



A Red Light Running (RLR) Photo Enforcement System was installed at the intersection of US Rte. 20 (Lake St.) at JF Kennedy Dr. on November 20, 2012 (northbound/eastbound) after finding limited success with other attempted measures to promote safer driving and improve compliance with traffic laws. As a condition of use, both Illinois law and the Illinois Department of Transportation require periodic statistical analyses/evaluations be conducted.

Specifically, the Illinois Compiled Statutes, 625 ILCS 5/11-208.6 Automated Traffic Law Enforcement System states:

(k-7) A municipality or county operating an automated traffic law enforcement system shall conduct a statistical analysis to assess the safety impact of each automated traffic law enforcement system at an intersection following installation of the system. The statistical analysis shall be based upon the best available crash traffic and other data and shall cover a period of time before and after installation of the system sufficient to provide a statistically valid comparison of safety impact. The statistical analysis shall be consistent with professional judgment and acceptable industry practice. The statistical analysis also shall be consistent with the data required for valid comparisons of before and after conditions and shall be conducted within a reasonable period following the installation of the automated traffic law enforcement system. The statistical analysis required by this subsection (k-7) shall be made available to the public and shall be published on the website of the municipality or county. If the statistical analysis for the 36-month period following installation of the system indicates that there has been an increase in the rate of accidents at the approach to the intersection monitored by the system, the municipality or county shall undertake additional studies to determine the cause and severity of the accidents, and may take any action that it determines is necessary or appropriate to reduce the number or severity of the accidents at that intersection.

The Illinois Department of Transportation Safety Engineering Policy Memorandum, Safety 2-13, Automated Traffic Law Enforcement Systems: Red Light Running (RLR) Camera Enforcement Systems and Automated Railroad Grade Crossing (RGC) Enforcement Systems states:

Follow Up Evaluation

An Evaluation Report shall be prepared by the Permit Applicant one year after the installation and shall be prepared every three years thereafter. The Evaluation Report shall include the following:

- *Intersection location(s);*
- *Date of implementation;*
- *RLR Camera System manufacturer and contractor name;*
- *Crash data specific to RLR location(s) for the three (3) year period prior to and for the period post RLR Camera installation;*
- *An analysis of the crash data, including a summary of any increase in crash types;*
- *Signal timing and other settings before and after RLR Camera installation;*
- *Traffic volumes before and after RLR Camera System installation; and,*
- *Summary of adjudication experience and results.*

The following statistical analysis and evaluation was performed through 2020.

Calendar year 2021 was not included, as the Illinois Department of Transportation (IDOT) has not yet completed collecting all data. The statistical analysis will be updated annually, as IDOT collected data becomes available for release.



US Rte. 20 (Lake St.) at JF Kennedy Dr.
Addison, IL

- RLR Photo Enforcement System monitors violations occurring on the northbound and eastbound approaches of the intersection
- RLR Photo Enforcement System installed: November 20, 2012
- Traffic signal timing strictly adheres to the guidelines for timing of clearances established by the Illinois Department of Transportation (IDOT), in accordance with the MUTCD standards. Neither the Vendor nor the Village has access to or influence over the establishment of signal timings. Both entities understand that tampering with these timings would be a safety violation with significant consequences.





US Rte. 20 (Lake St.) at JF Kennedy Dr., Northbound Approach



US Rte. 20 (Lake St.) at JF Kennedy Dr., Southbound Approach





US Rte. 20 (Lake St.) at JF Kennedy Dr., Eastbound Approach



US Rte. 20 (Lake St.) at JF Kennedy Dr., Westbound Approach



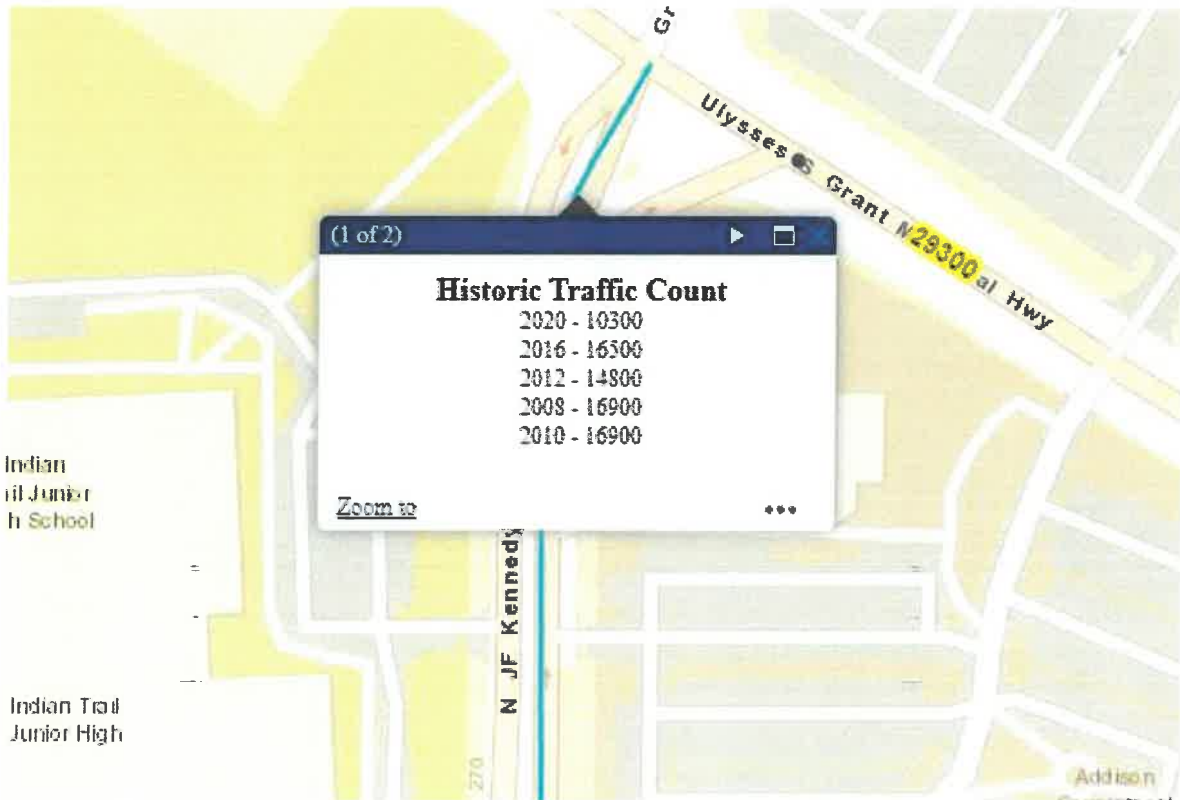


Average Daily Traffic Cont'd

Data was obtained from the Illinois Department of Transportation's website
www.gettingaroundillinois.com.

US Rte. 20 (Lake St.) at JF Kennedy Dr. (Northbound)

- 16,900 (2008)
- 16900 (2010)
- 14,800 (2012)
- 16,500 (2016)
- 10300 (2020)



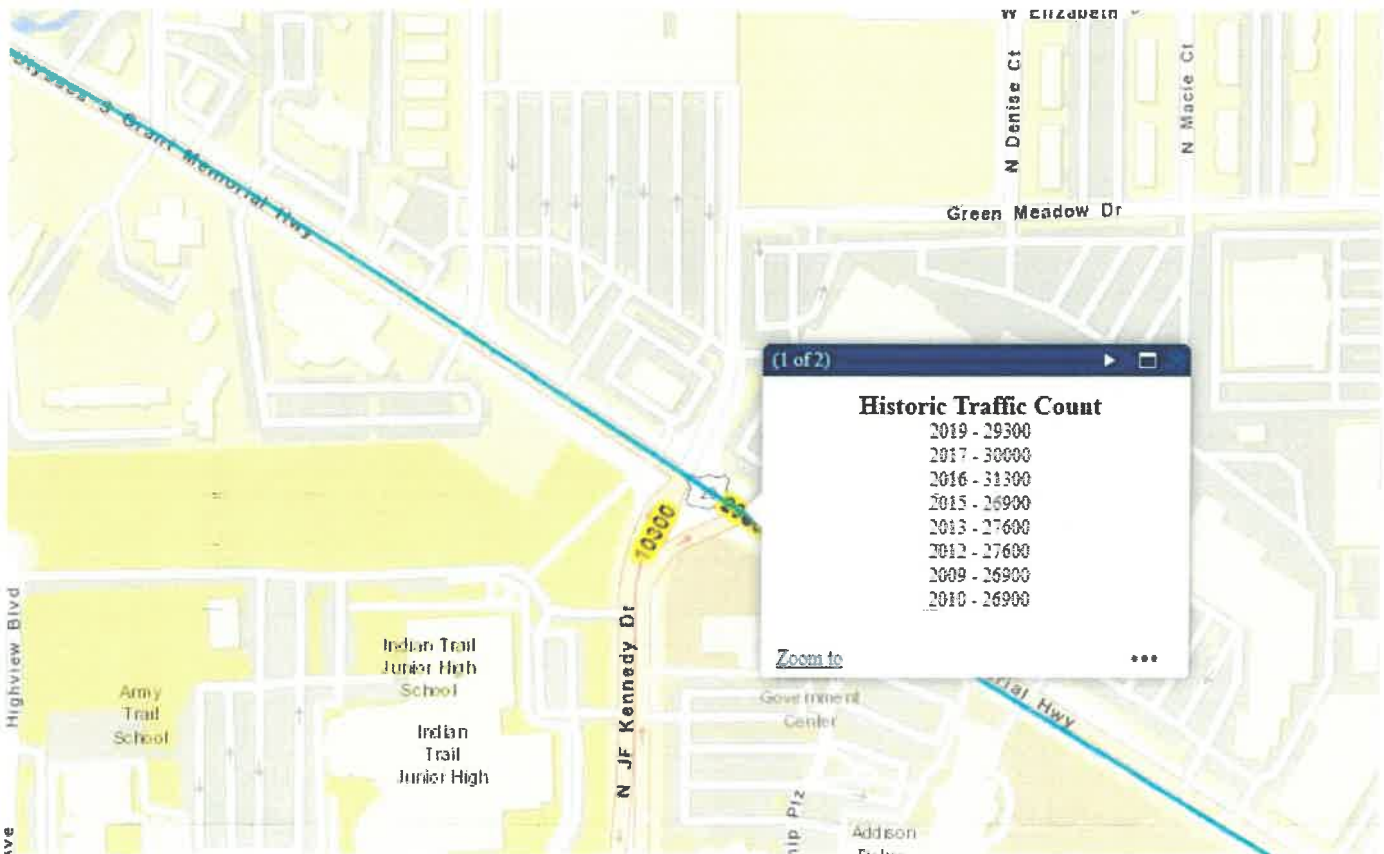


Average Daily Traffic Cont'd

Data was obtained from the Illinois Department of Transportation's website
www.gettingaroundillinois.com.

US Rte. 20 (Lake St.) at JF Kennedy Dr. (Eastbound/Westbound)

- 26,900 (2009)
- 26900 (2010)
- 27,600 (2012)
- 27,600 (2013)
- 26,900 (2015)
- 30,000 (2017)
- 29300 (2019)





Adjudication Experience

RLR camera violations are contested and adjudicated through an administrative hearing conducted each month. Adjudication data for the Village’s Automated Enforcement Program is shown below in Table 1. Data compiled is not intersection specific, rather totals for the program as a whole.

VILLAGE OF ADDISON ADJUDICATION FOR AUTOMATED PHOTO ENFORCEMENT PROGRAM*		
YEAR /TOTALS	LIABLE	NOT LIABLE
2009	472	72
2010	817	105
2011	334	68
2012	28	13
2013	85	70
2014	95	19
2015	135	45
2016	176	64
2017	115	41
2018	112	71
2019	82	39
2020	68	24
2021**	61	45
TOTAL:	2580	676

*Adjudication totals include contested violations for entire program (all RLR cameras).

**2021 totals through October 2021.

Table 1

The high-quality video footage and photographic evidence produced by the enforcement system is a contributing factor in a majority of the contested RLR violations being upheld by the Hearing Officer. The police officers assigned to review and approve/reject potential violations are vigilant in applying the same officer discretion and criteria they would if issuing an in-person citation, resulting in only highly prosecutable violations being mailed out.



Crash History and Analysis

- Table 2 includes crash data obtained from the Illinois Department of Transportation, detailing angle, turning, rear-end, and other type crashes occurring at the intersection pre/post RLR Photo Enforcement System installation.

ALL INTERSECTION APPROACHES

	Crashes								
	Rear-End (% of Total)		Angle (% of Total)		Turning (% of Total)		Other (% of Total)		Total
2009	11	45.8%	2	8.3%	10	41.7%	1	4.2%	24
2010	8	66.7%	0	0.0%	3	25.0%	1	8.3%	12
2011	22	57.9%	1	2.6%	14	36.8%	1	2.6%	38
Total:	41	55.4%	3	4.0%	27	36.5%	3	4.0%	74
2009-2011 Avg:	13.7		1.0		9.0		1.0		24.7

RLR Camera Installation: November 20, 2012									
2012	9	64.3%	1	7.1%	3	21.4%	1	7.1%	14
2013	6	54.5%	1	9.1%	4	36.4%	0	0.0%	11
2014	10	71.4%	0	0.0%	4	28.6%	0	0.0%	14
2015	4	28.6%	4	28.6%	4	28.6%	2	14.3%	14
2016	7	38.9%	1	5.6%	9	50.0%	1	5.6%	18
2017	6	46.2%	2	15.4%	4	30.8%	1	7.7%	13
2018	2	28.6%	0	0.0%	5	71.4%	0	0.0%	7
2019	4	33.3%	1	8.3%	5	41.7%	2	16.7%	12
2020	10	83.3%	1	8.3%	0	0.0%	1	8.3%	12
Total:	49	48.5%	10	9.9%	35	34.7%	7	6.9%	101
2013-2020 Avg:	6.1		1.2		4.4		0.9		12.6

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

Table 2

DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation, based upon information derived from multiple sources. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in prior years, since the data prior to 2015 was physically located by bureau personnel. Given the subjective nature of the reporting process, the modifications in the incident locating protocols and the changes to the crash reporting thresholds effective 2009, the Village of Addison acknowledges the potential for discrepancies in the final conclusions drawn.



Crash History and Analysis (continued)

- Table 3 includes crash data obtained from the Illinois Department of Transportation, detailing angle, turning, rear-end, and other-type crashes occurring at the intersection on the northbound and eastbound approaches only, pre/post RLR Photo Enforcement System installation.

**NORTHBOUND/EASTBOUND APPROACHES ONLY
 (PHOTO ENFORCED APPROACHES)**

	Crashes								Total
	Rear-End (% of Total)		Angle (% of Total)		Turning (% of Total)		Other (% of Total)		
2009	9	45.0%	2	10.0%	9	45.0%	0	0.0%	20
2010	7	63.6%	0	0.0%	3	27.3%	1	9.1%	11
2011	17	58.6%	0	0.0%	12	41.4%	0	0.0%	29
Total:	33	55.0%	2	3.3%	24	40.0%	1	1.7%	60
2009-2011 Avg:	11.0		0.7		8.0		0.3		20.0

RLR Camera Installation: November 20, 2012									
2012	7	70.0%	1	10.0%	2	20.0%	0	0.0%	10
2013	5	50.0%	1	10.0%	4	40.0%	0	0.0%	10
2014	7	63.6%	0	0.0%	4	36.4%	0	0.0%	11
2015	2	20.0%	2	20.0%	4	40.0%	2	20.0%	10
2016	7	41.2%	1	5.9%	8	47.0%	1	5.9%	17
2017	4	40.0%	2	20.0%	4	40.0%	0	0.0%	10
2018	1	16.7%	0	0.0%	5	83.3%	0	0.0%	6
2019	1	25.0%	0	0.0%	3	75.0%	0	0.0%	4
2020	6	75.0%	1	12.5%	0	0.0%	1	12.5%	8
Total:	33	43.4%	7	9.2%	32	42.1%	4	5.3%	76
2013-2020 Avg:	4.1		0.9		4.0		0.5		9.5

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

Table 3

DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation, based upon information derived from multiple sources. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in prior years, since the data prior to 2015 was physically located by bureau personnel. Given the subjective nature of the reporting process, the modifications in the incident locating protocols and the changes to the crash reporting thresholds effective 2009, the Village of Addison acknowledges the potential for discrepancies in the final conclusions drawn.



Comparison of annual averages displays the total number of crashes decreasing by 49.0% at the intersection for all approaches and by 52.5% on the northbound/eastbound (photo enforced) approaches, post-camera installation.

The US Department of Transportation Project Development and Design Manual states that turning, angle or head-on crashes have a number of probable crash causes, to include:

- Large volumes of left /right turns
- Large total intersection volume
- Excessive speed on approaches
- Inadequate traffic control devices
- Poor visibility of signals

A red-light camera does not have the capability of directly influencing the volume of cars traveling through an intersection, vehicle speed, or the proximity of cars following one another. That is entirely at the discretion of the driver. Red-light cameras can however improve driver compliance with traffic control devices simply by their presence, along with warning signs indicating cameras are in use. They do in fact have the capability to “change driver behavior”.

Analysis of all available data indicates the Village of Addison RLR Photo Enforcement Program has done just that – changed driver behavior – and has made a significant positive impact on traffic safety. The Village feels strongly that continued use of automated enforcement, along with monitoring traffic crash data is necessary to ensure the highest level of traffic safety is achieved.