VILLAGE OF CLARENDON HILLS
POLICE DEPARTMENT

448 Park Avenue
Clarendon Hills, Illinois 60514
630.286.5460

To: **Village Manager Creer**

From: **Chief E. Leinweber**

Date: **September 6, 2024**

Subject: **Weekly Activity Report**

Recent Training, Meetings and Events:

- Sergeants Finfrock, Michalek and Detective Pech attended Illinois voter/election law training hosted by the DuPage County State's Attorney Office.
- Officers are receiving in-house use of force training by means of MEGGITT virtual reality technology.
- CHPD and CHFD staff met to finalize operational plans for Sunday's Centennial Concert.
- I attended the monthly Chief's networking breakfast in Hinsdale.
- I met with President Tech, Manager Creer and Director Dalen to discuss E-Bike safety concerns in the Village.

Recent incidents:

August 31, 12:54pm, while conducting traffic enforcement on Rte 83, officers observed a vehicle travelling S/B at a high rate of speed. The vehicle was stopped, and the driver was cited for misdemeanor speeding more than 35mph above the posted limit.

August 31, 9:28pm, officers conducting traffic enforcement on Chicago Ave observed a vehicle traveling E/B at a high rate of speed. The vehicle was stopped, and the driver was cited for misdemeanor speeding.

September 1, 6:39pm, while investigating a minor accident at the intersection of Chicago & Blackhawk, officers learned that one of the drivers involved had a revoked license. The driver was cited for the revoked license and the vehicle was towed due to damage.

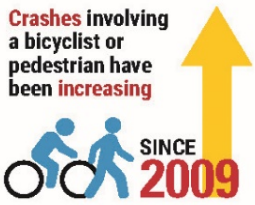
September 2, 7:02am, officers observed a vehicle traveling S/B on Rte 83 with a registration violation. Upon stopping the vehicle, officers learned the driver did not possess a valid license. The driver was cited for the violations and released. A passenger with a valid license drove the vehicle from the scene.

September 3, 5:10pm, officers assisted a resident at the station who received a suspicious email with their personal information and the sender asking them to send money. Officers advised the resident that the email was a fraud scam and provided advice and identity theft resources.

September 5, 12:49am, while on patrol, officers observed a vehicle traveling S/B on Rte 83 at a high rate of speed. Upon stopping the vehicle, officers learned the driver did not possess a valid license or insurance. The driver was transported to the station for booking due to not having any identification on them and was cited for the traffic violations. The vehicle was towed.

September 5, 2:00pm, officers responded to the Jewel/Osco parking lot for the report of a domestic battery that just occurred. Upon arrival, officers assisted the caller and were advised the other party involved was no longer on scene. Further investigation and charges pending.

BICYCLIST AND PEDESTRIAN SAFETY



In the United States, the number of traffic crashes involving a bicyclist or pedestrian has been increasing since 2009. In 2017, there were 5,977 pedestrians and 783 bicyclists killed in motor vehicle crashes.

There are three categories of issues that contribute to traffic crashes involving bicyclists and pedestrians: motorist behavior, non-motorist behavior, and infrastructure. Some of the issues overlap between categories.

- **Motorist** behaviors include speeding, distraction, lack of traffic law awareness, non-compliance with traffic laws, and alcohol or drug impairment.
- **Non-motorist** (i.e., pedestrian and bicyclist) behaviors include lack of traffic law awareness, non-compliance with traffic laws, poor conspicuity, and alcohol or other impairment.
- **Infrastructure** issues include inadequate separation between motorists and non-motorists, lighting, and signage or crosswalks.

The Problems

Poor compliance with traffic laws and improper use of facilities: Drivers, pedestrians, and bicyclists are safer when they comply with traffic laws and correctly use roadway facilities. Common noncompliance includes motorists failing to yield; pedestrians and bicyclists failing to follow traffic signs and signals; and walking or riding in improper locations such as the wrong side of the road. These issues are often due to poorly designed facilities or misunderstanding of traffic laws/devices.

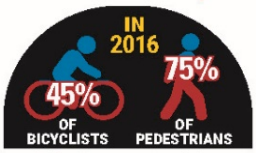
Speeding: When speeding, drivers increase the risk for a collision with a bicyclist or pedestrian. The likelihood of a pedestrian dying from a collision with a motor vehicle increases from 8 percent at 31 mph to 50 percent at 47 mph.

Inadequate separation: Bicyclists and pedestrians are safer when they are separated from motor vehicles. When facilities are inadequate, there is dense traffic, or visibility is limited, pedestrians might walk in the roadway or cyclists may opt to ride on sidewalks or against the direction of traffic. All of these behaviors increase the chances of a crash.

Crossing locations: The likelihood of a crash increases when pedestrians and bicyclists cross at locations not designed for crossing. Almost one-fifth (18%) of pedestrians killed and 30 percent of bicyclists killed were struck in intersections. Figures are greater in urban settings where crossing density is higher.

Inadequate conspicuity: When drivers can't see bicyclists or pedestrians, whether in light or dark conditions, a crash is more likely. Three-fourths (75%) of pedestrians killed and 45 percent of bicyclists killed in 2016 were struck in dark conditions. Many States have laws that require bicyclists to use lights/reflectors when traveling at night.

Impairment and distraction: Drivers, bicyclists, and pedestrians who are impaired —by alcohol or drugs—or distracted all increase the likelihood of a crash.



Who's At Risk

About 70 percent of those killed in traffic crashes are male, and injury rates are higher for males than for females. In 2016, the average age of pedestrians killed in traffic crashes was 47, and the average age of cyclists killed was 46. Both numbers have increased over the last 10 years.

Sources: Fatality Analysis Reporting System, NHTSA (2013, 2016 fact sheets); Rosen, E., & Sander, U. (2009). Pedestrian fatality risk as a function of car impact speed. Accident Analysis & Prevention, 41(3), 536-542.

BICYCLIST AND PEDESTRIAN SAFETY

Resources for States and Communities

NHTSA Bicycle Safety page: www.nhtsa.gov/road-safety/bicyclists

NHTSA Pedestrian Safety page: www.nhtsa.gov/road-safety/pedestrian-safety

Traffic Safety Facts, Pedestrians: https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812493

Traffic Safety Facts, Bicyclists: https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812507

The Pedestrian and Bicycle Information Center: www.pedbikeinfo.org

Countermeasures That Work (9th Edition, 2018, Chapters 8 and 9): www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/812478_v5_countermeasures-that-work-a-highway-safety-countermeasures-guide-9thedition-2017.pdf

Advancing Pedestrian and Bicycle Safety: A Primer for Highway Safety Professionals: www.nhtsa.gov/sites/nhtsa.dot.gov/files/812258-peds_bike_primer.pdf

Pedestrian and Bicyclist Data Analysis (Research Note): www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/812502_pedestrian-and-bicyclist-data-analysis-tsf-research-note.pdf

The Effect of High-Visibility Enforcement on Driver Compliance With Pedestrian Right-of-Way Laws: Four-Year Follow-Up: www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/812364_highvisibilityenfdrivercomppeds4yearfollowup.pdf

Effect of Electronic Device Use on Pedestrian Safety – Literature Review (Phase 1): www.nhtsa.gov/sites/nhtsa.dot.gov/files/812256-effectelectronicdeviceusepedestriansafety.pdf

2012 National Survey of Bicyclist and Pedestrian Attitudes and Behaviors Database:

- Volume 1 - Summary Report: www.nhtsa.gov/sites/nhtsa.dot.gov/files/811841a.pdf
- Volume 2 – Findings Reports: www.nhtsa.gov/sites/nhtsa.dot.gov/files/811841b.pdf
- Volume 3 – Methodology Report: www.nhtsa.gov/sites/nhtsa.dot.gov/files/811841c.pdf

Coming Soon

State of the Knowledge on Pedestrian and Bicyclist Safety (awarded September 2017, 36-month effort)

Evaluating Enforcement of Bicycle Safety Laws (awarded September 2016, 48-month effort)

Law Enforcement Training on Bicycle and Pedestrian Safety

Effect of Electronic Device Use on Pedestrian Safety

- Naturalistic Observations (Phase 2)
- Crash Report Analysis (Phase 3)

Determining Impaired Pedestrians Among DWI Offenders (final report anticipated release date: spring 2019)

Impact of Lowering Speed on Pedestrian and Bicyclist Safety (awarded September 2017, 60-month effort)

Safety in Numbers – Literature Review (final report anticipated release date: fall 2019)

New Research: Measuring Pedestrian Exposure Using Personal Electronic Devices (awarded September 2018, 60-month effort)

Community-Based Pedestrian and Bicycle Safety Assessment Tool (anticipated release date: fall 2019)

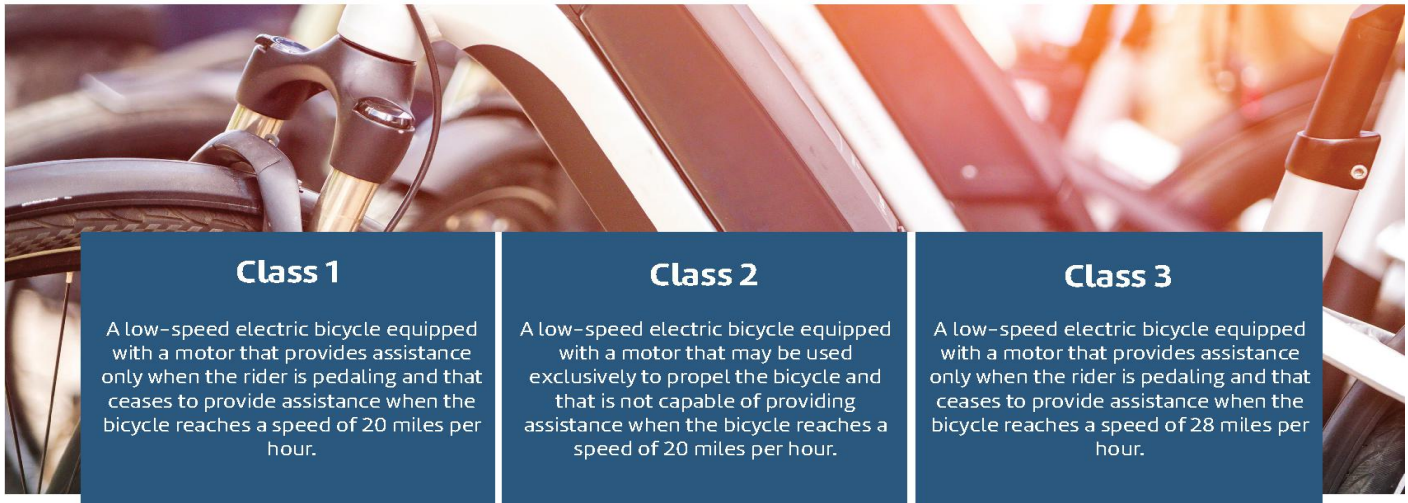
U.S. Department of Transportation
National Highway Traffic Safety Administration

NHTSA

14046-030519-v2

Understanding E-Bikes

Clarendon Hills Police Department



Class 1

A low-speed electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of 20 miles per hour.

Class 2

A low-speed electric bicycle equipped with a motor that may be used exclusively to propel the bicycle and that is not capable of providing assistance when the bicycle reaches a speed of 20 miles per hour.

Class 3

A low-speed electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of 28 miles per hour.

WHAT KIND OF BIKE DO I HAVE ?

	Pedal Operated	Max Assisted Speed	< 750 Watts Power	Follow Rules of the Road	Minimum Age (yrs)	Drivers License	License Plate, Equipment ect.
 Bicycle	YES	N/A	N/A	YES	N/A	NO	NO
 Class 1 E-bike	YES	20	YES	YES	N/A	NO	NO
 Class 2 E-Bike	YES	20	YES	YES	N/A	NO	NO
 Class 3 E-Bike	YES	28	YES	YES	16	NO	NO
 Moped, Dirt Bike, E-Dirt Bike	NO	N/A	NO	YES	16	YES	YES

Clarendon Hills Police Department

448 Park Ave
Clarendon Hills, IL 60514

M-F 8A-7P
(630) 286-5460


CLARENDON HILLS POLICE
SAFE CYCLING TIPS
WE ALL HAVE TO SHARE THE ROAD
STOP
FOLLOW RULES AND ROAD SIGNS
BE SAFE: WEAR A HELMET
BE VISIBLE: DRESS FOR SAFETY
BE WATCHFUL: LOOK AHEAD
DON'T WEAR HEADPHONES
BE ALERT: PAY ATTENTION TO VEHICLES
FOLLOW TRAFFIC DIRECTION
RIDE IN SINGLE FILE AND LEAVE A SAFE SPACE
IDENTIFY HARZARDS ON THE ROAD
LOOK BEFORE ENTERING LANES
BE VISIBLE AT NIGHT
PLAN YOUR ROUTE
USE HAND SIGNALS
STOP
LEFT TURN
RIGHT TURN (TWO OPTIONS)