



Lincoln Hwy and Cicero Ave

<Westbound and Southbound>



Matteson, IL

RLR 3 Year Follow-Up

Evaluation Report

Reference No: 016-64990

May 2022



Michael B. Jones
Chief of Police

June 1, 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
Lincoln Highway and Cicero Avenue
Village of Matteson
Ref #: 016-64990

Dear Mr. Gallenbach:

Please find enclosed a copy of the 3-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 regards 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 blue ink, appearing to read "Michael Jones", is written over a horizontal line.

On behalf of the Village of Matteson
Michael Jones
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 Contractor

In 2015, the **Village of Matteson** received approval from the Illinois Department of Transportation (IDOT) to install the current Red Light Running (RLR) cameras on the **Westbound and Southbound** approaches at the intersection of **Lincoln Hwy and Cicero Ave.**

- Date on which the cameras went live on the Westbound and Southbound approaches: **01/2016**
- 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>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 625 Willowbrook Center Parkway Willowbrook, IL 60527</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 8 years*.

	Angle	Turning	Rear End	Sideswipe	Fixed/Other Object	Parked Motor Vehicle	Other Non-Collision	Total
2013	4	22	15	2	1	0	0	44
2014	3	20	24	0	0	0	0	47
2015	1	20	19	2	0	0	0	42
2016	5	24	14	0	1	1	1	46
2017	1	18	12	3	3	0	0	37
2018	5	15	10	1	0	0	0	31
2019	5	22	17	1	0	0	0	45
2020	0	23	11	1	0	0	0	35

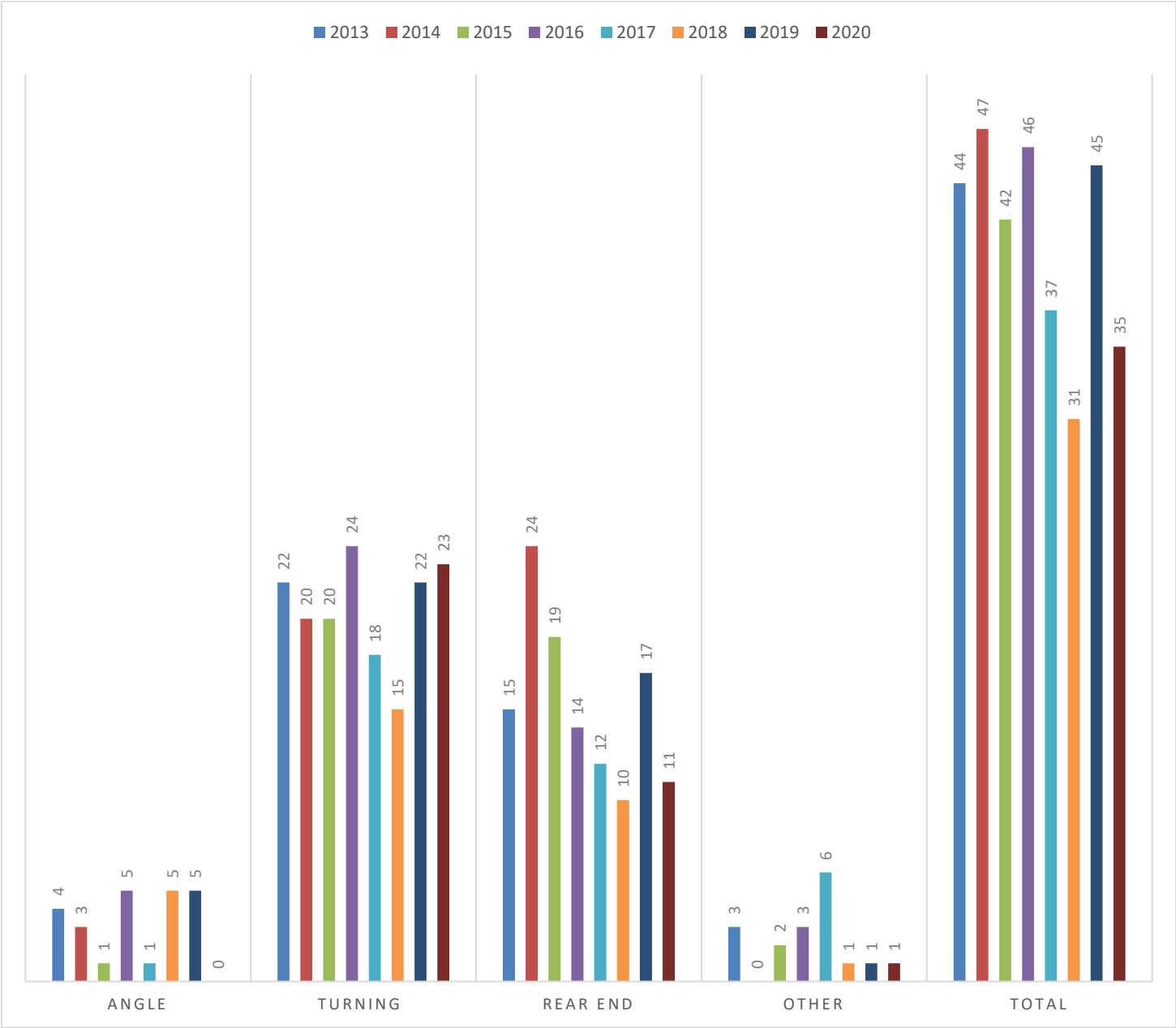
The data from 2013-2015 shows the period prior to the installation of the RLR cameras.

The data from 2016 shows the year in which the cameras were 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.



	Year \ Type	Angle	Turning	Rear End	Other*	Total	Yearly Average
Before Installation	2013	4	22	15	3	44	44.33
	2014	3	20	24	0	47	
	2015	1	20	19	2	42	
	2016	5	24	14	3	46	
After Installation	2017	1	18	12	6	37	37
	2018	5	15	10	1	31	
	2019	5	22	17	1	45	
	2020	0	23	11	1	35	

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

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

From 2017-2020, post RLR camera installation, there were 148 total crashes; this averages out to 37 crashes per year - a 16.54% reduction of overall crashes in direct comparison with the time period aforementioned.

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.



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>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
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				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
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	%	Day of 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				



Coordinate Collision Diagram Report

1/1/2018 to 12/31/2018

For XCoordinate 2963342.285 : YCoordinate 1771970.005 | 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>31</u>	<u>0</u>	<u>1</u>	<u>7</u>	<u>3</u>	<u>20</u>	<u>0</u>	<u>18</u>	<u>1</u>	<u>9</u>	<u>8</u>

Type of Crash	Total	%	Dayof Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	5	16.1%	Monday	5	16.1%	01 AM	1	3.2%	Other	1	1.6%
Front to Rear	10	32.3%	Tuesday	2	6.5%	03 AM	1	3.2%	Other Vehicle With Trailer	1	1.6%
Sideswipe Same Direction	1	3.2%	Wednesday	5	16.1%	06 AM	1	3.2%	Passenger	39	61.9%
Turning	15	48.4%	Thursday	3	9.7%	07 AM	1	3.2%	Pickup	1	1.6%
TOTAL:	31		Friday	6	19.4%	08 AM	3	9.7%	SUV	9	14.3%
			Saturday	4	12.9%	10 AM	1	3.2%	Tractor With Semi-Trailer	1	1.6%
			Sunday	6	19.4%	11 AM	4	12.9%	Truck Single Unit	1	1.6%
			TOTAL:	31		Noon	3	9.7%	Unknown	4	6.3%
						1 PM	2	6.5%	Van/Mini-Van	6	9.5%
						3 PM	2	6.5%	TOTAL:	63	
						4 PM	1	3.2%			
						5 PM	6	19.4%			
						6 PM	2	6.5%			
						7 PM	1	3.2%			
						8 PM	1	3.2%			
						9 PM	1	3.2%			
			TOTAL:			31					



Coordinate Collision Diagram Report

1/1/2019 to 12/31/2019

For XCoordinate 2963342.285 : YCoordinate 1771970.005 | 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>45</u>	<u>0</u>	<u>3</u>	<u>3</u>	<u>6</u>	<u>33</u>	<u>0</u>	<u>16</u>	<u>3</u>	<u>6</u>	<u>7</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	5	11.1%	Monday	1	2.2%	02 AM	1	2.2%	Passenger	66	69.5%
Front to Rear	17	37.8%	Tuesday	7	15.6%	05 AM	1	2.2%	Pickup	3	3.2%
Sideswipe Same Direction	1	2.2%	Wednesday	8	17.8%	07 AM	2	4.4%	SUV	16	16.8%
Turning	22	48.9%	Thursday	7	15.6%	08 AM	1	2.2%	Tractor With Semi-Trailer	1	1.1%
TOTAL:	45		Friday	9	20.0%	09 AM	2	4.4%	Unknown	3	3.2%
			Saturday	10	22.2%	10 AM	1	2.2%	Van/Mini-Van	6	6.3%
			Sunday	3	6.7%	11 AM	2	4.4%	TOTAL:	95	
			TOTAL:	45		Noon	4	8.9%			
					1 PM	4	8.9%				
					2 PM	2	4.4%				
					3 PM	4	8.9%				
					4 PM	4	8.9%				
					5 PM	2	4.4%				
					6 PM	5	11.1%				
					7 PM	3	6.7%				
					8 PM	4	8.9%				
					9 PM	2	4.4%				
					10 PM	1	2.2%				
					TOTAL:	45					



Coordinate Collision Diagram Report

1/1/2020 to 12/31/2020

For XCoordinate 2963342.285 : YCoordinate 1771970.005 | 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>35</u>	<u>0</u>	<u>1</u>	<u>6</u>	<u>4</u>	<u>24</u>	<u>0</u>	<u>18</u>	<u>1</u>	<u>9</u>	<u>8</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Front to Rear	11	31.4%	Monday	4	11.4%	02 AM	1	2.9%	Other	1	1.3%
Sideswipe Same Direction	1	2.9%	Tuesday	8	22.9%	07 AM	1	2.9%	Passenger	44	57.1%
Turning	23	65.7%	Wednesday	6	17.1%	08 AM	1	2.9%	Pickup	8	10.4%
TOTAL:	35		Thursday	6	17.1%	09 AM	1	2.9%	SUV	16	20.8%
			Friday	4	11.4%	10 AM	1	2.9%	Tractor With Semi-Trailer	1	1.3%
			Saturday	2	5.7%	11 AM	1	2.9%	Truck Single Unit	1	1.3%
			Sunday	5	14.3%	Noon	4	11.4%	Unknown	2	2.6%
			TOTAL:	35	1 PM	5	14.3%	Van/Mini-Van	4	5.2%	
					2 PM	4	11.4%	TOTAL:	77		
					3 PM	5	14.3%				
					4 PM	2	5.7%				
					5 PM	5	14.3%				
					6 PM	1	2.9%				
					8 PM	1	2.9%				
					10 PM	2	5.7%				
					TOTAL:	35					

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	27	77.1%	Darkness, Lighted Road	5	14.3%	Dry	28	80.0%	East	15	19.5%



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 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 cameras.

The data from 2016 shows the year in which the cameras were installed.

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

	Direction Year	Eastbound	Westbound	Northbound	Southbound	Combined	Combined Avg
Before Installation	2013	33,700	35,400	20,800	17,500	107,400	112,133
	2014	33,700	35,400	20,800	17,500	107,400	
	2015	38,100	39,500	23,400	20,600	121,600	
	2016	38,100	39,500	23,400	20,600	121,600	
After Installation	2017	33,000	34,400	17,500	16,700	101,600	101,100
	2018	33,000	34,400	17,500	16,700	101,600	
	2019	34,100	36,500	14,200	15,800	100,600	
	2020	34,100	36,500	14,200	15,800	100,600	

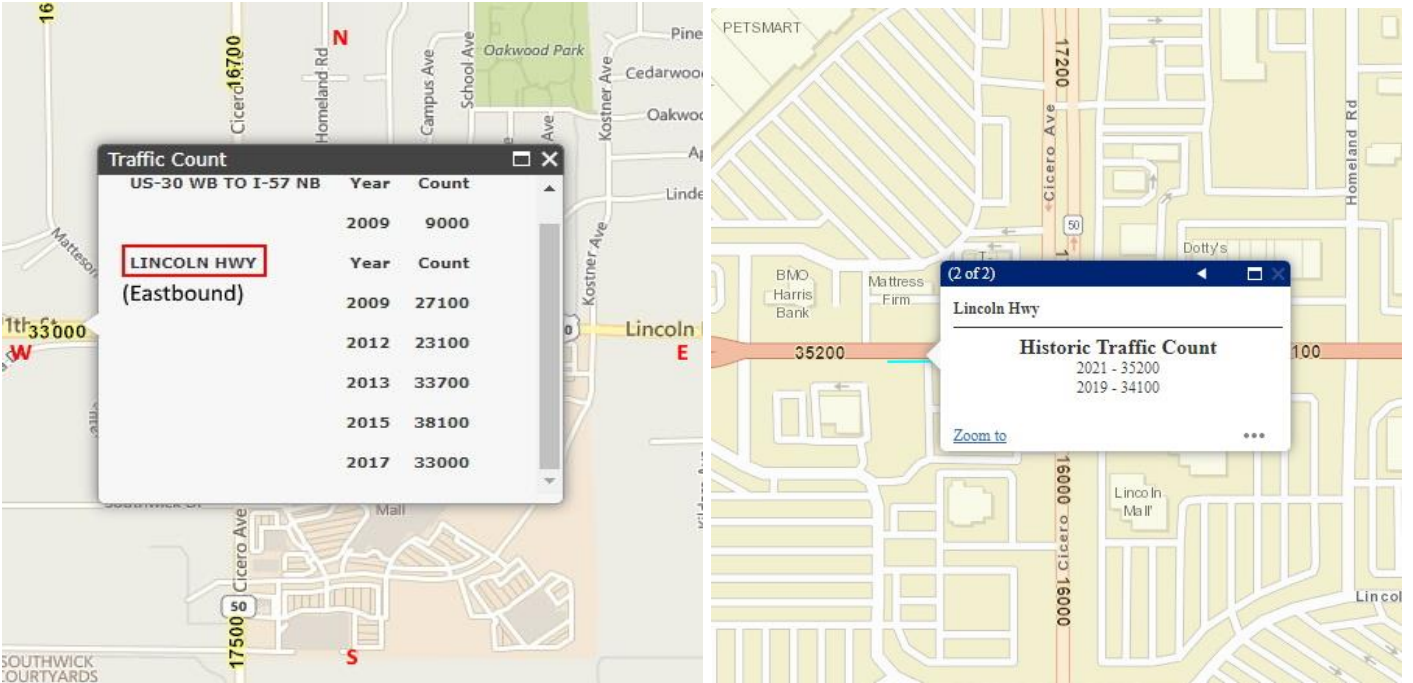
From 2013-2015, prior to RLR camera installation, the combined average of ADTC was 112,133.

From 2017-2020, post RLR camera installation, the combined average of ADTC was 101,100 - a reduction of 9.84%.

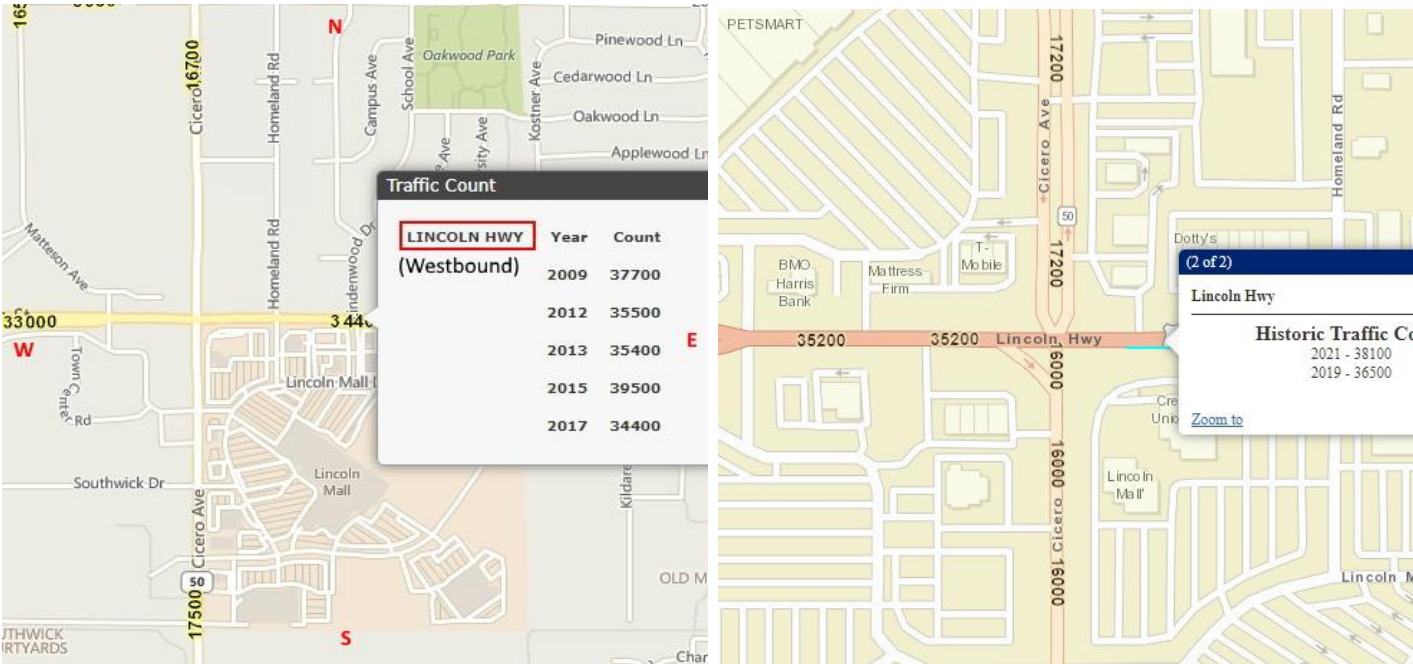
The following pages show the complete ADTC data from 2013-2020 obtained from the IDOT's website.

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.

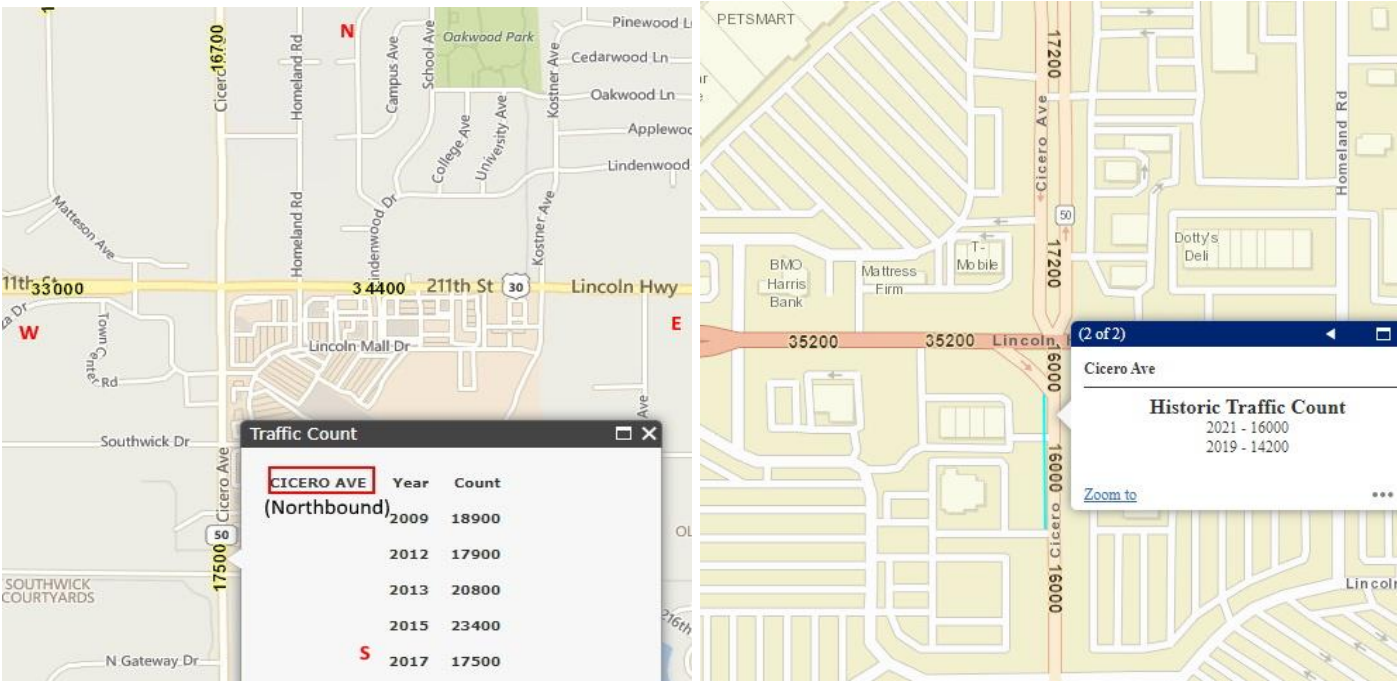
Eastbound ADTC



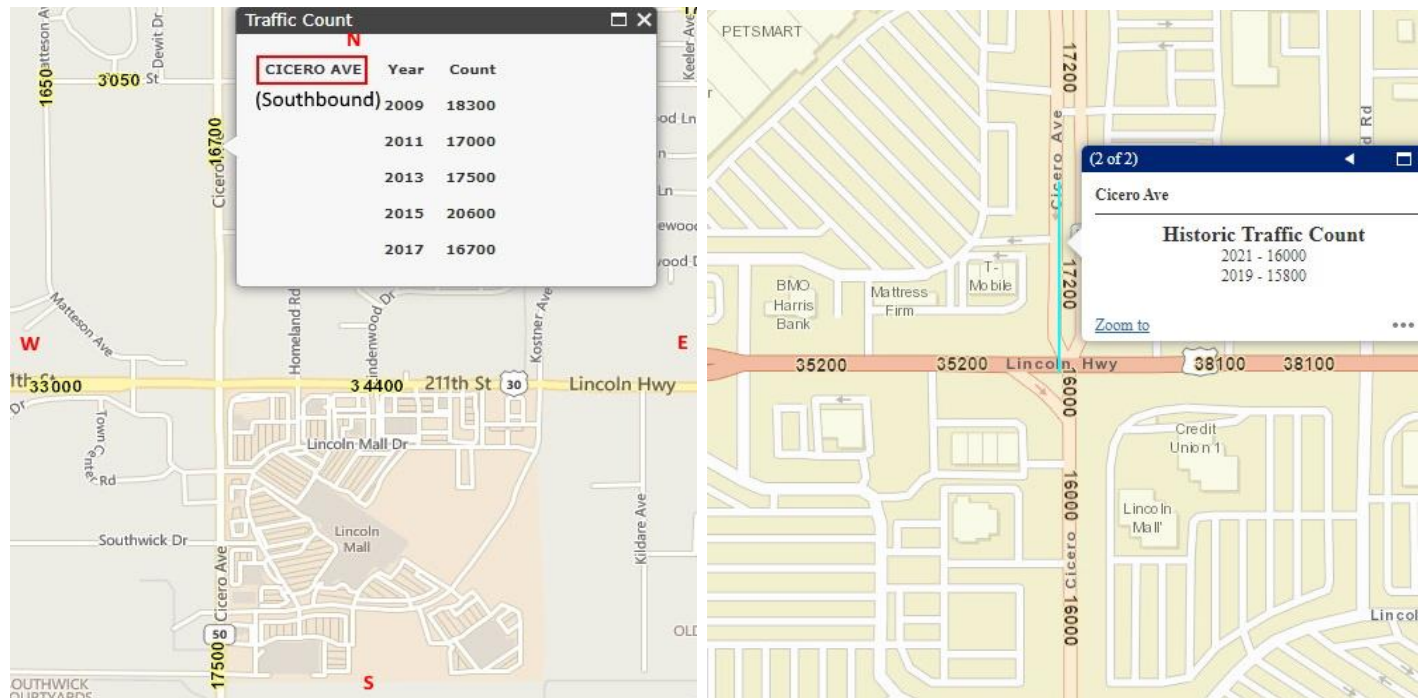
Westbound ADTC



Northbound ADTC



Southbound ADTC





4. Summary of Adjudication

The summary of tickets contested “in person” and “by mail” for the **Westbound** approach of **Lincoln Hwy and Cicero Ave** from 2018 to 2020.

	2018	2019	2020
In Person	552	239	183
By Mail	381	265	224

The summary of tickets contested “in person” and “by mail” for the **Southbound** approach of **Lincoln Hwy and Cicero Ave** from 2018 to 2020.

	2018	2019	2020
In Person	102	124	92
By Mail	122	164	134



5. Report Summary and Recommendation

The **Village of Matteson** uses state-of-the-art digital cameras to execute its RLR Enforcement Safety Program. The citation and adjudication process administered by the **Village of Matteson** 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 112,133. From 2017-2020, post RLR camera installation, the combined average of ADTC was 101,100 - a reduction of 9.84%. (See tab 3)

From 2013-2015, prior to RLR camera installation, there were 133 total crashes; this averages out to 44.33 crashes a year. From 2017-2020, post RLR camera installation, there were 148 total crashes; this averages out to 37 crashes per year - a 16.54% reduction of overall crashes in direct comparison with the time period aforementioned. (See tab 2)

Following the installation of the RLR cameras, total crashes have gone down 16.54% with a reduction of 9.84% in the combined average of ADTC.

After analyzing all of the available data, we believe that the RLR cameras currently in operation at the intersection of Lincoln Hwy and Cicero Ave in the **Village of Matteson** are 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.