



**The following statistical analysis and evaluation was performed through 2022 and fulfills Illinois Statute requirements governing Automated Photo Enforcement and requirements for IDOT permitting at the intersections listed below.**

After finding limited success with other attempted measures to promote safer driving and improve compliance with traffic laws, Red Light Running (RLR) Photo Enforcement System(s) were installed at the following intersection(s):

- **IL Rte. 83 (Busse) at IL Rte. 72 (Oakton/Higgins) (southbound/westbound) on July 7, 2008**
- **Devon Avenue at IL Rte. 83 (Busse) (northbound/southbound) on August 9, 2008**
- **IL Rte. 53 (Rohlwing) at Biesterfield Rd. (northbound) on November 20, 2008**
- **IL Rte. 72 (Higgins) at Arlington Heights Rd. (westbound) on January 9, 2009**
- **I-290 at Biesterfield Rd., West Interchange (SB Ramp) (eastbound) on March 18, 2009**
- **IL Rte. 72 (Higgins) at Landmeier Rd. (northeast bound) on January 28, 2010**
- **IL Rte. 53 (Rohlwing) at Nerge Rd. (eastbound/westbound) on October 10, 2010**

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 and every 2 years thereafter. Each 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. Each statistical analysis shall be consistent with professional judgment and acceptable industry practice. Each 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. Each 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 a statistical analysis 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:

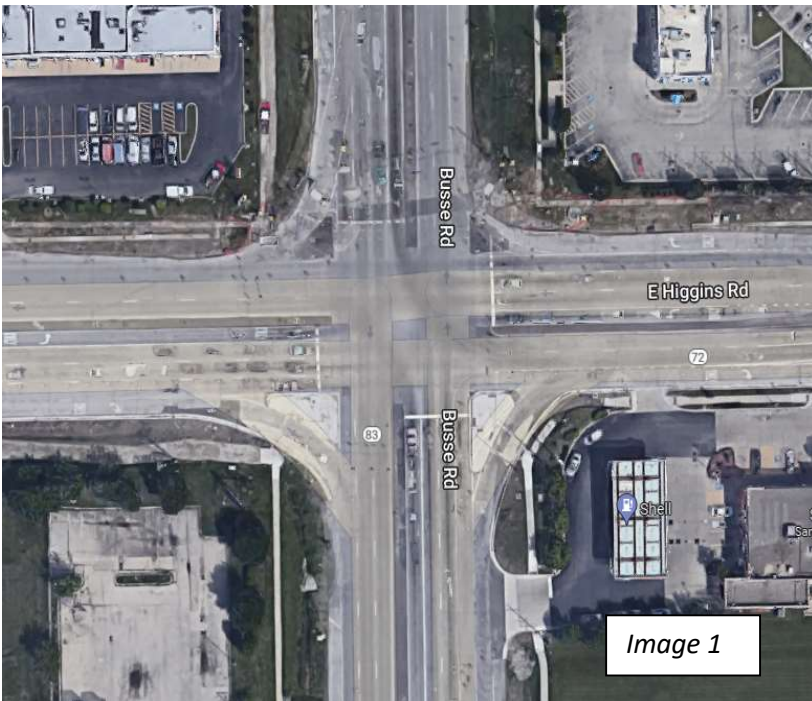
Follow Up Evaluation

*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.*



**IL Rte. 83 (Busse) at IL Rte. 72 (Oakton/Higgins), Southbound/Westbound**  
*Red Light Running (RLR) Photo Enforcement System Installed & Issuing Violations: July 7, 2008*



**Northbound Approach**



**Southbound Approach**



**Eastbound Approach**



**Westbound Approach**







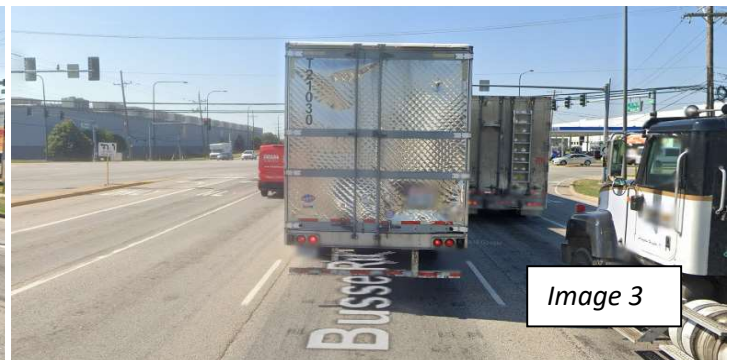
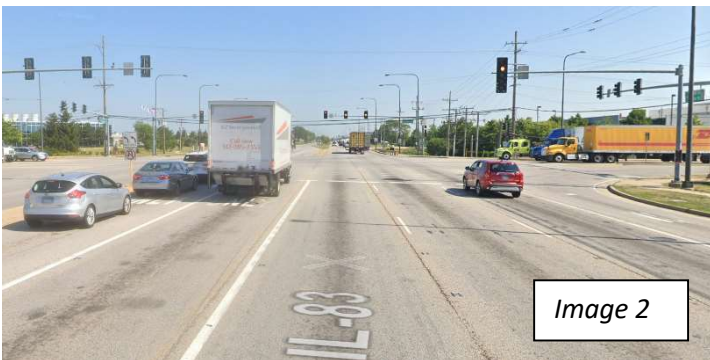
**Devon Avenue at IL Rte. 83 (Busse), Northbound/Southbound**

*Red Light Running (RLR) Photo Enforcement System Installed & Issuing Violations: August 9, 2008*



**Northbound Approach**

**Southbound Approach**



**Eastbound Approach**

**Westbound Approach**

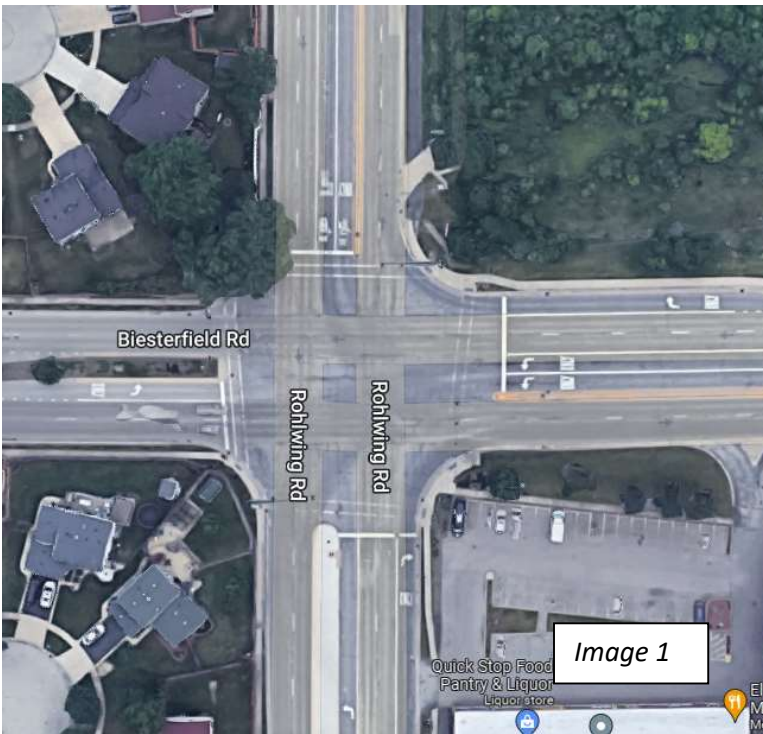






**IL Rte. 53 (Rohwing) at Biesterfield Rd., Northbound**

*Red Light Running (RLR) Photo Enforcement System Installed & Issuing Violations: November 20, 2008*



**Northbound Approach**



**Southbound Approach**



**Eastbound Approach**



**Westbound Approach**





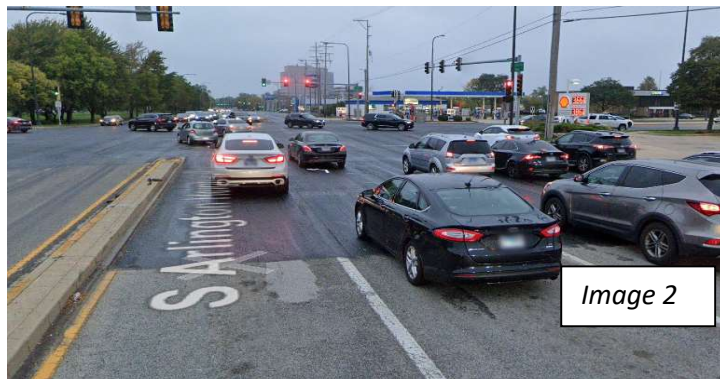


**IL Rte. 72 (Higgins) at Arlington Heights Rd., Westbound**

*Red Light Running (RLR) Photo Enforcement System Installed & Issuing Violations: January 9, 2009*



**Northbound Approach**



**Southbound Approach**



**Eastbound Approach**



**Westbound Approach**



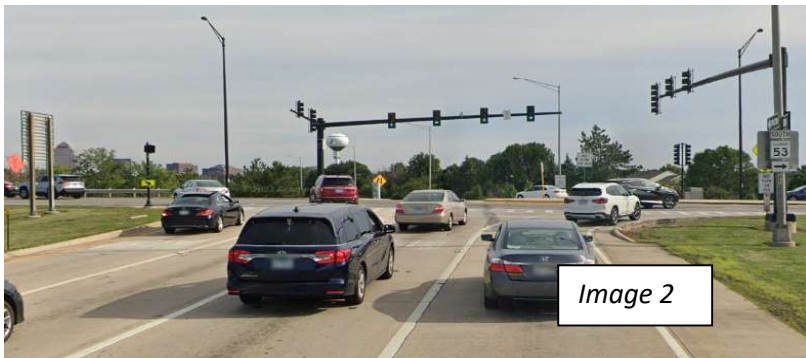


**I-290 at Biesterfield Rd., West Interchange (SB Ramp), Eastbound**

*Red Light Running (RLR) Photo Enforcement System Installed & Issuing Violations: March 18, 2009*



**Southbound Approach**



**Eastbound Approach**



**Westbound Approach**

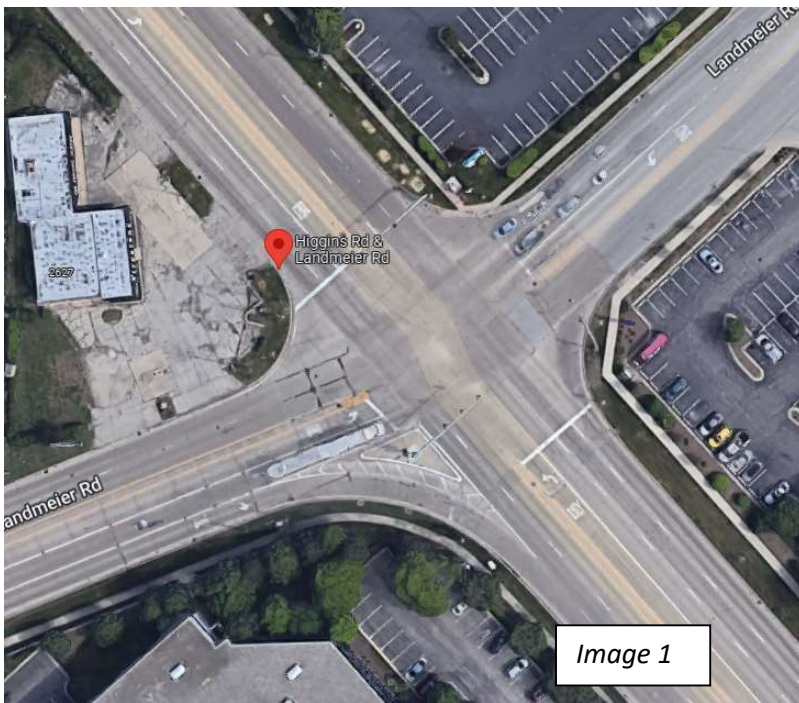






**IL Rte. 72 (Higgins) at Landmeier Rd., Northeast Bound**

*Red Light Running (RLR) Photo Enforcement System Installed & Issuing Violations: January 28, 2010*



**Northwest Bound Approach**



**Southeast Bound Approach**



**Northeast Bound Approach**



**Southwest Bound Approach**





**IL Rte. 53 (Rohlfing) at Nerge Rd., Eastbound/Westbound**

*Red Light Running (RLR) Photo Enforcement System Installed & Issuing Violations: October 10, 2010*



**Northbound Approach**



**Southbound Approach**



**Eastbound Approach**



**Westbound Approach**







## Signal Timing

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.

## Traffic Volume

Data obtained from the Illinois Department of Transportation’s website [www.gettingaroundillinois.com](http://www.gettingaroundillinois.com) provides average daily traffic totals (Table 1-7) for each RLR camera location(s).

<b><i>IL Rte. 83 (Busse) at IL Rte. 72 (Oakton / Higgins)</i></b>				
<i>Pre-RLR Camera Installation</i>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2007	35,300	26,800	5,700	26,900
<i>Post-RLR Camera Installation</i>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2019	30,200	30,200	33,100	33,100

*Table*

<b><i>Devon Avenue at IL Rte. 83 (Busse)</i></b>				
<i>Pre-RLR Camera Installation</i>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2007	46,900	45,600	19,800	18,800
<i>Post-RLR Camera Installation</i>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2021	33,500	40,000	N/A	N/A
2022	N/A	N/A	16,500	14,900

*Table 2*

<b><i>IL Rte. 53 (Rohlwing) at Biesterfield Rd.</i></b>				
<i>Pre-RLR Camera Installation</i>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2007	16,700	15,300	35,000	35,000
<i>Post-RLR Camera Installation</i>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2021	14,100	N/A	N/A	26,700
2022	N/A	10,900	13,200	N/A

*Table 3*

<b><i>IL Rte. 72 (Higgins) at Arlington Heights Rd.</i></b>				
<i>Pre-RLR Camera Installation</i>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2008	28,100	38,300	31,400	31,400
<i>Post-RLR Camera Installation</i>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2021	N/A	N/A	26,400	21,000
2022	19,700	26,800	N/A	N/A

*Table 4*



<b><i>I-290 at Biesterfield Rd, West Interchange (SB Ramp)</i></b>				
<i>Pre-RLR Camera Installation</i>				
<i>Year</i>	<i>Southbound Entrance</i>	<i>Southbound Exit</i>	<i>Eastbound</i>	<i>Westbound</i>
2002	11,000	11,000	35,000	35,000
<i>Post-RLR Camera Installation</i>				
<i>Year</i>	<i>Southbound Entrance</i>	<i>Southbound Exit</i>	<i>Eastbound</i>	<i>Westbound</i>
2021	N/A	N/A	26,700	26,700
2022	6,800	7,000	N/A	N/A

Table 5

<b><i>IL Rte. 72 (Higgins) at Landmeier Rd.</i></b>				
<i>Pre-RLR Camera Installation</i>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2007	N/A	30,400	22,100	N/A
<i>Post-RLR Camera Installation</i>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2019	N/A	33,100	N/A	N/A
2021	28,200	N/A	N/A	N/A
2022	N/A	N/A	6,050	10,800

Table 6

<b><i>IL Rte. 53 (Rohlwing) at Nerge Rd.</i></b>				
<i>Pre-RLR Camera Installation</i>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2009	12,200	16,500	N/A	N/A
<i>Post-RLR Camera Installation</i>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2021	10,300	14,100	N/A	N/A
2022	N/A	N/A	13,300	10,300

Table 7

## **Adjudication Experience**

Contested RLR camera violations are adjudicated through an administrative hearing conducted monthly. The high-quality video footage and photographic evidence produced by the enforcement system is a contributing factor in the 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.

Adjudication data (Table 8) for the Village’s RLR program for the past four (4) years are reflected below.

### ***Village of Elk Grove Village Adjudication Results***

	<b><i>Liable</i></b>	<b><i>Not Liable</i></b>
2019	455	118
2020	349	126
2021	346	128
2022	220	68
<b>Total:</b>	<b>1,370</b>	<b>440</b>

Table 8

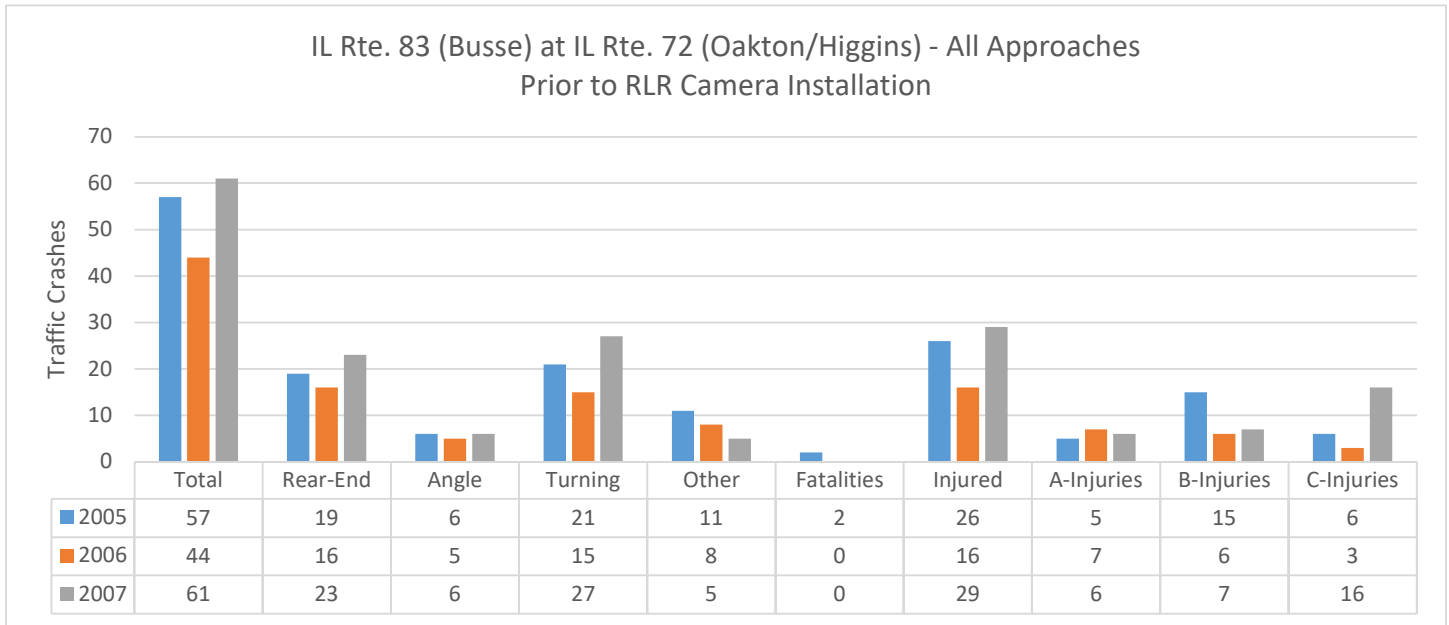




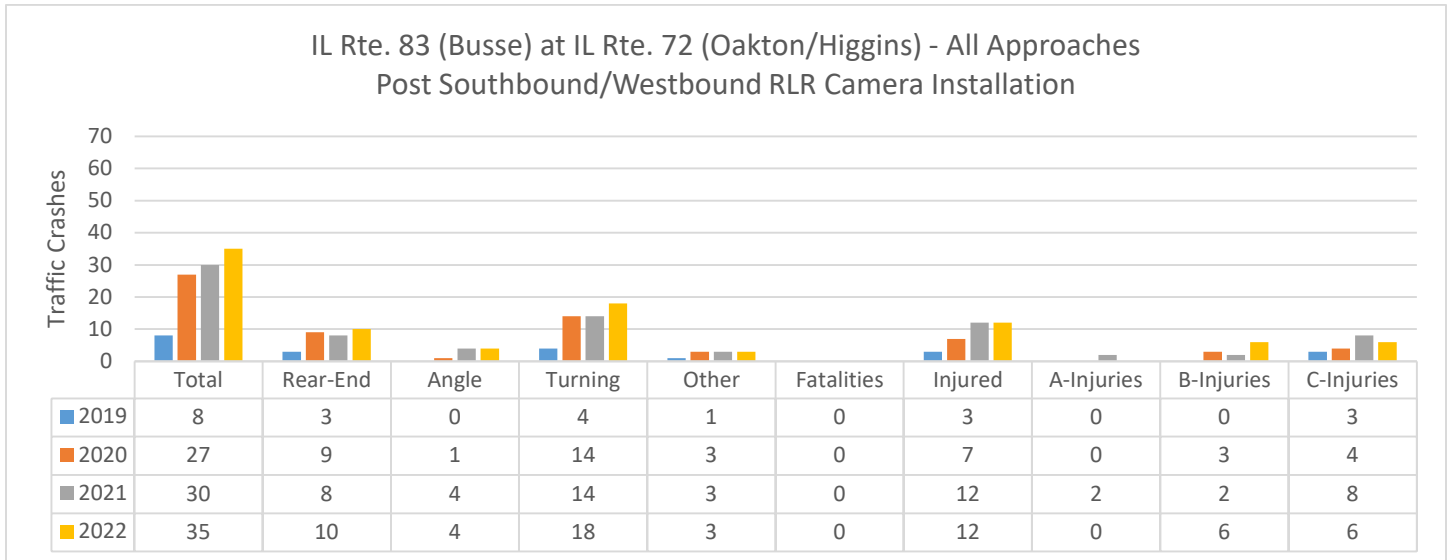
## Crash History and Analysis

Crash data is obtained from the Illinois Department of Transportation (IDOT), specific to the RLR camera location(s) for the 3-year period prior to camera installation (Graph 1 & 3) and the most recent 4-years of IDOT published data (Graph 2 & 4) or post camera installation.

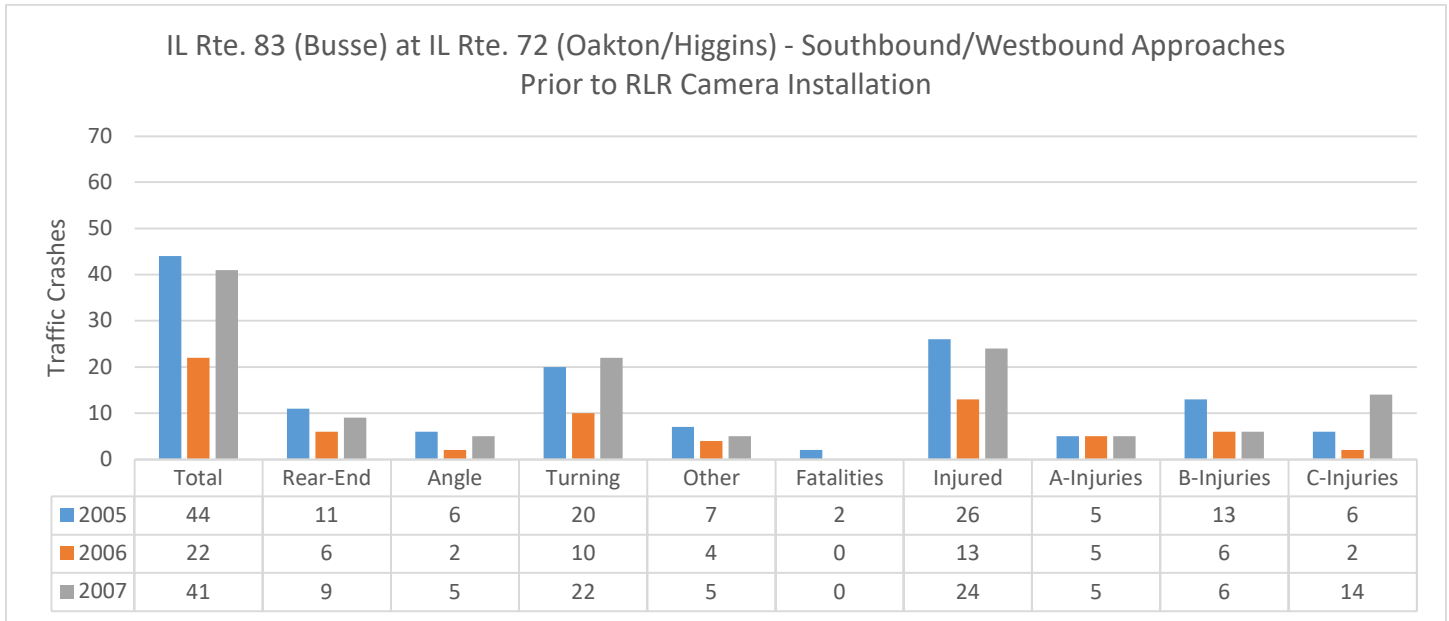
### IL Rte. 83 (Busse) at IL Rte. 72 (Oakton/Higgins)



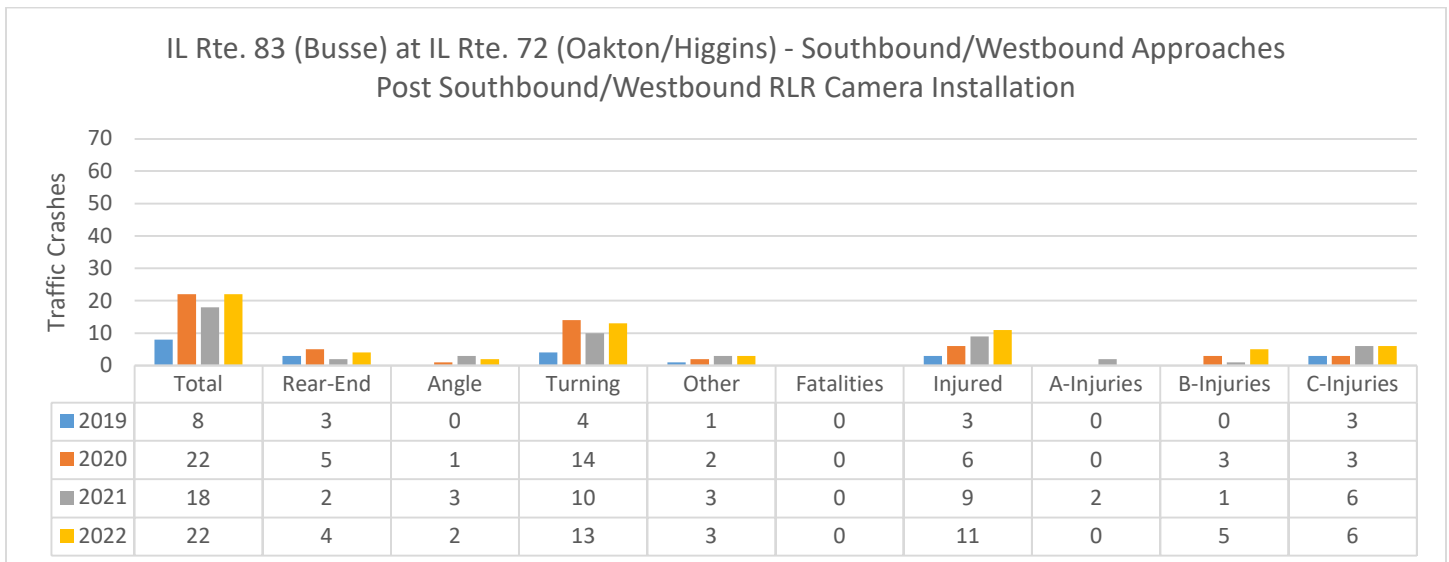
Graph 1



Graph 2



Graph 3

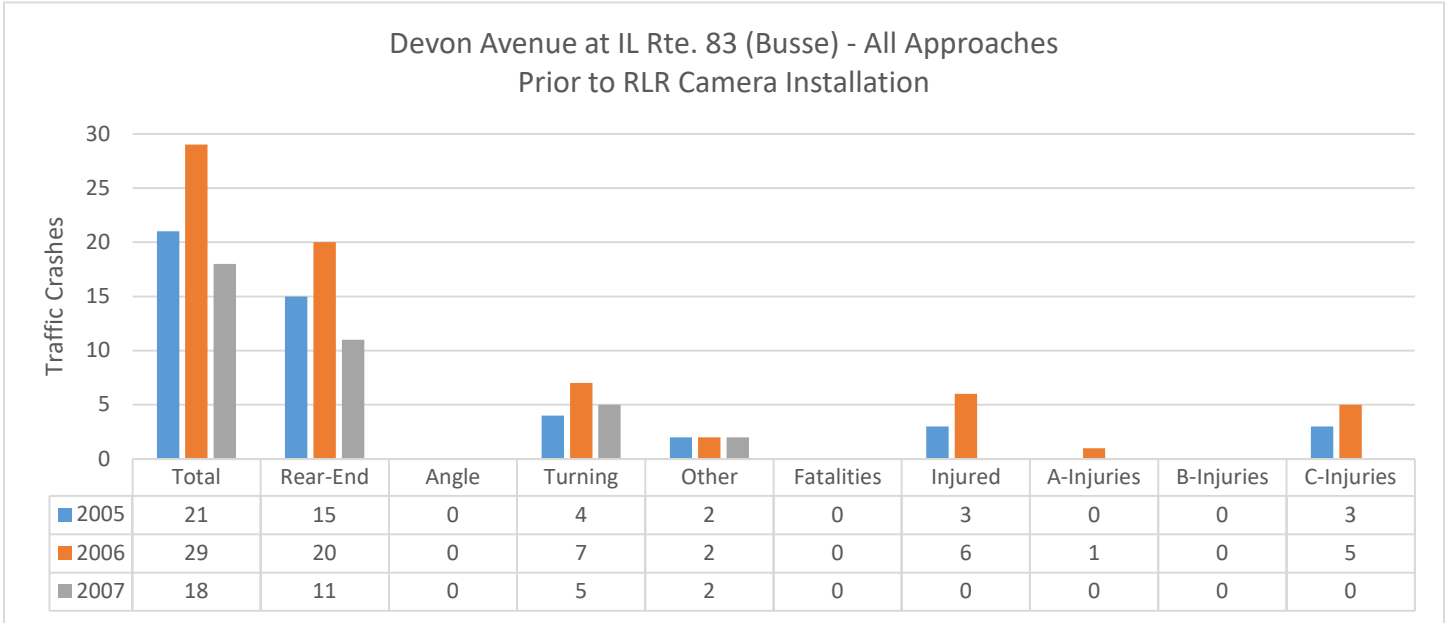


Graph 4

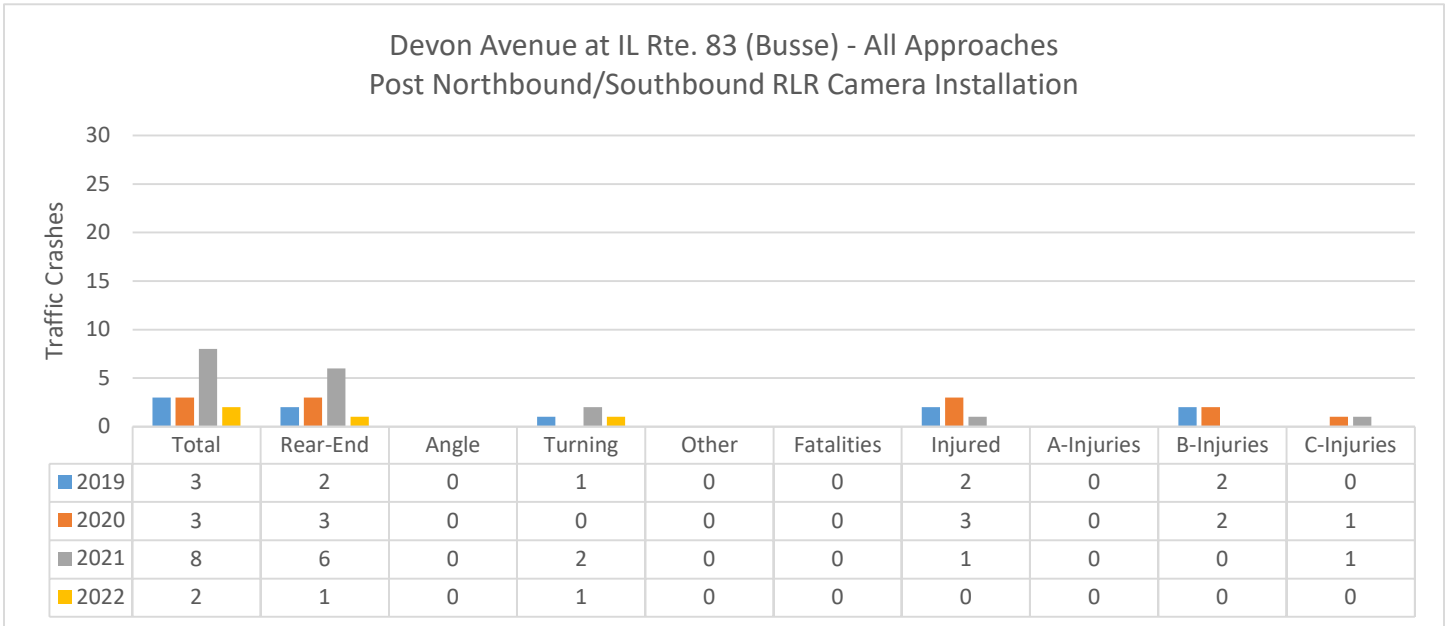




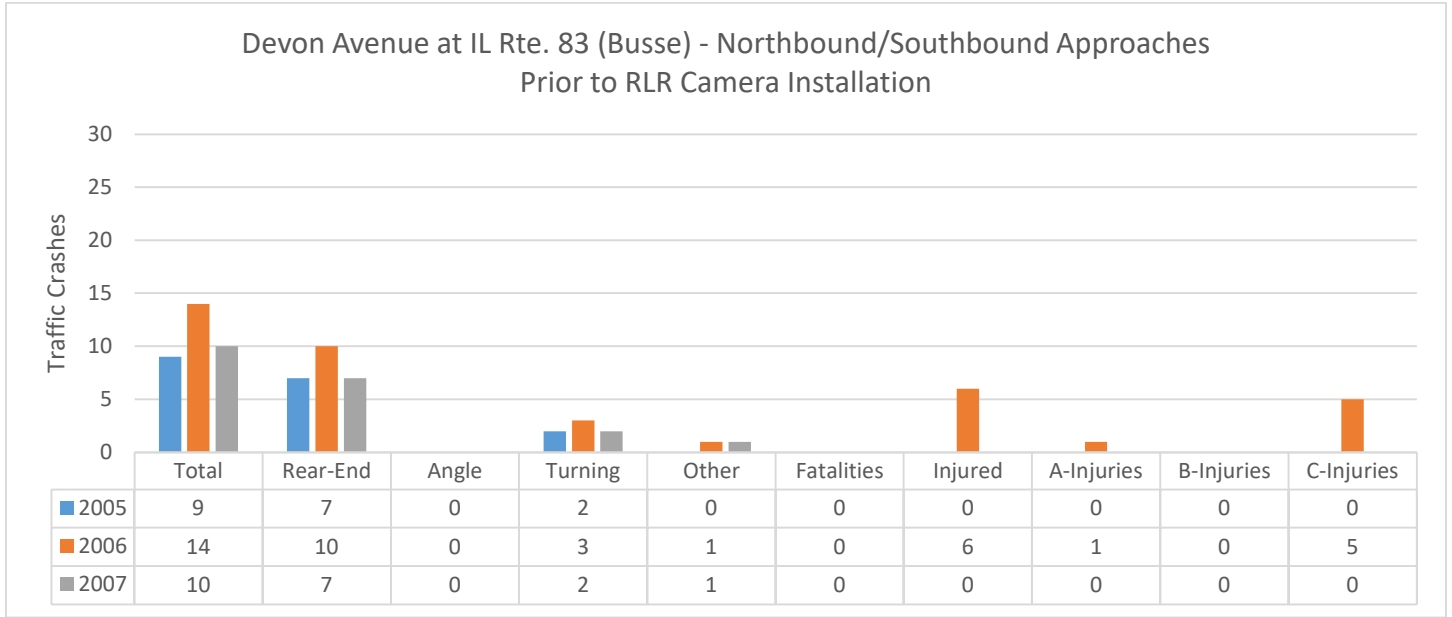
**Devon Avenue at IL Rte. 83 (Busse)**



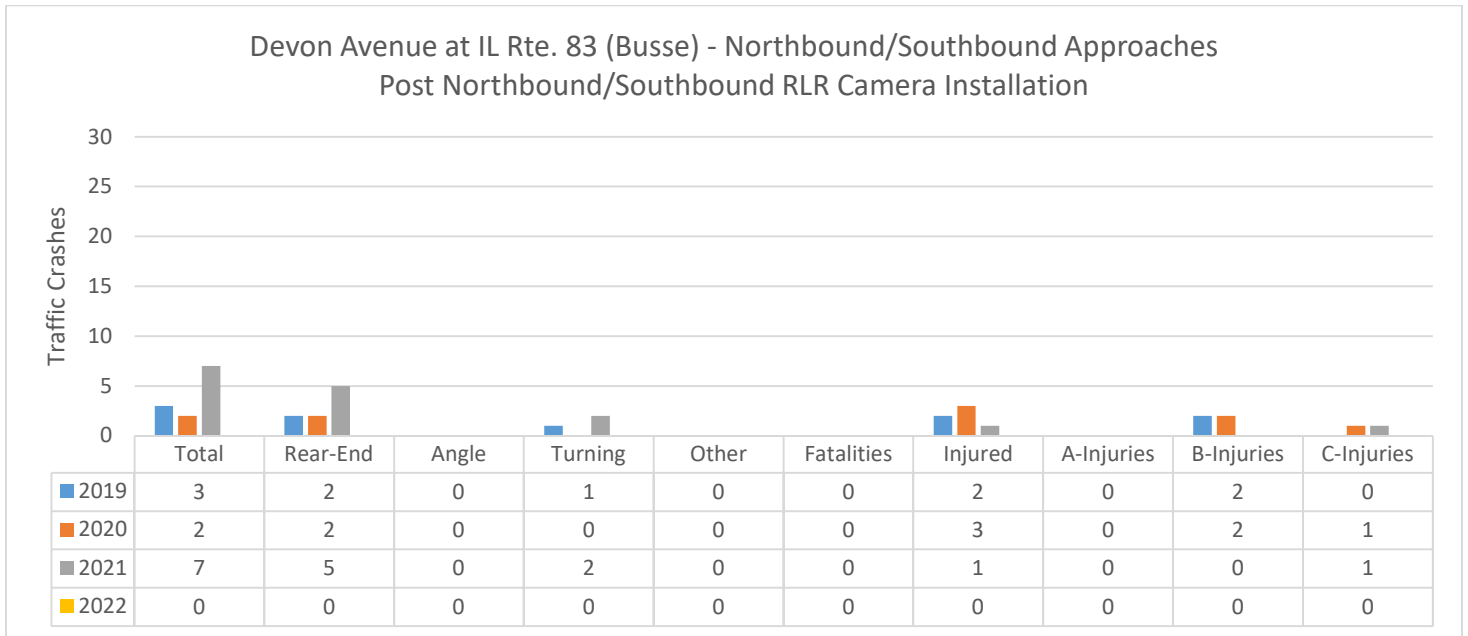
*Graph 1*



*Graph 2*



*Graph 3*

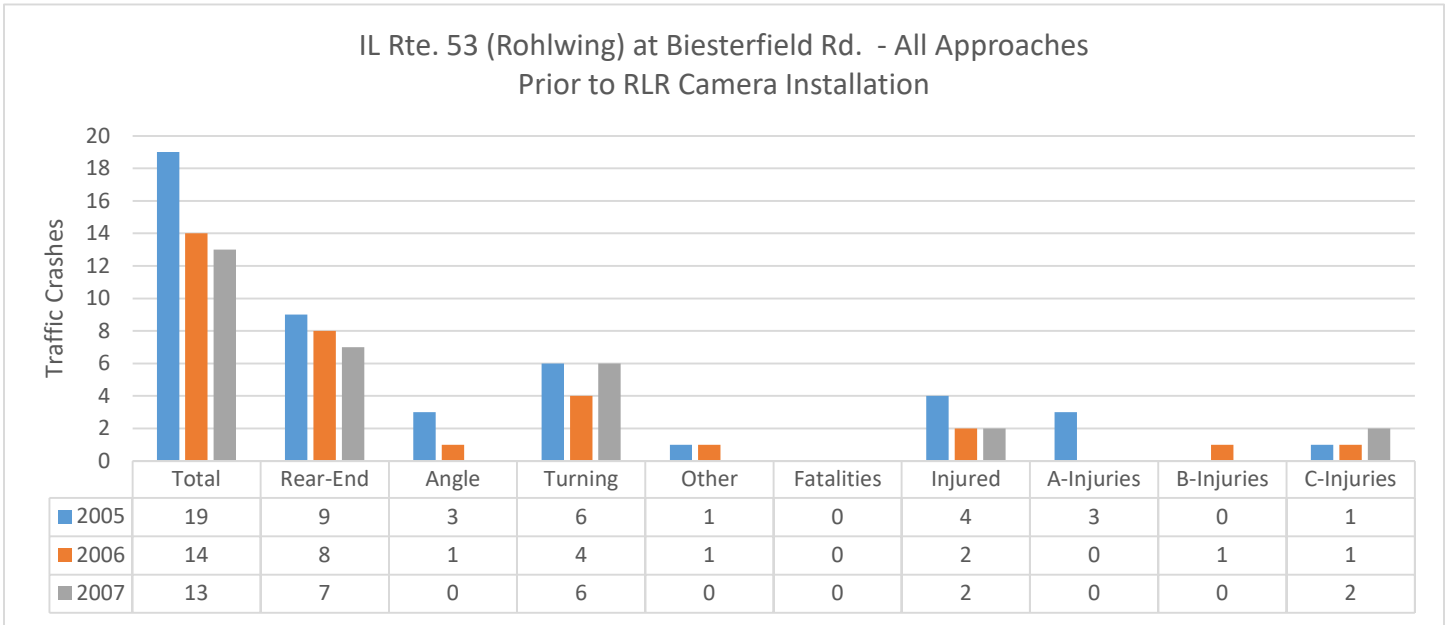


*Graph 4*

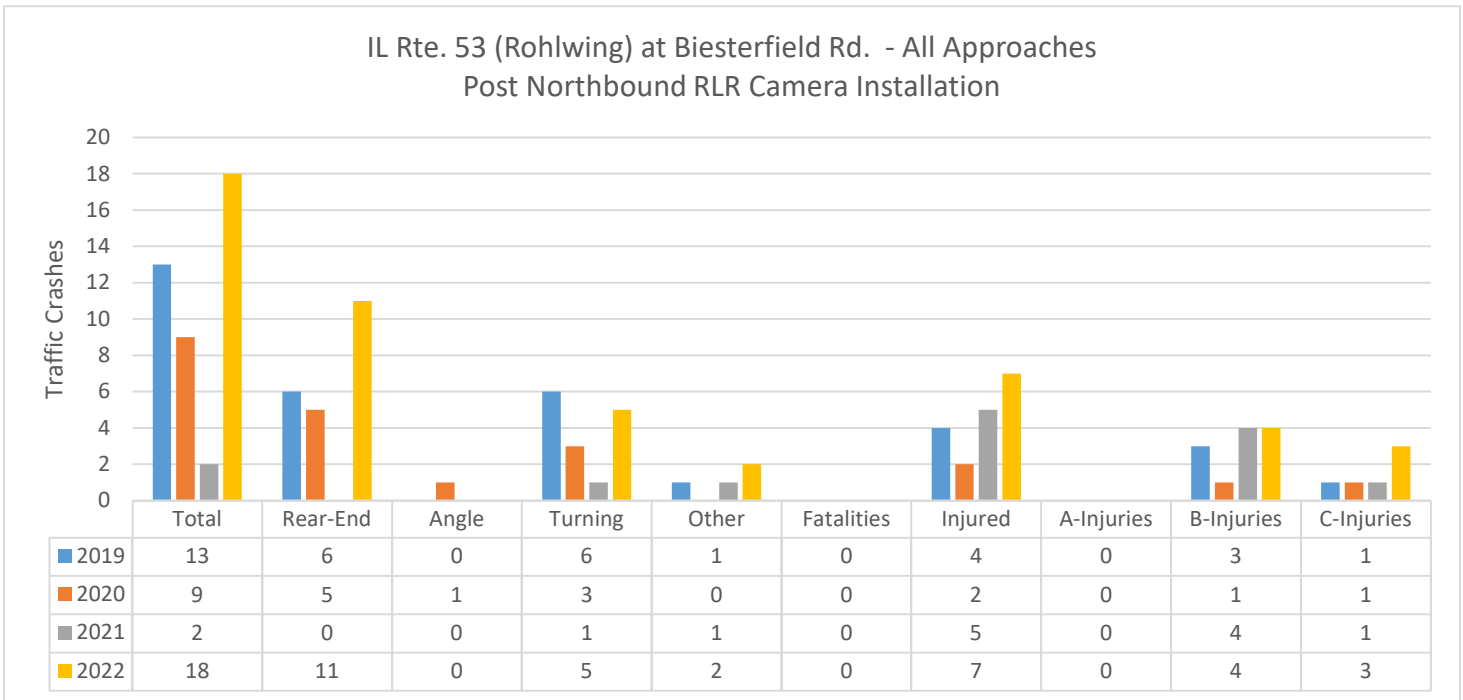




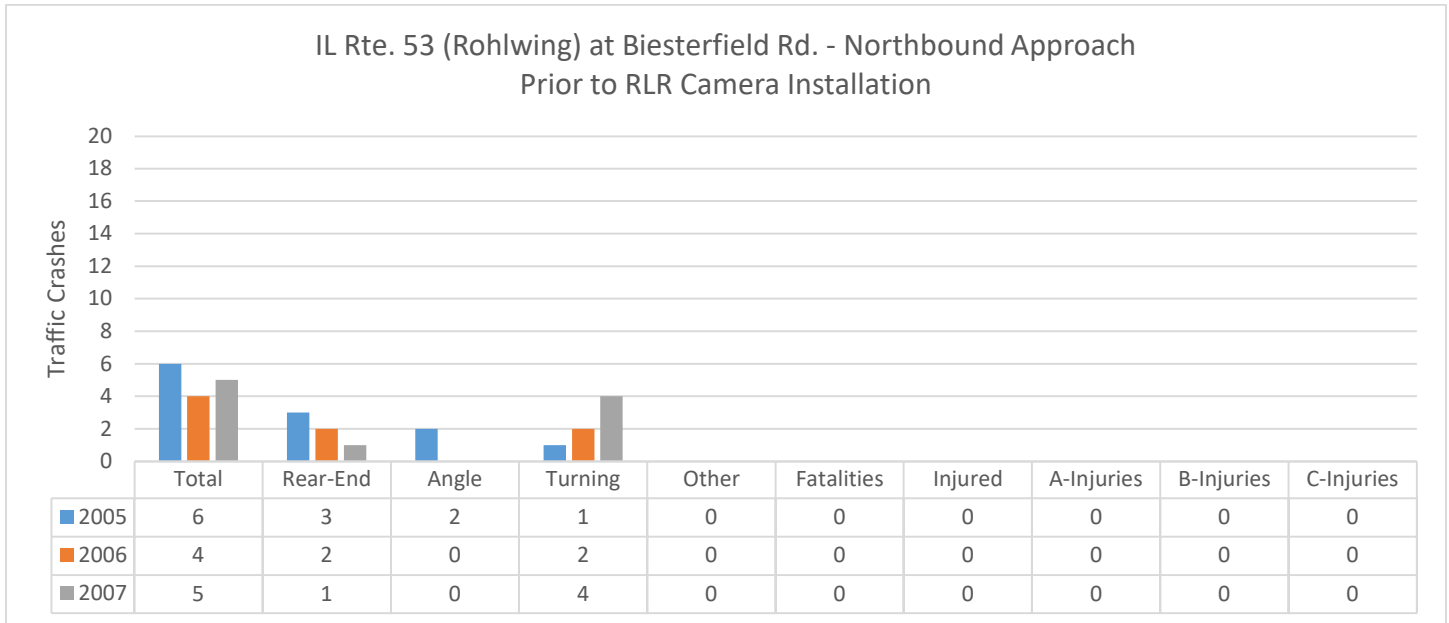
**IL Rte. 53 (Rohlwing) at Biesterfield Rd.**



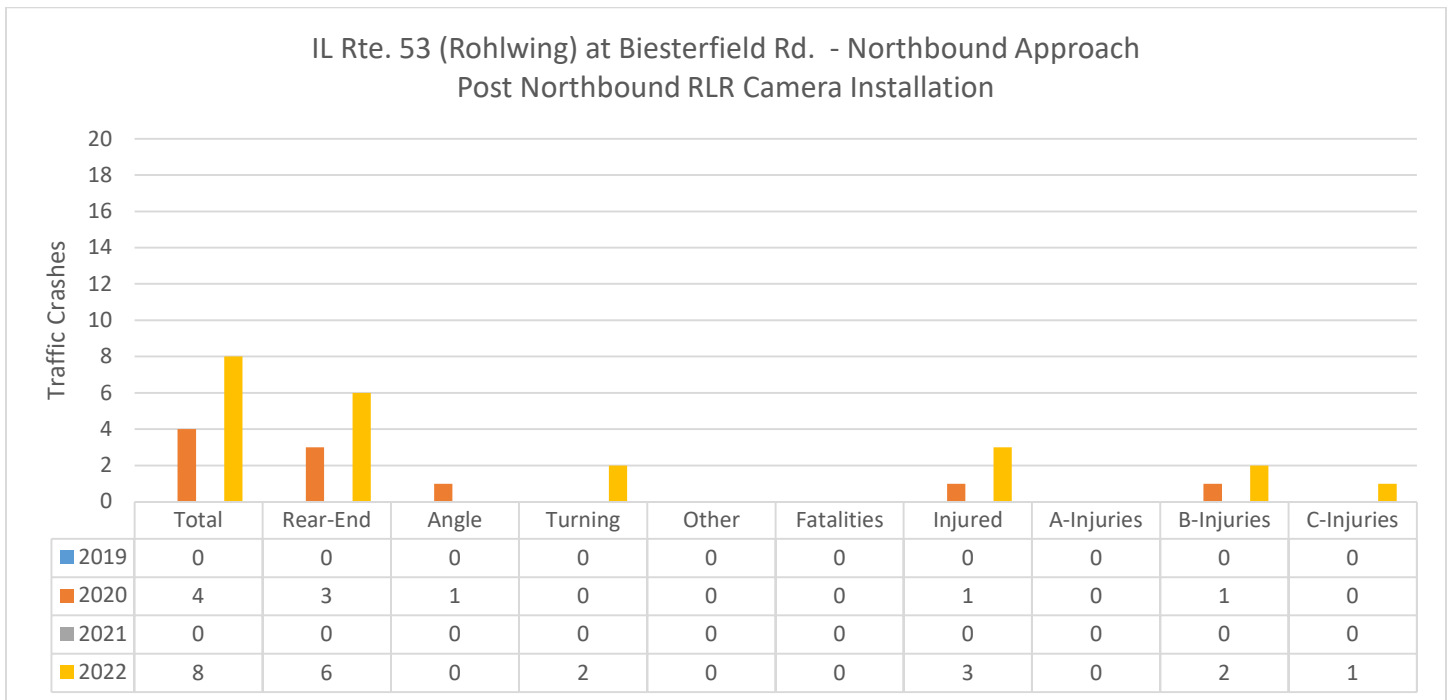
*Graph 1*



*Graph 2*



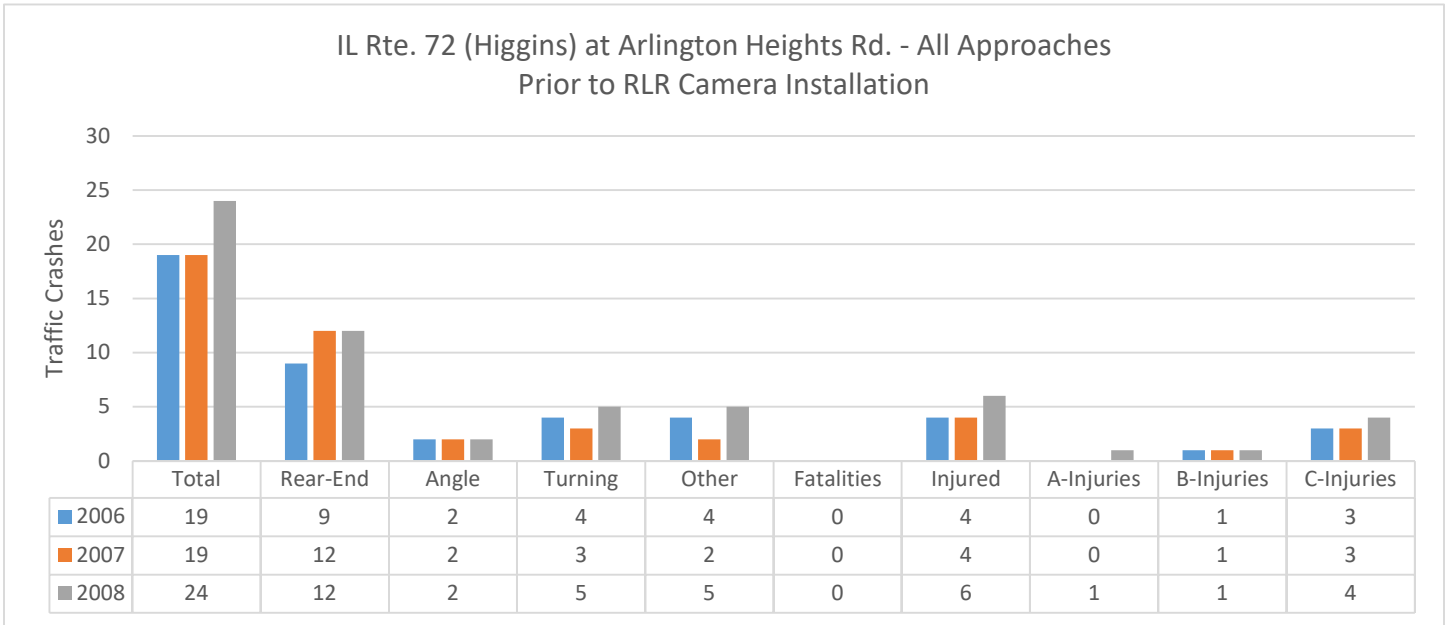
*Graph 3*



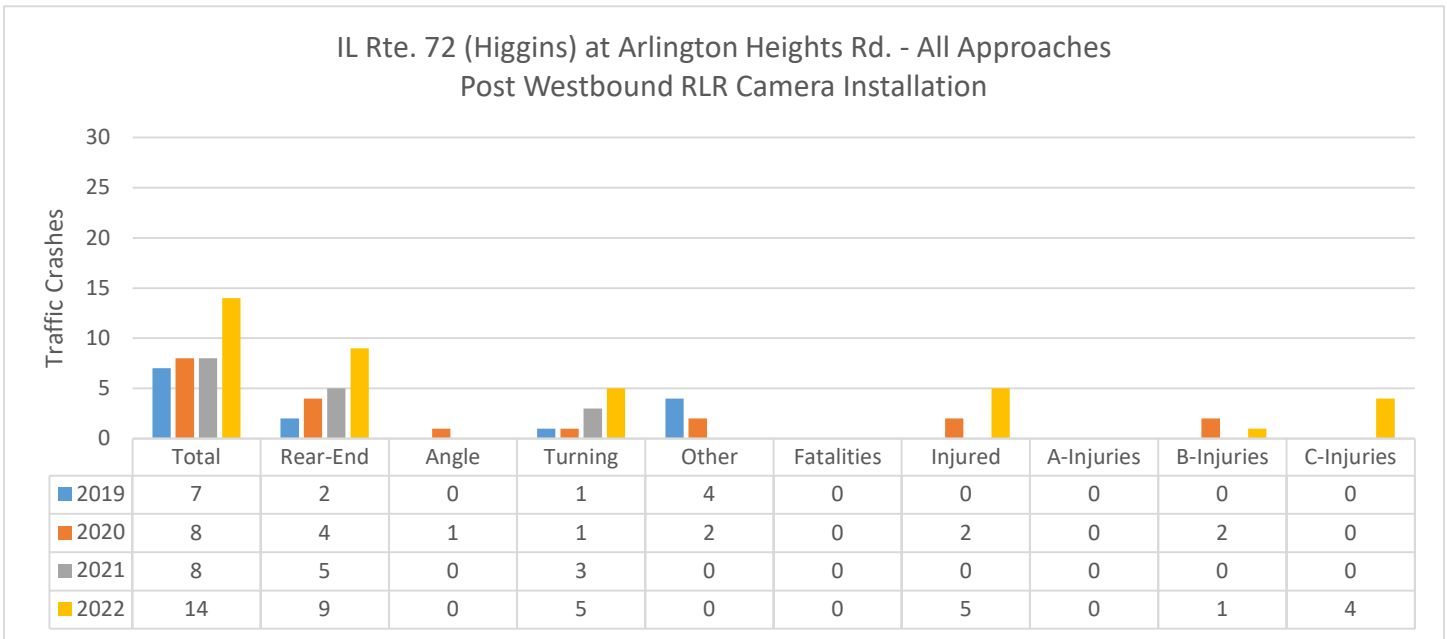
*Graph 4*



**IL Rte. 72 (Higgins) at Arlington Heights Rd.**

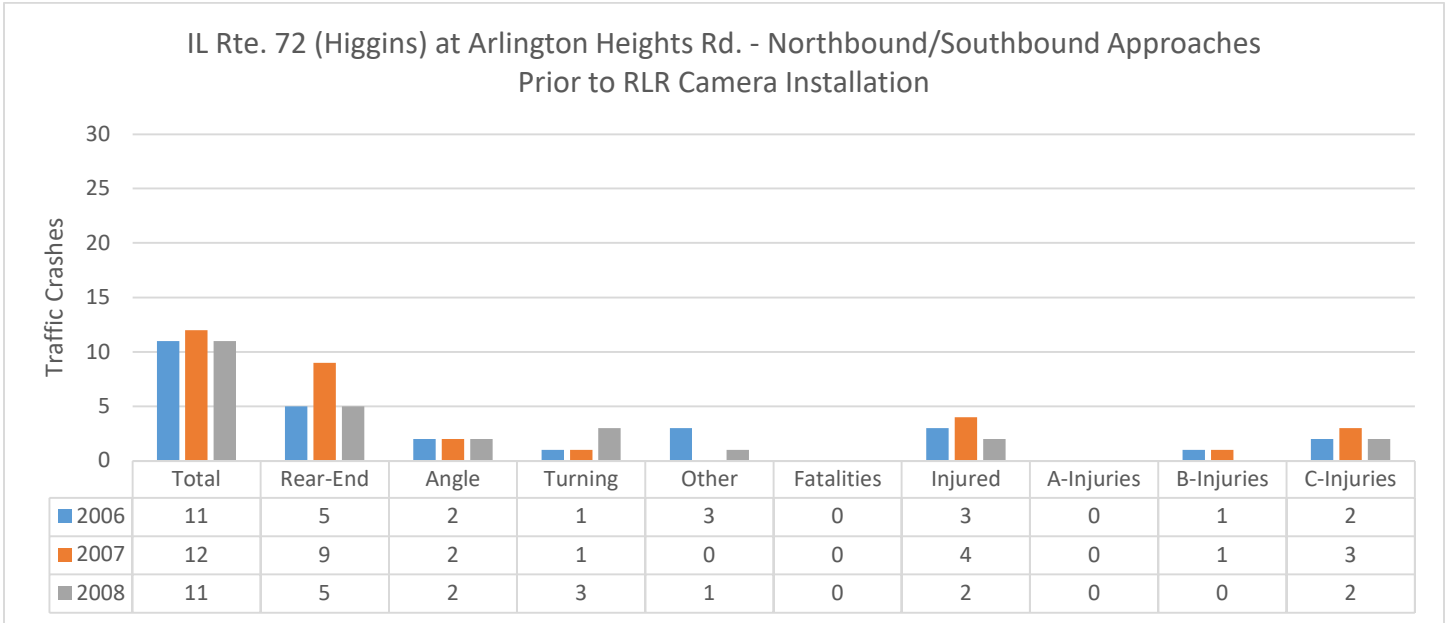


*Graph 1*

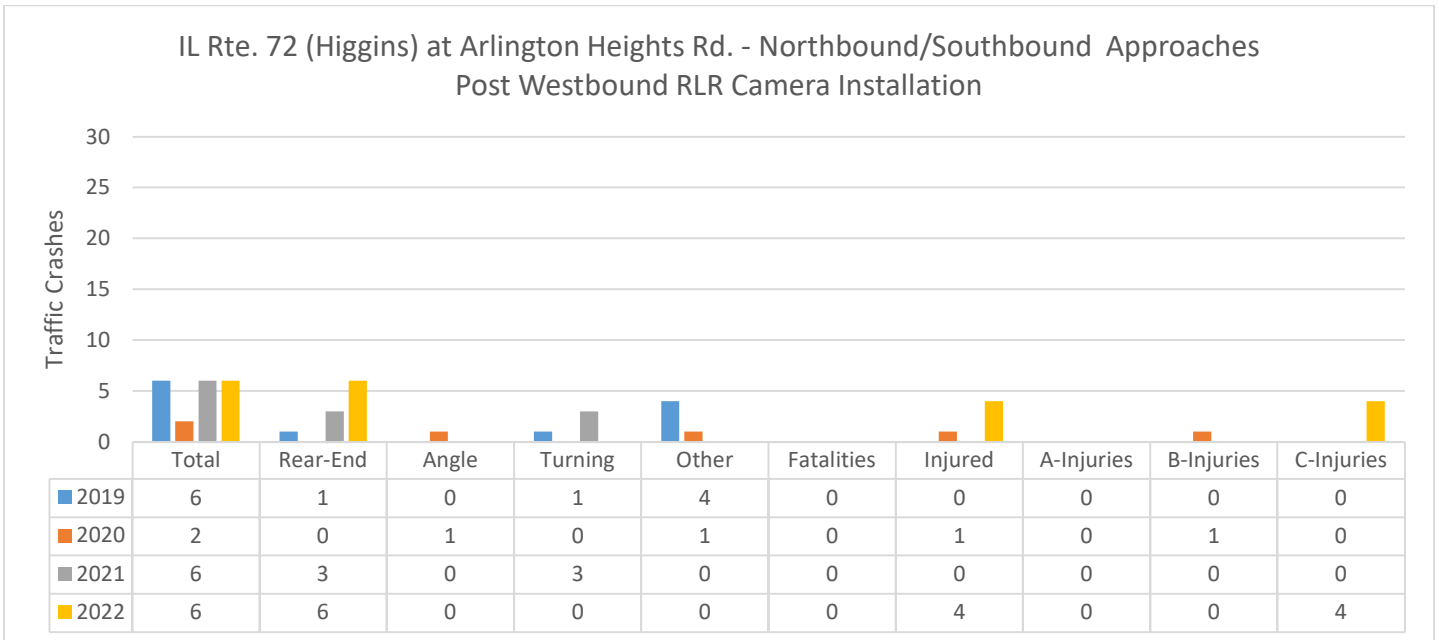


*Graph 2*





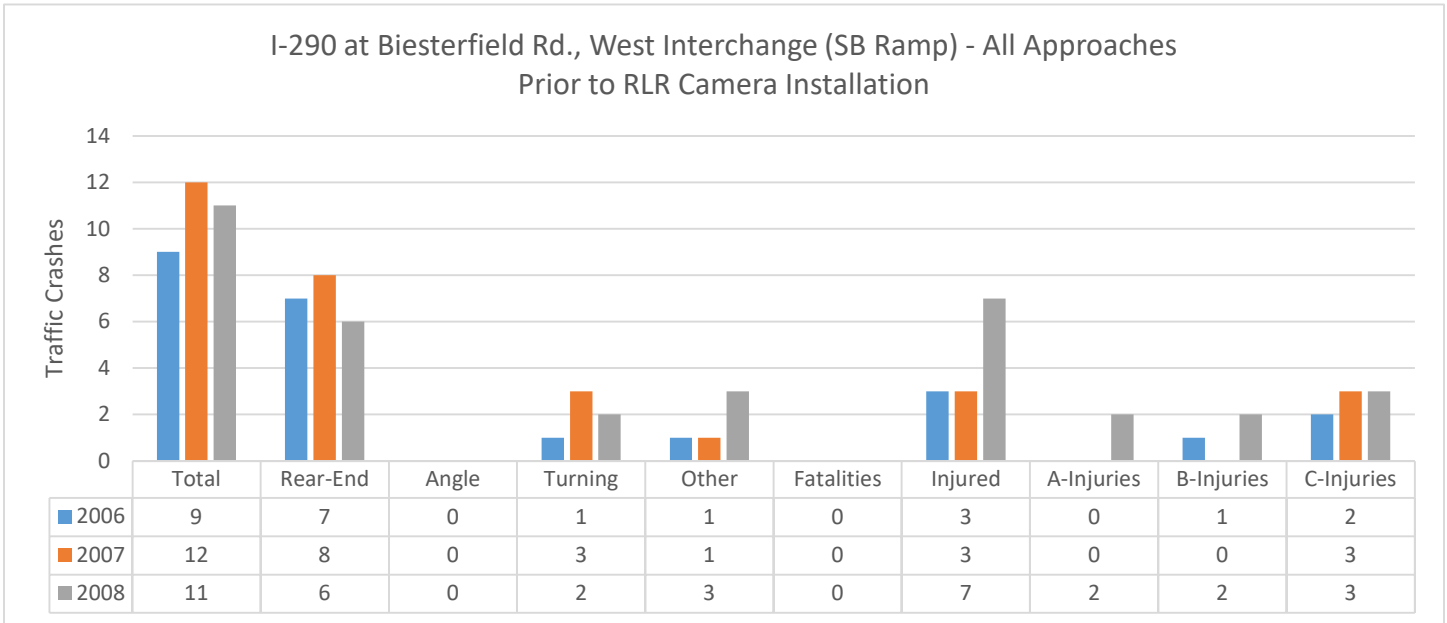
Graph 3



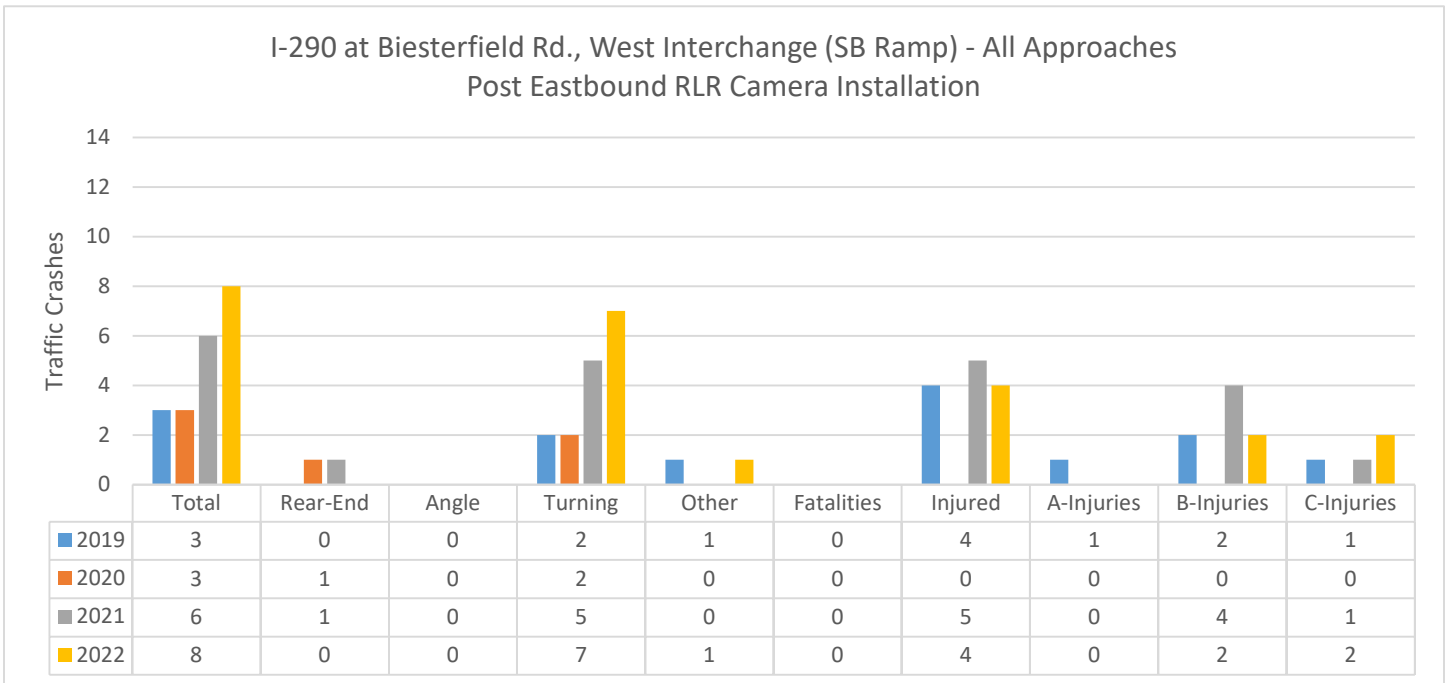
Graph 4



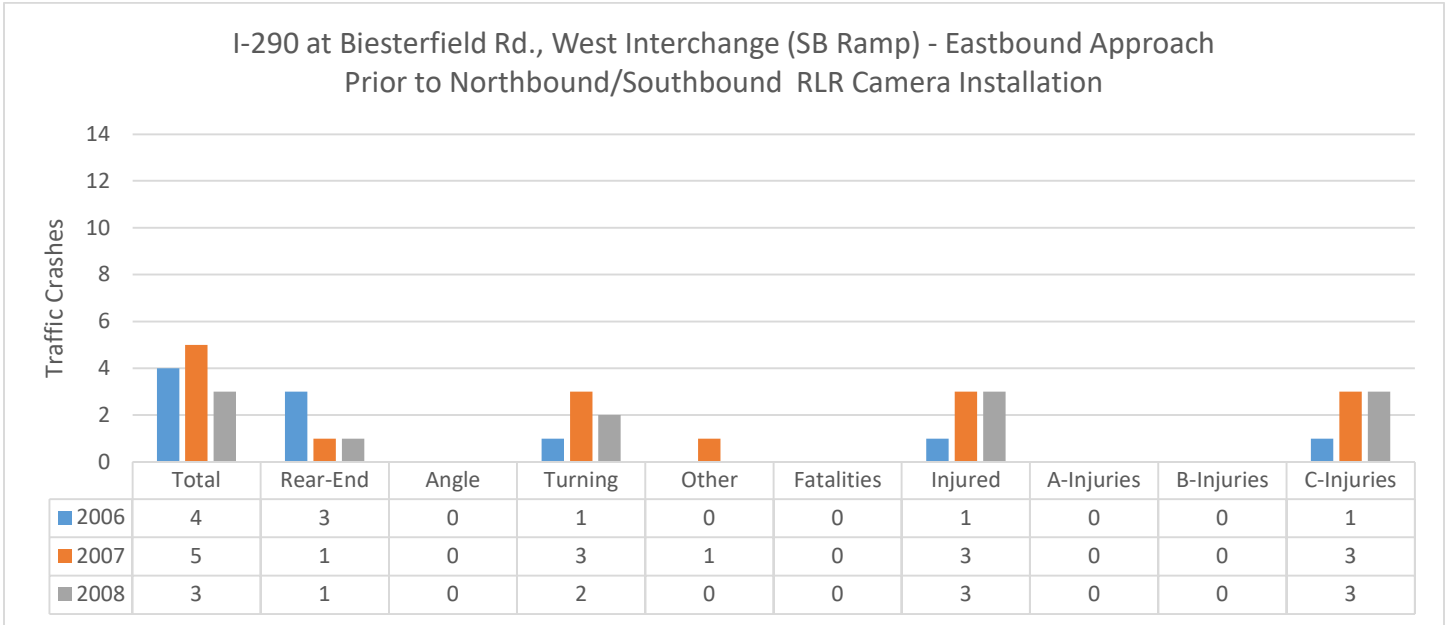
**I-290 at Biesterfield Rd., West Interchange (SB Ramp)**



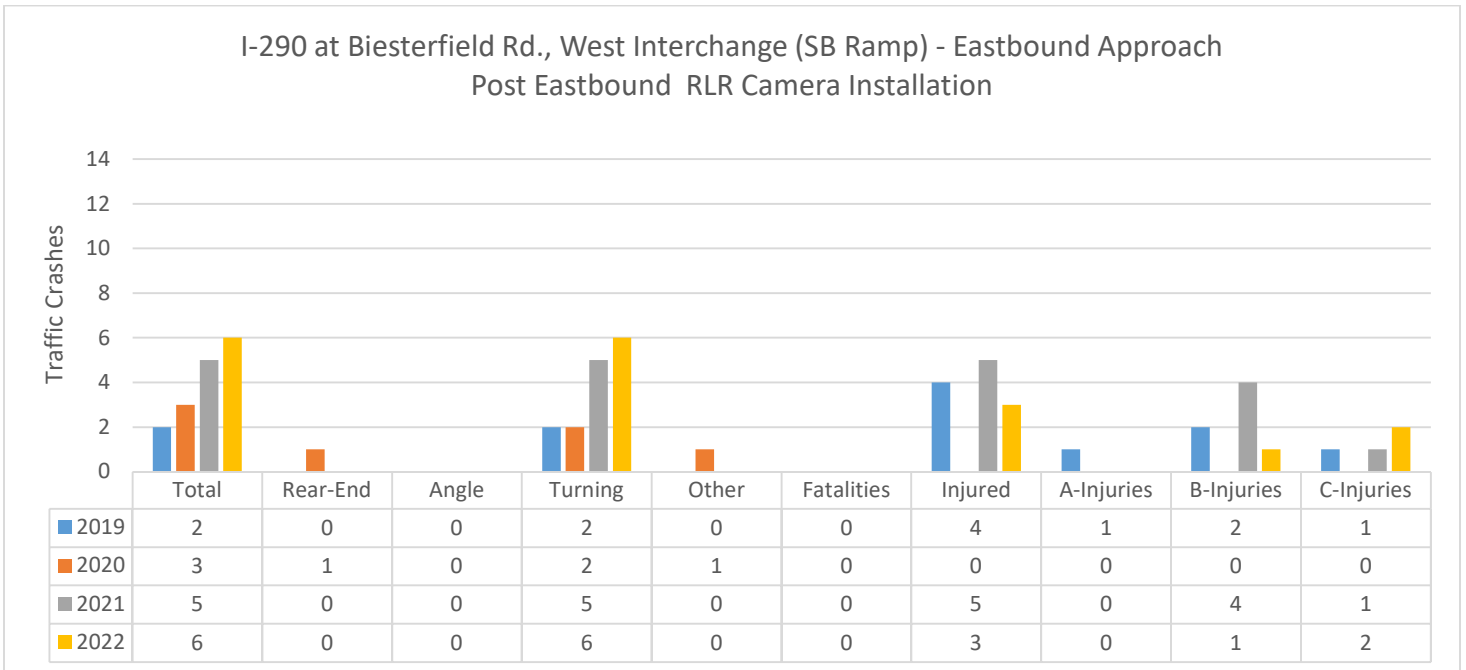
*Graph 1*



*Graph 2*



Graph 3

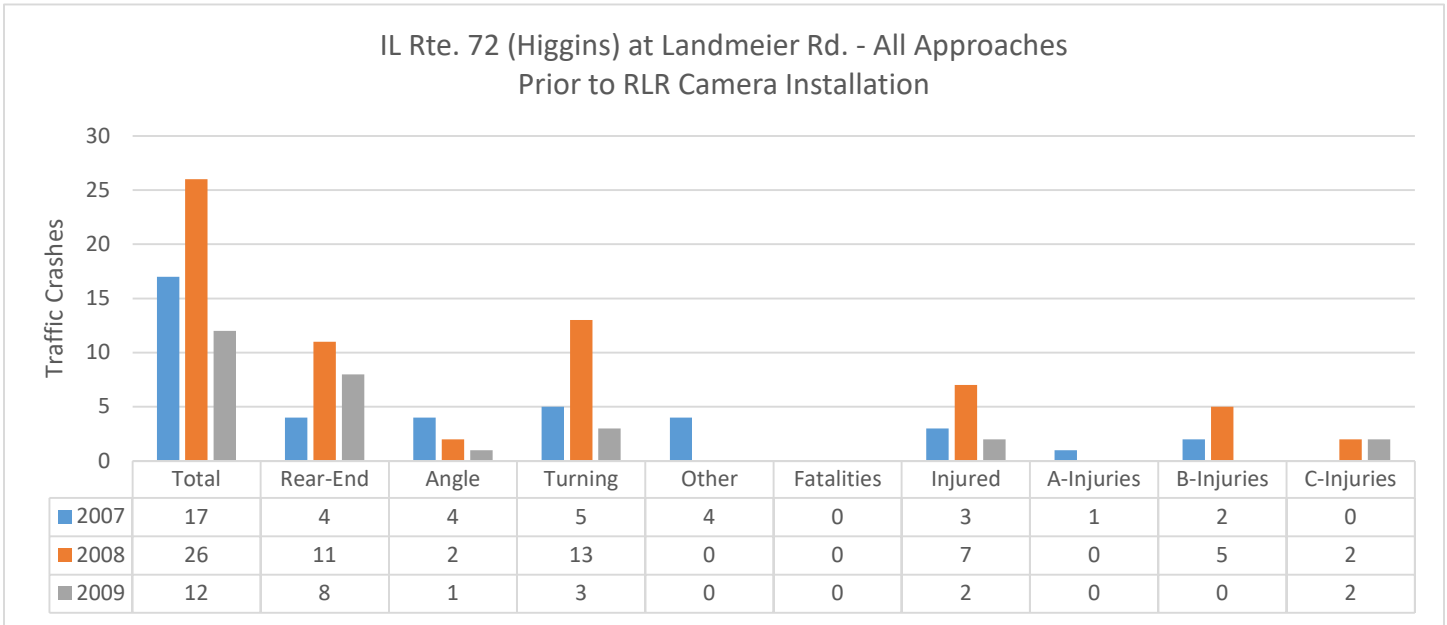


Graph 4

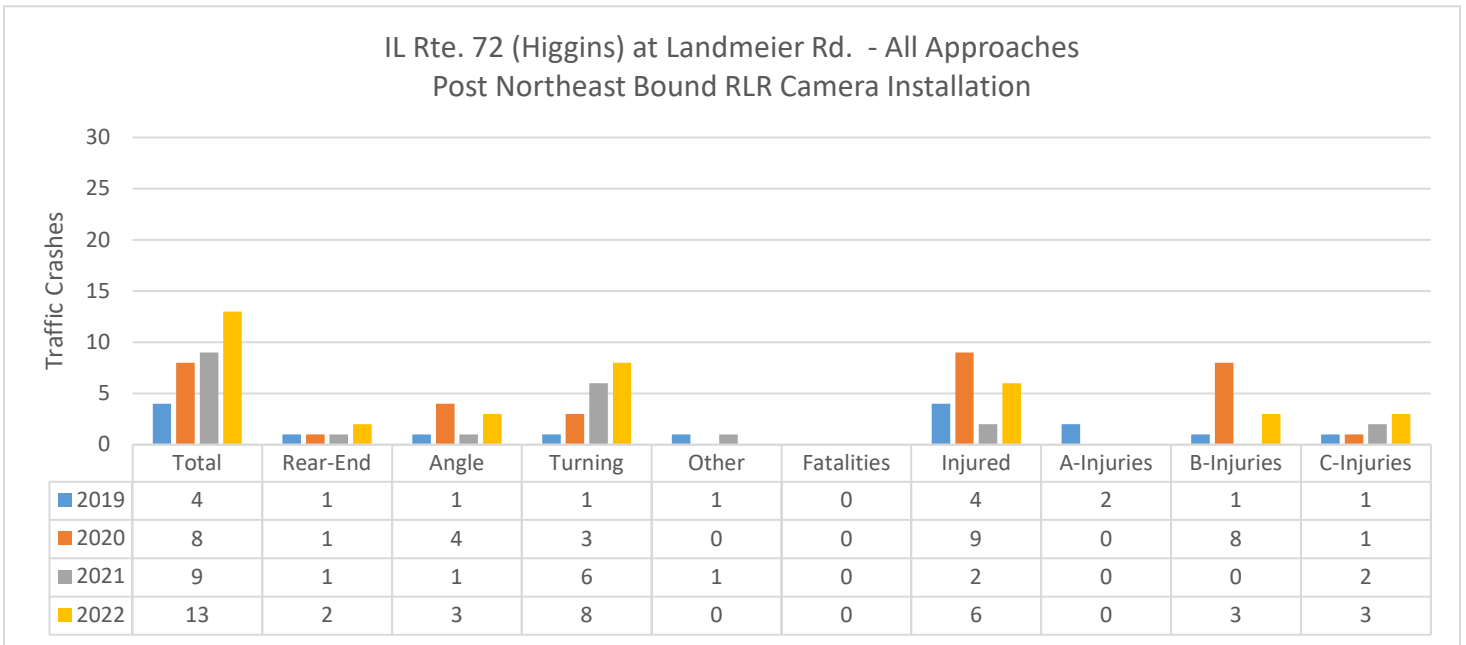




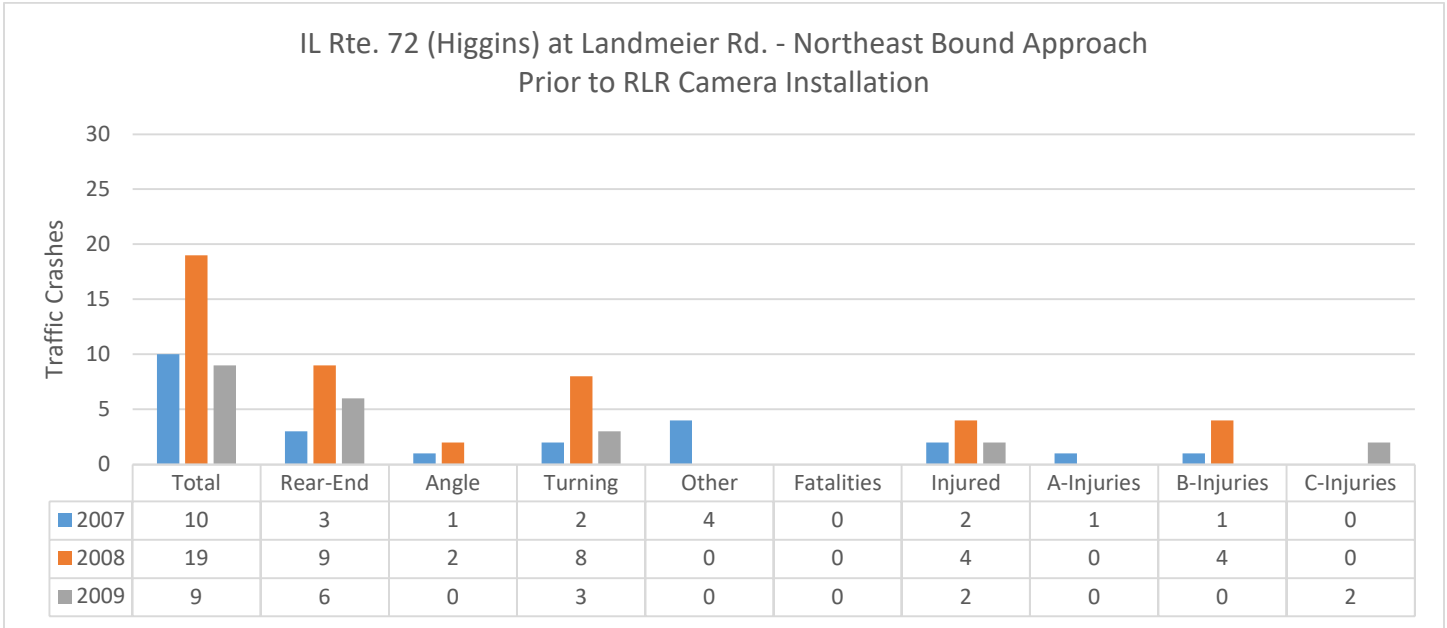
**IL Rte. 72 (Higgins) at Landmeier Rd.**



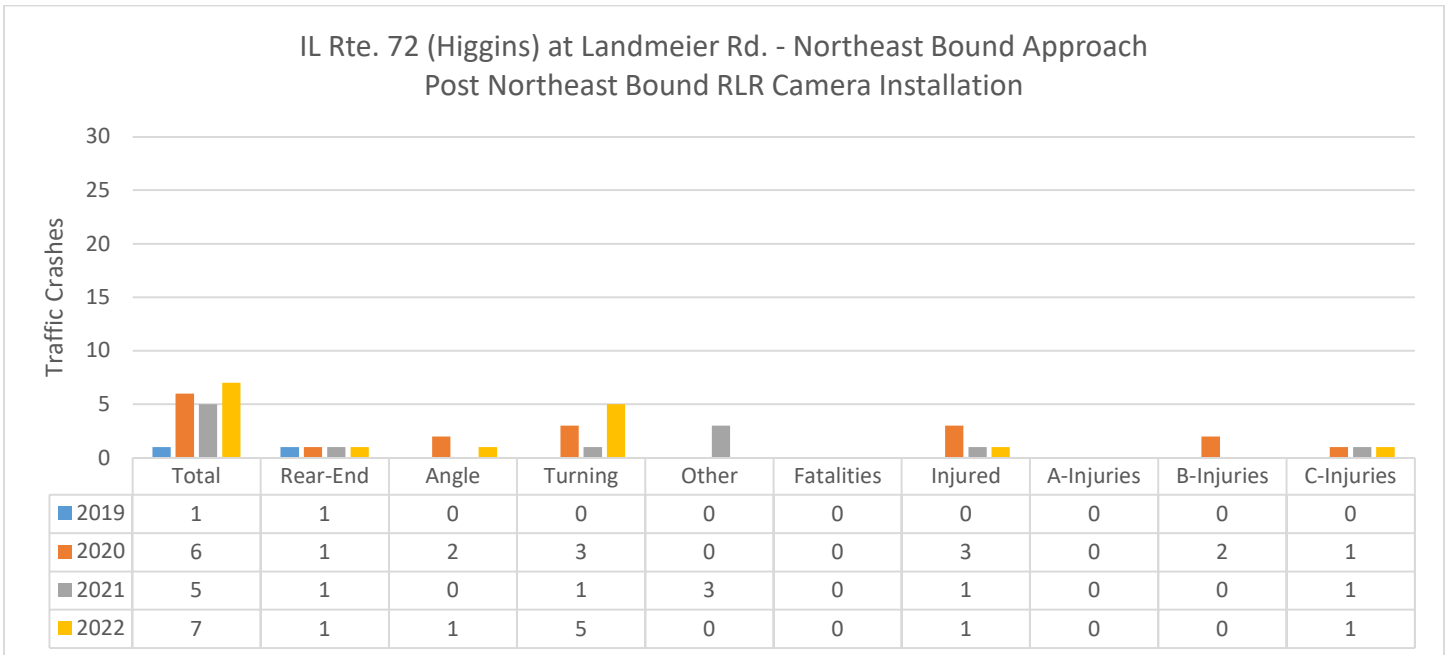
*Graph 1*



*Graph 2*



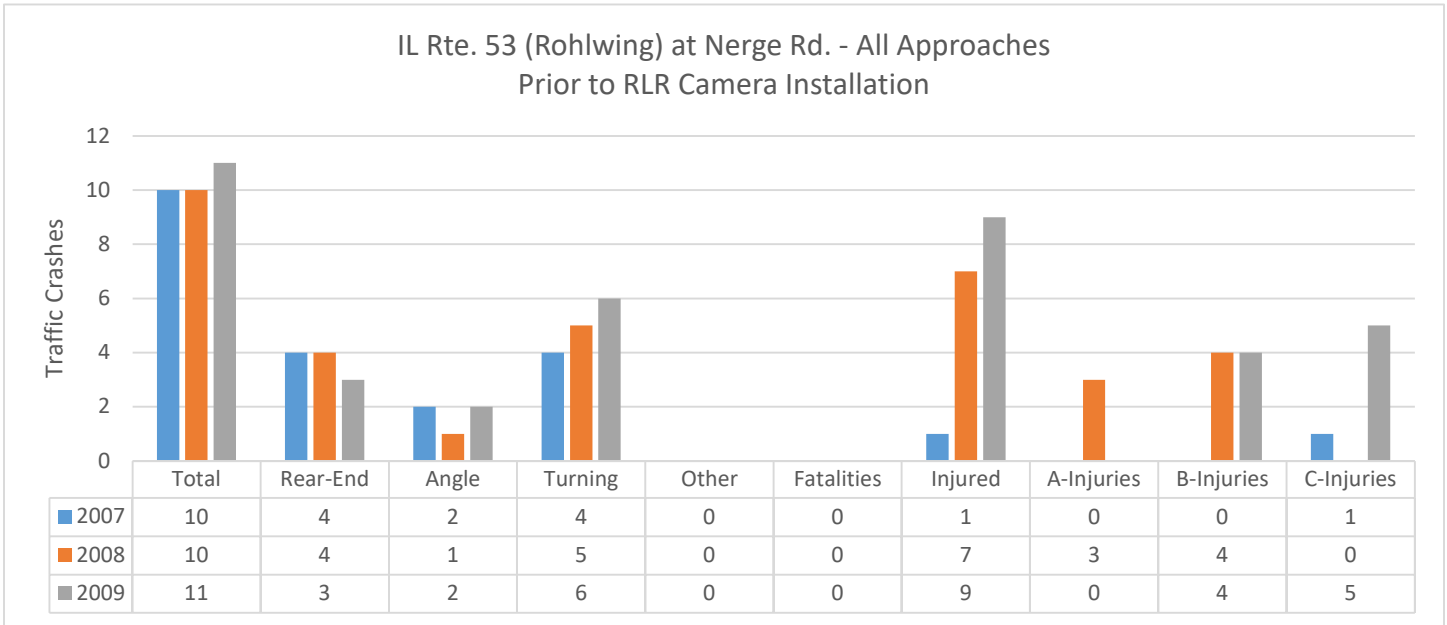
Graph 3



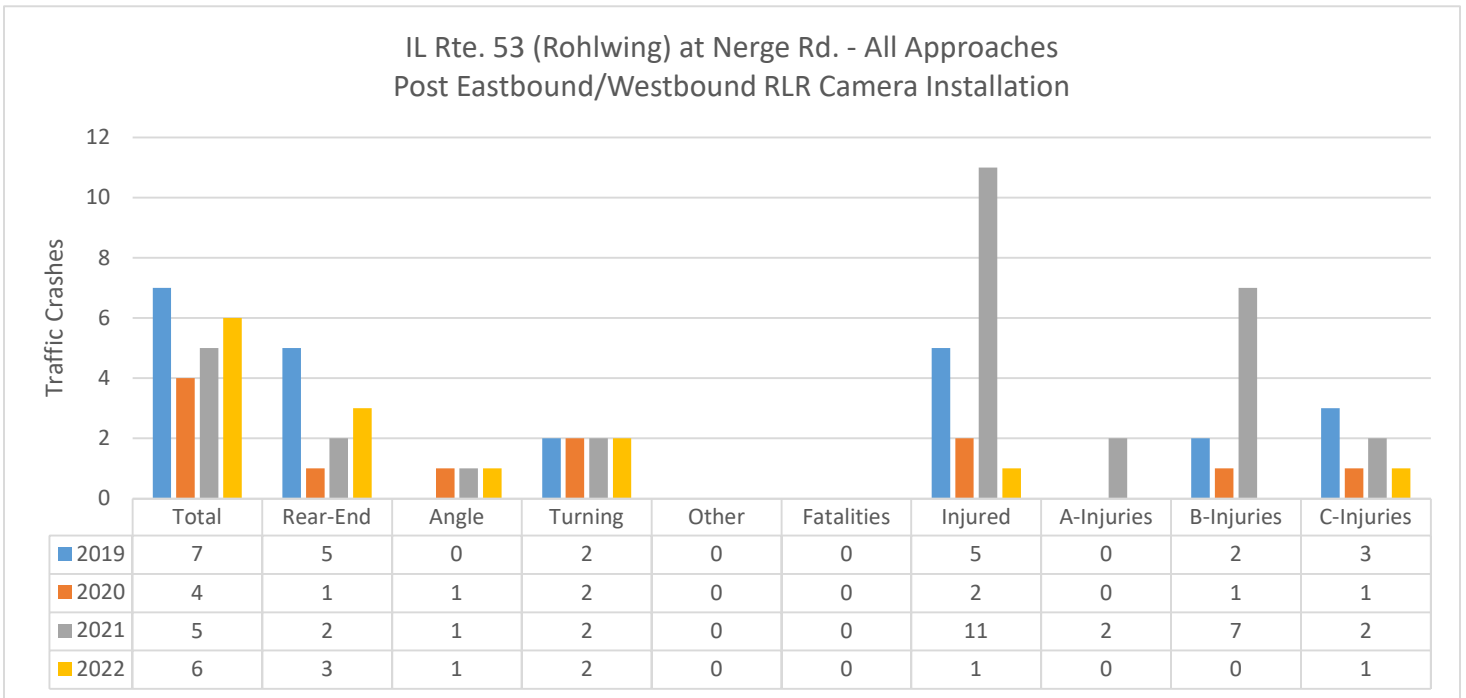
Graph 4



**IL Rte. 53 (Rohlwing) at Nerge Rd.**

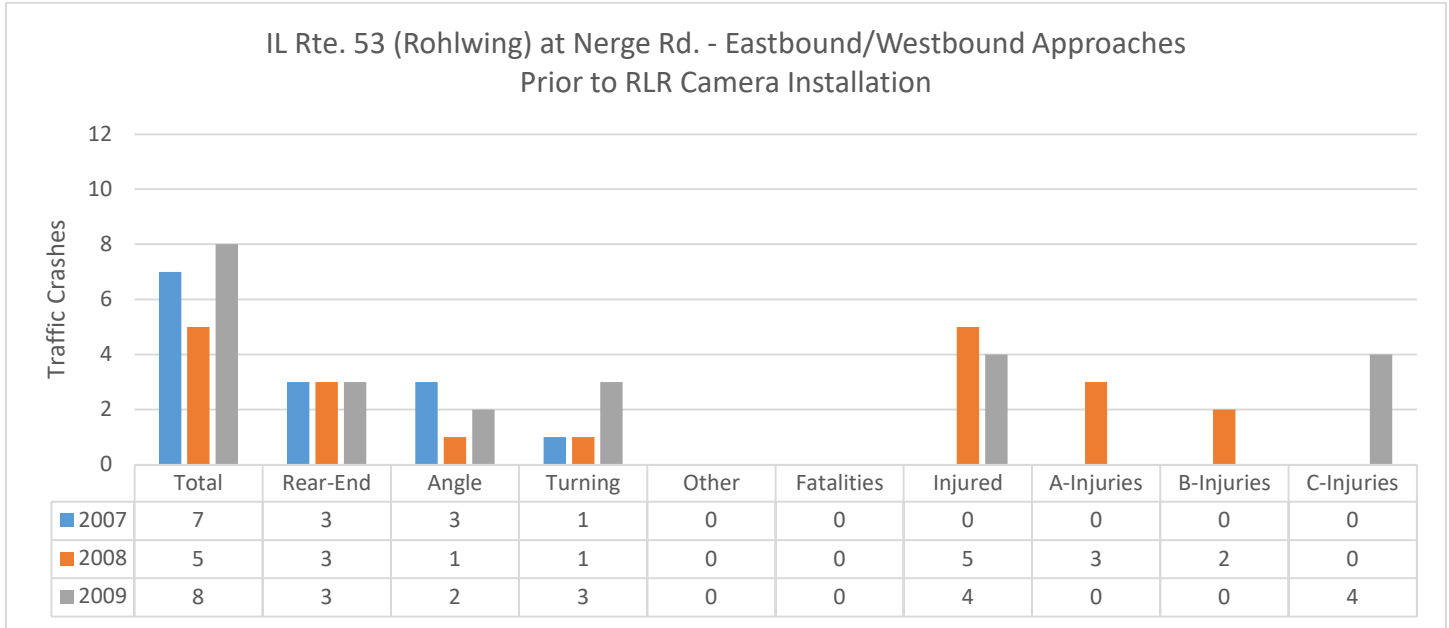


*Graph 1*

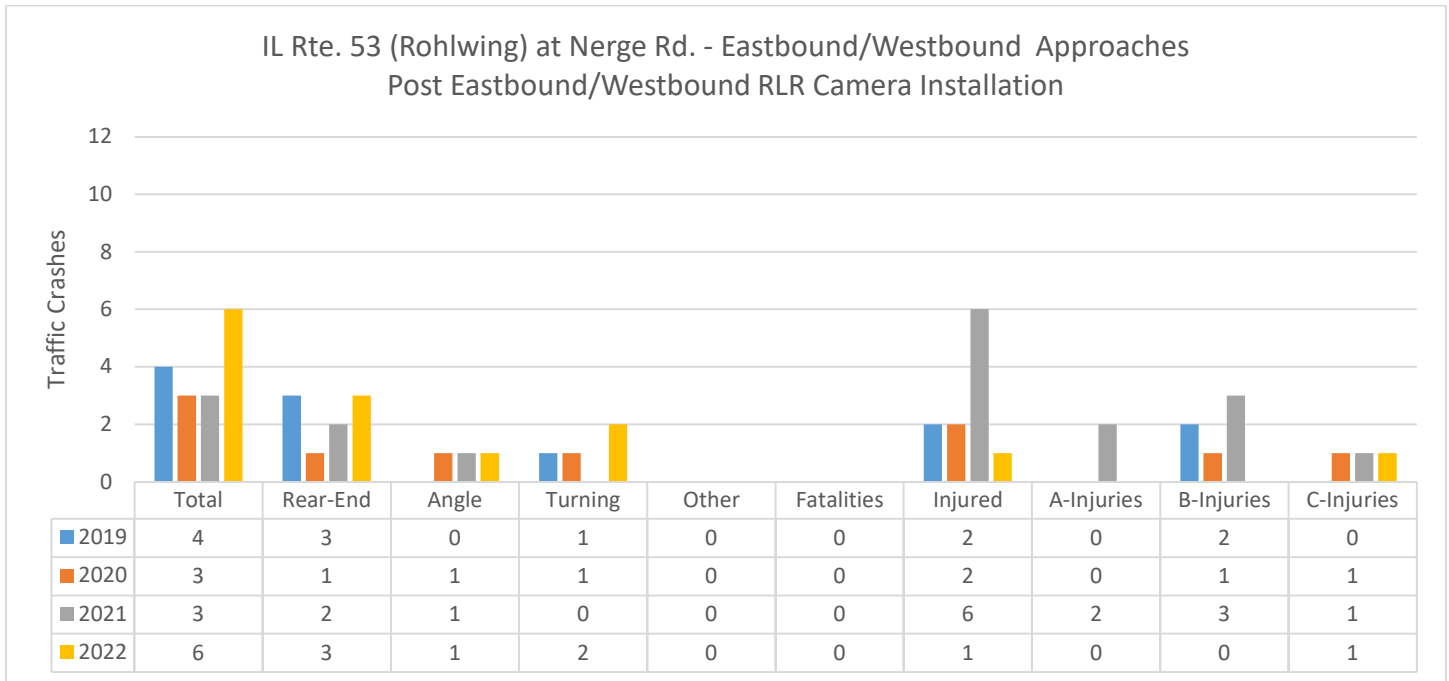


*Graph 2*





Graph 3



Graph 4

**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 Elk Grove Village acknowledges the potential for discrepancies in the final conclusions drawn.



Automated enforcement cameras are simply another tool to assist already over-burdened police departments with enforcing the rules of the road. With the onset of the Covid-19 pandemic in 2020, traffic patterns and volume were abruptly changed as a vast majority of commuters began working remotely. In some studies, the number has been cited as an almost 40% reduction in the number of vehicles on the road. This lessening in traffic volume had the undesired effect of freeing up the roadways, resulting in a motoring public exhibiting more reckless driving behaviors and a blatant disregard for the rules of the road.

As the daily work force is slowly returning and traffic volumes are returning to pre-pandemic volumes, the reckless behavior is sadly not leveling off, and drivers are still driving carelessly despite the increasing number of vehicles on the road.

A red-light camera does not have the ability to impact the number of cars traveling through an intersection, the vehicle speed, or the proximity of cars tailgating one another. The decision to accelerate when the light turns yellow, or to tailgate another vehicle, is a conscious decision made by the driver. What the cameras can do, however, is act as a deterrent to these reckless behaviors. Signs advising the intersection is photo enforced let drivers know there will be a consequence for their actions, even if no Officer is present. Red-light cameras do not discriminate or target specific drivers, they target specific driving behaviors. Officers (and other motorists) are not placed in danger by a squad chasing an offending vehicle thru an intersection. Violators have the option of requesting a hearing if they wish to contest the violation to an administrative adjudicator, just as they would with an Officer issued citation. Unlike a UTC, there is the added benefit of a video clip being available, so the individual is judged on the exact violation which occurred, not on an Officer's recollection or speculation.

The fact is clear that Red-light Cameras are the most fair and unbiased traffic law enforcement tool available.

It is statistically impossible to evaluate the effectiveness of the enforcement cameras on crash reports obtained over these unprecedented times. There are simply too many variables, both known and unknown, that are affecting the data. As traffic patterns return to what is presumably the "new normal", it is important the annual data is continuously monitored to determine if there are supplemental technologies available which will further enhance the effectiveness of the cameras to positively impact driver behavior.