



Lincoln Hwy and Cicero Ave

<Westbound and Southbound>



Matteson, IL

RLR 1 Year Follow-Up

Evaluation Report

Reference No: 016-64990

November 2019



Michael B. Jones
Chief of Police

November 19, 2019

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 1 Year Follow-Up Evaluation Report
Lincoln Highway and Cicero Avenue
Village of Matteson
Ref #: 016-64990

Dear Mr. Gallenbach

Please find enclosed a copy of the 1-Year RLR Follow-Up Evaluation Report for the intersection of Lincoln Highway and Cicero Avenue, Matteson, 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) 748-4085, mjones@villageofmatteson.org.

Best Regards,

A handwritten signature in black ink, appearing to read "Michael B. Jones", with a long horizontal flourish extending to the right.

On behalf of the Village of Matteson
Michael B. Jones
Chief of Police

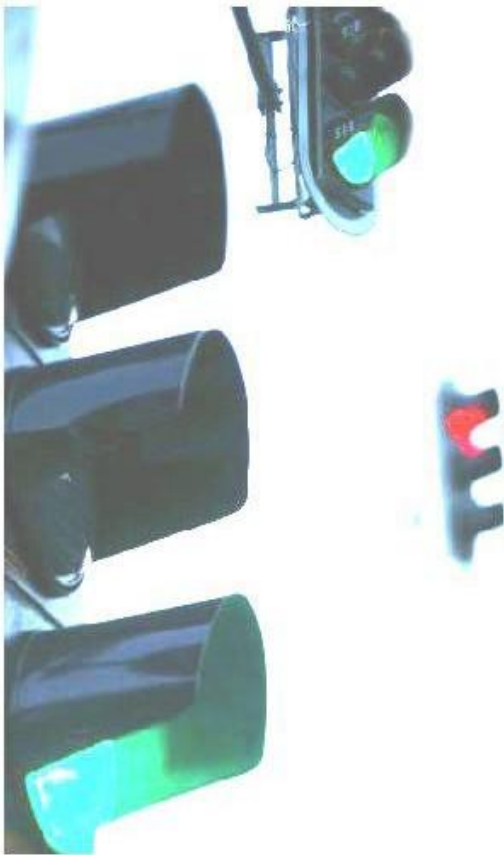
1 Year Evaluation Checklist

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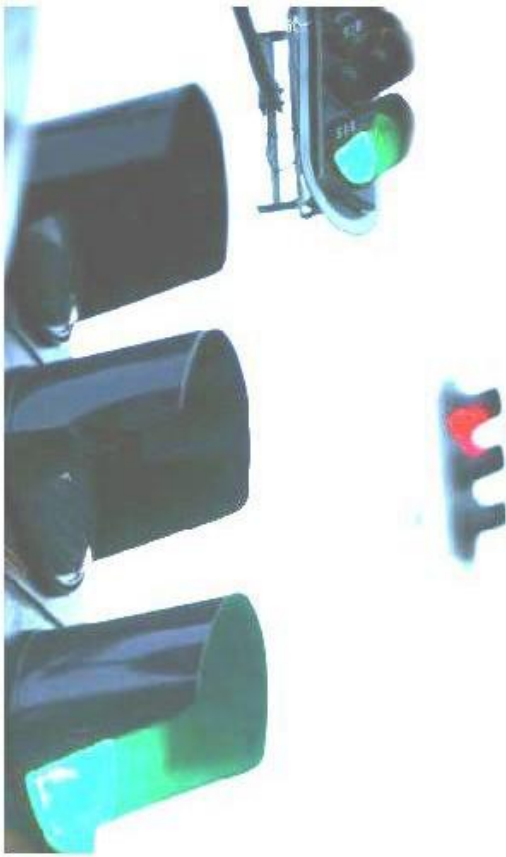
1. RLR Camera Location, Live Date, System Manufacturer and Contractors

In 2015, The **Village of Matteson** received approval from the Illinois Department of Transportation (IDOT) to install Red Light Running (RLR) cameras at the **Westbound and Southbound** approaches of **Lincoln Hwy and Cicero 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: **02/2015**, approved: **04/2015**
- Date on which the installation report was submitted: **08/2015**, approved: **09/2015**
- Date on which the permit and bond were submitted: **10/2015**, approved: **10/2015**
- Date on which cameras went live: **01/2016**

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 **Lincoln Hwy and Cicero Ave** over a span of 5 years.*

	Angle	Turning	Rear End	Sideswipe	Fixed Object	Other Object	Parked Motor Vehicle	Other Non-Collision	Total
2013	4	22	15	2	1	0	0	0	44
2014	3	20	24	0	0	0	0	0	47
2015	1	20	19	2	0	0	0	0	42
2016	5	24	14	0	1	0	1	1	46
2017	1	18	12	3	2	1	0	0	37

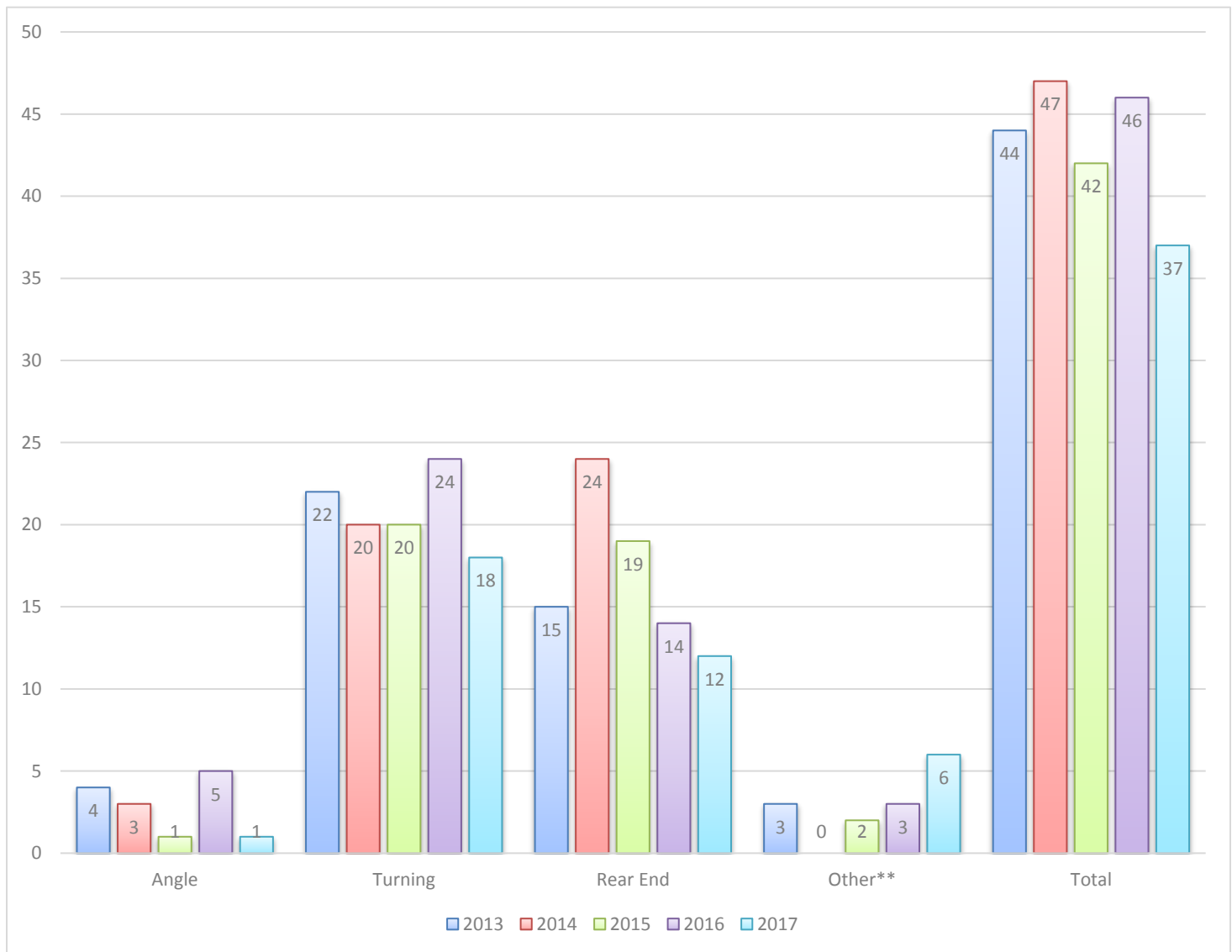
- The data from 2013-2015 shows the period prior to the installation of RLR camera.
- The data from 2016 shows the year in which the camera was installed.
- The data from 2017 shows the period following the installation.

		Before Installation				After Installation
Type \ Year		2013	2014	2015	2016	2017
Angle		4	3	1	5	1
Turning		22	20	20	24	18
Rear End		15	24	19	14	12
Other**		3	0	2	3	6
Total		44	47	42	46	37
Yearly Average		44.33				37

* 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: Sideswipe, Other Non-Collision, Parked Motor Vehicle and Fixed/Other Object.

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



From 2013-2015, prior to RLR camera installation, there were 133 total crashes; this averages out to 44.33 total crashes a year.

In 2017, post RLR camera installation, there were 37 total crashes, resulting in a 16.54% decrease in total crashes in comparison with the time period aforementioned.

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: US030 | From MileStation 141.45 to 141.45 | 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>44</u>	<u>0</u>	<u>2</u>	<u>8</u>	<u>4</u>	<u>30</u>	<u>0</u>	<u>22</u>	<u>3</u>	<u>15</u>	<u>4</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	4	9.1%	Monday	8	18.2%	03 AM	2	4.5%	Motorcycle (Over 150cc)	1	1.1%
Fixed Object	1	2.3%	Tuesday	7	15.9%	06 AM	2	4.5%	Passenger	60	66.7%
Rear End	15	34.1%	Wednesday	6	13.6%	08 AM	2	4.5%	Pickup	4	4.4%
Sideswipe Same Direction	2	4.5%	Thursday	5	11.4%	09 AM	1	2.3%	SUV	15	16.7%
Turning	22	50.0%	Friday	4	9.1%	10 AM	1	2.3%	Tractor With Semi-Trailer	3	3.3%
TOTAL:	44		Saturday	8	18.2%	11 AM	3	6.8%	Unknown	1	1.1%
			Sunday	6	13.6%	Noon	5	11.4%	Van/Mini-Van	6	6.7%
			TOTAL:	44		1 PM	5	11.4%	TOTAL:	90	
						2 PM	5	11.4%			
						3 PM	3	6.8%			
						4 PM	4	9.1%			
						5 PM	4	9.1%			
						6 PM	2	4.5%			
						8 PM	2	4.5%			
						9 PM	3	6.8%			
						TOTAL:	44				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	37	84.1%	Darkness	1	2.3%	Dry	34	77.3%	East	17	18.9%
Cloudy/Overcast	3	6.8%	Darkness/ Lighted Road	8	18.2%	Unknown	2	4.5%	North	14	15.6%
Rain	3	6.8%	Dawn	1	2.3%				Northeast	4	4.4%

Collision Diagram Summary**1/1/2014 to 12/31/2014**

Crash Route: US030 | From MileStation 141.45 to 141.45 | 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>47</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>8</u>	<u>34</u>	<u>0</u>	<u>19</u>	<u>0</u>	<u>7</u>	<u>12</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	6.4%	Tuesday	10	21.3%	05 AM	1	2.1%	Bus Over 15 Passengers	1	1.0%
Rear End	24	51.1%	Friday	10	21.3%	08 AM	3	6.4%	Passenger	67	67.7%
Turning	20	42.6%	Sunday	3	6.4%	09 AM	1	2.1%	Pickup	2	2.0%
TOTAL:	47		Thursday	7	14.9%	10 AM	2	4.3%	SUV	22	22.2%
			Saturday	8	17.0%	11 AM	1	2.1%	Truck Single Unit	1	1.0%
			Monday	5	10.6%	Noon	4	8.5%	Unknown	1	1.0%
			Wednesday	4	8.5%	1 PM	6	12.8%	Van/Mini-Van	5	5.1%
			TOTAL:	47		2 PM	3	6.4%	TOTAL:	99	
						3 PM	6	12.8%			
						4 PM	5	10.6%			
						5 PM	3	6.4%			
						6 PM	2	4.3%			
						7 PM	3	6.4%			
						8 PM	3	6.4%			
						9 PM	1	2.1%			
						10 PM	2	4.3%			
						11 PM	1	2.1%			
						TOTAL:	47				

<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	39	83.0%	Darkness/ Lighted Road	13	27.7%	Dry	37	78.7%	East	26	26.3%
Rain	4	8.5%				Snow or Slush	4	8.5%	North	22	22.2%



Coordinate Collision Diagram Report

1/1/2015 to 12/31/2015

For XCoordinate 2963341.43613884 : YCoordinate 1771970.40003242 | 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>42</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>8</u>	<u>30</u>	<u>0</u>	<u>14</u>	<u>0</u>	<u>6</u>	<u>8</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	2.4%	Monday	4	9.5%	04 AM	1	2.4%	Passenger	60	70.6%
Rear End	19	45.2%	Tuesday	6	14.3%	06 AM	1	2.4%	Pickup	3	3.5%
Sideswipe Same Direction	2	4.8%	Wednesday	6	14.3%	07 AM	2	4.8%	SUV	17	20.0%
Turning	20	47.6%	Thursday	9	21.4%	08 AM	1	2.4%	Truck Single Unit	1	1.2%
TOTAL:	42		Friday	5	11.9%	09 AM	2	4.8%	Unknown	1	1.2%
			Saturday	3	7.1%	10 AM	1	2.4%	Van/Mini-Van	3	3.5%
			Sunday	9	21.4%	11 AM	2	4.8%	TOTAL:	85	
			TOTAL:	42		Noon	2	4.8%			
						1 PM	6	14.3%			
						2 PM	2	4.8%			
						3 PM	6	14.3%			
						4 PM	2	4.8%			
						5 PM	5	11.9%			
						6 PM	4	9.5%			
						7 PM	3	7.1%			
						8 PM	1	2.4%			
						11 PM	1	2.4%			
						TOTAL:	42				



Coordinate Collision Diagram Report

1/1/2016 to 12/31/2016

For XCoordinate 2963341.43613884 : YCoordinate 1771970.40003242 | 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>46</u>	<u>0</u>	<u>3</u>	<u>4</u>	<u>7</u>	<u>32</u>	<u>0</u>	<u>18</u>	<u>3</u>	<u>6</u>	<u>9</u>

Type of Crash	Total	%	Dayof Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	5	10.9%	Monday	11	23.9%	02 AM	1	2.2%	Motorcycle (Over 150cc)	1	1.0%
Fixed Object	1	2.2%	Tuesday	7	15.2%	03 AM	2	4.3%	Passenger	64	66.0%
Other Non-Collision	1	2.2%	Wednesday	3	6.5%	07 AM	2	4.3%	Pickup	5	5.2%
Parked Motor Vehicle	1	2.2%	Thursday	6	13.0%	10 AM	1	2.2%	SUV	15	15.5%
Rear End	14	30.4%	Friday	8	17.4%	11 AM	1	2.2%	Tractor With Semi-Trailer	1	1.0%
Turning	24	52.2%	Saturday	4	8.7%	Noon	4	8.7%	Truck Single Unit	3	3.1%
TOTAL:	46		Sunday	7	15.2%	1 PM	6	13.0%	Unknown	2	2.1%
			TOTAL:	46	2 PM	4	8.7%	Van/Mini-Van	6	6.2%	
					3 PM	6	13.0%	TOTAL:	97		
					4 PM	4	8.7%				
					5 PM	5	10.9%				
					6 PM	1	2.2%				
					7 PM	2	4.3%				
					8 PM	2	4.3%				
					10 PM	3	6.5%				
					11 PM	2	4.3%				
					TOTAL:	46					



Coordinate Collision Diagram Report

1/1/2017 to 12/31/2017

For XCoordinate 2963341.43613884 : YCoordinate 1771970.40003242 | 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>37</u>	<u>0</u>	<u>2</u>	<u>8</u>	<u>2</u>	<u>25</u>	<u>0</u>	<u>17</u>	<u>2</u>	<u>11</u>	<u>4</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	2.7%	Monday	5	13.5%	Midnight	1	2.7%	Motorcycle (Over 150cc)	1	1.4%
Fixed Object	2	5.4%	Tuesday	5	13.5%	02 AM	2	5.4%	Other	2	2.8%
Other Object	1	2.7%	Wednesday	6	16.2%	03 AM	1	2.7%	Other Vehicle With Trailer	1	1.4%
Rear End	12	32.4%	Thursday	5	13.5%	05 AM	1	2.7%	Passenger	48	66.7%
Sideswipe Same Direction	3	8.1%	Friday	5	13.5%	06 AM	1	2.7%	Pickup	3	4.2%
Turning	18	48.6%	Saturday	7	18.9%	10 AM	1	2.7%	SUV	12	16.7%
TOTAL:	37		Sunday	4	10.8%	Noon	2	5.4%	Tractor With Semi-Trailer	1	1.4%
			TOTAL:	37	1 PM	3	8.1%	Unknown	2	2.8%	
				2 PM	5	13.5%	Van/Mini-Van	2	2.8%		
				3 PM	2	5.4%	TOTAL:	72			
				4 PM	2	5.4%					
				5 PM	6	16.2%					
				6 PM	1	2.7%					
				7 PM	5	13.5%					
				8 PM	1	2.7%					
				9 PM	1	2.7%					
				10 PM	1	2.7%					
				11 PM	1	2.7%					
				TOTAL:		37					



3. Traffic Volume

The table below shows a summary of the Average Daily Traffic Count (ADTC) at the intersection of **Lincoln Hwy and Cicero 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.

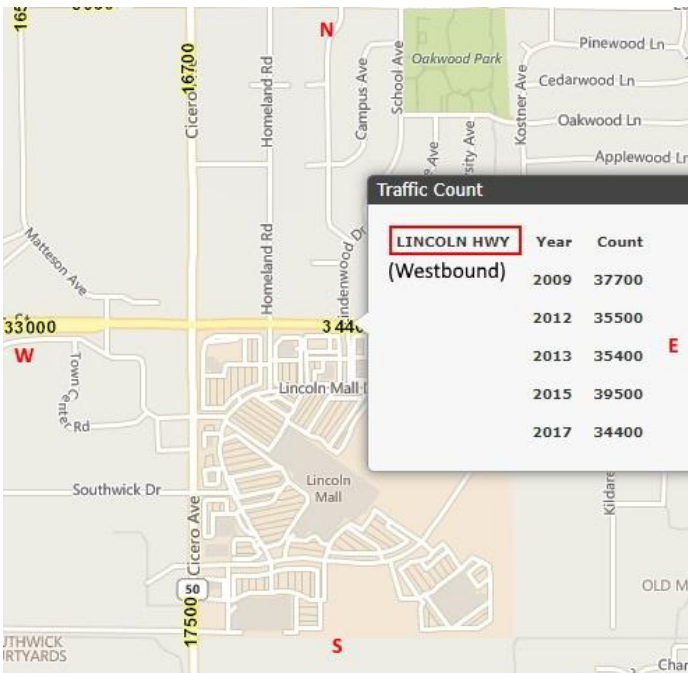
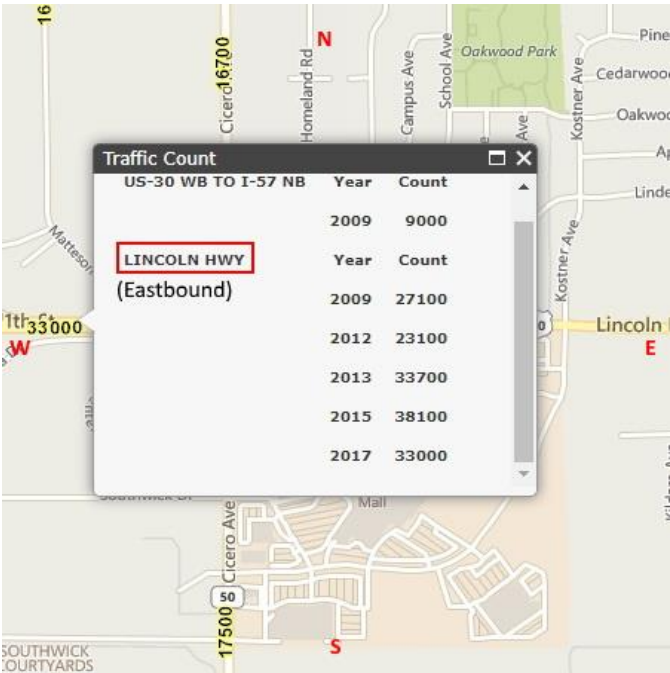
Direction \ Year	Before Installation			2016	After Installation
	2013	2014	2015		2017
Eastbound	33,700	33,700	38,100	38,100	33,000
Westbound	35,400	35,400	39,500	39,500	34,400
Northbound	20,800	20,800	23,400	23,400	17,500
Southbound	17,500	17,500	20,600	20,600	16,700
Combined	107,400	107,400	121,600	121,600	101,600
Combined Avg	112,133				101,600

From 2013-2015, prior to RLR camera installation, the combined average of ADTC was 112,133.

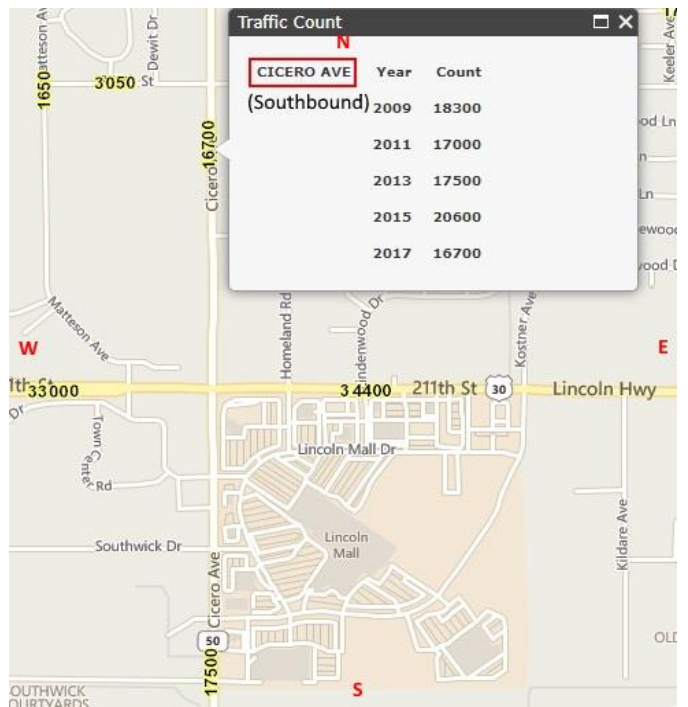
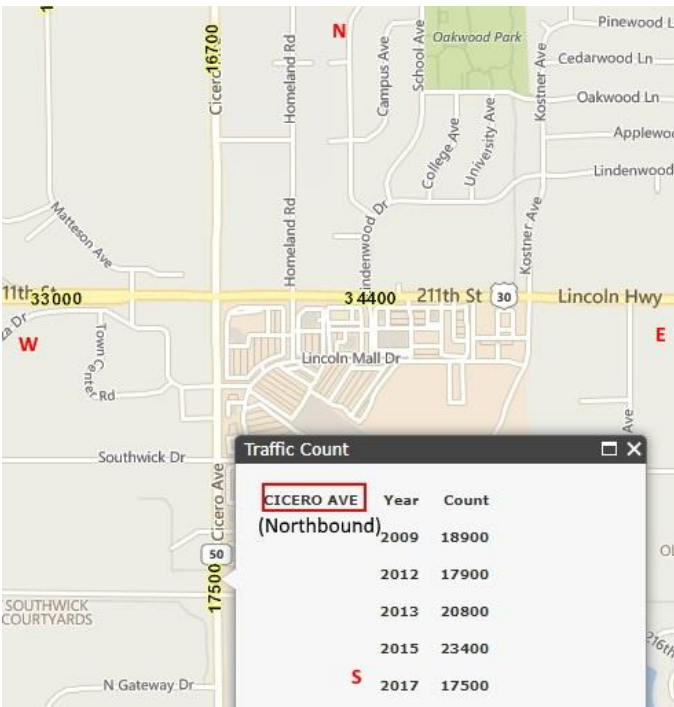
In 2017, post RLR camera installation, the combined average of ADTC was 101,600, resulting in a decrease of 9.39%.

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 **Lincoln Hwy and Cicero Ave** from January 2016 through December 2016.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	0	0	0	N/A
02/01/2017 - 02/28/2017	22	22	0	0%
03/01/2017 - 03/31/2017	114	112	2	2%
04/01/2017 - 04/30/2017	118	117	1	1%
05/01/2017 - 05/31/2017	96	95	1	1%
06/01/2017 - 06/30/2017	109	108	1	1%
07/01/2017 - 07/31/2017	94	93	1	1%
08/01/2017 - 08/31/2017	160	156	4	3%
09/01/2017 - 09/30/2017	128	119	9	7%
10/01/2017 - 10/31/2017	113	105	8	7%
11/01/2017 - 11/30/2017	136	128	8	6%
12/01/2017 - 12/31/2017	106	101	5	5%
Total	1196	1156	40	3%

As indicated in the table above, 1,196 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 40 of the contested tickets, a 3% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	0	0	0	N/A
02/01/2017 - 02/28/2017	4	2	2	50%
03/01/2017 - 03/31/2017	34	30	4	12%
04/01/2017 - 04/30/2017	79	76	3	4%
05/01/2017 - 05/31/2017	50	50	0	0%
06/01/2017 - 06/30/2017	62	62	0	0%
07/01/2017 - 07/31/2017	84	84	0	0%
08/01/2017 - 08/31/2017	61	59	2	3%
09/01/2017 - 09/30/2017	130	120	10	8%
10/01/2017 - 10/31/2017	73	66	7	10%
11/01/2017 - 11/30/2017	45	40	5	11%
12/01/2017 - 12/31/2017	136	124	12	9%
Total	758	713	45	6%

As indicated in the table above, 758 tickets were contested by mail during the above referenced period. 45 contests by mail were dismissed, a 6% dismissal rate.

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

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	87	81	6	7%
02/01/2017 - 02/28/2017	111	100	11	10%
03/01/2017 - 03/31/2017	102	94	8	8%
04/01/2017 - 04/30/2017	59	49	10	17%
05/01/2017 - 05/31/2017	39	36	3	8%
06/01/2017 - 06/30/2017	67	60	7	10%
07/01/2017 - 07/31/2017	57	55	2	4%
08/01/2017 - 08/31/2017	58	56	2	3%
09/01/2017 - 09/30/2017	34	32	2	6%
10/01/2017 - 10/31/2017	14	12	2	14%
11/01/2017 - 11/30/2017	0	0	0	N/A
12/01/2017 - 12/31/2017	4	4	0	0%
Total	632	579	53	8%

As indicated in the table above, 632 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 53 of the contested tickets, an 8% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	32	29	3	9%
02/01/2017 - 02/28/2017	54	49	5	9%
03/01/2017 - 03/31/2017	69	60	9	13%
04/01/2017 - 04/30/2017	61	53	8	13%
05/01/2017 - 05/31/2017	36	32	4	11%
06/01/2017 - 06/30/2017	32	31	1	3%
07/01/2017 - 07/31/2017	49	47	2	4%
08/01/2017 - 08/31/2017	33	32	1	3%
09/01/2017 - 09/30/2017	31	31	0	0%
10/01/2017 - 10/31/2017	25	25	0	0%
11/01/2017 - 11/30/2017	0	0	0	N/A
12/01/2017 - 12/31/2017	0	0	0	N/A
Total	422	389	33	8%

As indicated in the table above, 422 tickets were contested by mail during the above referenced period. 33 contests by mail were dismissed, an 8% dismissal rate.

Below are the summaries of tickets contested “in person” and “by mail” from the **Southbound** approach of **Lincoln Hwy and Cicero Ave** from January 2016 through December 2016.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	0	0	0	N/A
02/01/2017 - 02/28/2017	6	6	0	0%
03/01/2017 - 03/31/2017	57	56	1	2%
04/01/2017 - 04/30/2017	28	26	2	7%
05/01/2017 - 05/31/2017	10	10	0	0%
06/01/2017 - 06/30/2017	17	17	0	0%
07/01/2017 - 07/31/2017	17	17	0	0%
08/01/2017 - 08/31/2017	26	24	2	8%
09/01/2017 - 09/30/2017	21	21	0	0%
10/01/2017 - 10/31/2017	46	45	1	2%
11/01/2017 - 11/30/2017	46	46	0	0%
12/01/2017 - 12/31/2017	27	25	2	7%
Total	301	293	8	3%

As indicated in the table above, 301 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 8 of the contested tickets, a 3% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	0	0	0	N/A
02/01/2017 - 02/28/2017	3	3	0	0%
03/01/2017 - 03/31/2017	24	22	2	8%
04/01/2017 - 04/30/2017	42	41	1	2%
05/01/2017 - 05/31/2017	19	18	1	5%
06/01/2017 - 06/30/2017	25	25	0	0%
07/01/2017 - 07/31/2017	17	16	1	6%
08/01/2017 - 08/31/2017	20	19	1	5%
09/01/2017 - 09/30/2017	52	50	2	4%
10/01/2017 - 10/31/2017	51	44	7	14%
11/01/2017 - 11/30/2017	23	23	0	0%
12/01/2017 - 12/31/2017	51	49	2	4%
Total	327	310	17	5%

As indicated in the table above, 327 tickets were contested by mail during the above referenced period. 17 contests by mail were dismissed, a 5% dismissal rate.

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

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	19	17	2	11%
02/01/2017 - 02/28/2017	18	17	1	6%
03/01/2017 - 03/31/2017	38	36	2	5%
04/01/2017 - 04/30/2017	11	9	2	18%
05/01/2017 - 05/31/2017	7	7	0	0%
06/01/2017 - 06/30/2017	13	13	0	0%
07/01/2017 - 07/31/2017	11	10	1	9%
08/01/2017 - 08/31/2017	15	12	3	20%
09/01/2017 - 09/30/2017	7	5	2	29%
10/01/2017 - 10/31/2017	1	1	0	0%
11/01/2017 - 11/30/2017	0	0	0	N/A
12/01/2017 - 12/31/2017	0	0	0	N/A
Total	140	127	13	9%

As indicated in the table above, 140 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 13 of the contested tickets, a 9% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	12	9	3	25%
02/01/2017 - 02/28/2017	29	28	1	3%
03/01/2017 - 03/31/2017	18	13	5	28%
04/01/2017 - 04/30/2017	29	27	2	7%
05/01/2017 - 05/31/2017	17	16	1	6%
06/01/2017 - 06/30/2017	9	9	0	0%
07/01/2017 - 07/31/2017	22	19	3	14%
08/01/2017 - 08/31/2017	12	12	0	0%
09/01/2017 - 09/30/2017	9	9	0	0%
10/01/2017 - 10/31/2017	8	8	0	0%
11/01/2017 - 11/30/2017	0	0	0	N/A
12/01/2017 - 12/31/2017	0	0	0	N/A
Total	165	150	15	9%

As indicated in the table above, 165 tickets were contested by mail during the above referenced period. 15 contests by mail were dismissed, a 9% 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 Matteson** uses state-of-the-art digital cameras provided by SafeSpeed, LLC to execute its RLR Enforcement Safety Program. The intersection of **Lincoln Hwy and Cicero 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 Matteson** 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 Matteson** received approval from the IDOT to install RLR cameras at the **Westbound and Southbound** approaches of **Lincoln Hwy and Cicero Ave**. The dates of the most relevant events are listed below:

- Date on which the justification report was submitted: **02/2015**, approved: **04/2015**
- Date on which the installation report was submitted: **08/2015**, approved: **09/2015**
- Date on which the permit and bond were submitted: **10/2015**, approved: **10/2015**
- Date on which cameras went live: **01/2016**

From 2013-2015, prior to RLR camera installation, the combined average of ADTC was 112,133. In 2017, post RLR camera installation, the combined average of ADTC was 101,600, resulting in a decrease of 9.39%. (See Tab 3)

From 2013-2015, prior to RLR camera installation, there were 133 total crashes; this averages out to 44.33 total crashes a year. In 2017, post RLR camera installation, there were 37 total crashes, resulting in a 16.54% decrease in total crashes in comparison with aforementioned period. (See Tab 2)

Studies have reported that RLR cameras generally reduce severe Angle/Turning crashes with an occasional increase in less-severe Rear End crashes. This intersection showed a similar trend in its first year of operation. A larger sample size of data is still required to reach a more 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.