



Lincoln Hwy and Governor's Hwy

<Eastbound, Northbound and Southbound>



Matteson, IL

RLR 1 Year Follow-Up

Evaluation Report

Reference No: 016-64982

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 Governor's Highway
Village of Matteson
Ref #: 016-64982

Dear Mr. Gallenbach

Please find enclosed a copy of the 1-Year RLR Follow-Up Evaluation Report for the intersection of Lincoln Highway and Governor's Highway, 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".

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

Matteson Police Department • 20500 S. Cicero Avenue • Matteson, IL 60443
Phone: (708) 748-4085 • Fax: (708) 748-7364
pjordan@villageofmatteson.org

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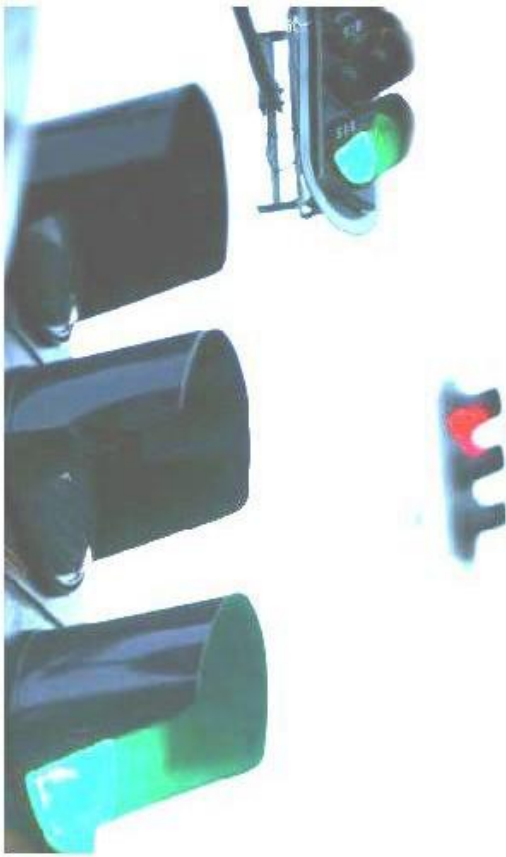
1. RLR Camera Location, Live Date, System Manufacturer and Contractors

In 2016, The **Village of Matteson** received approval from the Illinois Department of Transportation (IDOT) to install Red Light Running (RLR) cameras on the **Eastbound, Northbound and Southbound** approaches at the intersection of **Lincoln Hwy and Governor's Hwy**. 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: **11/2015**
- Date on which the installation report was submitted: **03/2016**, approved: **04/2016**
- Date on which the permit and bond were submitted: **05/2016**, approved: **05/2016**
- Date on which cameras went live: **09/2016**

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 Governor's Hwy** over a span of 5 years.*

	Angle	Turning	Rear End	Pedestrian	Sideswipe	Fixed Object	Total
2013	3	2	12	1	0	2	20
2014	0	5	16	0	0	0	21
2015	3	9	13	0	4	0	29
2016	1	14	21	0	4	0	40
2017	4	8	12	0	2	0	26

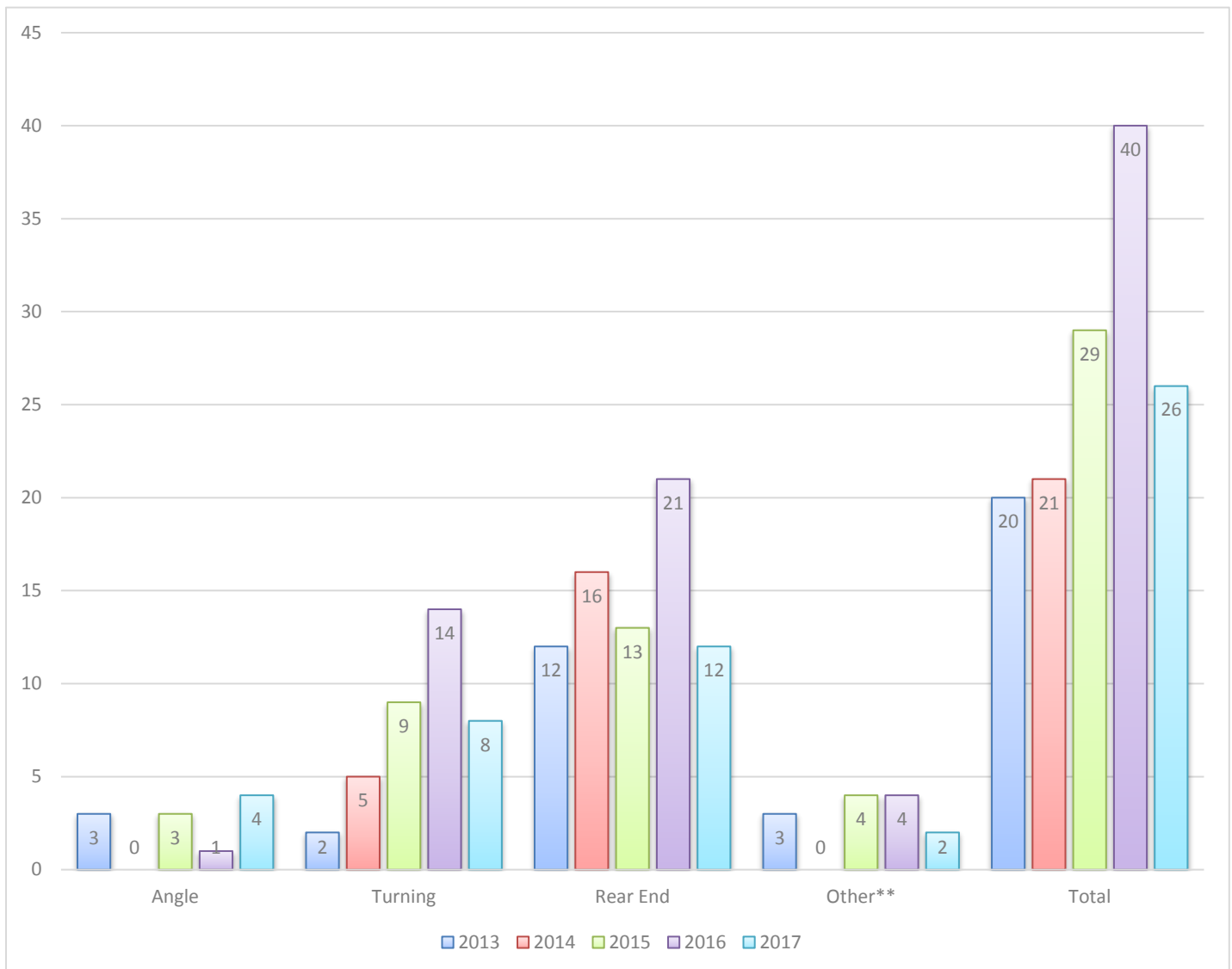
- The data from 2013-2015 shows the period prior to the installation of RLR camera.
- The data from 2016 shows the year in which the camera was installed.
- The data from 2017 shows the period following the installation.

Type \ Year	Before Installation			2016	After Installation
	2013	2014	2015		2017
Angle	3	0	3	1	4
Turning	2	5	9	14	8
Rear End	12	16	13	21	12
Other**	3	0	4	4	2
Total	20	21	29	40	26
Yearly Average	23.33				26

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

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

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



From 2013-2015, prior to RLR camera installation, there were 70 total crashes; this averages out to 23.33 total crashes a year.

In 2017, post RLR camera installation, there were 26 total crashes, resulting in an 11.43% increase 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 142.45 to 142.45 | 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>20</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>2</u>	<u>14</u>	<u>0</u>	<u>12</u>	<u>4</u>	<u>2</u>	<u>6</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	3	15.0%	Monday	1	5.0%	Midnight	1	5.0%	Other	1	2.4%
Fixed Object	2	10.0%	Tuesday	2	10.0%	07 AM	1	5.0%	Passenger	27	65.9%
Pedestrian	1	5.0%	Wednesday	1	5.0%	09 AM	1	5.0%	Pickup	2	4.9%
Rear End	12	60.0%	Thursday	5	25.0%	11 AM	3	15.0%	SUV	9	22.0%
Turning	2	10.0%	Friday	5	25.0%	Noon	2	10.0%	Van/Mini-Van	2	4.9%
TOTAL:	20		Saturday	4	20.0%	3 PM	1	5.0%	TOTAL:	41	
			Sunday	2	10.0%	4 PM	3	15.0%			
			TOTAL:	20	5 PM	2	10.0%				
					6 PM	4	20.0%				
					7 PM	1	5.0%				
					10 PM	1	5.0%				
					TOTAL:	20					
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	14	70.0%	Darkness/ Lighted Road	7	35.0%	Dry	12	60.0%	East	8	19.5%
Rain	4	20.0%	Daylight	13	65.0%	Snow or Slush	1	5.0%	North	9	22.0%
Snow	1	5.0%	TOTAL:	20		Unknown	1	5.0%	Northeast	1	2.4%
Unknown	1	5.0%			Wet	6	30.0%	Northwest	1	2.4%	
TOTAL:	20				TOTAL:	20		South	8	19.5%	
								Southeast	1	2.4%	



Collision Diagram Summary

1/1/2014 to 12/31/2014

Crash Route: US030 | From MileStation 142.45 to 142.45 | 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>21</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>20</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Rear End	16	76.2%	Friday	10	47.6%	06 AM	1	4.8%	Passenger	29	64.4%
Turning	5	23.8%	Thursday	3	14.3%	07 AM	1	4.8%	Pickup	2	4.4%
TOTAL:	21		Tuesday	1	4.8%	08 AM	1	4.8%	SUV	12	26.7%
			Saturday	2	9.5%	09 AM	1	4.8%	Van/Mini-Van	2	4.4%
			Monday	4	19.0%	10 AM	3	14.3%	TOTAL:	45	
			Wednesday	1	4.8%	11 AM	1	4.8%			
			TOTAL:	21		1 PM	2	9.5%			
						2 PM	2	9.5%			
						3 PM	1	4.8%			
						4 PM	4	19.0%			
						5 PM	2	9.5%			
						7 PM	1	4.8%			
						10 PM	1	4.8%			
						TOTAL:	21				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	12	57.1%	Darkness	2	9.5%	Dry	12	57.1%	East	13	28.9%
Rain	6	28.6%	Darkness/ Lighted Road	2	9.5%	Other	1	4.8%	North	13	28.9%
Snow	1	4.8%	Daylight	16	76.2%	Unknown	2	9.5%	Northwest	2	4.4%
Unknown	2	9.5%	Unknown	1	4.8%	Wet	6	28.6%	South	4	8.9%
TOTAL:	21		TOTAL:	21		TOTAL:	21		Southeast	1	2.2%
									Southwest	5	11.1%



Coordinate Collision Diagram Report

1/1/2015 to 12/31/2015

For XCoordinate 2968615.22972509 : YCoordinate 1772094.03561193 | 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>29</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>4</u>	<u>24</u>	<u>0</u>	<u>8</u>	<u>0</u>	<u>1</u>	<u>7</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	3	10.3%	Monday	3	10.3%	Midnight	1	3.4%	Bus Over 15 Passengers	1	1.7%
Rear End	13	44.8%	Tuesday	4	13.8%	02 AM	1	3.4%	Bus Up to 15 Passengers	1	1.7%
Sideswipe Opposite Direction	2	6.9%	Wednesday	4	13.8%	07 AM	2	6.9%	Passenger	35	59.3%
Sideswipe Same Direction	2	6.9%	Thursday	5	17.2%	08 AM	2	6.9%	SUV	11	18.6%
Turning	9	31.0%	Friday	2	6.9%	09 AM	1	3.4%	Tractor With Semi-Trailer	2	3.4%
TOTAL:	29		Saturday	5	17.2%	10 AM	3	10.3%	Truck Single Unit	2	3.4%
			Sunday	6	20.7%	11 AM	1	3.4%	Unknown	3	5.1%
			TOTAL:	29		Noon	2	6.9%	Van/Mini-Van	4	6.8%
						1 PM	1	3.4%	TOTAL:	59	
						2 PM	3	10.3%			
						3 PM	2	6.9%			
						5 PM	3	10.3%			
						6 PM	1	3.4%			
						7 PM	1	3.4%			
						8 PM	1	3.4%			
						9 PM	3	10.3%			
						11 PM	1	3.4%			
						TOTAL:	29				



Coordinate Collision Diagram Report

1/1/2016 to 12/31/2016

For XCoordinate 2968615.22972509 : YCoordinate 1772094.03561193 | 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>40</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>6</u>	<u>33</u>	<u>0</u>	<u>12</u>	<u>0</u>	<u>1</u>	<u>11</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	2.5%	Monday	8	20.0%	01 AM	1	2.5%	Other	1	1.2%
Rear End	21	52.5%	Tuesday	7	17.5%	04 AM	1	2.5%	Passenger	54	63.5%
Sideswipe Same Direction	4	10.0%	Wednesday	3	7.5%	06 AM	1	2.5%	Pickup	6	7.1%
Turning	14	35.0%	Thursday	6	15.0%	07 AM	2	5.0%	SUV	15	17.6%
TOTAL:	40		Friday	5	12.5%	08 AM	1	2.5%	Unknown	1	1.2%
			Saturday	5	12.5%	09 AM	5	12.5%	Van/Mini-Van	8	9.4%
			Sunday	6	15.0%	10 AM	1	2.5%	TOTAL:	85	
			TOTAL:	40		11 AM	1	2.5%			
						1 PM	4	10.0%			
						2 PM	4	10.0%			
						3 PM	2	5.0%			
						4 PM	2	5.0%			
						5 PM	3	7.5%			
						6 PM	2	5.0%			
						7 PM	3	7.5%			
						8 PM	1	2.5%			
						9 PM	1	2.5%			
						10 PM	1	2.5%			



Coordinate Collision Diagram Report

1/1/2017 to 12/31/2017

For XCoordinate 2968615.22972509 : YCoordinate 1772094.03561193 | 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>26</u>	<u>0</u>	<u>1</u>	<u>4</u>	<u>7</u>	<u>14</u>	<u>0</u>	<u>15</u>	<u>1</u>	<u>6</u>	<u>8</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	4	15.4%	Monday	7	26.9%	Midnight	2	7.7%	Passenger	38	66.7%
Rear End	12	46.2%	Tuesday	4	15.4%	01 AM	1	3.8%	Pickup	1	1.8%
Sideswipe Same Direction	2	7.7%	Wednesday	2	7.7%	08 AM	1	3.8%	SUV	13	22.8%
Turning	8	30.8%	Thursday	1	3.8%	09 AM	1	3.8%	Truck Single Unit	1	1.8%
TOTAL:	26		Friday	5	19.2%	10 AM	1	3.8%	Unknown	1	1.8%
			Saturday	5	19.2%	11 AM	2	7.7%	Van/Mini-Van	3	5.3%
			Sunday	2	7.7%	Noon	2	7.7%	TOTAL:	57	
			TOTAL:	26		1 PM	2	7.7%			
					2 PM	4	15.4%				
					3 PM	1	3.8%				
					4 PM	3	11.5%				
					6 PM	1	3.8%				
					7 PM	2	7.7%				
					8 PM	1	3.8%				
					9 PM	2	7.7%				
					TOTAL:	26					

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	21	80.8%	Darkness	1	3.8%	Dry	20	76.9%	East	13	22.8%



3. Traffic Volume

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

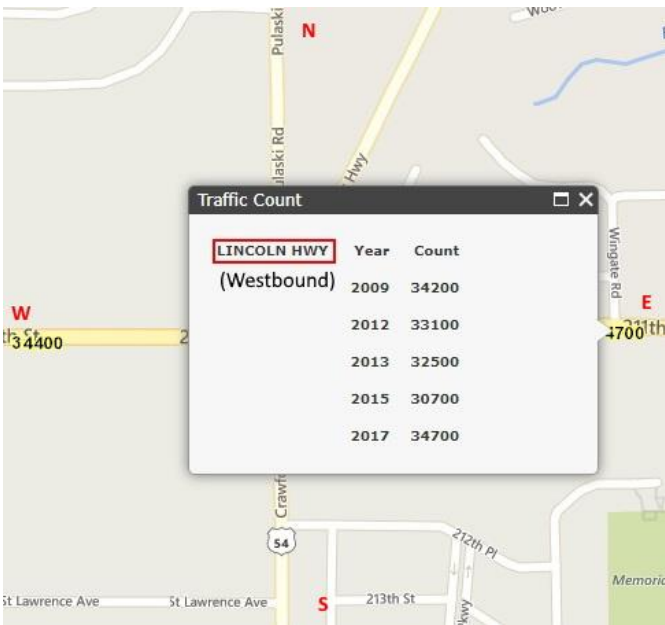
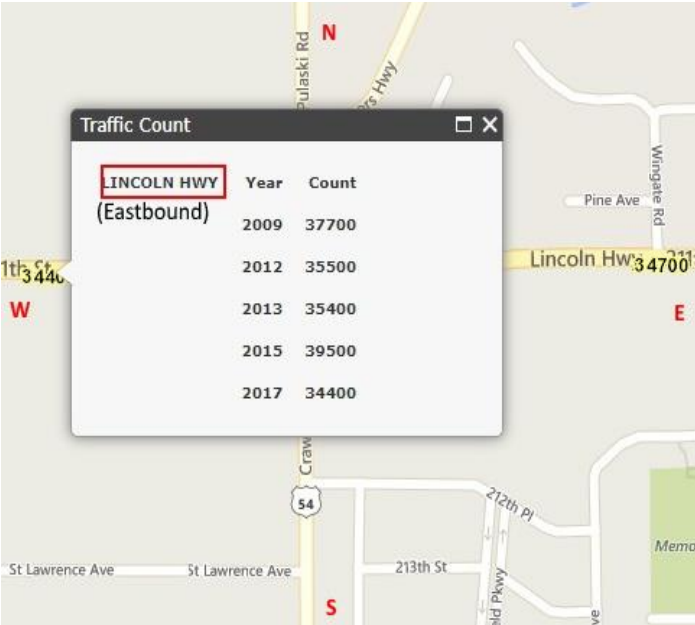
Direction \ Year	Before Installation			2016	After Installation
	2013	2014	2015		2017
Eastbound	35,400	35,400	39,500	39,500	34,400
Westbound	32,500	32,500	30,700	30,700	34,700
Northbound	18,600	18,800	18,800	18,800	18,800
Southbound	18,600	19,700	19,700	19,700	19,700
Combined	105,100	106,400	108,700	108,700	107,600
Combined Avg	106,733				107,600

From 2013-2015, prior to RLR camera installation, the combined average of ADTC was 106,733.

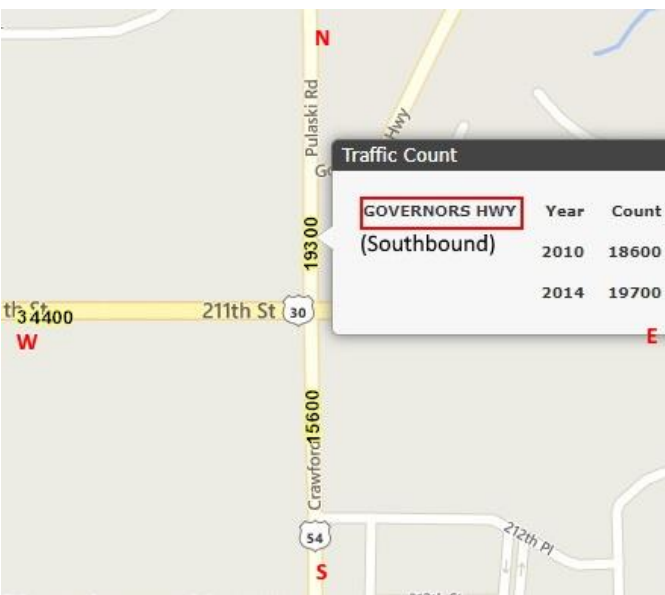
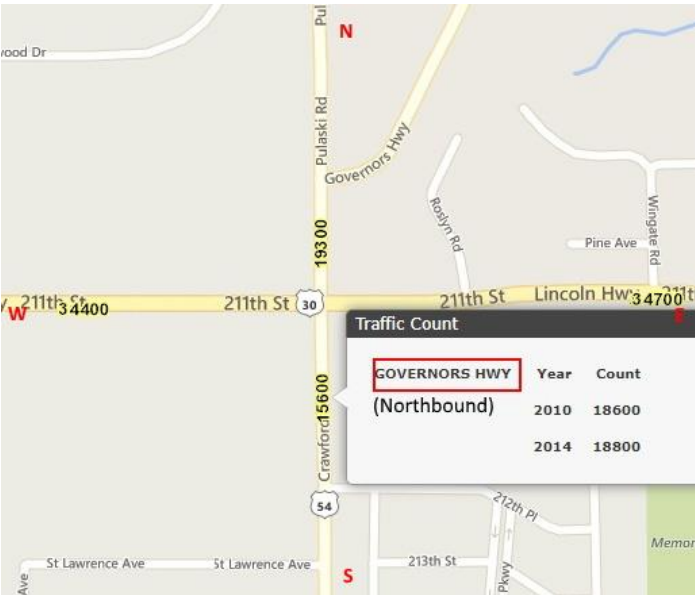
In 2017, post RLR camera installation, the combined average of ADTC was 107,600, resulting in an increase of 0.81%.

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

Eastbound and Westbound ADTC



Northbound and Southbound ADTC





4. Summary of Adjudication

Below are the summaries of tickets contested "in person" and "by mail" from the **Eastbound** approach of **Lincoln Hwy and Governor's Hwy** from January 2017 through December 2017.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	83	79	4	5%
02/01/2017 - 02/28/2017	68	65	3	4%
03/01/2017 - 03/31/2017	59	55	4	7%
04/01/2017 - 04/30/2017	21	21	0	0%
05/01/2017 - 05/31/2017	32	28	4	13%
06/01/2017 - 06/30/2017	41	37	4	10%
07/01/2017 - 07/31/2017	25	23	2	8%
08/01/2017 - 08/31/2017	20	18	2	10%
09/01/2017 - 09/30/2017	21	20	1	5%
10/01/2017 - 10/31/2017	36	30	6	17%
11/01/2017 - 11/30/2017	38	34	4	11%
12/01/2017 - 12/31/2017	27	25	2	7%
Total	471	435	36	8%

As indicated in the table above, 471 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 36 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	25	24	1	4%
02/01/2017 - 02/28/2017	54	54	0	0%
03/01/2017 - 03/31/2017	54	49	5	9%
04/01/2017 - 04/30/2017	31	29	2	6%
05/01/2017 - 05/31/2017	21	19	2	10%
06/01/2017 - 06/30/2017	17	16	1	6%
07/01/2017 - 07/31/2017	25	22	3	12%
08/01/2017 - 08/31/2017	23	23	0	0%
09/01/2017 - 09/30/2017	20	18	2	10%
10/01/2017 - 10/31/2017	21	21	0	0%
11/01/2017 - 11/30/2017	26	25	1	4%
12/01/2017 - 12/31/2017	19	16	3	16%
Total	336	316	20	6%

As indicated in the table above, 336 tickets were contested by mail during the above referenced period. 20 contests by mail were dismissed, a 6% dismissal rate.

Below are the summaries of tickets contested “in person” and “by mail” from the **Northbound** approach of **Lincoln Hwy and Governor's Hwy** from January 2017 through December 2017.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	44	44	0	0%
02/01/2017 - 02/28/2017	34	29	5	15%
03/01/2017 - 03/31/2017	32	27	5	16%
04/01/2017 - 04/30/2017	12	8	4	33%
05/01/2017 - 05/31/2017	19	15	4	21%
06/01/2017 - 06/30/2017	21	18	3	14%
07/01/2017 - 07/31/2017	10	10	0	0%
08/01/2017 - 08/31/2017	13	12	1	8%
09/01/2017 - 09/30/2017	15	13	2	13%
10/01/2017 - 10/31/2017	29	27	2	7%
11/01/2017 - 11/30/2017	25	22	3	12%
12/01/2017 - 12/31/2017	16	13	3	19%
Total	270	238	32	12%

As indicated in the table above, 270 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 32 of the contested tickets, a 12% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	10	9	1	10%
02/01/2017 - 02/28/2017	26	23	3	12%
03/01/2017 - 03/31/2017	17	13	4	24%
04/01/2017 - 04/30/2017	25	22	3	12%
05/01/2017 - 05/31/2017	8	5	3	38%
06/01/2017 - 06/30/2017	7	7	0	0%
07/01/2017 - 07/31/2017	17	16	1	6%
08/01/2017 - 08/31/2017	11	10	1	9%
09/01/2017 - 09/30/2017	7	5	2	29%
10/01/2017 - 10/31/2017	19	17	2	11%
11/01/2017 - 11/30/2017	27	22	5	19%
12/01/2017 - 12/31/2017	12	10	2	17%
Total	186	159	27	15%

As indicated in the table above, 186 tickets were contested by mail during the above referenced period. 27 contests by mail were dismissed, a 15% dismissal rate.

Below are the summaries of tickets contested "in person" and "by mail" from the **Southbound** approach of **Lincoln Hwy and Governor's Hwy** from January 2017 through December 2017.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	43	42	1	2%
02/01/2017 - 02/28/2017	64	59	5	8%
03/01/2017 - 03/31/2017	60	52	8	13%
04/01/2017 - 04/30/2017	45	43	2	4%
05/01/2017 - 05/31/2017	23	20	3	13%
06/01/2017 - 06/30/2017	22	20	2	9%
07/01/2017 - 07/31/2017	19	19	0	0%
08/01/2017 - 08/31/2017	24	23	1	4%
09/01/2017 - 09/30/2017	17	15	2	12%
10/01/2017 - 10/31/2017	33	30	3	9%
11/01/2017 - 11/30/2017	21	21	0	0%
12/01/2017 - 12/31/2017	23	20	3	13%
Total	394	364	30	8%

As indicated in the table above, 394 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 30 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	27	26	1	4%
02/01/2017 - 02/28/2017	53	44	9	17%
03/01/2017 - 03/31/2017	46	40	6	13%
04/01/2017 - 04/30/2017	49	49	0	0%
05/01/2017 - 05/31/2017	20	19	1	5%
06/01/2017 - 06/30/2017	15	14	1	7%
07/01/2017 - 07/31/2017	14	14	0	0%
08/01/2017 - 08/31/2017	28	26	2	7%
09/01/2017 - 09/30/2017	18	17	1	6%
10/01/2017 - 10/31/2017	28	25	3	11%
11/01/2017 - 11/30/2017	27	25	2	7%
12/01/2017 - 12/31/2017	18	18	0	0%
Total	343	317	26	8%

As indicated in the table above, 343 tickets were contested by mail during the above referenced period. 26 contests by mail were dismissed, an 8% 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 Governor's Hwy** 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 2016, The **Village of Matteson** received approval from the IDOT to install RLR cameras at the **Eastbound, Northbound and Southbound** approaches of **Lincoln Hwy and Governor's Hwy**. The dates of the most relevant events are listed below:

- Date on which the justification report was submitted: **02/2015**, approved: **11/2015**
- Date on which the installation report was submitted: **03/2016**, approved: **04/2016**
- Date on which the permit and bond were submitted: **05/2016**, approved: **05/2016**
- Date on which cameras went live: **09/2016**

From 2013-2015, prior to RLR camera installation, the combined average of ADTC was 106,733. In 2017, post RLR camera installation, the combined average of ADTC was 107,600, resulting in an increase of 0.81%. (See Tab 3)

From 2013-2015, prior to RLR camera installation, there were 70 total crashes; this averages out to 23.33 total crashes a year. In 2017, post RLR camera installation, there were 26 total crashes, resulting in an 11.43% increase in total crashes in comparison with aforementioned period. (See Tab 2)

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

Since enhanced traffic safety is the principal aim of RLR camera enforcement programs, RLRC systems should remain at this intersection as an integral part of the traffic system process, which incorporates public education, enforcement and engineering.