



Rt. 83 and 22nd St
<Eastbound and Southbound>



Oakbrook Terrace, IL
RLR 1 Year Follow-Up
Evaluation Report

Reference No: 022-57459

July 2020

CASEY CALVELLO
CHIEF OF POLICE



ADMINISTRATIVE PHONE
(630) 941-8320
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17W261 BUTTERFIELD ROAD
OAKBROOK TERRACE, ILLINOIS 60181

July 9, 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 1 Year Follow-up Evaluation Report
22nd Street and Route 83 - City of Oakbrook Terrace
Ref #: 022-57459

Dear Mr. Gallenbach:

Please find enclosed a copy of the 1 Year RLR Follow-Up Evaluation Report for the intersection of 22nd Street and Route 83, Oakbrook Terrace, 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 me at (630) 941-8320, ccalvello@oakbrookterrace.net.

Best regards,

A handwritten signature in black ink, appearing to be "CCalvello", written over a white background.

On behalf of the City of Oakbrook Terrace
Casey Calvello – 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 2016, the City of Oakbrook Terrace received approval from the Illinois Department of Transportation (IDOT) to install Red Light Running (RLR) cameras at the Eastbound and Southbound approaches of Rt. 83 and 22nd St. The dates of the most relevant events are listed below:

- Date on which the justification report was submitted: **02/2013**, approved: **05/2016**
- Date on which the installation report was submitted: **08/2016**, approved: **09/2016**
- Date on which the permit and bond were submitted: **10/2016**, approved: **10/2016**
- Date on which cameras went live: **08/2017**

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.

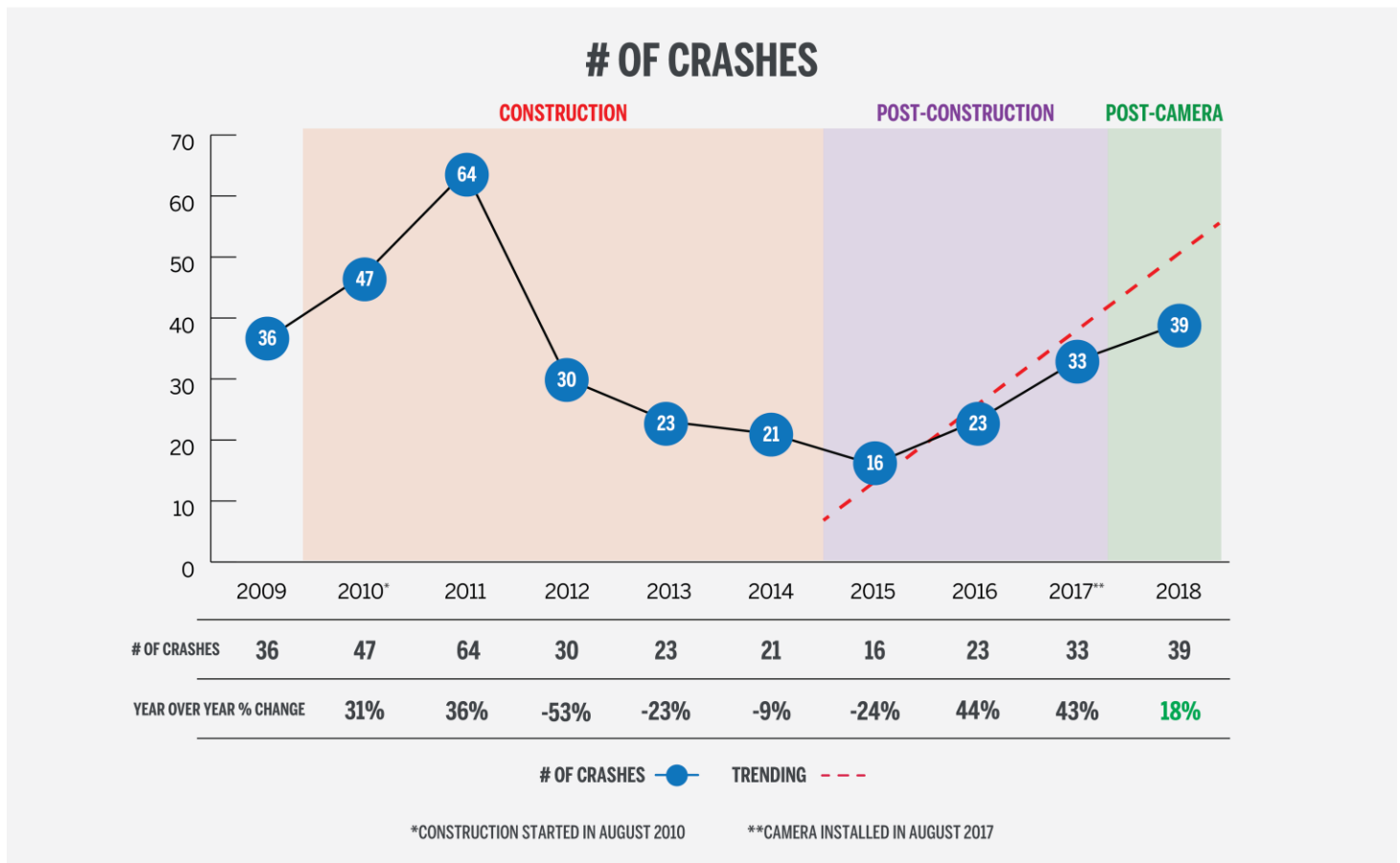
<p>RLR Camera System Manufacturer</p> <p>SafeSpeed, LLC 150 North Wacker Drive Floor 8 Chicago, IL 60606</p> <p>Phone: (877) 237-2331 Fax: (877) 237-2302 Email: info@safespeedllc.com Web: safespeedllc.com</p> <p>Key Contact: Ryan Kim Phone: (312) 924-7248 Email: rkim@safespeedllc.com</p>	<p>Electrical 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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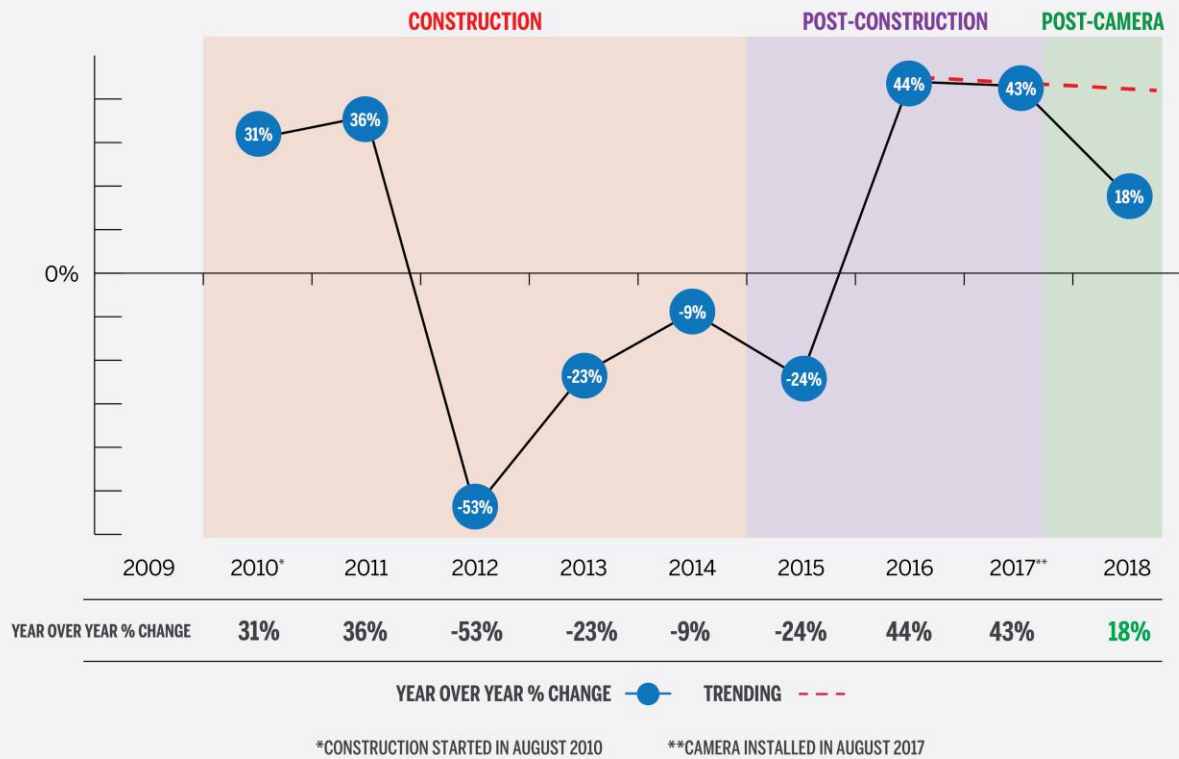
2. RLR Crash Data and Analysis

Historically, the intersection of Route 83 and 22nd St has been one of the most busy and most dangerous intersections in Illinois. According to records from 2010 it was the 9th most dangerous intersection based on crashes (Chicago Sun-Times). As such, IDOT implemented a lengthy traffic signal modernization construction project to address the issues. By examining 10 years of data, we are able to understand the true nature of the crash trend. It is evident that during the IDOT construction period (2010 - 2014) crashes were artificially lowered and in post construction the number of crashes returned to prior construction levels. In post RLR camera installation we observed a decrease in the rate of year to year crashes.

The table and charts below show a summary of motor vehicle crashes at the intersection of Rt. 83 and 22nd St over a span of 10 years.



YEAR OVER YEAR % CHANGE OF CRASHES



Type \ Year	Before Installation									After Installation
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Angle	1	0	1	0	2	0	0	0	3	1
Turning	10	12	21	5	2	3	3	8	6	12
Rear End	20	35	41	25	17	17	11	13	23	22
Other*	5	0	1	0	2	1	2	2	1	4
Total	36	47	64	30	23	21	16	23	33	39
Year-over-Year % Change		31%	36%	-53%	-23%	-9%	-24%	44%	43%	18%

- The data from 2009 to 2016 shows the period prior to installation of RLR cameras.
- The data from 2010 to 2014 shows the period under construction.
- The data from 2017 shows the year in which the cameras were installed.
- The data from 2018 shows the period following installation.

* Other crashes include: Sideswipe and Fixed Objects.

	Angle	Turning	Rear End	Sideswipe	Fixed Objects	Total
2009	1	10	20	4	1	36
2010	0	12	35	0	0	47
2011	1	21	41	1	0	64
2012	0	5	25	0	0	30
2013	2	2	17	1	1	23
2014	0	3	17	0	1	21
2015	0	3	11	0	2	16
2016	0	8	13	2	0	23
2017	3	6	23	0	1	33
2018	1	12	22	3	1	39

The following pages contain crash data from IDOT, years 2009 - 2018. Complete crash data information can be obtained by contacting the IDOT via DOT.DTS.DataRequests@illinois.gov.

Collision Diagram

1/1/2009 to 12/31/2009

Crash Route: IL083 | From MileStation 42.34 to 42.34 | County : DuPage | 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
36	0	0	5	2	29	0	13	0	11	2

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
10-Turning	10	27.8%	Monday	2	5.6%	Midnight	1	2.8%	Bus up to 15 pass	1	1.4%
11-Rear end	20	55.6%	Tuesday	5	13.9%	05 AM	1	2.8%	Passenger	55	75.3%
12-Sideswipe same direction	4	11.1%	Wednesday	5	13.9%	08 AM	4	11.1%	Pickup	4	5.5%
15-Angle	1	2.8%	Thursday	9	25.0%	09 AM	1	2.8%	Sport utility vehicle (SUV)	9	12.3%
6-Fixed object	1	2.8%	Friday	3	8.3%	10 AM	1	2.8%	Tractor w/ semi-trailer	1	1.4%
TOTAL:	36		Saturday	10	27.8%	11 AM	4	11.1%	Truck – single unit	2	2.7%
			Sunday	2	5.6%	Noon	2	5.6%	Van/mini van	1	1.4%
			TOTAL:	36		1 PM	5	13.9%	TOTAL:	73	
						2 PM	5	13.9%			
						3 PM	3	8.3%			
						4 PM	1	2.8%			
						5 PM	3	8.3%			
						7 PM	1	2.8%			
						9 PM	1	2.8%			
						10 PM	3	8.3%			
						TOTAL:	36				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	28	77.8%	Darkness/Lighted road	7	19.4%	Dry	26	72.2%	East	18	24.7%
Rain	4	11.1%	Daylight	29	80.6%	Ice	1	2.8%	North	14	19.2%
Snow	4	11.1%	TOTAL:	36		Snow or slush	5	13.9%	Northwest	1	1.4%

Collision Diagram

1/1/2010 to 12/31/2010

Crash Route: IL083 | From MileStation 42.34 to 42.34 | County : DuPage | 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
47	0	0	5	6	36	0	17	0	6	11

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
10-Turning	12	25.5%	Monday	3	6.4%	01 AM	1	2.1%	Passenger	77	76.2%
11-Rear end	35	74.5%	Tuesday	3	6.4%	07 AM	5	10.6%	Pickup	5	5.0%
TOTAL:	47		Wednesday	7	14.9%	08 AM	2	4.3%	Sport utility vehicle (SUV)	15	14.9%
			Thursday	10	21.3%	10 AM	1	2.1%	Truck - single unit	1	1.0%
			Friday	11	23.4%	11 AM	3	6.4%	Van/mini van	3	3.0%
			Saturday	9	19.1%	Noon	4	8.5%	TOTAL:	101	
			Sunday	4	8.5%	1 PM	5	10.6%			
			TOTAL:	47		2 PM	1	2.1%			
						3 PM	3	6.4%			
						4 PM	8	17.0%			
						5 PM	2	4.3%			
						6 PM	3	6.4%			
						7 PM	3	6.4%			
						8 PM	1	2.1%			
						9 PM	3	6.4%			
						10 PM	2	4.3%			
						TOTAL:	47				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	45	95.7%	Darkness	4	8.5%	Dry	41	87.2%	East	34	33.7%
Rain	1	2.1%	Darkness/Lighted road	7	14.9%	Snow or slush	2	4.3%	North	22	21.8%

Collision Diagram

1/1/2011 to 12/31/2011

Crash Route: IL083 | From MileStation 42.34 to 42.34 | County : DuPage | 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
64	0	0	9	10	45	0	26	0	14	12

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
10-Turning	21	32.8%	Monday	12	18.8%	Midnight	1	1.6%	Other	1	0.7%
11-Rear end	41	64.1%	Tuesday	12	18.8%	06 AM	1	1.6%	Passenger	97	72.4%
12-Sideswipe same direction	1	1.6%	Wednesday	8	12.5%	07 AM	3	4.7%	Pickup	4	3.0%
15-Angle	1	1.6%	Thursday	6	9.4%	08 AM	3	4.7%	Sport utility vehicle (SUV)	21	15.7%
TOTAL:	64		Friday	9	14.1%	09 AM	2	3.1%	Tractor w/ semi-trailer	3	2.2%
			Saturday	10	15.6%	10 AM	2	3.1%	Truck – single unit	1	0.7%
			Sunday	7	10.9%	11 AM	4	6.3%	Unknown/NA	1	0.7%
			TOTAL:	64		Noon	11	17.2%	Van/mini van	6	4.5%
						1 PM	4	6.3%	TOTAL:	134	
						2 PM	4	6.3%			
						3 PM	1	1.6%			
						4 PM	7	10.9%			
						5 PM	5	7.8%			
						6 PM	8	12.5%			
						7 PM	3	4.7%			
						9 PM	2	3.1%			
						10 PM	1	1.6%			
						11 PM	2	3.1%			
						TOTAL:	64				

Collision Diagram

1/1/2012 to 12/31/2012

Crash Route: IL083 | From MileStation 42.34 to 42.34 | County : DuPage | 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
30	0	1	5	6	18	0	20	1	6	13

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Rear End	25	83.3%	Monday	4	13.3%	05 AM	1	3.3%	Passenger	41	66.1%
Turning	5	16.7%	Tuesday	3	10.0%	06 AM	1	3.3%	Pickup	1	1.6%
TOTAL:	30		Wednesday	8	26.7%	07 AM	1	3.3%	SUV	9	14.5%
			Thursday	6	20.0%	08 AM	2	6.7%	Tractor With Semi-Trailer	1	1.6%
			Friday	2	6.7%	09 AM	4	13.3%	Truck Single Unit	2	3.2%
			Saturday	5	16.7%	10 AM	3	10.0%	Unknown	1	1.6%
			Sunday	2	6.7%	11 AM	1	3.3%	Van/Mini-Van	7	11.3%
			TOTAL:	30		Noon	1	3.3%	TOTAL:	62	
						1 PM	1	3.3%			
						2 PM	4	13.3%			
						4 PM	3	10.0%			
						5 PM	2	6.7%			
						6 PM	4	13.3%			
						9 PM	1	3.3%			
						11 PM	1	3.3%			
						TOTAL:	30				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	28	93.3%	Darkness	2	6.7%	Dry	24	80.0%	East	17	27.4%
Rain	2	6.7%	Darkness, Lighted Road	4	13.3%	Wet	6	20.0%	North	13	21.0%
TOTAL:	30		Dawn	1	3.3%	TOTAL:	30		Northeast	6	9.7%

Collision Diagram

1/1/2013 to 12/31/2013

Crash Route: IL083 | From MileStation 42.34 to 42.34 | County : DuPage | 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>23</u>	<u>0</u>	<u>3</u>	<u>5</u>	<u>2</u>	<u>13</u>	<u>0</u>	<u>18</u>	<u>5</u>	<u>10</u>	<u>3</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	2	8.7%	Monday	2	8.7%	08 AM	1	4.3%	Bus Over 15 Passengers	1	2.1%
Fixed Object	1	4.3%	Tuesday	7	30.4%	10 AM	1	4.3%	Passenger	35	74.5%
Rear End	17	73.9%	Wednesday	5	21.7%	11 AM	4	17.4%	Pickup	3	6.4%
Sideswipe Same Direction	1	4.3%	Thursday	1	4.3%	Noon	2	8.7%	SUV	5	10.6%
Turning	2	8.7%	Friday	5	21.7%	1 PM	5	21.7%	Truck Single Unit	1	2.1%
TOTAL:	23		Sunday	3	13.0%	4 PM	3	13.0%	Van/Mini-Van	2	4.3%
			TOTAL:	23		5 PM	2	8.7%	TOTAL:	47	
						7 PM	2	8.7%			
						8 PM	1	4.3%			
						10 PM	2	8.7%			
						TOTAL:	23				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	17	73.9%	Darkness	1	4.3%	Dry	17	73.9%	East	14	29.8%
Cloudy/Overcast	2	8.7%	Darkness/ Lighted Road	5	21.7%	Ice	2	8.7%	North	12	25.5%
Rain	1	4.3%	Daylight	17	73.9%	Snow or Slush	1	4.3%	South	5	10.6%
Snow	3	13.0%	TOTAL:	23		Wet	3	13.0%	Southwest	4	8.5%
TOTAL:	23					TOTAL:	23		West	12	25.5%
									TOTAL:	47	

Collision Diagram

1/1/2014 to 12/31/2014

Crash Route: IL083 | From MileStation 42.34 to 42.34 | County : DuPage | 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
21	0	0	1	4	16	0	9	0	1	8

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Fixed Object	1	4.8%	Monday	6	28.6%	08 AM	3	14.3%	Other Vehicle With Trailer	1	2.3%
Rear End	17	81.0%	Tuesday	4	19.0%	09 AM	1	4.8%	Passenger	26	60.5%
Turning	3	14.3%	Wednesday	1	4.8%	10 AM	1	4.8%	Pickup	2	4.7%
TOTAL:	21		Thursday	3	14.3%	11 AM	2	9.5%	SUV	11	25.6%
			Friday	1	4.8%	1 PM	2	9.5%	Truck Single Unit	1	2.3%
			Saturday	6	28.6%	2 PM	3	14.3%	Unknown	2	4.7%
			TOTAL:	21		3 PM	1	4.8%	TOTAL:	43	
						4 PM	5	23.8%			
						6 PM	1	4.8%			
						7 PM	1	4.8%			
						11 PM	1	4.8%			
						TOTAL:	21				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	16	76.2%	Darkness	1	4.8%	Dry	15	71.4%	East	16	37.2%
Cloudy/Overcast	2	9.5%	Darkness/Lighted Road	5	23.8%	Snow or Slush	1	4.8%	North	7	16.3%
Rain	1	4.8%	Daylight	14	66.7%	Unknown	1	4.8%	Northeast	5	11.6%
Snow	1	4.8%	Unknown	1	4.8%	Wet	4	19.0%	Northwest	2	4.7%
Unknown	1	4.8%	TOTAL:	21		TOTAL:	21		South	3	7.0%
TOTAL:	21								Southwest	3	7.0%

Coordinate Collision Diagram Report

1/1/2015 to 12/31/2015

For XCoordinate 2898414.69951586 : YCoordinate 1894353.89948841 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
<u>16</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>4</u>	<u>10</u>	<u>0</u>	<u>8</u>	<u>1</u>	<u>1</u>	<u>6</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Fixed Object	2	12.5%	Monday	1	6.3%	06 AM	1	6.3%	Passenger	17	54.8%
Rear End	11	68.8%	Tuesday	3	18.8%	08 AM	2	12.5%	Pickup	1	3.2%
Turning	3	18.8%	Wednesday	3	18.8%	09 AM	1	6.3%	SUV	10	32.3%
TOTAL:	16		Thursday	3	18.8%	11 AM	2	12.5%	Tractor With Semi-Trailer	1	3.2%
			Friday	4	25.0%	Noon	1	6.3%	Van/Mini-Van	2	6.5%
			Saturday	1	6.3%	1 PM	2	12.5%	TOTAL:	31	
			Sunday	1	6.3%	2 PM	1	6.3%			
			TOTAL:	16		3 PM	3	18.8%			
						5 PM	1	6.3%			
						9 PM	1	6.3%			
						11 PM	1	6.3%			
						TOTAL:	16				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	12	75.0%	Darkness	2	12.5%	Dry	11	68.8%	East	4	12.9%
Cloudy/Overcast	1	6.3%	Darkness, Lighted Road	1	6.3%	Snow or Slush	4	25.0%	North	6	19.4%
Rain	1	6.3%	Daylight	13	81.3%	Wet	1	6.3%	South	11	35.5%
Snow	2	12.5%	TOTAL:	16		TOTAL:	16		Southwest	2	6.5%
TOTAL:	16										

Coordinate Collision Diagram Report

1/1/2016 to 12/31/2016

For XCoordinate 2898414.69951586 : YCoordinate 1894353.89948841 | Foot Tolerance : 250 | County : DuPage | 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>23</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>4</u>	<u>17</u>	<u>0</u>	<u>7</u>	<u>0</u>	<u>2</u>	<u>5</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Rear End	13	56.5%	Monday	2	8.7%	05 AM	1	4.3%	Passenger	25	52.1%
Sideswipe Same Direction	2	8.7%	Tuesday	5	21.7%	08 AM	1	4.3%	Pickup	2	4.2%
Turning	8	34.8%	Wednesday	5	21.7%	09 AM	1	4.3%	SUV	18	37.5%
TOTAL:	23		Thursday	5	21.7%	Noon	3	13.0%	Van/Mini-Van	3	6.3%
			Friday	2	8.7%	1 PM	1	4.3%	TOTAL:	48	
			Saturday	2	8.7%	2 PM	1	4.3%			
			Sunday	2	8.7%	3 PM	3	13.0%			
			TOTAL:	23		4 PM	4	17.4%			
						5 PM	3	13.0%			
						6 PM	3	13.0%			
						8 PM	1	4.3%			
						10 PM	1	4.3%			
						TOTAL:	23				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	20	87.0%	Darkness, Lighted Road	5	21.7%	Dry	16	69.6%	East	4	8.3%
Rain	2	8.7%	Dawn	1	4.3%	Unknown	1	4.3%	North	17	35.4%
Unknown	1	4.3%	Daylight	16	69.6%	Wet	6	26.1%	Northwest	2	4.2%
TOTAL:	23					TOTAL:	23		South	13	27.1%

Coordinate Collision Diagram Report

1/1/2017 to 12/31/2017

For XCoordinate 2898414.69951586 : YCoordinate 1894353.89948841 | Foot Tolerance : 250 | County : DuPage | 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>33</u>	<u>0</u>	<u>1</u>	<u>4</u>	<u>3</u>	<u>25</u>	<u>0</u>	<u>12</u>	<u>1</u>	<u>6</u>	<u>5</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	3	9.1%	Monday	4	12.1%	02 AM	2	6.1%	Passenger	48	68.6%
Fixed Object	1	3.0%	Tuesday	1	3.0%	04 AM	1	3.0%	Pickup	2	2.9%
Rear End	23	69.7%	Wednesday	5	15.2%	05 AM	2	6.1%	SUV	14	20.0%
Turning	6	18.2%	Thursday	2	6.1%	06 AM	1	3.0%	Tractor With Semi-Trailer	2	2.9%
TOTAL:	33		Friday	8	24.2%	07 AM	1	3.0%	Unknown	1	1.4%
			Saturday	9	27.3%	08 AM	1	3.0%	Van/Mini-Van	3	4.3%
			Sunday	4	12.1%	09 AM	3	9.1%	TOTAL:	70	
			TOTAL:	33		11 AM	4	12.1%			
						Noon	2	6.1%			
						1 PM	1	3.0%			
						2 PM	1	3.0%			
						3 PM	1	3.0%			
						4 PM	3	9.1%			
						5 PM	4	12.1%			
						6 PM	2	6.1%			
						7 PM	3	9.1%			
						8 PM	1	3.0%			
						TOTAL:	33				

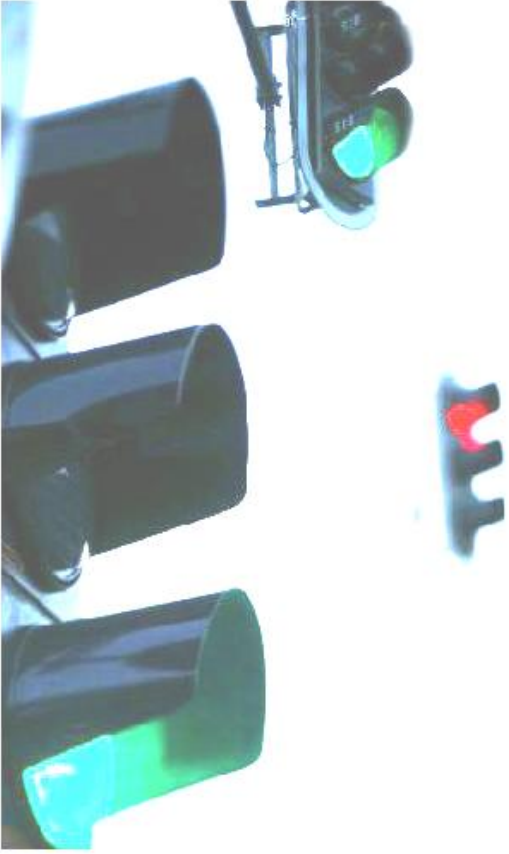
Coordinate Collision Diagram Report

1/1/2018 to 12/31/2018

For XCoordinate 2898414.69951586 : YCoordinate 1894353.89948841 | Foot Tolerance : 250 | County : DuPage | 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>39</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>5</u>	<u>32</u>	<u>0</u>	<u>10</u>	<u>0</u>	<u>2</u>	<u>8</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	2.6%	Monday	3	7.7%	Midnight	2	5.1%	Motorcycle (Over 150cc)	1	1.3%
Fixed Object	1	2.6%	Tuesday	5	12.8%	01 AM	1	2.6%	Other Vehicle With Trailer	1	1.3%
Rear End	22	56.4%	Wednesday	5	12.8%	04 AM	1	2.6%	Passenger	49	61.3%
Sideswipe Same Direction	3	7.7%	Thursday	11	28.2%	06 AM	2	5.1%	Pickup	2	2.5%
Turning	12	30.8%	Friday	6	15.4%	08 AM	2	5.1%	SUV	23	28.8%
TOTAL:	39		Saturday	5	12.8%	10 AM	2	5.1%	Tractor With Semi-Trailer	2	2.5%
			Sunday	4	10.3%	11 AM	1	2.6%	Van/Mini-Van	2	2.5%
			TOTAL:	39		Noon	4	10.3%	TOTAL:	80	
						1 PM	1	2.6%			
						2 PM	1	2.6%			
						3 PM	5	12.8%			
						4 PM	2	5.1%			
						5 PM	9	23.1%			
						6 PM	2	5.1%			
						9 PM	1	2.6%			
						10 PM	3	7.7%			
						TOTAL:	39				



3. Traffic Volume

The table below shows a summary of the Average Daily Traffic Count (ADTC) at the intersection of Rt. 83 and 22nd St over a span of 10 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 - 2016 shows the period prior to the installation of RLR cameras.
- The data from 2017 shows the year in which the cameras were installed.
- The data from 2018 shows the period following the installation.

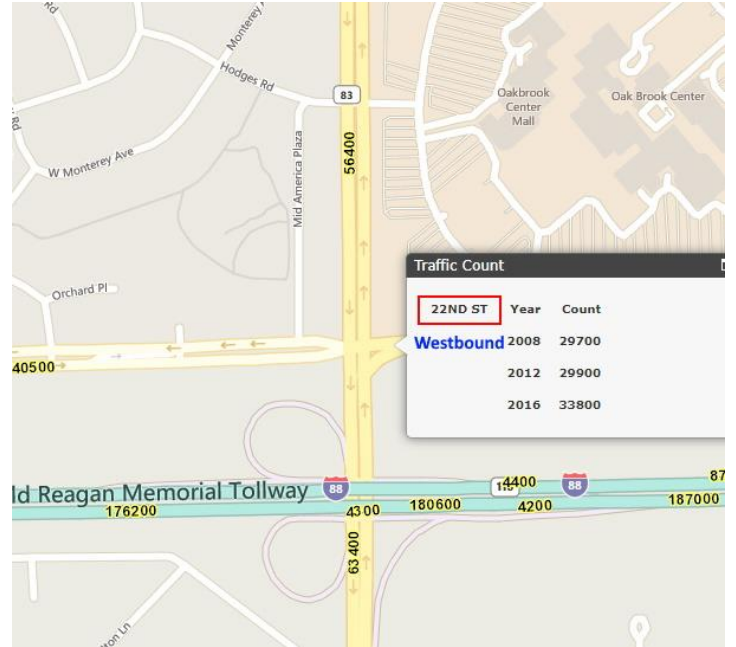
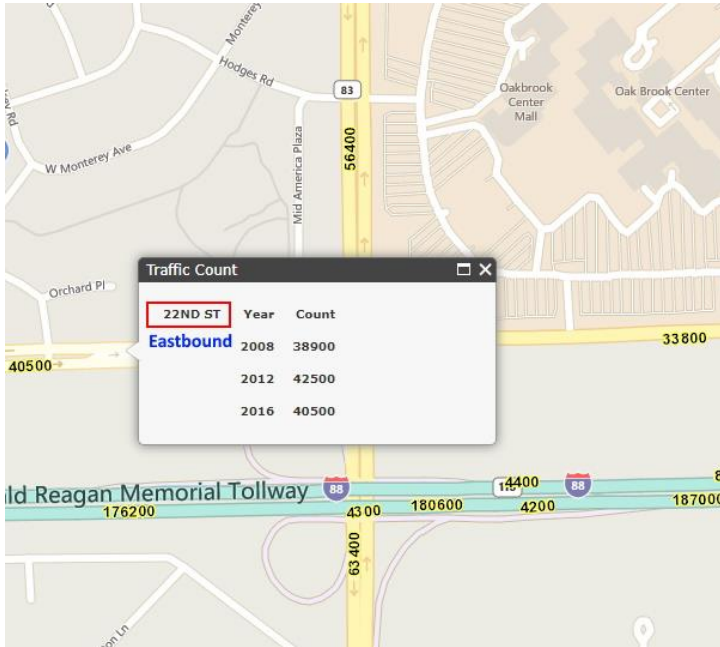
		Before Installation								After Installation	
Direction \ Year	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Eastbound	38,900	38,900	38,900	42,500	42,500	42,500	42,500	40,500	40,500	40,500	
Westbound	29,700	29,700	29,700	29,900	29,900	29,900	29,900	33,800	33,800	33,800	
Northbound	70,700	70,700	60,900	60,900	72,300	72,300	72,300	72,300	63,400	63,400	
Southbound	56,000	56,000	55,000	55,000	56,400	56,400	56,400	56,400	56,400	56,400	
Combined	195,300	195,300	184,500	188,300	201,100	201,100	201,100	203,000	194,100	194,100	
Combined Avg	196,213									194,100	

From 2009 - 2016, prior to the RLR camera installation, the combined average of ADTC was 196,213.

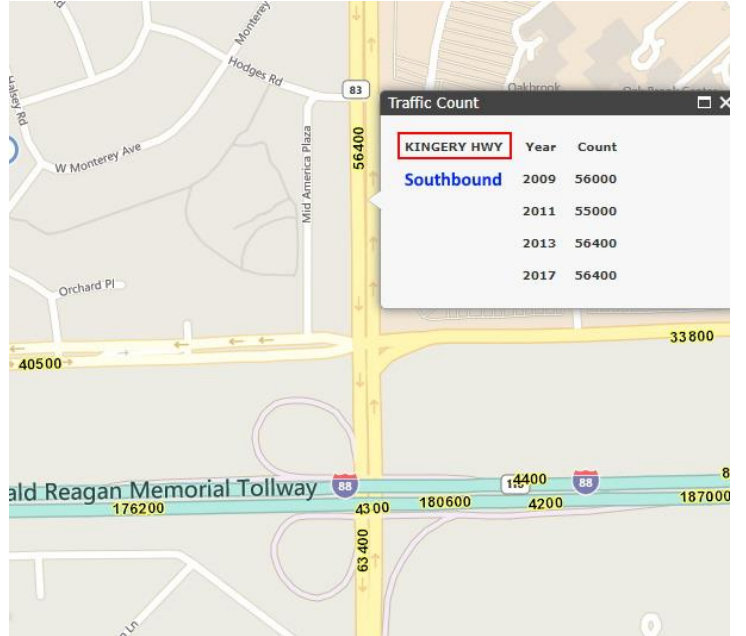
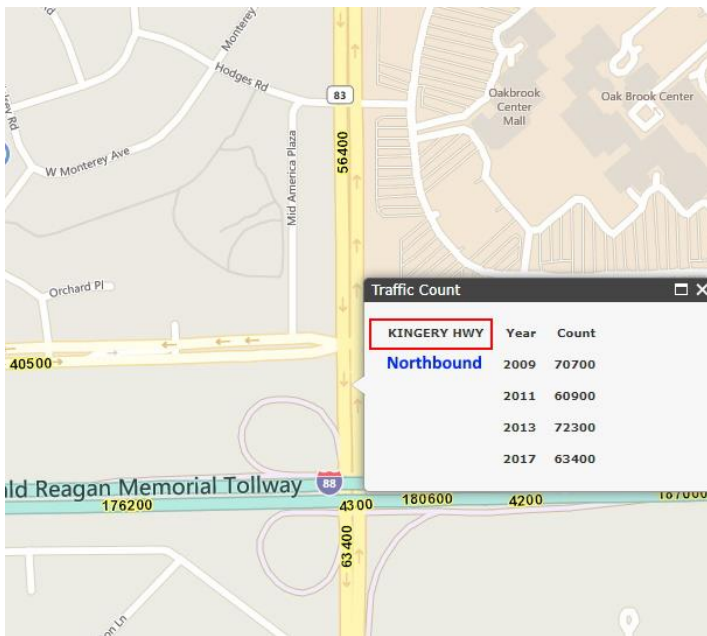
In 2018, post RLR camera installation, the combined average of ADTC was 194,100, resulting in a decrease of 1.08% from the time period above.

The following page will provide the complete ADTC data from 2009 - 2018 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 Rt. 83 and 22nd St from January 2018 to December 2018.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2018 - 01/31/2018	62	54	8	13%
02/01/2018 - 02/28/2018	68	55	13	19%
03/01/2018 - 03/31/2018	47	36	11	23%
04/01/2018 - 04/30/2018	48	38	10	21%
05/01/2018 - 05/31/2018	70	49	21	30%
06/01/2018 - 06/30/2018	56	45	11	20%
07/01/2018 - 07/31/2018	44	37	7	16%
08/01/2018 - 08/31/2018	58	45	13	22%
09/01/2018 - 09/30/2018	50	43	7	14%
10/01/2018 - 10/31/2018	38	35	3	8%
11/01/2018 - 11/30/2018	48	40	8	17%
12/01/2018 - 12/31/2018	39	31	8	21%
Total	628	508	120	19%

As indicated in the table above, 628 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 120 of the contested tickets, a 19% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2018 - 01/31/2018	115	105	10	9%
02/01/2018 - 02/28/2018	143	132	11	8%
03/01/2018 - 03/31/2018	80	73	7	9%
04/01/2018 - 04/30/2018	95	90	5	5%
05/01/2018 - 05/31/2018	101	72	29	29%
06/01/2018 - 06/30/2018	110	93	17	15%
07/01/2018 - 07/31/2018	136	122	14	10%
08/01/2018 - 08/31/2018	89	84	5	6%
09/01/2018 - 09/30/2018	94	88	6	6%
10/01/2018 - 10/31/2018	73	71	2	3%
11/01/2018 - 11/30/2018	88	85	3	3%
12/01/2018 - 12/31/2018	68	63	5	7%
Total	1,192	1,078	114	10%

As indicated in the table above, 1,192 tickets were contested by mail during the above referenced period. 114 contests by mail were dismissed, a 10% dismissal rate.

Below are the summaries of tickets contested “in person” and “by mail” from the Southbound approach of Rt. 83 and 22nd St from January 2018 to December 2018.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2018 - 01/31/2018	58	48	10	17%
02/01/2018 - 02/28/2018	33	28	5	15%
03/01/2018 - 03/31/2018	32	25	7	22%
04/01/2018 - 04/30/2018	30	26	4	13%
05/01/2018 - 05/31/2018	36	28	8	22%
06/01/2018 - 06/30/2018	38	28	10	26%
07/01/2018 - 07/31/2018	31	23	8	26%
08/01/2018 - 08/31/2018	20	11	9	45%
09/01/2018 - 09/30/2018	25	21	4	16%
10/01/2018 - 10/31/2018	25	22	3	12%
11/01/2018 - 11/30/2018	20	15	5	25%
12/01/2018 - 12/31/2018	24	19	5	21%
Total	372	294	78	21%

As indicated in the table above, 372 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 78 of the contested tickets, a 21% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2018 - 01/31/2018	70	64	6	9%
02/01/2018 - 02/28/2018	70	66	4	6%
03/01/2018 - 03/31/2018	58	45	13	22%
04/01/2018 - 04/30/2018	45	37	8	18%
05/01/2018 - 05/31/2018	52	41	11	21%
06/01/2018 - 06/30/2018	62	57	5	8%
07/01/2018 - 07/31/2018	73	67	6	8%
08/01/2018 - 08/31/2018	39	35	4	10%
09/01/2018 - 09/30/2018	66	57	9	14%
10/01/2018 - 10/31/2018	23	22	1	4%
11/01/2018 - 11/30/2018	55	52	3	5%
12/01/2018 - 12/31/2018	43	41	2	5%
Total	656	584	72	11%

As indicated in the table above, 656 tickets were contested by mail during the above referenced period. 72 contests by mail were dismissed, an 11% 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 consistently enforcing red light running ordinances in a transparent manner for a sustained period. The timing of traffic signals at this intersection has 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.

In 2016, The City of Oakbrook Terrace received approval from IDOT to install RLR cameras at the Eastbound and Southbound approaches of Rt. 83 and 22nd St. Those cameras went live in August of 2017. At that time, the City of Oakbrook Terrace began using 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 City has been conducted in a courteous, professional and timely manner and has always been in compliance with the RLR regulations laid out by the Illinois Department of Transportation District 1 Bureau of Traffic Operations.

According to IDOT, from 2010 to 2014, there were prolonged periods in which road construction contractors were solely responsible for Rt. 83 and 22nd St. During these periods (August 2010 - March 2012, May 2013 - September 2013 and March 2014 - October 2014), although crash data was reported, IDOT believed the data was not sound, and that because of the disruptions on the roadway it caused the crash data to be volatile, artificially lowering the number of crashes during this period. Once construction was over, however, it became apparent that the number of crashes began to rise - the crash data bore this out. In fact, the year over year trend in the number of pre-camera crashes (post construction) shows a 44% rise from 2015 - 2016 and a 43% rise from 2016 - 2017. After the installation of the RLR cameras, the rate of increase was only 18%, a reduction of 25%.

The declining year over year percentage change in the number of crashes demonstrates the positive impact RLR cameras have had since their 2017 implementation. Over the next several years, we expect the crash data to show a continued decrease in crashes at Rt. 83 and 22nd St. Because enhanced traffic safety is the principal aim of RLR camera enforcement programs, RLR camera systems should remain at this intersection as an integral part of a traffic system process that incorporates public education, enforcement and engineering.