	12		Saturday	2	16.7%	Noon	1	8.3%	SUV	7	26.9%
			TOTAL:	12		2 PM	2	16.7%	Van/Mini-Van	1	3.8%
						3 PM	1	8.3%	TOTAL:	26	
						4 PM	1	8.3%			
						8 PM	1	8.3%			
						9 PM	1	8.3%			
						11 PM	1	8.3%			
						TOTAL:	12				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	11	91.7%	Darkness	1	8.3%	Dry	12	100.0%	East	6	23.1%
Cloudy/Overcast	1	8.3%	Darkness, Lighted Road	2	16.7%	TOTAL:	12		South	13	50.0%
TOTAL:	12		Dawn	1	8.3%				Southwest	1	3.8%
			Daylight	8	66.7%				West	6	23.1%
			TOTAL:	12					TOTAL:	26	



Coordinate Collision Diagram Report

1/1/2016 to 12/31/2016

For XCoordinate 2918779.19291442 : YCoordinate 1900973.46781318 | 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>13</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>10</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>3</u>	<u>2</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	3	23.1%	Monday	1	7.7%	07 AM	1	7.7%	Bus Over 15 Passengers	1	3.6%
Rear End	7	53.8%	Tuesday	3	23.1%	10 AM	2	15.4%	Passenger	18	64.3%
Sideswipe Same Direction	2	15.4%	Wednesday	2	15.4%	1 PM	2	15.4%	Pickup	1	3.6%
Turning	1	7.7%	Friday	3	23.1%	3 PM	2	15.4%	SUV	6	21.4%
TOTAL:	13		Saturday	2	15.4%	4 PM	1	7.7%	Tractor With Semi-Trailer	1	3.6%
			Sunday	2	15.4%	5 PM	1	7.7%	Van/Mini-Van	1	3.6%
			TOTAL:	13		7 PM	2	15.4%	TOTAL:	28	
						8 PM	1	7.7%			
						11 PM	1	7.7%			
						TOTAL:	13				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	10	76.9%	Darkness, Lighted Road	4	30.8%	Dry	8	61.5%	East	7	25.0%
Rain	3	23.1%	Daylight	9	69.2%	Wet	5	38.5%	North	7	25.0%
TOTAL:	13		TOTAL:	13		TOTAL:	13		Northwest	1	3.6%
									South	9	32.1%
									West	4	14.3%
									TOTAL:	28	



Coordinate Collision Diagram Report

1/1/2017 to 12/31/2017

For XCoordinate 2918779.19291442 : YCoordinate 1900973.46781318 | 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>10</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>5</u>	<u>0</u>	<u>10</u>	<u>0</u>	<u>4</u>	<u>6</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Rear End	6	60.0%	Tuesday	1	10.0%	03 AM	1	10.0%	Passenger	17	81.0%
Turning	4	40.0%	Wednesday	4	40.0%	04 AM	1	10.0%	Pickup	2	9.5%
TOTAL:	10		Friday	3	30.0%	2 PM	1	10.0%	SUV	2	9.5%
			Saturday	1	10.0%	4 PM	3	30.0%	TOTAL:	21	
			Sunday	1	10.0%	6 PM	1	10.0%			
			TOTAL:	10		10 PM	3	30.0%			
			TOTAL:		10						
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	6	60.0%	Darkness, Lighted Road	5	50.0%	Dry	7	70.0%	East	10	47.6%
Cloudy/Overcast	1	10.0%	Daylight	4	40.0%	Wet	3	30.0%	North	1	4.8%
Rain	3	30.0%	Dusk	1	10.0%	TOTAL:	10		Northwest	1	4.8%
TOTAL:	10		TOTAL:	10					South	6	28.6%
									West	3	14.3%
									TOTAL:	21	



3. Traffic Volume

The table below shows a summary of the Average Daily Traffic Count (ADTC) at the intersection of **Roosevelt Rd and Mannheim Rd** over a span of 9 years.

The history of available ADTC on each approach was obtained from the IDOT website per the RLR Guideline document published by the IDOT and recorded in **bold** below.

(<http://www.gettingaroundillinois.com/gai.htm?mt=aadt>)

- The data from 2009-2012 shows the period prior to the RLR camera vendor transfer.
- The data from 2013 shows the year in which the current cameras were installed.
- The data from 2014-2017 shows the period following the vendor transfer.

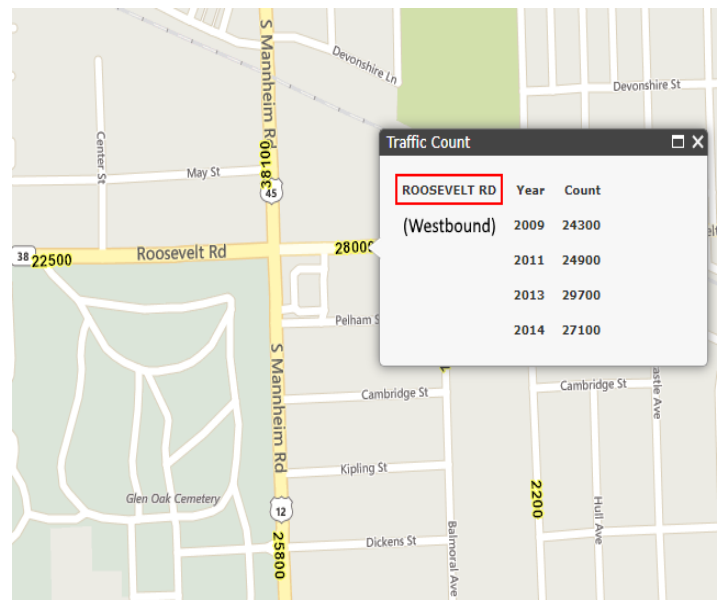
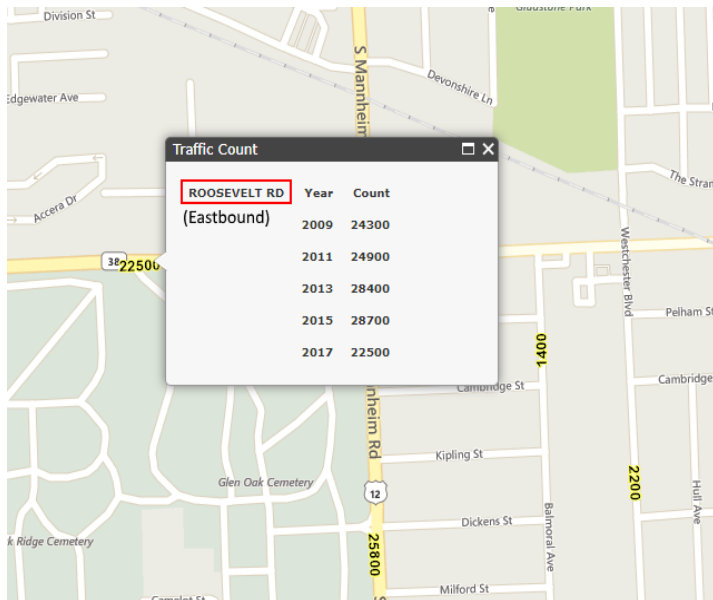
Direction \ Year	Before Transfer				2013	After Transfer			
	2009	2010	2011	2012		2014	2015	2016	2017
Eastbound	24,300	24,300	24,900	24,900	28,400	28,400	28,700	28,700	22,500
Westbound	24,300	24,300	24,900	24,900	29,700	27,100	27,100	27,100	27,100
Northbound	26,000	26,000	26,400	26,400	28,600	28,600	28,600	28,600	25,800
Southbound	34,000	34,000	42,000	42,000	38,800	38,800	38,700	38,700	38,100
Combined	108,600	108,600	118,200	118,200	125,500	122,900	123,100	123,100	113,500
Combined Avg	113,400					120,650			

From 2009-2012, prior to the RLR camera vendor transfer, the combined average of ADTC was 113,400.

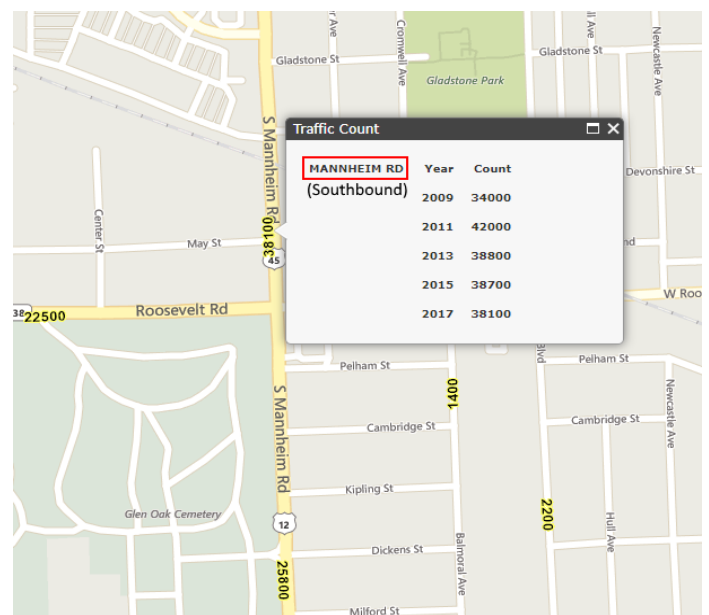
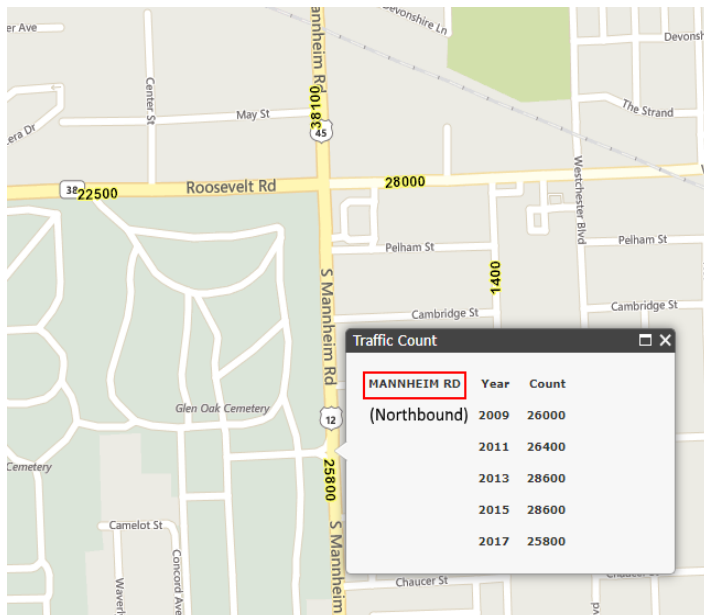
From 2014-2017, post RLR camera vendor transfer, the combined average of ADTC was 120,650, resulting in an increase of 6.39% from the time period above.

The following page will provide the complete ADTC data from 2009-2017 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 **Roosevelt Rd and Mannheim Rd** from January 2015 to December 2015.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2015 - 01/31/2015	5	3	2	40%
02/01/2015 - 02/28/2015	13	10	3	23%
03/01/2015 - 03/31/2015	7	4	3	43%
04/01/2015 - 04/30/2015	8	5	3	38%
05/01/2015 - 05/31/2015	6	4	2	33%
06/01/2015 - 06/30/2015	5	3	2	40%
07/01/2015 - 07/31/2015	3	0	3	100%
08/01/2015 - 08/31/2015	4	4	0	0%
09/01/2015 - 09/30/2015	11	8	3	27%
10/01/2015 - 10/31/2015	4	3	1	25%
11/01/2015 - 11/30/2015	6	4	2	33%
12/01/2015 - 12/31/2015	4	3	1	25%
Total	76	51	25	33%

As indicated in the table above, 76 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 25 of the contested tickets, a 33% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2015 - 01/31/2015	2	0	2	100%
02/01/2015 - 02/28/2015	10	7	3	30%
03/01/2015 - 03/31/2015	8	6	2	25%
04/01/2015 - 04/30/2015	9	8	1	11%
05/01/2015 - 05/31/2015	3	2	1	33%
06/01/2015 - 06/30/2015	8	7	1	13%
07/01/2015 - 07/31/2015	3	3	0	0%
08/01/2015 - 08/31/2015	7	4	3	43%
09/01/2015 - 09/30/2015	13	13	0	0%
10/01/2015 - 10/31/2015	2	2	0	0%
11/01/2015 - 11/30/2015	4	2	2	50%
12/01/2015 - 12/31/2015	9	7	2	22%
Total	78	61	17	22%

As indicated in the table above, 78 tickets were contested by mail during the above referenced period. 17 contests by mail were dismissed, a 22% dismissal rate.

Below are the summaries of tickets contested “in person” and “by mail” from the **Westbound** approach of **Roosevelt Rd and Mannheim Rd** from January 2016 to December 2016.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2016 - 01/31/2016	6	4	2	33%
02/01/2016 - 02/29/2016	2	0	2	100%
03/01/2016 - 03/31/2016	7	4	3	43%
04/01/2016 - 04/30/2016	9	6	3	33%
05/01/2016 - 05/31/2016	9	7	2	22%
06/01/2016 - 06/30/2016	16	10	6	38%
07/01/2016 - 07/31/2016	4	2	2	50%
08/01/2016 - 08/31/2016	8	5	3	38%
09/01/2016 - 09/30/2016	8	6	2	25%
10/01/2016 - 10/31/2016	9	5	4	44%
11/01/2016 - 11/30/2016	16	8	8	50%
12/01/2016 - 12/31/2016	8	6	2	25%
Total	102	63	39	38%

As indicated in the table above, 102 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 39 of the contested tickets, a 38% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2016 - 01/31/2016	6	5	1	17%
02/01/2016 - 02/29/2016	6	6	0	0%
03/01/2016 - 03/31/2016	5	2	3	60%
04/01/2016 - 04/30/2016	9	5	4	44%
05/01/2016 - 05/31/2016	7	6	1	14%
06/01/2016 - 06/30/2016	9	9	0	0%
07/01/2016 - 07/31/2016	5	3	2	40%
08/01/2016 - 08/31/2016	8	8	0	0%
09/01/2016 - 09/30/2016	7	4	3	43%
10/01/2016 - 10/31/2016	10	5	5	50%
11/01/2016 - 11/30/2016	15	12	3	20%
12/01/2016 - 12/31/2016	14	6	8	57%
Total	101	71	30	30%

As indicated in the table above, 101 tickets were contested by mail during the above referenced period. 30 contests by mail were dismissed, a 30% dismissal rate.

Below are the summaries of tickets contested “in person” and “by mail” from the **Westbound** approach of **Roosevelt Rd and Mannheim Rd** from January 2017 to December 2017.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	13	9	4	31%
02/01/2017 - 02/28/2017	6	2	4	67%
03/01/2017 - 03/31/2017	10	8	2	20%
04/01/2017 - 04/30/2017	10	7	3	30%
05/01/2017 - 05/31/2017	12	3	9	75%
06/01/2017 - 06/30/2017	11	6	5	45%
07/01/2017 - 07/31/2017	22	10	12	55%
08/01/2017 - 08/31/2017	26	14	12	46%
09/01/2017 - 09/30/2017	17	11	6	35%
10/01/2017 - 10/31/2017	12	6	6	50%
11/01/2017 - 11/30/2017	16	12	4	25%
12/01/2017 - 12/31/2017	16	13	3	19%
Total	171	101	70	41%

As indicated in the table above, 171 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 70 of the contested tickets, a 41% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	10	7	3	30%
02/01/2017 - 02/28/2017	5	2	3	60%
03/01/2017 - 03/31/2017	7	2	5	71%
04/01/2017 - 04/30/2017	11	5	6	55%
05/01/2017 - 05/31/2017	13	8	5	38%
06/01/2017 - 06/30/2017	4	2	2	50%
07/01/2017 - 07/31/2017	14	6	8	57%
08/01/2017 - 08/31/2017	9	6	3	33%
09/01/2017 - 09/30/2017	39	15	24	62%
10/01/2017 - 10/31/2017	1	1	0	0%
11/01/2017 - 11/30/2017	18	15	3	17%
12/01/2017 - 12/31/2017	18	17	1	6%
Total	149	86	63	42%

As indicated in the table above, 149 tickets were contested by mail during the above referenced period. 63 contests by mail were dismissed, a 42% dismissal rate.

Below are the summaries of tickets contested “in person” and “by mail” from the **Northbound** approach of **Roosevelt Rd and Mannheim Rd** from January 2015 to December 2015.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2015 - 01/31/2015	2	0	2	100%
02/01/2015 - 02/28/2015	8	6	2	25%
03/01/2015 - 03/31/2015	8	6	2	25%
04/01/2015 - 04/30/2015	6	3	3	50%
05/01/2015 - 05/31/2015	5	3	2	40%
06/01/2015 - 06/30/2015	12	10	2	17%
07/01/2015 - 07/31/2015	11	7	4	36%
08/01/2015 - 08/31/2015	4	4	0	0%
09/01/2015 - 09/30/2015	6	4	2	33%
10/01/2015 - 10/31/2015	2	1	1	50%
11/01/2015 - 11/30/2015	3	2	1	33%
12/01/2015 - 12/31/2015	12	6	6	50%
Total	79	52	27	34%

As indicated in the table above, 79 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 27 of the contested tickets, a 34% 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	2	1	1	50%
03/01/2015 - 03/31/2015	7	6	1	14%
04/01/2015 - 04/30/2015	5	4	1	20%
05/01/2015 - 05/31/2015	7	6	1	14%
06/01/2015 - 06/30/2015	6	6	0	0%
07/01/2015 - 07/31/2015	6	5	1	17%
08/01/2015 - 08/31/2015	3	3	0	0%
09/01/2015 - 09/30/2015	16	10	6	38%
10/01/2015 - 10/31/2015	10	5	5	50%
11/01/2015 - 11/30/2015	1	1	0	0%
12/01/2015 - 12/31/2015	11	8	3	27%
Total	75	56	19	25%

As indicated in the table above, 75 tickets were contested by mail during the above referenced period. 19 contests by mail were dismissed, a 25% dismissal rate.

Below are the summaries of tickets contested “in person” and “by mail” from the **Northbound** approach of **Roosevelt Rd and Mannheim Rd** from January 2016 to December 2016.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2016 - 01/31/2016	4	1	3	75%
02/01/2016 - 02/29/2016	6	3	3	50%
03/01/2016 - 03/31/2016	2	2	0	0%
04/01/2016 - 04/30/2016	3	2	1	33%
05/01/2016 - 05/31/2016	6	3	3	50%
06/01/2016 - 06/30/2016	7	4	3	43%
07/01/2016 - 07/31/2016	4	2	2	50%
08/01/2016 - 08/31/2016	6	4	2	33%
09/01/2016 - 09/30/2016	2	0	2	100%
10/01/2016 - 10/31/2016	6	5	1	17%
11/01/2016 - 11/30/2016	10	7	3	30%
12/01/2016 - 12/31/2016	4	2	2	50%
Total	60	35	25	42%

As indicated in the table above, 60 tickets notices were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 25 of the contested tickets, a 42% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2016 - 01/31/2016	13	9	4	31%
02/01/2016 - 02/29/2016	5	4	1	20%
03/01/2016 - 03/31/2016	4	2	2	50%
04/01/2016 - 04/30/2016	5	4	1	20%
05/01/2016 - 05/31/2016	4	2	2	50%
06/01/2016 - 06/30/2016	2	2	0	0%
07/01/2016 - 07/31/2016	6	4	2	33%
08/01/2016 - 08/31/2016	7	5	2	29%
09/01/2016 - 09/30/2016	4	2	2	50%
10/01/2016 - 10/31/2016	3	2	1	33%
11/01/2016 - 11/30/2016	3	3	0	0%
12/01/2016 - 12/31/2016	4	2	2	50%
Total	60	41	19	32%

As indicated in the table above, 60 tickets were contested by mail during the above referenced period. 19 contests by mail were dismissed, a 32% dismissal rate.

Below are the summaries of tickets contested “in person” and “by mail” from the **Northbound** approach of **Roosevelt Rd and Mannheim Rd** from January 2017 to December 2017.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	4	3	1	25%
02/01/2017 - 02/28/2017	4	2	2	50%
03/01/2017 - 03/31/2017	5	4	1	20%
04/01/2017 - 04/30/2017	6	4	2	33%
05/01/2017 - 05/31/2017	6	3	3	50%
06/01/2017 - 06/30/2017	7	4	3	43%
07/01/2017 - 07/31/2017	7	4	3	43%
08/01/2017 - 08/31/2017	10	7	3	30%
09/01/2017 - 09/30/2017	10	3	7	70%
10/01/2017 - 10/31/2017	4	3	1	25%
11/01/2017 - 11/30/2017	3	3	0	0%
12/01/2017 - 12/31/2017	11	9	2	18%
Total	77	49	28	36%

As indicated in the table above, 77 tickets notices were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 28 of the contested tickets, a 36% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	9	5	4	44%
02/01/2017 - 02/28/2017	1	1	0	0%
03/01/2017 - 03/31/2017	4	4	0	0%
04/01/2017 - 04/30/2017	5	3	2	40%
05/01/2017 - 05/31/2017	6	6	0	0%
06/01/2017 - 06/30/2017	2	1	1	50%
07/01/2017 - 07/31/2017	9	5	4	44%
08/01/2017 - 08/31/2017	4	2	2	50%
09/01/2017 - 09/30/2017	18	10	8	44%
10/01/2017 - 10/31/2017	3	2	1	33%
11/01/2017 - 11/30/2017	5	4	1	20%
12/01/2017 - 12/31/2017	5	5	0	0%
Total	71	48	23	32%

As indicated in the table above, 71 tickets were contested by mail during the above referenced period. 23 contests by mail were dismissed, a 32% dismissal rate.



5. Report Summary and Recommendation

The **Village of Westchester** 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 **Village of Westchester** 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 2009-2012, prior to the RLR camera vendor transfer, the combined average of ADTC was 113,400. From 2014-2017, post RLR camera vendor transfer, the combined average of ADTC was 120,650, resulting in an increase of 6.39% from the time period above. (See tab 3)

From 2009-2012, prior to the RLR camera vendor transfer, there were 61 total crashes; this averages out to 15.25 crashes a year. From 2014-2017, post RLR camera vendor transfer, there were 50 total crashes; this averages out to 12.50 crashes per year, resulting in an 18.03% reduction of overall crashes in before-and-after direct comparison. (See tab 2)

Following the transfer of the RLR cameras at this intersection, the total number of crashes has been trending down despite a 6.39% increase in the combined average of ADTC in recent years. (2013->18, 2014->15, 2015->12, 2016->13, 2017->10)

After analyzing all of the available data, we strongly believe that the RLR cameras currently in operation at the **Westbound and Northbound** approaches of **Roosevelt Rd and Mannheim Rd** in the **Village of Westchester** continue to make positive impacts 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.