

Sauk Trail Road at State Street
South Chicago Heights, IL
36 Month Statistical Analysis

*Camera Installation Date: June 17, 2009 (South/East)

ALL APPROACHES

	Rear-End	Angle	Turning	Other	Injured	Killed	Total
IDOT crash data 2006	2	1	0	1	3	0	4
IDOT crash data 2007	1	1	1	0	5	0	3
IDOT crash data 2008	2	3	2	1	7	1	8
AVERAGE:	1.66	1.66	1.00	0.66	5.00	0.33	5.00

RLR Camera Installation 6/17/2009							
IDOT crash data 2009	2	1	2	2	5	0	7
IDOT crash data 2010	2	0	0	2	2	0	4
IDOT crash data 2011	1	0	4	0	1	0	5
IDOT crash data 2012	2	1	2	1	5	0	6
IDOT crash data 2013	3	0	1	0	4	0	4
IDOT crash data 2014	2	0	1	0	0	0	3
AVERAGE:	2.00	0.20	1.60	0.60	2.40	0.00	4.40

SOUTHBOUND /EASTBOUND APPROACHES ONLY
(PHOTO ENFORCED APPROACHES)

	Rear-End	Angle	Turning	Other	Injured	Killed	Total
IDOT crash data 2006	0	1	0	0	1	0	1
IDOT crash data 2007	1	0	1	0	2	0	2
IDOT crash data 2008	1	2	2	0	7	1	5
AVERAGE:	0.66	1.00	1.00	0.00	3.33	0.33	2.66

RLR Camera Installation 6/17/2009							
IDOT crash data 2009	1	1	2	1	4	0	5
IDOT crash data 2010	0	0	0	1	1	0	1
IDOT crash data 2011	0	0	4	0	1	0	4
IDOT crash data 2012	2	1	1	1	1	0	5
IDOT crash data 2013	1	0	1	0	4	0	2
IDOT crash data 2014	1	0	0	0	0	0	1
AVERAGE:	0.80	0.20	1.20	0.40	1.40	0.00	2.60

Legend:
Increase in crashes compared to pre-camera installation average
Decrease in crashes compared to pre-camera installation average
Total is equal to pre-camera installation average

DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation, based upon information derived from multiple sources. The author is responsible for any data analyses and conclusions drawn. However, given the nature of the reporting process and the subsequent subjectivity of the analysis, the Village of South Chicago Heights acknowledges the potential for discrepancies in the final conclusions and interpretations.

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Comparison of annual averages result the following:

- Rear-End crashes **increased** by **20.48%** for all approaches and by **21.21%** for the south and eastbound (photo enforced) approaches post-camera installation.
- Angle crashes **decreased** by **87.95%** for all approaches and by **80.00%** for the south and eastbound (photo-enforced) approaches post-camera installation.
- Turning crashes **increased** by **60.00%** for all approaches and by **20.00%** for the south and eastbound (photo-enforced) approaches post-camera installation.
- Other type crashes **decreased** by **9.09%** for all approaches, but increased by **40.00%** for the south and eastbound (photo-enforced) approaches post-camera installation.
- Injury-related crashes **decreased** by **52.00%** for all approaches and by **57.95%** for the south and eastbound (photo-enforced) approaches post-camera installation.
- Fatalities **decreased** by **100%** post-camera installation.
- Total crashes **decreased** by **12.00%** for all approaches and by **2.25%** for the south and eastbound (photo-enforced) approaches post-camera installation.

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