



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

(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.

A Red Light Running (RLR) Photo Enforcement System was installed at the intersection of US Rte. 20 (Lake Street) and Gary Avenue on August 29, 2008 (westbound) and on February 19, 2009 (eastbound), after finding limited success with other attempted measures to promote safer driving and improve compliance with traffic laws. The following statistical analysis was performed through 2015. Calendar year 2016 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 collected data becomes available from IDOT.



US Rte. 20 (Lake St.) & Gary Ave.
Roselle, IL

- RLR Photo Enforcement System monitors violations occurring on the eastbound and westbound approaches of the intersection
- RLR Photo Enforcement System installed: August 29, 2008 (westbound) and February 19, 2009 (eastbound)





US Rte. 20 (Lake St.) & Gary Ave. - Eastbound Approach



US Rte. 20 (Lake St.) & Gary Ave. - Westbound Approach





US Rte. 20 (Lake St.) & Gary Ave. - Northbound Approach



US Rte. 20 (Lake St.) & Gary Ave. - Southbound Approach



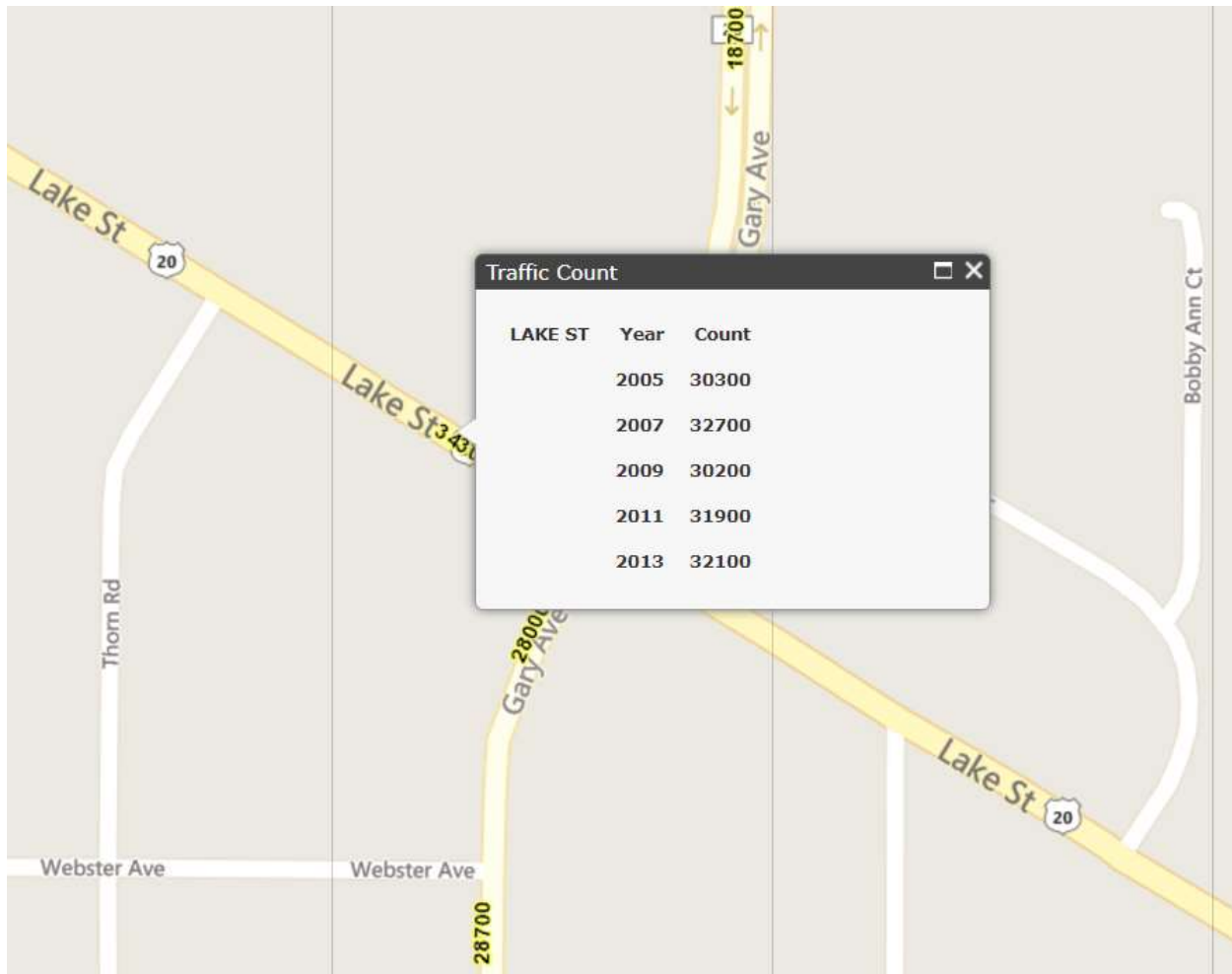


Average Daily Traffic

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

US Rte. 20 (Lake St.) & Gary Ave. (Eastbound)

- 30,300 (2005)
- 32,700 (2007)
- 30,200 (2009)
- 31,900 (2011)
- 32,100 (2013)



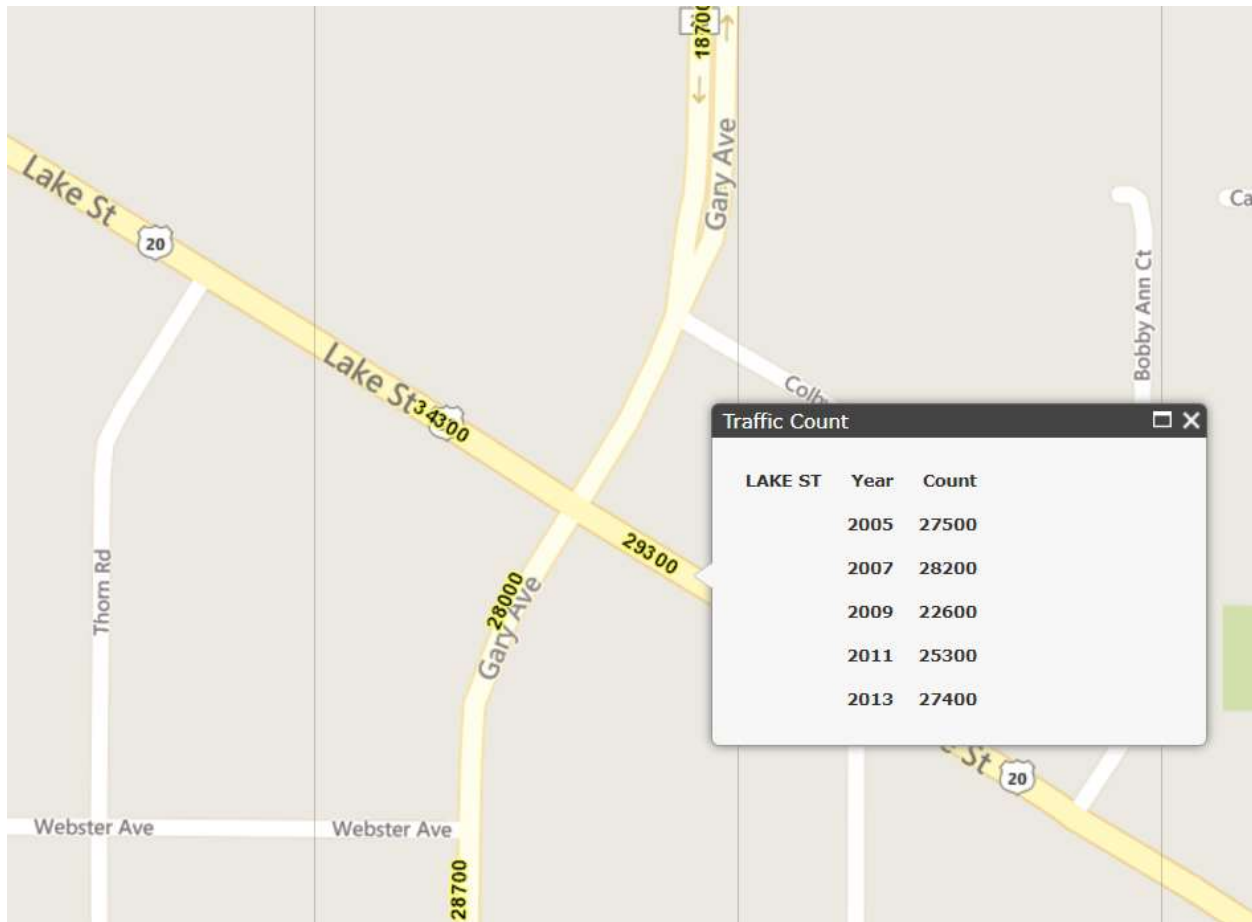


Average Daily Traffic Cont'd

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

US Rte. 20 (Lake St.) & Gary Ave. (Westbound)

- 27,500 (2005)
- 28,200 (2007)
- 22,600 (2009)
- 25,300 (2011)
- 27,400 (2013)



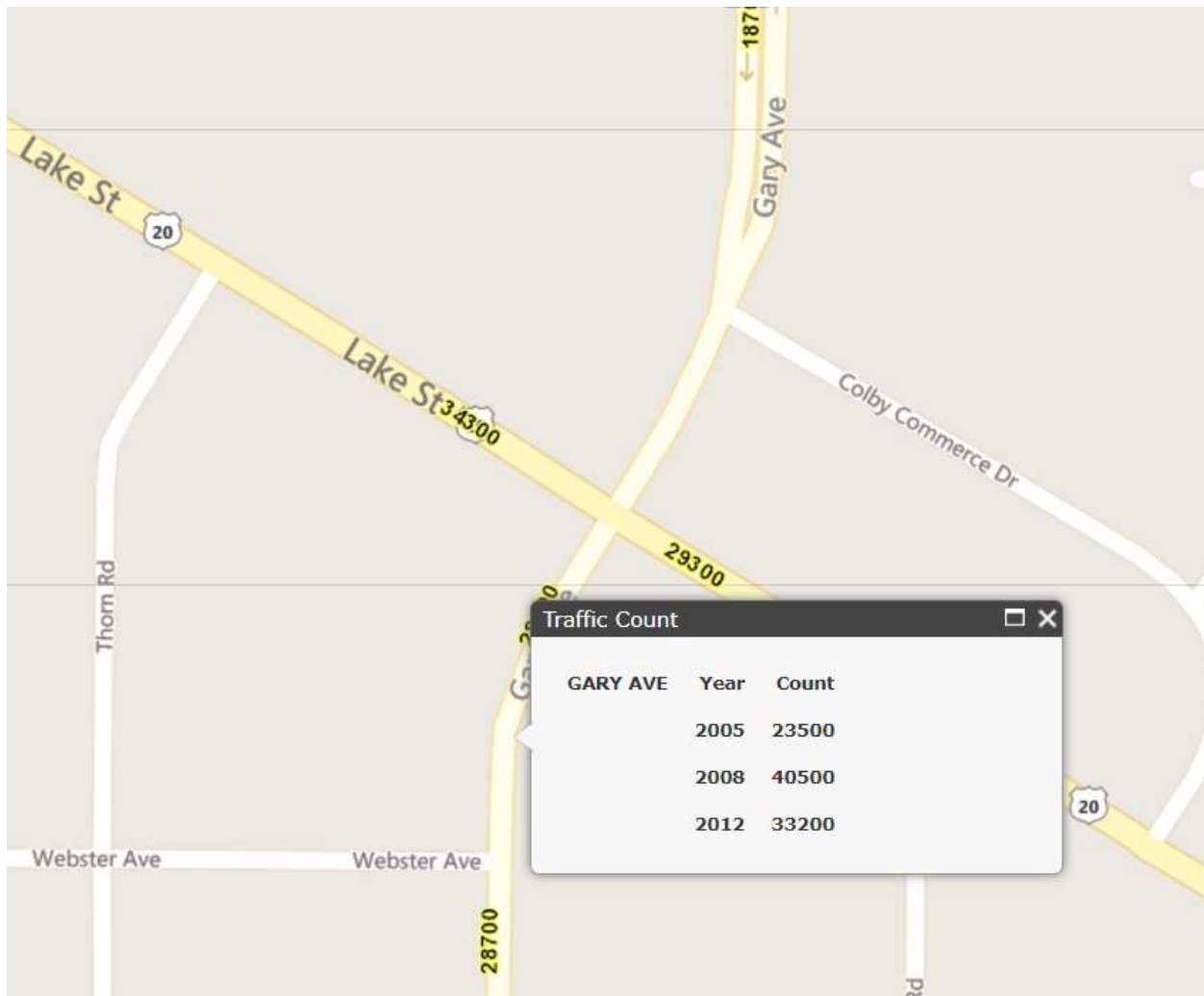


Average Daily Traffic Cont'd

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

US Rte. 20 (Lake St.) & Gary Ave. (Northbound)

- 23,500 (2005)
- 40,500 (2008)
- 33,200 (2012)



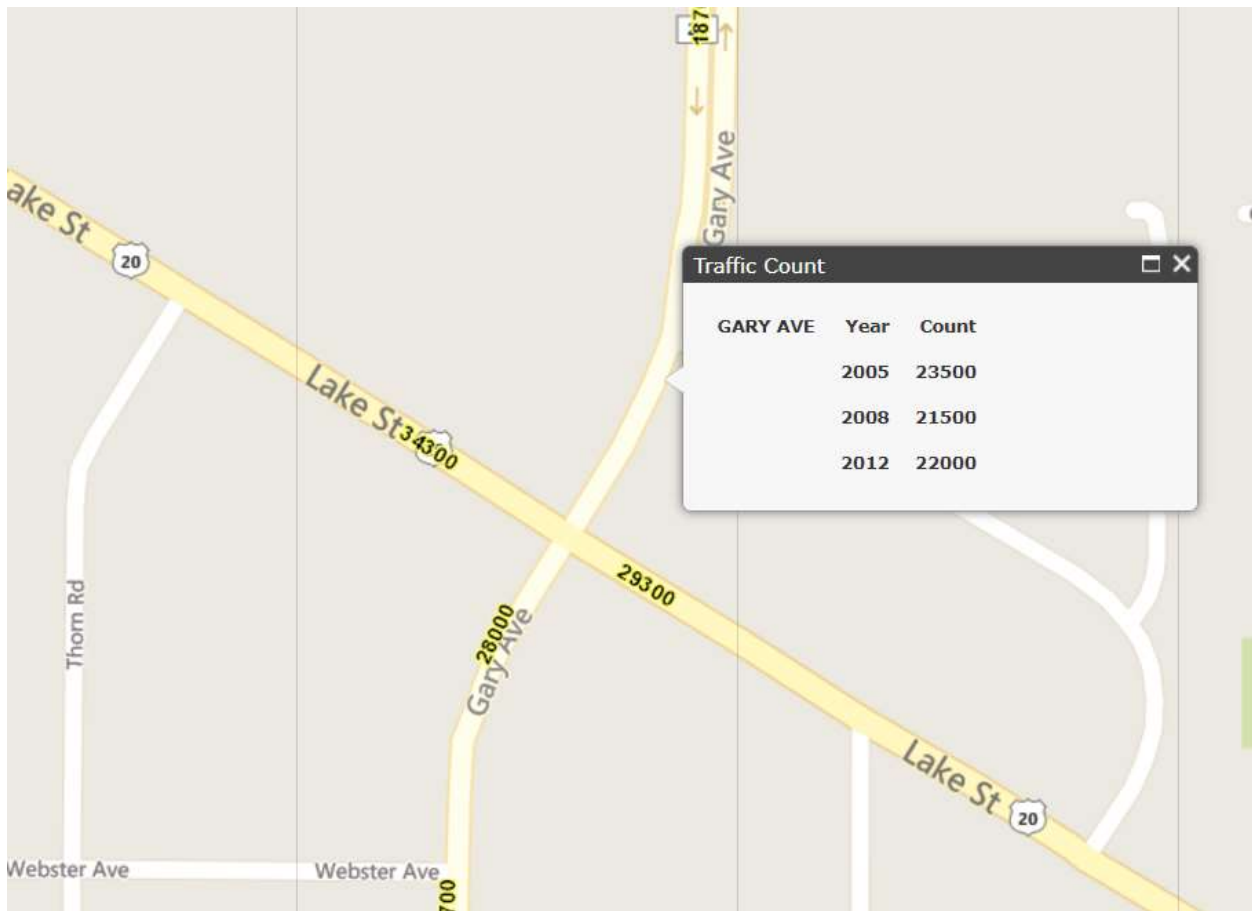


Average Daily Traffic Cont'd

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

US Rte. 20 (Lake St.) & Gary Ave. (Southbound)

- 23,500 (2005)
- 21,500 (2008)
- 22,000 (2012)





Crash History and Analysis

- Table 1 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
2005	13	68.4%	0	0.0%	5	26.3%	1	5.3%	19
2006	23	62.2%	2	5.4%	11	29.7%	1	2.7%	37
2007	14	41.2%	5	14.7%	13	38.2%	2	5.9%	34
Total	50	55.6%	7	7.8%	29	32.2%	4	4.4%	90
2005-2007 Average	16.7		2.3		9.7		1.3		30.0

RLR Camera Installation: August 29, 2008 (Westbound), February 19, 2009 (Eastbound)									
2008	10	41.7%	0	0.0%	9	37.5%	5	20.8%	24
RLR Camera Installation 02/19/09 (Eastbound)									
2009	15	62.5%	1	4.2%	6	25.0%	2	8.3%	24
2010	16	57.1%	1	3.6%	11	39.3%	0	0.0%	28
2011	14	51.9%	0	0.0%	12	44.4%	1	3.7%	27
2012	21	75.0%	1	03.6%	5	17.8%	1	3.6%	28
2013	12	80.0%	0	0.0%	3	20.0%	0	0.0%	15
2014	17	58.6%	4	13.8%	7	24.1%	1	3.4%	29
2015	20	64.5%	0	0.0%	10	32.3%	1	3.2%	31
Total	100	63.3%	6	3.8%	48	30.4%	4	2.5%	158
2010-2015 Average	16.7		1.0		8.0		0.7		26.3

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

Table 1

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 Roselle acknowledges the potential for discrepancies in the final conclusions drawn.



Crash History and Analysis (continued)

- 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 on the westbound approach only, pre/post RLR Photo Enforcement System installation.

**WESTBOUND APPROACH ONLY
 (PHOTO ENFORCED APPROACH)**

	Crashes								
	Rear-End (% of Total)		Angle (% of Total)		Turning (% of Total)		Other (% of Total)		Total
2005	5	83.3%	0	0.0%	1	16.7%	0	0.0%	6
2006	6	46.1%	1	7.7%	6	46.1%	0	0.0%	13
2007	6	40.0%	2	13.3%	7	46.7%	0	0.0%	15
Total	17	50.0%	3	8.8%	14	41.2%	0	0.0%	34
2005-2007 Average	5.7		1.0		4.7		0.0		11.3

RLR Camera Installation: August 29, 2008									
2008	3	33.3%	0	00.0%	6	66.7%	0	00.0%	9
2009	5	55.6%	0	0.0%	4	44.4%	0	0.0%	9
2010	4	30.8%	0	0.0%	9	69.2%	0	0.0%	13
2011	2	40.0%	0	0.0%	3	60.0%	0	0.0%	5
2012	9	75.0%	0	0.0%	2	16.7%	1	8.3%	12
2013	5	83.3%	0	0.0%	1	16.7%	0	0.0%	6
2014	8	53.3%	1	6.7%	6	40.0%	0	0.0%	15
2015	8	72.7%	0	0.0%	2	18.2%	1	9.1%	11
Total	41	57.7%	1	1.4%	27	38.0%	2	2.8%	71
2009-2015 Average	5.9		0.1		3.9		0.3		10.1

- 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 Roselle 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 eastbound approach only, pre/post RLR Photo Enforcement System installation.

EASTBOUND APPROACH ONLY (PHOTO ENFORCED APPROACH)

	Crashes								Total
	Rear-End (% of Total)		Angle (% of Total)		Turning (% of Total)		Other (% of Total)		
2006	4	36.4%	2	18.2%	4	36.4%	1	9.1%	11
2007	1	7.7%	2	15.4%	10	76.9%	0	0.0%	13
2008	2	28.6%	0	0.0%	5	71.4%	0	0.0%	7
Total	7	22.6%	4	12.9%	19	61.3%	1	3.2%	31
2006-2008 Average	2.3		1.3		6.3		0.3		10.3

RLR Camera Installation: February 19, 2009									
2009	3	42.9%	0	0.0%	4	57.1%	0	0.0%	7
2010	2	18.2%	0	0.0%	9	81.8%	0	0.0%	11
2011	3	42.9%	0	0.0%	4	57.1%	0	0.0%	7
2012	4	57.1%	0	0.0%	3	42.9%	0	0.0%	7
2013	2	66.7%	0	0.0%	1	33.3%	0	0.0%	3
2014	4	36.4%	1	9.1%	6	54.5%	0	0.0%	11
2015	2	40.0%	0	0.0%	3	60.0%	0	0.0%	5
Total	17	38.6%	1	2.3%	26	59.1%	0	0.0%	44
2010-2015 Average	2.8		0.2		4.3		0.0		7.3

- 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 Roselle acknowledges the potential for discrepancies in the final conclusions drawn.



Comparison of annual averages shows the total number of crashes decreasing by 12.3% at the intersection for all approaches, by 10.6% on the westbound (photo enforced) approach, and by 29.1% on the eastbound (photo enforced) approach 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

While red light cameras cannot truly decrease the volume of cars entering the intersection, speed and proximity of vehicles entering an intersection or the amount of turning traffic volume, red light cameras and red light camera photo enforcement warning signs have the ability to reduce traffic crashes and improve compliance with traffic control devices.



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 4.

VILLAGE OF ROSELLE ADJUDICATION FOR AUTOMATED PHOTO ENFORCEMENT PROGRAM*		
YEAR /TOTALS	LIABLE	NOT LIABLE
2008	131	18
2009	520	44
2010	567	73
2011	280	84
2012	253	65
2013	326	75
2014	204	68
2015	188	47
2016	142	15
2017**	91	11
TOTAL:	2,702	500

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

**2017 totals through September 2017.

Table 4

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.