



# 135<sup>th</sup> St and Pulaski Rd < Southbound >



## Robbins, IL RLR 1 Year Follow-Up Evaluation Report

Reference No: 19-04-8903-C

May 2022



# ROBBINS POLICE DEPARTMENT



Darren Bryant, *Mayor*

David Sheppard, *Chief of Police*

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3323 West 137<sup>th</sup> Street, Robbins, Illinois 60472  
(708)385-4123 Fax: (708)385-8077

June 02, 2022

Cook County Highway Department  
Superintendent of Highways  
69 W Washington St, 24<sup>th</sup> Floor  
Chicago, IL 60602

Attn: Mike Sterr

Re: RLR 1 year follow-up evaluation report  
135<sup>th</sup> St and Pulaski Rd  
Robbins, IL 60472  
Ref# *19-04-8903-C*

Dear Mr. Sterr:

Please find enclosed a copy of the 1-year RLR Follow-up Evaluation Report for the intersection of 135<sup>th</sup> St & Pulaski Rd, Robbins, IL.

In this submittal, included are: RLR camera location, implementation date, system manufacturer and contractors. Also included are RLR crash data and analysis, traffic volume history, summary of adjudication and summary section.

As I concur with all findings in this report, if you have any questions with regard to this submittal or require any additional information, please feel free to contact us at (708) 385-4121.

Best regards,

On behalf of the Village of Robbins,  
David Sheppard  
Chief of Police

# **Table of Contents**

1. RLR Camera Location, Live Date, System Manufacturer and Contractors
2. RLR Crash Data and Analysis
3. Traffic Volume
4. Summary of Adjudication
5. Report Summary and Recommendation



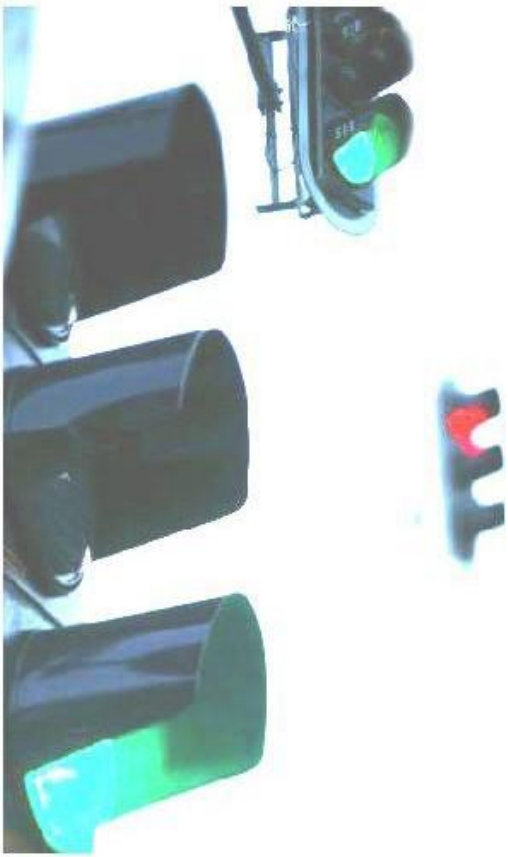
# 1. RLR Camera Location, Live Date, System Manufacturer and Contractors

In 2019, The **Village of Robbins** received approval from the Cook County Department of Transportation and Highways (CCDOTH) to install a Red Light Running (RLR) camera at the **Southbound** approach of **135<sup>th</sup> St and Pulaski Rd**. 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 to the CCDOTH: **10/2018**
- Date on which the permit and bond submittal was approved by the CCDOTH: **07/2019**
- Date on which the camera went live: **09/2019**

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><b>SafeSpeed, LLC</b> 150 North Wacker Drive Floor 8 Chicago, IL 60606</p> <p>Phone: (877) 237-2331 Fax: (877) 237-2302 Email: <a href="mailto:info@safespeedllc.com">info@safespeedllc.com</a> Web: <a href="http://safespeedllc.com">safespeedllc.com</a></p> <p>Key Contact: Mr. Ryan Kim Phone: (312) 924-7248 Email: <a href="mailto:rkim@safespeedllc.com">rkim@safespeedllc.com</a></p>	<p>Electrical Contractor</p> <p><b>Meade Electric Company</b> 625 Willowbrook Center Parkway Willowbrook, IL 60527</p> <p>Phone: (708) 588-2500 Fax: (708) 588-2501 Email: <a href="mailto:info@meadeelectric.com">info@meadeelectric.com</a> Web: <a href="http://meadeelectric.com">meadeelectric.com</a></p> <p>Key Contact: Mr. Michael Knutson Phone: (708) 588-2500 Email: <a href="mailto:mkk@meade100.com">mkk@meade100.com</a></p>
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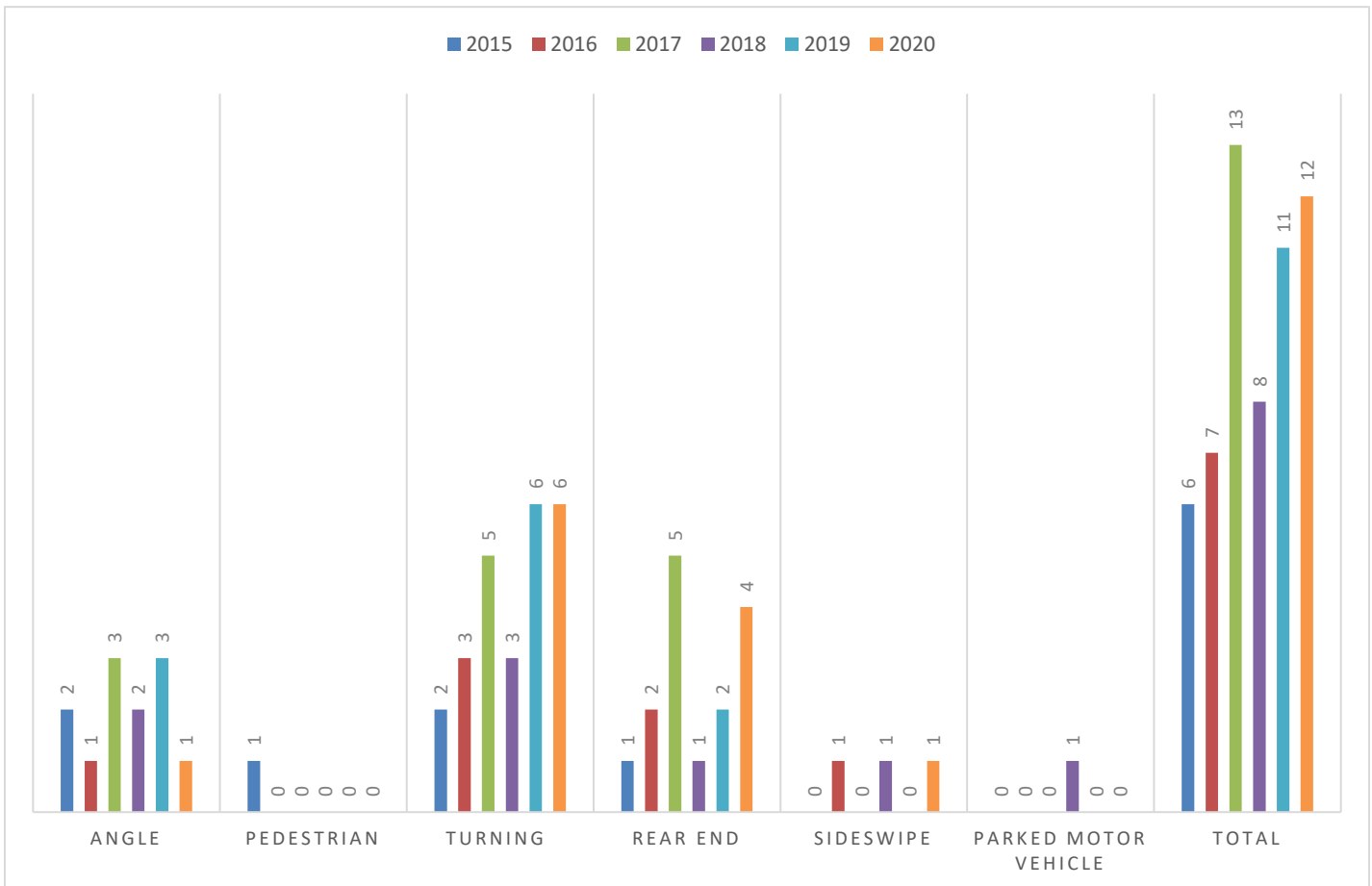
## 2. RLR Crash Data and Analysis

The table below shows a summary of motor vehicle crashes at the intersection of 135<sup>th</sup> St and Pulaski Rd over a span of 6 years.\*

	Angle	Pedestrian	Turning	Rear End	Sideswipe	Parked Motor Vehicle	Total
<b>2015</b>	2	1	2	1	0	0	<b>6</b>
<b>2016</b>	1	0	3	2	1	0	<b>7</b>
<b>2017</b>	3	0	5	5	0	0	<b>13</b>
<b>2018</b>	2	0	3	1	1	1	<b>8</b>
<b>2019</b>	3	0	6	2	0	0	<b>11</b>
<b>2020</b>	1	0	6	4	1	0	<b>12</b>

- The data from 2015-2018 shows the period prior to the installation of the RLR camera.
- The data from 2019 shows the year in which the camera was installed.
- The data from 2020 shows the period following the installation.

The chart below shows the trends of each crash type from 2015–2020.



	Type Year	Angle	Pedestrian	Total	Yearly Average
<b>Before Installation</b>	<b>2015</b>	2	1	<b>3</b>	<b>2.25</b>
	<b>2016</b>	1	0	<b>1</b>	
	<b>2017</b>	3	0	<b>3</b>	
	<b>2018</b>	2	0	<b>2</b>	
	<b>2019</b>	3	0	<b>3</b>	
<b>After Installation</b>	<b>2020</b>	1	0	<b>1</b>	<b>1</b>

From 2015-2018, prior to the installation of the RLR camera, there were 9 angle and pedestrian related crashes; this averages out to 2.25 crashes a year.

In 2020, post RLR camera installation, there was only 1 angle crash, a 55.56% reduction of angle/pedestrian related crashes in direct comparison with the time period aforementioned.

The following pages contain crash data summary pages from 2015-2020. The complete crash data can be obtained by contacting the IDOT via [DOT.DTS.DataRequests@illinois.gov](mailto:DOT.DTS.DataRequests@illinois.gov).

### Coordinate Collision Diagram Report

1/1/2015 to 12/31/2015

For XCoordinate 2965657.36564047 : YCoordinate 1823574.78749088 | 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
6	0	0	2	1	3	0	4	0	2	2

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	2	33.3%	Monday	2	33.3%	11 AM	1	16.7%	Passenger	10	90.9%
Pedestrian	1	16.7%	Thursday	2	33.3%	Noon	1	16.7%	Tractor With Semi-Trailer	1	9.1%
Rear End	1	16.7%	Friday	2	33.3%	2 PM	1	16.7%	<b>TOTAL:</b>	<b>11</b>	
Turning	2	33.3%	<b>TOTAL:</b>	<b>6</b>		4 PM	2	33.3%			
<b>TOTAL:</b>	<b>6</b>					6 PM	1	16.7%			
						<b>TOTAL:</b>	<b>6</b>				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	4	66.7%	Daylight	5	83.3%	Dry	5	83.3%	East	2	18.2%
Cloudy/Overcast	1	16.7%	Dusk	1	16.7%	Wet	1	16.7%	North	6	54.5%
Snow	1	16.7%	<b>TOTAL:</b>	<b>6</b>		<b>TOTAL:</b>	<b>6</b>		South	1	9.1%
<b>TOTAL:</b>	<b>6</b>								West	2	18.2%
									<b>TOTAL:</b>	<b>11</b>	

### Coordinate Collision Diagram Report

1/1/2016 to 12/31/2016

For XCoordinate 2965657.789118 : YCoordinate 1823574.804041 | 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
7	0	0	2	0	5	0	5	0	4	1

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	14.3%	Wednesday	3	42.9%	03 AM	1	14.3%	Passenger	13	92.9%
Rear End	2	28.6%	Thursday	1	14.3%	07 AM	1	14.3%	Pickup	1	7.1%
Sideswipe Same Direction	1	14.3%	Saturday	2	28.6%	09 AM	1	14.3%	<b>TOTAL:</b>	<b>14</b>	
Turning	3	42.9%	Sunday	1	14.3%	1 PM	2	28.6%			
<b>TOTAL:</b>	<b>7</b>		<b>TOTAL:</b>	<b>7</b>		5 PM	1	14.3%			
						9 PM	1	14.3%			
						<b>TOTAL:</b>	<b>7</b>				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	3	42.9%	Darkness, Lighted Road	2	28.6%	Dry	6	85.7%	East	5	35.7%
Cloudy/Overcast	3	42.9%	Daylight	4	57.1%	Wet	1	14.3%	North	2	14.3%
Snow	1	14.3%	Dusk	1	14.3%	<b>TOTAL:</b>	<b>7</b>		South	4	28.6%
<b>TOTAL:</b>	<b>7</b>		<b>TOTAL:</b>	<b>7</b>					West	3	21.4%
									<b>TOTAL:</b>	<b>14</b>	

### Coordinate Collision Diagram Report

1/1/2017 to 12/31/2017

For XCoordinate 2965657.36564047 : YCoordinate 1823574.78749088 | Foot Tolerance : 250 | County : Cook | Intersection Related: Intersections | \*See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
<u>13</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>9</u>	<u>0</u>	<u>6</u>	<u>0</u>	<u>1</u>	<u>5</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	3	23.1%	Monday	2	15.4%	03 AM	1	7.7%	Passenger	23	85.2%
Rear End	5	38.5%	Tuesday	2	15.4%	08 AM	1	7.7%	Pickup	1	3.7%
Turning	5	38.5%	Wednesday	2	15.4%	10 AM	1	7.7%	SUV	3	11.1%
<b>TOTAL:</b>	<b>13</b>		Thursday	1	7.7%	Noon	1	7.7%	<b>TOTAL:</b>	<b>27</b>	
			Friday	4	30.8%	2 PM	1	7.7%			
			Saturday	2	15.4%	3 PM	2	15.4%			
			<b>TOTAL:</b>	<b>13</b>		4 PM	1	7.7%			
						5 PM	1	7.7%			
						6 PM	2	15.4%			
						7 PM	1	7.7%			
						9 PM	1	7.7%			
						<b>TOTAL:</b>	<b>13</b>				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	11	84.6%	Darkness, Lighted Road	3	23.1%	Dry	12	92.3%	East	8	29.6%
Rain	2	15.4%	Daylight	10	76.9%	Wet	1	7.7%	North	7	25.9%
<b>TOTAL:</b>	<b>13</b>		<b>TOTAL:</b>	<b>13</b>		<b>TOTAL:</b>	<b>13</b>		South	10	37.0%
									West	2	7.4%
									<b>TOTAL:</b>	<b>27</b>	

### Coordinate Collision Diagram Report

1/1/2018 to 12/31/2018

For XCoordinate 2965645.809 : YCoordinate 1823578.153 | 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
8	0	0	1	1	6	0	4	0	3	1

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	2	25.0%	Tuesday	1	12.5%	04 AM	1	12.5%	Passenger	17	94.4%
Front to Rear	1	12.5%	Wednesday	1	12.5%	Noon	2	25.0%	SUV	1	5.6%
Parked Motor Vehicle	1	12.5%	Thursday	1	12.5%	2 PM	1	12.5%	<b>TOTAL:</b>	<b>18</b>	
Sideswipe Same Direction	1	12.5%	Friday	2	25.0%	3 PM	1	12.5%			
Turning	3	37.5%	Saturday	2	25.0%	5 PM	1	12.5%			
<b>TOTAL:</b>	<b>8</b>		Sunday	1	12.5%	6 PM	1	12.5%			
			<b>TOTAL:</b>	<b>8</b>		8 PM	1	12.5%			
						<b>TOTAL:</b>	<b>8</b>				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	5	62.5%	Darkness, Lighted Road	3	37.5%	Dry	5	62.5%	East	5	27.8%
Cloudy/Overcast	1	12.5%	Daylight	5	62.5%	Wet	3	37.5%	North	9	50.0%
Rain	2	25.0%	<b>TOTAL:</b>	<b>8</b>		<b>TOTAL:</b>	<b>8</b>		South	2	11.1%
<b>TOTAL:</b>	<b>8</b>								West	2	11.1%
									<b>TOTAL:</b>	<b>18</b>	

### Coordinate Collision Diagram Report

1/1/2019 to 12/31/2019

For XCoordinate 2965644.567 : YCoordinate 1823574.013 | Foot Tolerance : 30 | 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>11</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>7</u>	<u>0</u>	<u>6</u>	<u>1</u>	<u>3</u>	<u>2</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	3	27.3%	Monday	2	18.2%	01 AM	1	9.1%	Passenger	12	54.5%
Front to Rear	2	18.2%	Tuesday	3	27.3%	04 AM	1	9.1%	Pickup	2	9.1%
Turning	6	54.5%	Thursday	1	9.1%	07 AM	1	9.1%	SUV	6	27.3%
<b>TOTAL:</b>	<b>11</b>		Friday	1	9.1%	08 AM	1	9.1%	Unknown	2	9.1%
			Saturday	4	36.4%	09 AM	1	9.1%	<b>TOTAL:</b>	<b>22</b>	
			<b>TOTAL:</b>	<b>11</b>		10 AM	2	18.2%			
						Noon	1	9.1%			
						2 PM	1	9.1%			
						6 PM	1	9.1%			
						7 PM	1	9.1%			
						<b>TOTAL:</b>	<b>11</b>				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	9	81.8%	Darkness, Lighted Road	4	36.4%	Dry	9	81.8%	East	3	13.6%
Rain	2	18.2%	Daylight	5	45.5%	Wet	2	18.2%	North	9	40.9%
<b>TOTAL:</b>	<b>11</b>		Dusk	1	9.1%	<b>TOTAL:</b>	<b>11</b>		Northeast	1	4.5%
			Unknown	1	9.1%				South	4	18.2%
			<b>TOTAL:</b>	<b>11</b>					West	5	22.7%
									<b>TOTAL:</b>	<b>22</b>	

### Coordinate Collision Diagram Report

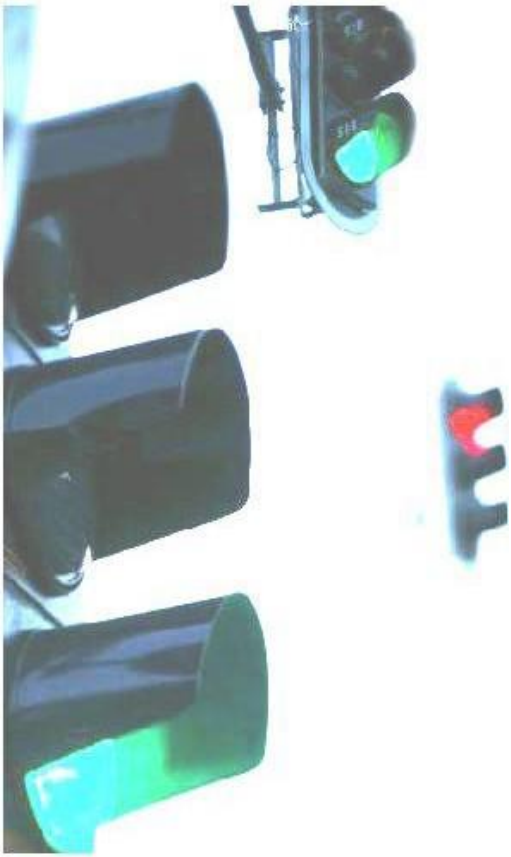
1/1/2020 to 12/31/2020

For XCoordinate 2965644.567 : YCoordinate 1823574.013 | Foot Tolerance : 30 | County : Cook | Intersection Related: Intersections | \*See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
<u>12</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>3</u>	<u>7</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>2</u>	<u>3</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	8.3%	Monday	1	8.3%	06 AM	1	8.3%	Other Vehicle With Trailer	1	4.0%
Front to Rear	4	33.3%	Tuesday	1	8.3%	11 AM	1	8.3%	Passenger	18	72.0%
Sideswipe Same Direction	1	8.3%	Wednesday	3	25.0%	Noon	2	16.7%	Pickup	1	4.0%
Turning	6	50.0%	Thursday	1	8.3%	1 PM	1	8.3%	SUV	1	4.0%
<b>TOTAL:</b>	<b>12</b>		Friday	1	8.3%	3 PM	1	8.3%	Unknown	3	12.0%
			Saturday	3	25.0%	4 PM	1	8.3%	Van/Mini-Van	1	4.0%
			Sunday	2	16.7%	5 PM	2	16.7%	<b>TOTAL:</b>	<b>25</b>	
			<b>TOTAL:</b>	<b>12</b>		6 PM	3	25.0%			
						<b>TOTAL:</b>	<b>12</b>				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	10	83.3%	Darkness, Lighted Road	2	16.7%	Dry	10	83.3%	East	3	12.0%
Rain	2	16.7%	Daylight	9	75.0%	Wet	2	16.7%	North	4	16.0%
<b>TOTAL:</b>	<b>12</b>		Dusk	1	8.3%	<b>TOTAL:</b>	<b>12</b>		South	3	12.0%
			<b>TOTAL:</b>	<b>12</b>					Unknown	5	20.0%
									West	10	40.0%
									<b>TOTAL:</b>	<b>25</b>	



### 3. Traffic Volume

The table below shows a summary of the Average Daily Traffic Count (ADTC) at the intersection of **135<sup>th</sup> St and Pulaski Rd** 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 CCDOTH and recorded in **bold** below.  
<http://www.gettingaroundillinois.com/gai.htm?mt=aadt>

- The data from 2016-2018 shows the period prior to the installation of the RLR camera.
- The data from 2019 shows the year in which the camera was installed.
- The data from 2020-2021 shows the period following the installation.

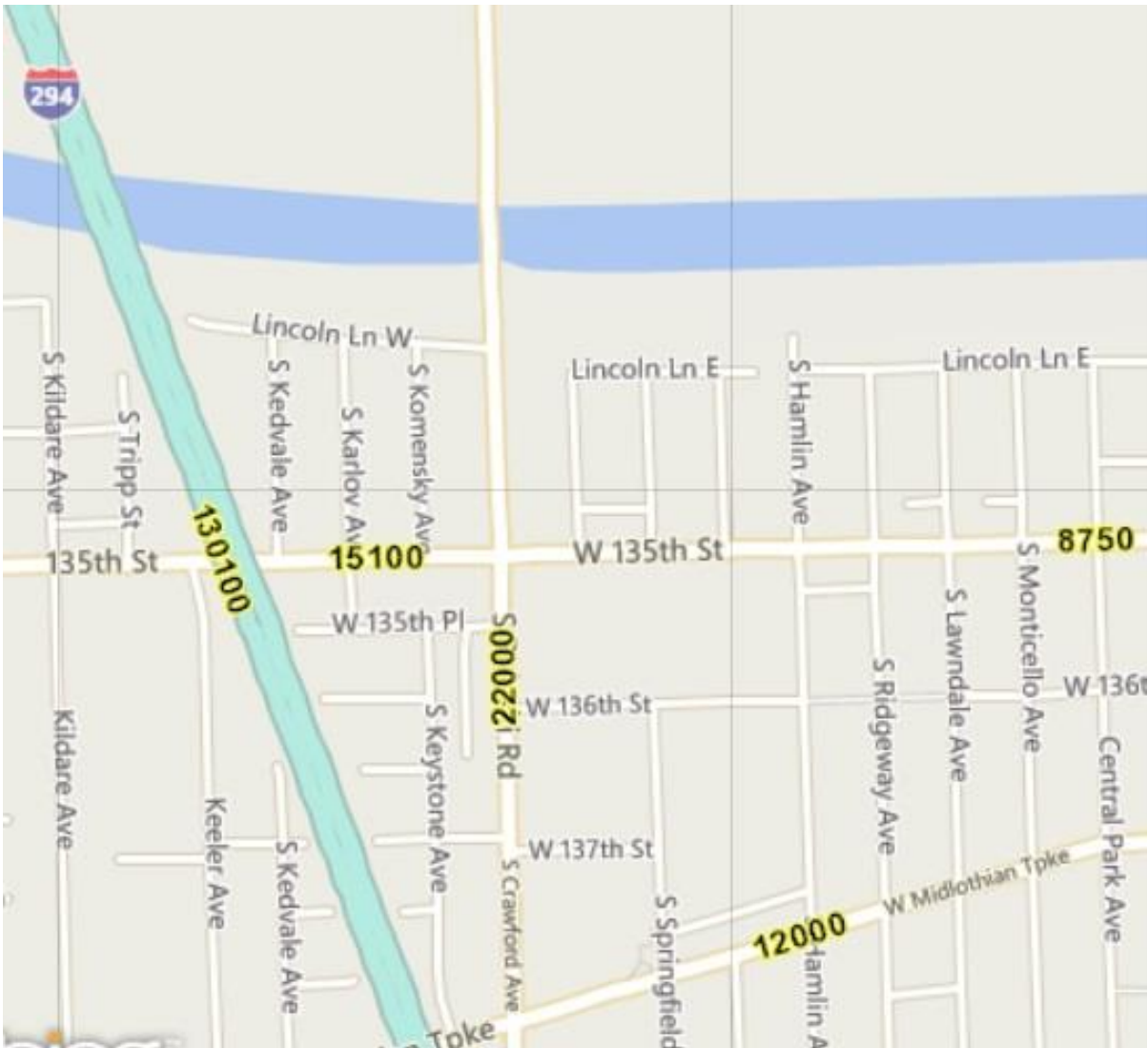
	Direction Year	Eastbound	Westbound	Northbound	Southbound	Combined	Combined Avg
<b>Before Installation</b>	<b>2016</b>	<b>15100</b>	<b>8750</b>	<b>22000</b>	<b>22000</b>	<b>67,850</b>	<b>69,067</b>
	<b>2017</b>	15100	8750	22000	22000	<b>67,850</b>	
	<b>2018</b>	<b>18,200</b>	<b>8,900</b>	<b>22,200</b>	<b>22,200</b>	<b>71,500</b>	
	<b>2019</b>	18,200	8,900	22,200	22,200	<b>71,500</b>	
<b>After Installation</b>	<b>2020</b>	18,200	8,900	22,200	22,200	<b>71,500</b>	<b>71,500</b>

From 2016-2018, prior to the RLR camera installation, the combined average of ADTC was 69,067.

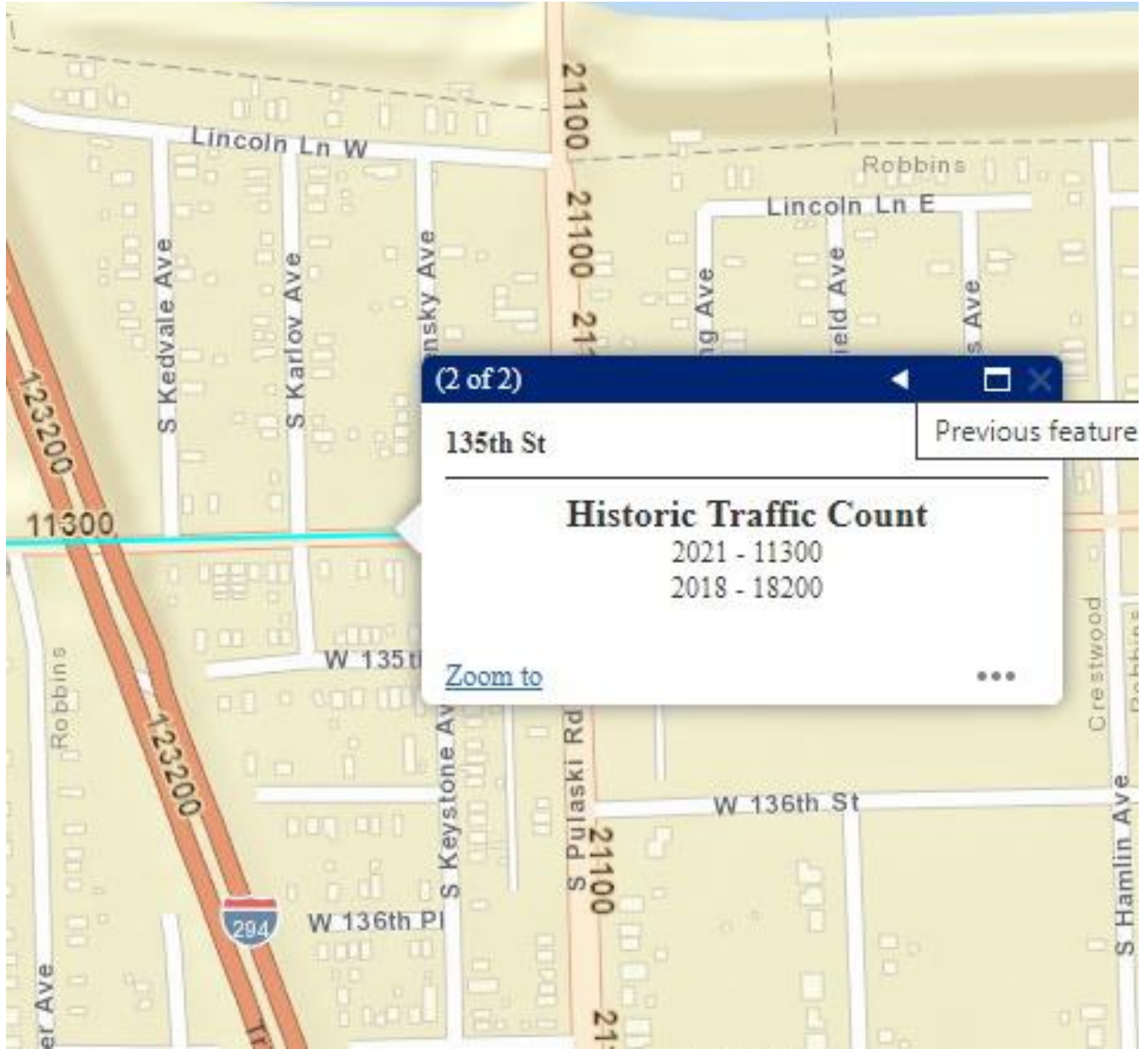
In 2020, post RLR camera installation, the combined ADTC was 71,500 – an increase of 3.52%.

The following pages show the complete ADTC data from 2016-2021 obtained from the IDOT's website during the preparation of past reports and now per the RLR guideline document published by the CCDOTH. Only ADTC values were available, peak numbers were not provided.

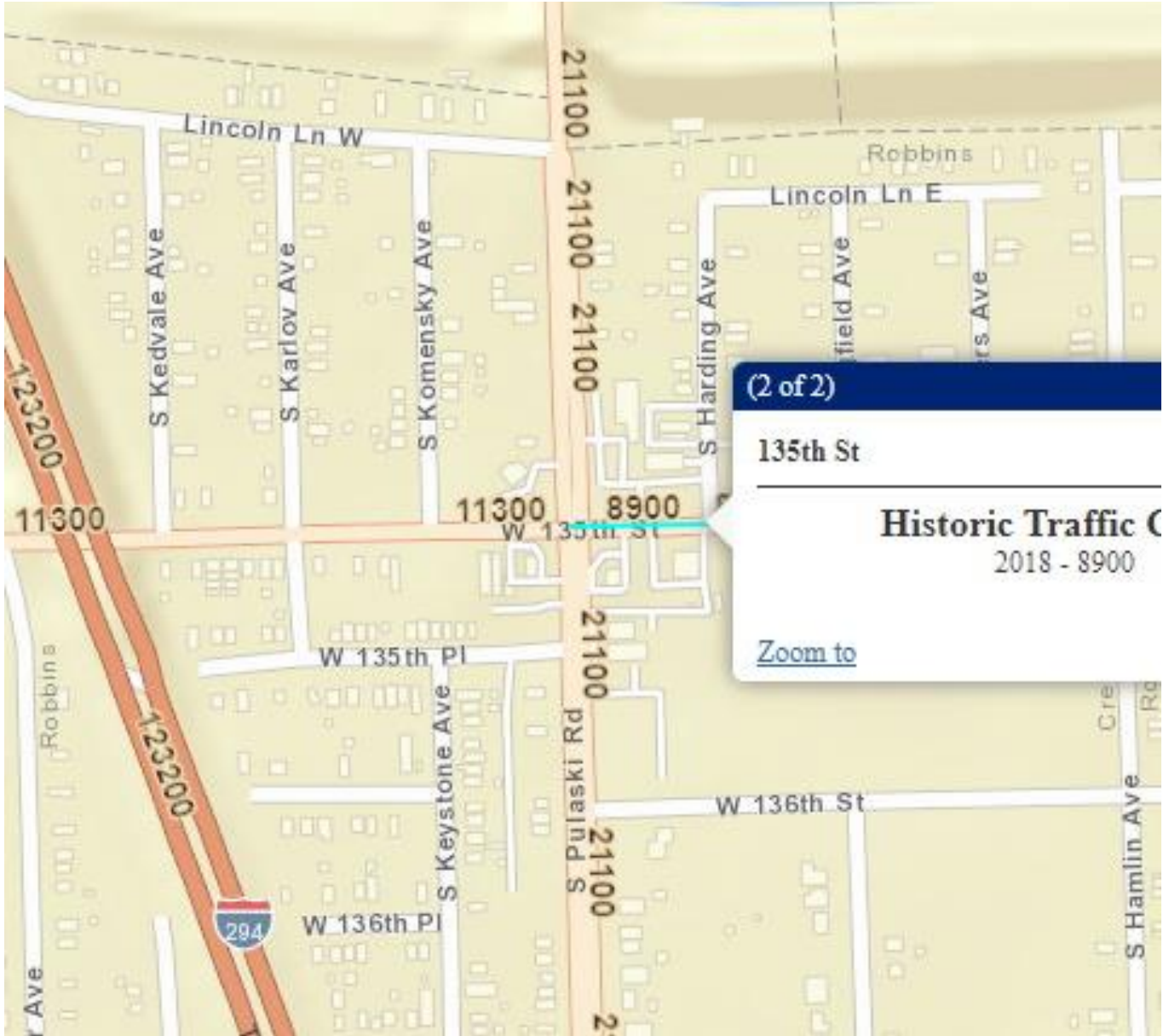
2018



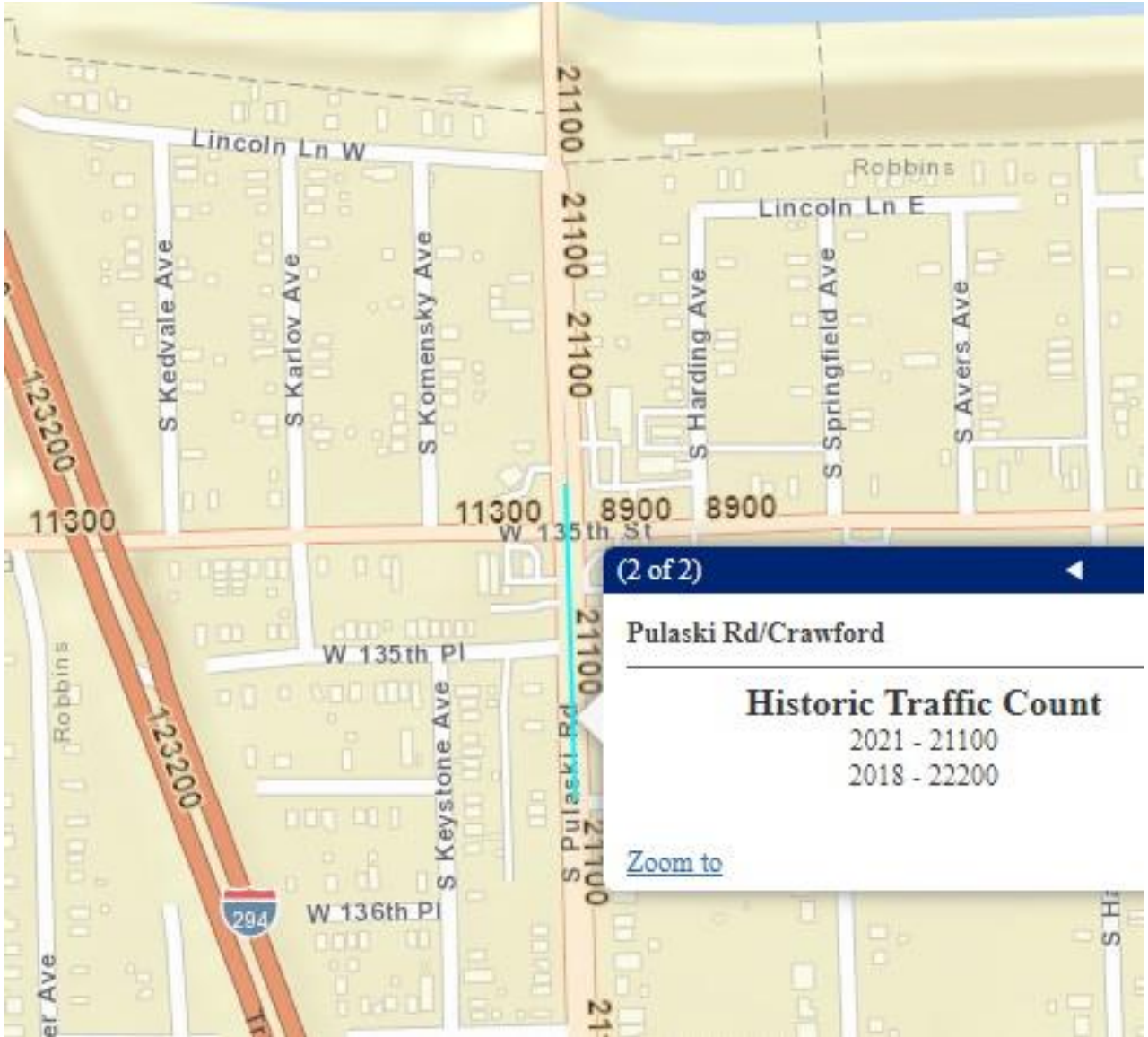
Eastbound current ADTC



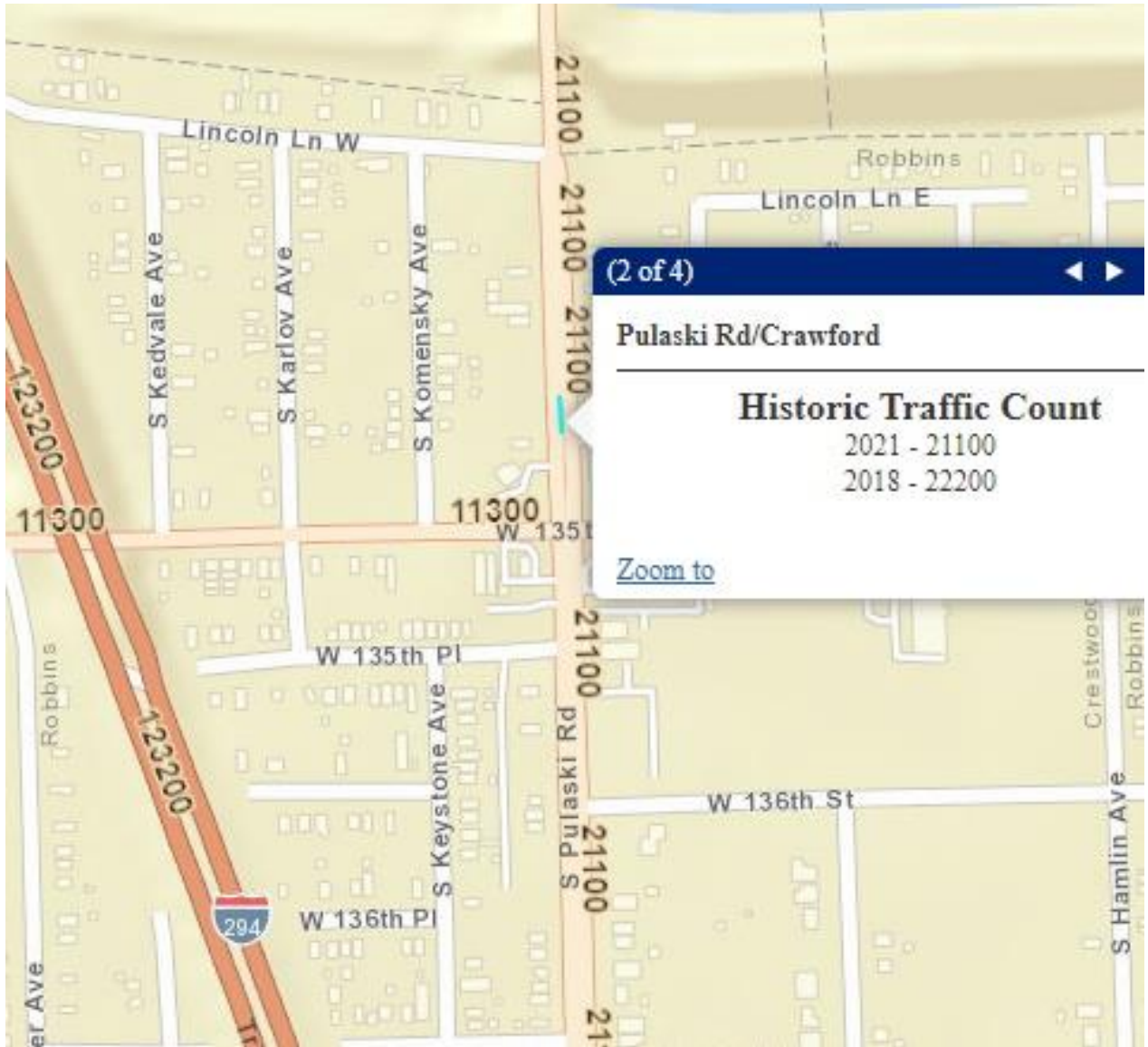
Westbound current ADTC



Northbound current ADTC



Southbound current ADTC





## 4. Summary of Adjudication



The summary of tickets contested “in person” and “by mail” for the **Southbound** approach of **135<sup>th</sup> St and Pulaski Rd.**

	<b>2019 (Oct- Dec)</b>	<b>2020</b>
<b>In Person</b>	182	705
<b>By Mail</b>	116	770

The following pages show the complete tickets contested “in person” and “by mail” from the **Southbound** approach of **135<sup>th</sup> St and Pulaski Rd** from October 2019 to December 2020.

**Camera: 135th St and Pulaski Rd Southbound**

**In Person Contest**

<b>Date</b>	<b>Total Contests</b>	<b>Found Guilty</b>	<b>Dismissed</b>	<b>Dismiss Ratio</b>
10/01/2019 - 10/31/2019	12	12	0	<b>0%</b>
11/01/2019 - 11/30/2019	83	73	10	<b>12%</b>
12/01/2019 - 12/31/2019	87	61	26	<b>30%</b>
<b>Total</b>	<b>182</b>	<b>146</b>	<b>36</b>	<b>20%</b>

**Mail Contest**

<b>Date</b>	<b>Total Contests</b>	<b>Found Guilty</b>	<b>Dismissed</b>	<b>Dismiss Ratio</b>
10/01/2019 - 10/31/2019	0	0	0	<b>N/A</b>
11/01/2019 - 11/30/2019	50	44	6	<b>12%</b>
12/01/2019 - 12/31/2019	66	56	10	<b>15%</b>
<b>Total</b>	<b>116</b>	<b>100</b>	<b>16</b>	<b>14%</b>

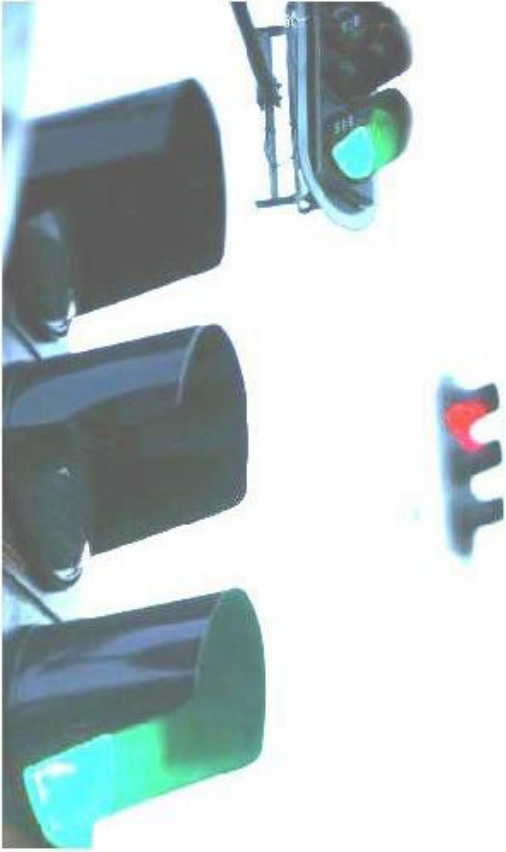
**Camera: 135th St and Pulaski Rd Southbound**

**In Person Contest**

<b>Date</b>	<b>Total Contests</b>	<b>Found Guilty</b>	<b>Dismissed</b>	<b>Dismiss Ratio</b>
01/01/2020 - 01/31/2020	101	72	29	<b>29%</b>
02/01/2020 - 02/29/2020	60	42	18	<b>30%</b>
03/01/2020 - 03/31/2020	77	56	21	<b>27%</b>
04/01/2020 - 04/30/2020	31	22	9	<b>29%</b>
05/01/2020 - 05/31/2020	52	41	11	<b>21%</b>
06/01/2020 - 06/30/2020	52	39	13	<b>25%</b>
07/01/2020 - 07/31/2020	51	40	11	<b>22%</b>
08/01/2020 - 08/31/2020	95	64	31	<b>33%</b>
09/01/2020 - 09/30/2020	72	49	23	<b>32%</b>
10/01/2020 - 10/31/2020	30	14	16	<b>53%</b>
11/01/2020 - 11/30/2020	38	20	18	<b>47%</b>
12/01/2020 - 12/31/2020	46	30	16	<b>35%</b>
<b>Total</b>	<b>705</b>	<b>489</b>	<b>216</b>	<b>31%</b>

**Mail Contest**

<b>Date</b>	<b>Total Contests</b>	<b>Found Guilty</b>	<b>Dismissed</b>	<b>Dismiss Ratio</b>
01/01/2020 - 01/31/2020	114	84	30	<b>26%</b>
02/01/2020 - 02/29/2020	43	34	9	<b>21%</b>
03/01/2020 - 03/31/2020	111	73	38	<b>34%</b>
04/01/2020 - 04/30/2020	73	51	22	<b>30%</b>
05/01/2020 - 05/31/2020	40	29	11	<b>28%</b>
06/01/2020 - 06/30/2020	61	41	20	<b>33%</b>
07/01/2020 - 07/31/2020	86	68	18	<b>21%</b>
08/01/2020 - 08/31/2020	56	37	19	<b>34%</b>
09/01/2020 - 09/30/2020	69	47	22	<b>32%</b>
10/01/2020 - 10/31/2020	25	19	6	<b>24%</b>
11/01/2020 - 11/30/2020	42	19	23	<b>55%</b>
12/01/2020 - 12/31/2020	50	41	9	<b>18%</b>
<b>Total</b>	<b>770</b>	<b>543</b>	<b>227</b>	<b>29%</b>



## 5. Report Summary and Recommendation

The **Village of Robbins** uses state-of-the-art digital cameras to execute its RLR Enforcement Safety Program without any down time from the beginning of its operation in 2019. All necessary performances to ensure its operation were done regularly and immediately. The citation and adjudication process administered by the **Village of Robbins** is conducted in a courteous, professional and timely manner and is in compliance with the RLR regulations laid out by the Cook County Department of Transportation and Highway.

From 2016-2018, prior to the RLR camera installation, the combined average of ADTC was 69,067. In 2020, post RLR camera installation, the combined ADTC was 71,500 – an increase of 3.52%. (See tab 3)

From 2015-2018, prior to the installation of the RLR camera, there were 9 angle and pedestrian related crashes; this averages out to 2.25 crashes a year. In 2020, post RLR camera installation, there was only 1 angle related crash - a 55.56% reduction of angle/pedestrian related crashes in direct comparison with the time period aforementioned. (See tab 2)

Following the installation of the RLR camera, angle and pedestrian related crashes have gone down 55.56%, even with the increase of 3.52% in the combined average of ADTC.

Studies have shown that RLR Cameras generally reduce severe collision types with an occasional increase in less-severe collision types. Injuries and fatalities decrease when the severe collision types decrease and this intersection showed a similar trend as it showed a reduction of angle/pedestrian related crashes in its first year of operation. A larger sample size of data will help to generate a more accurate and precise conclusion. After analyzing all of the available data, we believe that the RLR camera currently in operation at the intersection of **135<sup>th</sup> St and Pulaski Rd** in the **Village of Robbins** is starting to make 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.