

**US Rte. 12/20/45 (Mannheim) at US Rte. 20 (Lake)  
Melrose Park, IL**

**Statistical Analysis Report**

*\*Camera Installation Date: September 15, 2008*

*Average Daily Traffic:*

*US Rte. 12/20/45 (Mannheim – 39,000 (2005), 38,900 (2007), 36,000 (2009), 36,300 (2011), 23,700 (2013)*

*US Rte. 20 (Lake) – 25,700 (2005), 25,700 (2006), 22,500 (2007), 26,600 (2009), 24,800 (2010), 32,600 (2013)*

**ALL APPROACHES**

	Rear-End	Angle	Turning	Other	Injured	Killed	Total
IDOT crash data 2005	22	0	9	3	8	0	34
IDOT crash data 2006	11	2	9	7	5	0	29
IDOT crash data 2007	22	3	13	7	9	0	45
<b>AVERAGE:</b>	<b>18.33</b>	<b>1.66</b>	<b>10.33</b>	<b>5.66</b>	<b>7.33</b>	<b>0.00</b>	<b>36.00</b>

RLR Camera Installation 9/15/2008							
IDOT crash data 2008	23	1	3	7	4	0	34
IDOT crash data 2009	15	2	0	0	4	0	17
IDOT crash data 2010	19	2	2	0	4	0	23
IDOT crash data 2011	13	1	2	4	3	0	20
IDOT crash data 2012	13	0	2	2	7	0	17
IDOT crash data 2013	17	0	5	0	2	0	22
IDOT crash data 2014	17	1	2	3	1	0	23
<b>AVERAGE:</b>	<b>15.66</b>	<b>1.00</b>	<b>2.16</b>	<b>1.50</b>	<b>3.50</b>	<b>0.00</b>	<b>20.33</b>

- Other indicates the following: Pedestrian, Pedal Cyclist, Fixed Object, Sideswipe, and Unknown

**NORTH /EASTBOUND APPROACHES ONLY**

**(PHOTO ENFORCED APPROACHES)**

	Rear-End	Angle	Turning	Other	Injured	Killed	Total
IDOT crash data 2005	14	0	4	3	5	0	21
IDOT crash data 2006	4	1	3	3	4	0	11
IDOT crash data 2007	10	2	8	4	7	0	24
<b>AVERAGE:</b>	<b>9.33</b>	<b>1.00</b>	<b>5.00</b>	<b>3.33</b>	<b>5.33</b>	<b>0.00</b>	<b>18.66</b>

RLR Camera Installation 9/15/2008							
IDOT crash data 2008	11	1	2	3	1	0	17
IDOT crash data 2009	10	1	0	0	2	0	11
IDOT crash data 2010	11	1	1	0	0	0	13
IDOT crash data 2011	8	0	0	2	2	0	10
IDOT crash data 2012	6	0	0	1	3	0	7
IDOT crash data 2013	8	0	2	0	1	0	10
IDOT crash data 2014	13	0	1	2	1	0	16
<b>AVERAGE:</b>	<b>9.33</b>	<b>0.33</b>	<b>0.66</b>	<b>0.83</b>	<b>1.50</b>	<b>0.00</b>	<b>11.16</b>

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 Melrose Park 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 **decreased** by 14.56% for all approaches and **maintained the same average** for the north and eastbound (photo enforced) approaches post-camera installation.
- Angle crashes **decreased** by 39.75% for all approaches and by 67.00% for the north and eastbound (photo enforced) approaches post-camera installation.
- Turning crashes **decreased** by 79.09% for all approaches and by 86.80% for the north and eastbound (photo enforced) approaches post-camera installation.
- Other type crashes **decreased** by 73.49% for all approaches and by 75.07% for the north and eastbound (photo enforced) approaches post-camera installation.
- Injury related crashes **decreased** by 52.25% for all approaches and by 71.85% for the north and eastbound (photo enforced) approaches post-camera installation.
- Total crashes **decreased** by 43.52% for all approaches and by 40.19% for the north and eastbound (photo enforced) approaches post-camera installation.

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