



A Red Light Running (RLR) Photo Enforcement System was installed at the intersection of IL Rte. 62 (Algonquin) at New Wilke Road on June 1, 2008 (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:*

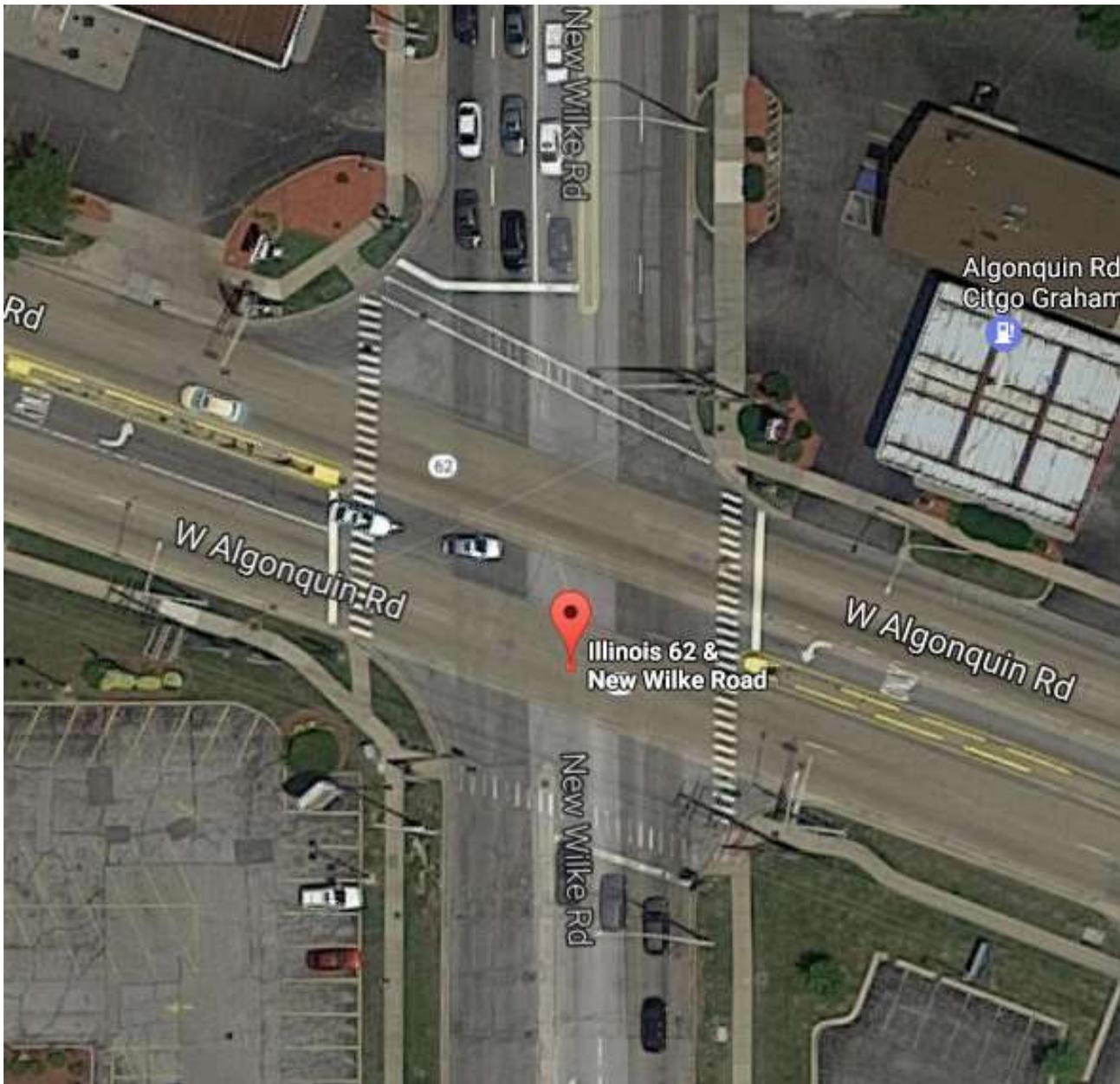
- *Intersection location(s);*
- *Date of implementation;*
- *RLR Camera System manufacturer and contractor name;*
- *Crash data specific to RLR location(s) for the three (3) year period prior to and for the period post RLR Camera installation;*
- *An analysis of the crash data, including a summary of 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 2019.

*Calendar year 2020 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.*

**IL Rte. 62 (Algonquin) at New Wilke Road**  
**Rolling Meadows, IL**

- RLR Photo Enforcement System monitors violations occurring on the eastbound approach of the intersection
- RLR Photo Enforcement System installed: June 1, 2008





**IL Rte. 62 (Algonquin) at New Wilke Road, Northbound Approach**



**IL Rte. 62 (Algonquin) at New Wilke Road, Southbound Approach**





**IL Rte. 62 (Algonquin) at New Wilke Road, Eastbound Approach**



**IL Rte. 62 (Algonquin) at New Wilke Road, Westbound Approach**

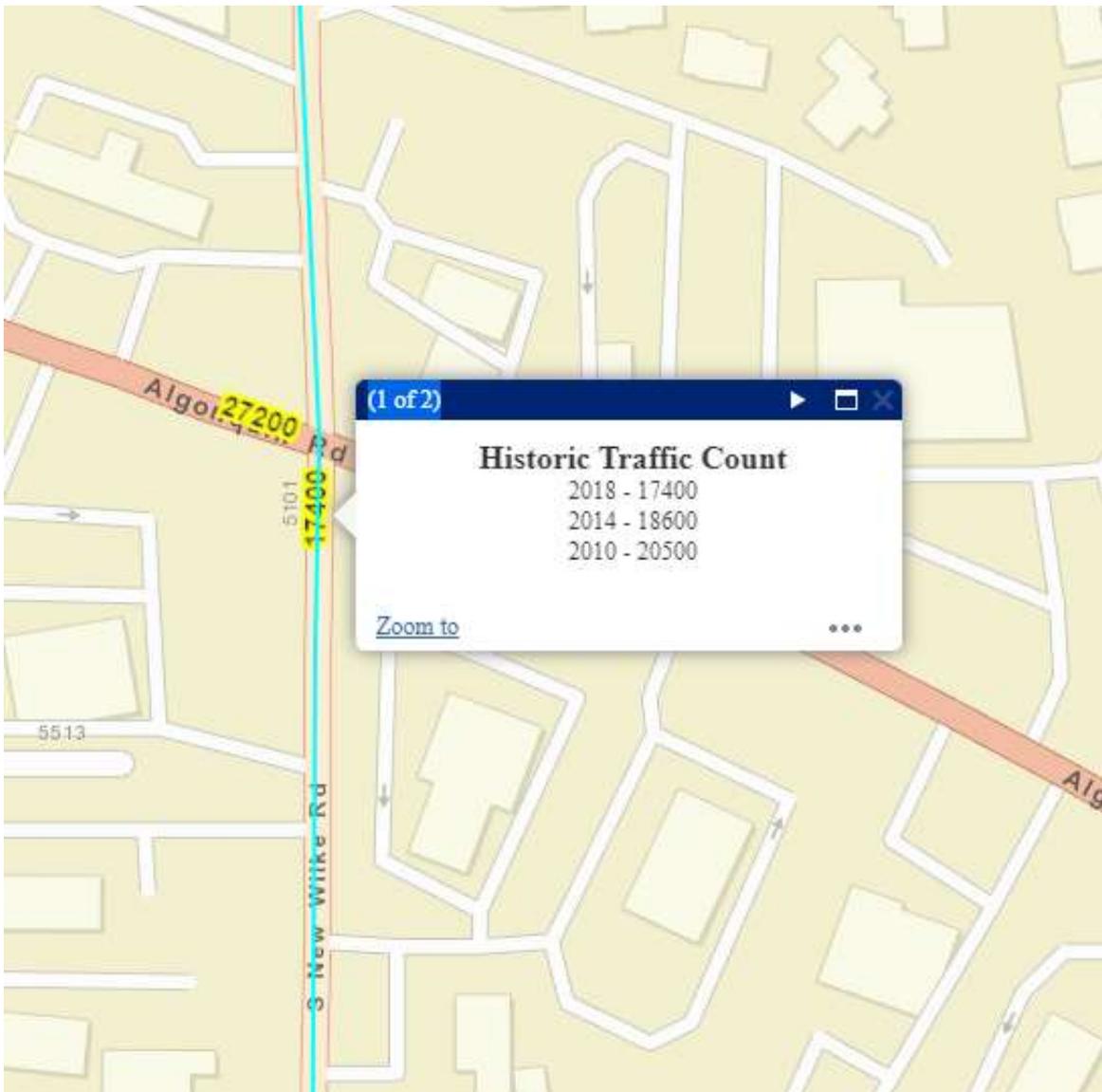


## Average Daily Traffic

Data was obtained from the Illinois Department of Transportation's website  
[www.gettingaroundillinois.com](http://www.gettingaroundillinois.com).

IL Rte. 62 (Algonquin) at New Wilke Road (Northbound/Southbound)

- 20,500 (2010)
- 18,600 (2014)
- 20,500 (2018)

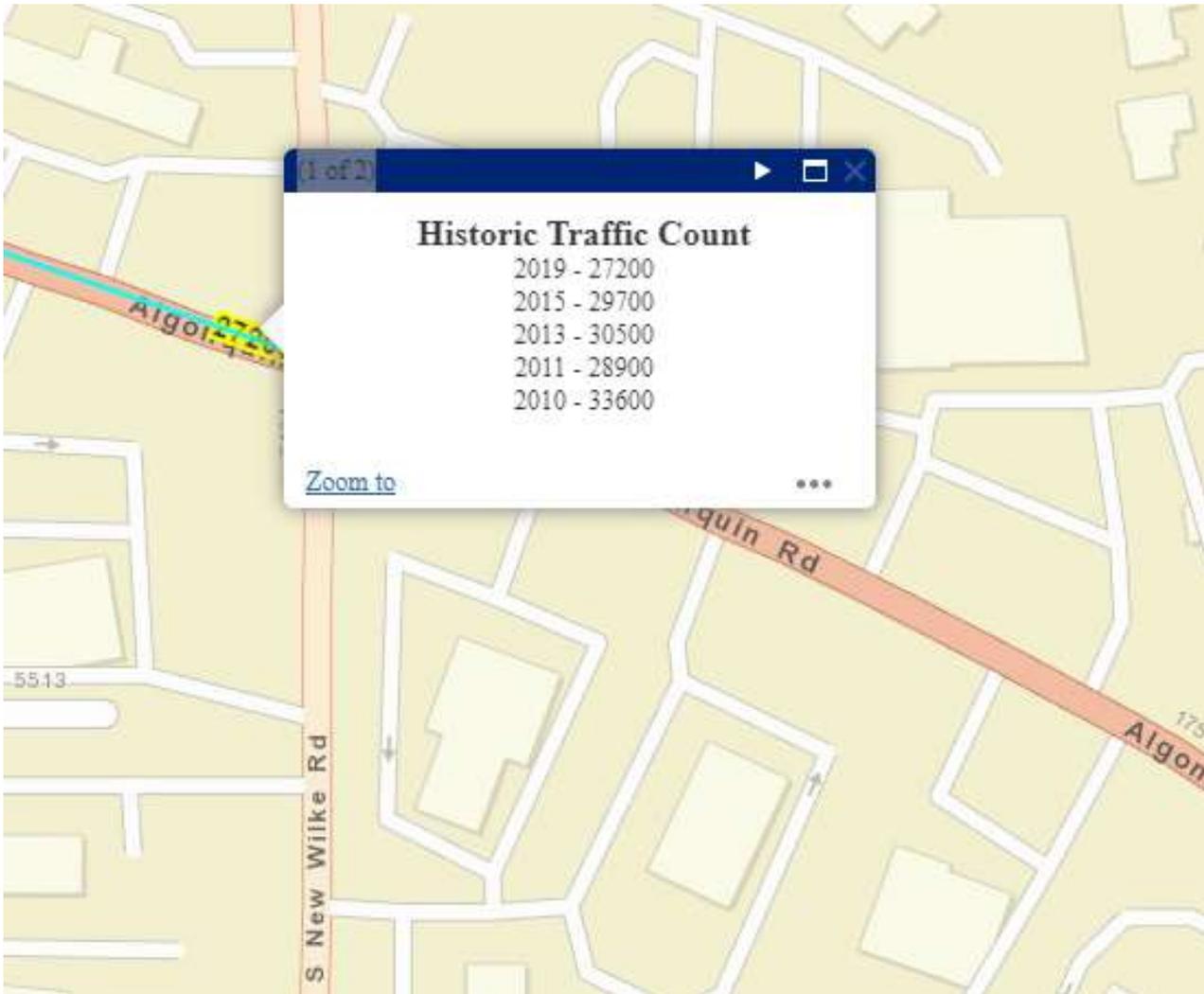


## **Average Daily Traffic (continued)**

Data was obtained from the Illinois Department of Transportation's website  
[www.gettingaroundillinois.com](http://www.gettingaroundillinois.com).

IL Rte. 62 (Algonquin) at New Wilke Road (Eastbound)

- 33,600 (2010)
- 28,900 (2011)
- 30,500 (2013)
- 29,700 (2015)
- 27,200 (2019)

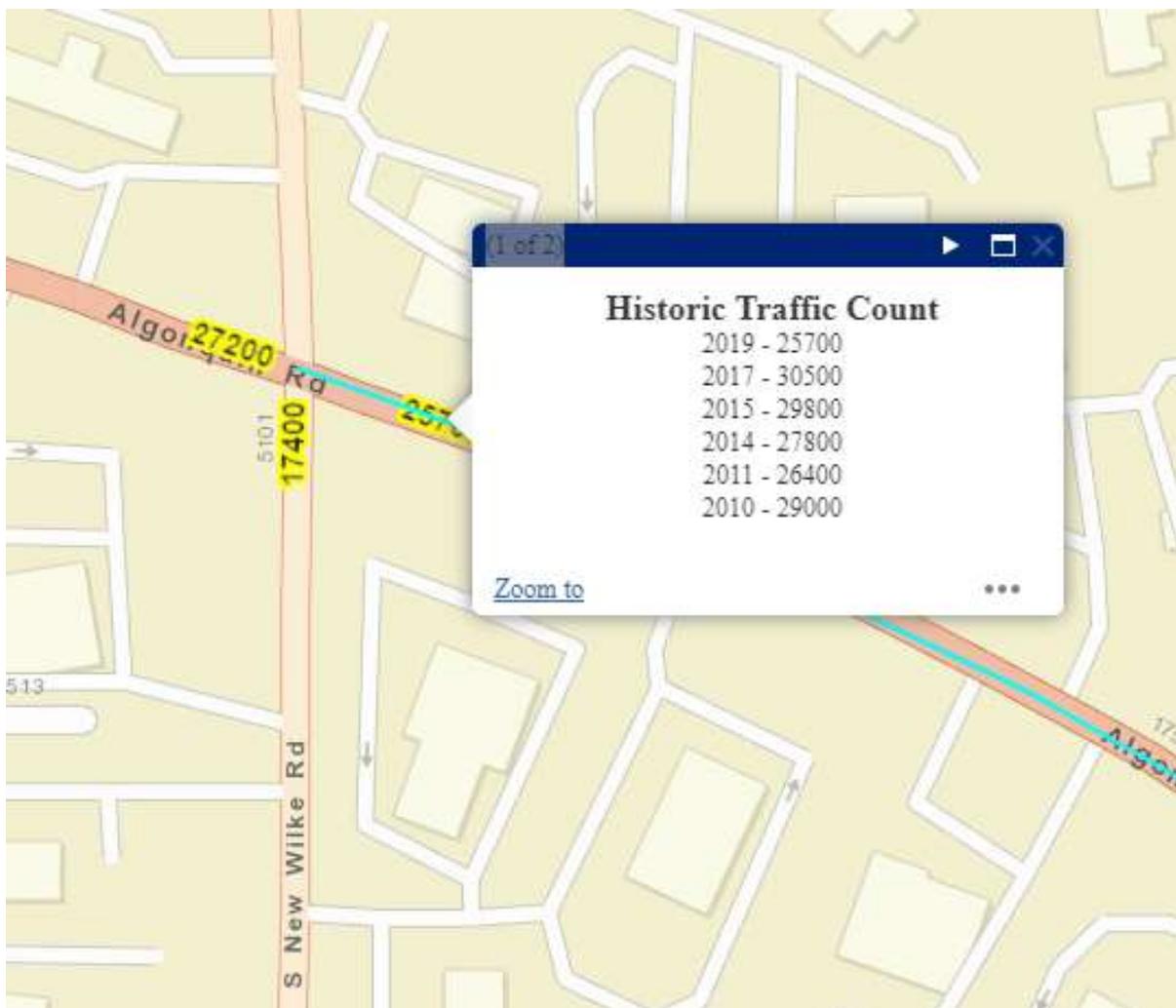


## Average Daily Traffic (continued)

Data was obtained from the Illinois Department of Transportation's website  
[www.gettingaroundillinois.com](http://www.gettingaroundillinois.com).

IL Rte. 62 (Algonquin) at New Wilke Road (Westbound)

- 29,000 (2010)
- 26,400 (2011)
- 27,800 (2014)
- 29,800 (2015)
- 30,500 (2017)
- 25,700 (2019)





## Adjudication Experience

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

<b>CITY OF ROLLING MEADOWS ADJUDICATION FOR AUTOMATED PHOTO ENFORCEMENT PROGRAM</b>		
<b>YEAR /TOTALS</b>	<b>LIABLE</b>	<b>NOT LIABLE</b>
2008	519	205
2009	660	280
2010	765	214
2011	583	150
2012	705	247
2013	495	223
2014	563	415
2015	770	477
2016	603	365
2017	570	400
2018	540	519
2019	379	397
2020	526	638
2021**	543	617
<b>TOTAL:</b>	<b>8221</b>	<b>5147</b>

\*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								Total
	Rear-End (% of Total)		Angle (% of Total)		Turning (% of Total)		Other (% of Total)		
2005	9	34.6%	2	7.7%	12	46.2%	3	11.5%	26
2006	11	52.4%	2	9.5%	6	28.6%	2	9.5%	21
2007	10	47.6%	1	4.8%	6	28.6%	4	19.0%	21
Total:	30	44.1%	5	7.4%	24	35.3%	9	13.2%	68
2005-2007 Avg:	10.0		1.7		8.0		3.0		22.7

RLR Camera Installation: June 1, 2008									
2008	17	68.0%	1	4.0%	5	20.0%	2	8.0%	25
2009	6	40.0%	0	0.0%	9	60.0%	0	0.0%	15
2010	11	47.8%	1	4.3%	9	39.1%	2	8.7%	23
2011	8	66.7%	1	8.3%	3	25.0%	0	0.0%	12
2012	10	83.3%	0	0.0%	1	8.3%	1	8.3%	12
2013	6	60.0%	0	0.0%	3	30.0%	1	10.0%	10
2014	9	50.0%	1	5.6%	7	38.8%	1	5.6%	18
2015	10	43.5%	0	0.0%	11	47.8%	2	8.7%	23
2016	12	54.5%	0	0.0%	9	40.9%	1	4.5%	22
2017	7	46.7%	0	0.0%	7	46.7%	1	6.6%	15
2018	7	46.7%	0	0.0%	6	40.0%	2	13.3%	15
2019	6	66.7%	1	11.1%	2	22.2%	0	0.0%	9
Total:	92	52.9%	4	2.3%	67	38.5%	11	63.2%	174
2009-2019 Avg:	8.4		0.4		6.1		1.0		15.8

- 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 City of Rolling Meadows 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								
	Rear-End (% of Total)		Angle (% of Total)		Turning (% of Total)		Other (% of Total)		Total
2005	4	36.4%	0	0.0%	6	54.5%	1	9.1%	11
2006	4	100.0%	0	0.0%	0	0.0%	0	0.0%	4
2007	0	0.0%	1	20.0%	2	40.0%	2	40.0%	5
Total:	8	40.0%	1	5.0%	8	40.0%	3	15.0%	20
2005-2007 Avg:	2.7		0.3		2.7		1.0		6.7

RLR Camera Installation: June 1, 2008									
2008	3	60.0%	0	0.0%	0	0.0%	2	40.0%	5
2009	1	20.0%	0	0.0%	4	80.0%	0	0.0%	5
2010	1	20.0%	1	20.0%	3	60.0%	0	0.0%	5
2011	4	100.0%	0	0.0%	0	0.0%	0	0.0%	4
2012	3	75.0%	0	0.0%	0	0.0%	1	25.0%	4
2013	3	75.0%	0	0.0%	1	25.0%	0	0.0%	4
2014	2	33.3%	0	0.0%	4	66.7%	0	0.0%	6
2015	3	33.3%	0	0.0%	5	55.6%	1	11.1%	9
2016	3	42.8%	0	0.0%	3	42.8%	1	14.3%	7
2017	1	16.7%	0	0.0%	4	66.7%	1	16.7%	6
2018	3	33.3%	0	0.0%	6	66.7%	0	0.0%	9
2019	2	66.7%	1	33.3%	0	0.0%	0	0.0%	3
Total:	26	41.9%	2	3.2%	30	48.4%	4	6.5%	62
2009-2019 Avg:	2.4		0.2		2.7		0.4		5.6

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Comparison of annual averages shows the total number of crashes decreasing by 30.4% at the intersection for all approaches and by 16.4% 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

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 City of Rolling Meadows RLR Photo Enforcement Program has done just that – changed driver behavior – and has made a significant positive impact on traffic safety. The City 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.



A Red Light Running (RLR) Photo Enforcement System was installed at the intersection of IL Rte. 62 (Algonquin) at IL Rte. 53 Exit Ramp (East Interchange) on September 9, 2008 (southbound) and September 29, 2009 (westbound), 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:

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- *Intersection location(s);*
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The following statistical analysis and evaluation was performed through 2019.

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**IL Rte. 62 (Algonquin) at IL Rte. 53 Exit Ramp (East Interchange)**  
**Rolling Meadows, IL**

- RLR Photo Enforcement System monitors violations occurring on the northbound exit ramp/southbound and westbound approaches of the intersection.
- RLR Photo Enforcement System installed: September 9, 2008 (southbound) and September 29, 2009 (westbound)





**IL Rte. 62 (Algonquin) at IL Rte. 53 Exit Ramp (East Interchange), Northbound Exit Ramp/Southbound Approach**



**IL Rte. 62 (Algonquin) at IL Rte. 53 Exit Ramp (East Interchange), Eastbound Approach**





**IL Rte. 62 (Algonquin) at IL Rte. 53 Exit Ramp (East Interchange), Westbound Approach**





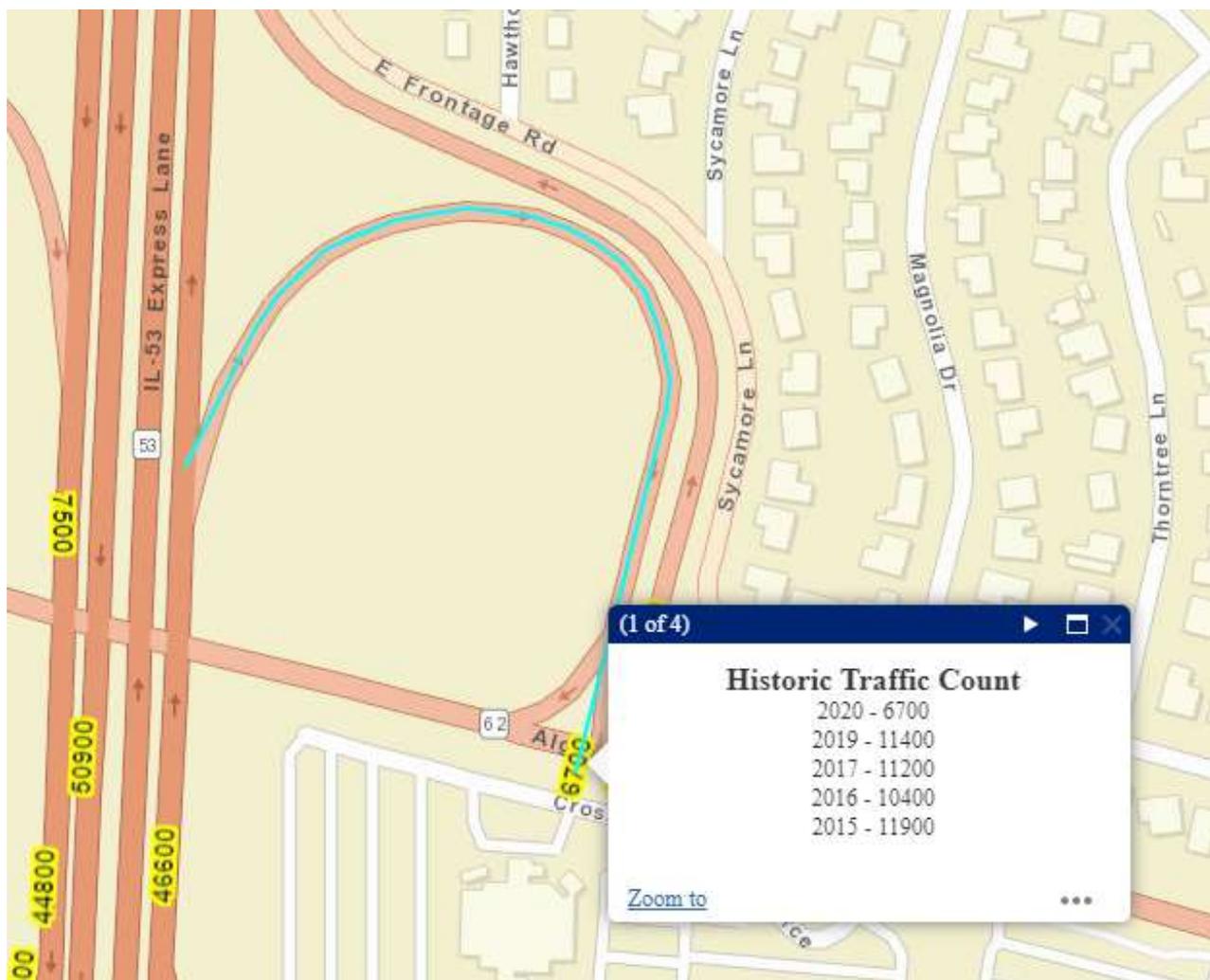
## Average Daily Traffic

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IL Rte. 62 (Algonquin) at Il Rte. 53 Exit Ramp (East Interchange)

(Northbound Exit Ramp/Southbound)

- 11,900 (2015)
- 10,400 (2016)
- 11,200 (2017)
- 11,400 (2019)
- 6,700 (2020)



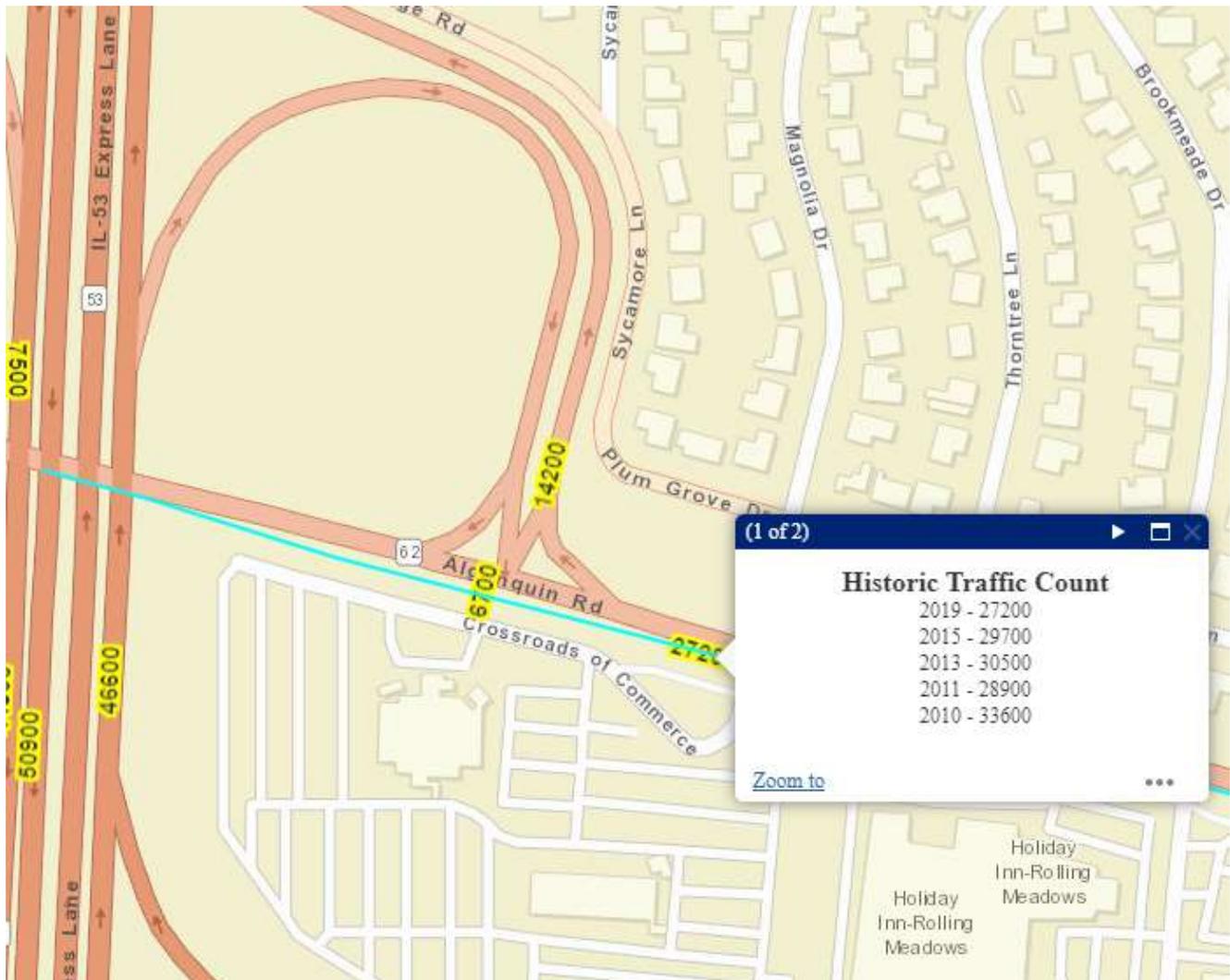


## Average Daily Traffic

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IL Rte. 62 (Algonquin) at Il Rte. 53 Exit Ramp (East Interchange) (Eastbound/Westbound)

- 33,600 (2010)
- 28,900 (2011)
- 30,500 (2013)
- 29,700 (2015)
- 27,200 (2019)





## Adjudication Experience

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

<b>CITY OF ROLLING MEADOWS ADJUDICATION FOR AUTOMATED PHOTO ENFORCEMENT PROGRAM</b>		
<b>YEAR /TOTALS</b>	<b>LIABLE</b>	<b>NOT LIABLE</b>
2008	519	205
2009	660	280
2010	765	214
2011	583	150
2012	705	247
2013	495	223
2014	563	415
2015	770	477
2016	603	365
2017	570	400
2018	540	519
2019	379	397
2020	526	638
2021**	543	617
<b>TOTAL:</b>	<b>8221</b>	<b>5147</b>

\*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
2005	14	73.7%	0	0.0%	5	26.3%	0	0.0%	19
2006	8	66.7%	1	8.3%	3	25.0%	0	0.0%	12
2007	20	76.9%	0	0.0%	6	23.1%	0	0.0%	26
Total:	42	73.7%	1	1.7%	14	24.6%	0	0.0%	57
2005-2007 Avg:	14.0		0.3		4.7		0.0		19.0

RLR Camera Installation: September 9, 2008; September 29, 2009									
2008	6	62.5%	1	12.5%	0	0.0%	2	25.0%	9
2009	1	25.0%	0	0.0%	3	75.0%	0	0.0%	4
2010	5	71.4%	0	0.0%	0	0.0%	2	28.6%	7
2011	6	54.5%	0	0.0%	4	36.4%	1	9.1%	11
2012	7	63.6%	0	0.0%	2	18.2%	2	18.2%	11
2013	10	83.3%	0	0.0%	2	16.7%	0	0.0%	12
2014	9	81.8%	0	0.0%	2	18.2%	0	0.0%	11
2015	12	92.3%	0	0.0%	1	7.7%	0	0.0%	13
2016	9	60.0%	0	0.0%	4	26.7%	2	13.3%	15
2017	6	60.0%	0	0.0%	3	30.0%	1	10.0%	10
2018	5	62.5%	0	0.0%	2	25.0%	1	12.5%	8
2019	7	53.8%	0	0.0%	5	38.5%	1	7.7%	13
Total:	76	68.5%	0	0.0%	25	22.5%	10	9.0%	111
2010-2019 Avg:	7.6		0.0		2.5		1.0		11.1

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

Table 2

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**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 southbound approach only, pre/post RLR Photo Enforcement System installation.

**SOUTHBOUND/WESTBOUND APPROACHES ONLY  
 (PHOTO ENFORCED APPROACHES)**

	Crashes								
	Rear-End (% of Total)		Angle (% of Total)		Turning (% of Total)		Other (% of Total)		Total
2005	9	70.6%	0	0.0%	5	29.4%	0	0.0%	14
2006	7	63.6%	1	9.1%	3	27.3%	0	0.0%	11
2007	16	76.2%	0	0.0%	5	23.8%	0	0.0%	21
Total:	32	69.6%	1	2.2%	13	28.3%	0	0.0%	46
2005-2007 Avg:	10.7		0.3		4.3		0.0		15.3

RLR Camera Installation: September 9, 2008; September 29, 2009									
2008	1	50.0%	1	50.0%	0	0.0%	0	0.0%	2
2009	0	0.0%	0	0.0%	3	100.0%	0	0.0%	3
2010	5	83.3%	0	0.0%	0	0.0%	1	16.7%	6
2011	3	50.0%	0	0.0%	2	33.3%	1	16.7%	6
2012	7	77.8%	0	0.0%	2	22.2%	0	0.0%	9
2013	5	100.0%	0	0.0%	0	0.0%	0	0.0%	5
2014	4	80.0%	0	0.0%	1	20.0%	0	0.0%	5
2015	7	87.5%	0	0.0%	1	12.5%	0	0.0%	8
2016	4	50.0%	0	0.0%	3	37.5%	1	12.5%	8
2017	3	50.0%	0	0.0%	2	33.3%	1	16.7%	6
2018	2	50.0%	0	0.0%	2	50.0%	0	0.0%	4
2019	2	28.6%	0	0.0%	4	57.1%	1	14.3%	7
Total:	42	65.6%	0	0.0%	17	26.6%	5	7.8%	64
2010-2019 Avg:	4.2		0.0		1.7		5.0		6.4

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

Table 3

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Comparison of annual averages shows the total number of crashes decreasing by 41.6% at the intersection for all approaches and by 58.2% on the southbound and westbound (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 City of Rolling Meadows RLR Photo Enforcement Program has done just that – changed driver behavior – and has made a significant positive impact on traffic safety. The City 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.



A Red Light Running (RLR) Photo Enforcement System was installed at the intersection of Euclid Avenue at Hicks Road on June 3, 2008 (southbound), 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.*

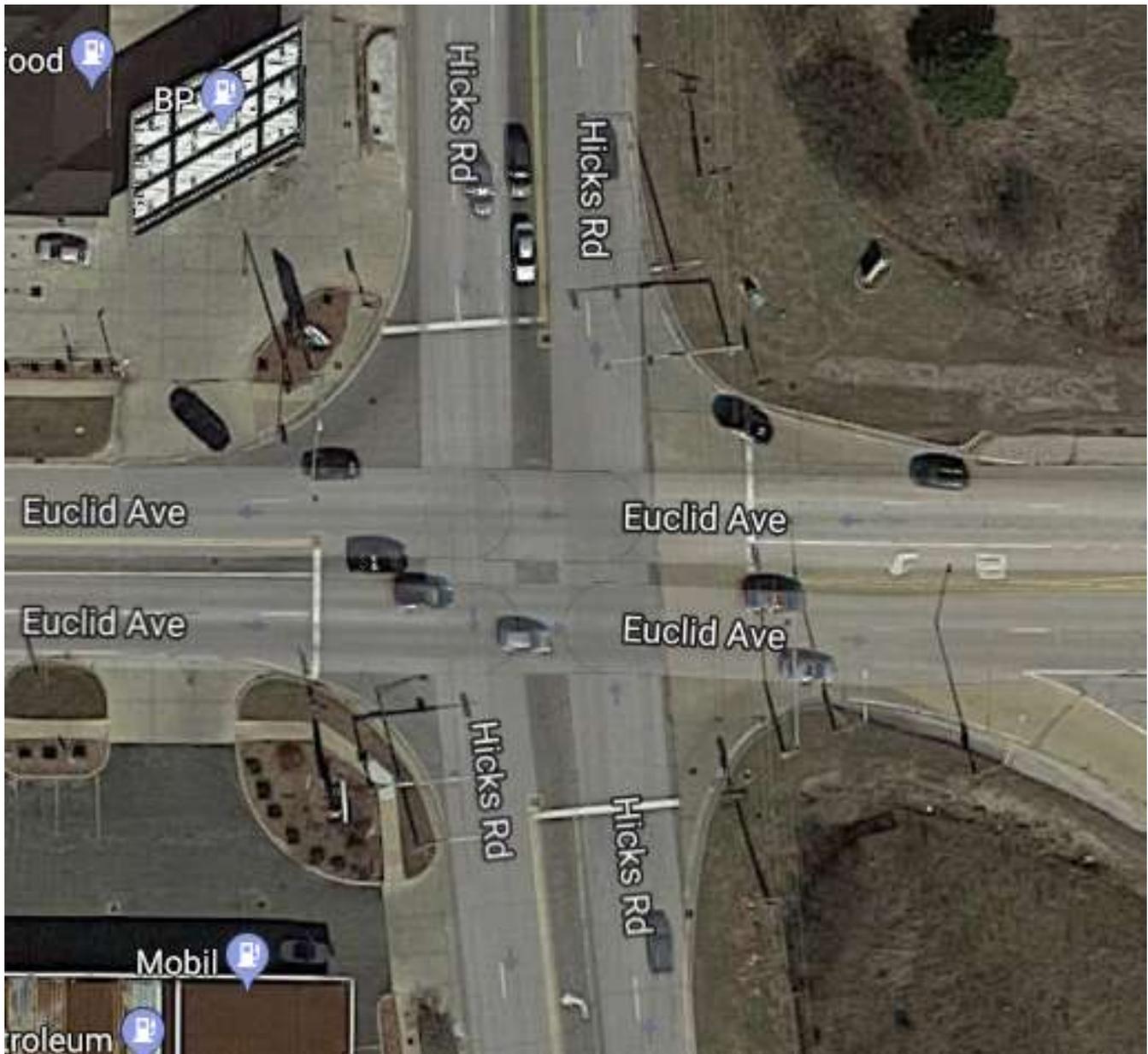
The following statistical analysis and evaluation was performed through 2019.

*Calendar year 2020 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.*



## Euclid Avenue at Hicks Road Rolling Meadows, IL

- RLR Photo Enforcement System monitors violations occurring on the southbound approach of the intersection
- RLR Photo Enforcement System installed: June 3, 2008





**Euclid Avenue at Hicks Road, Northbound Approach**



**Euclid Avenue at Hicks Road, Southbound Approach**





**Euclid Avenue at Hicks Road, Eastbound Approach**



**Euclid Avenue at Hicks Road, Westbound Approach**



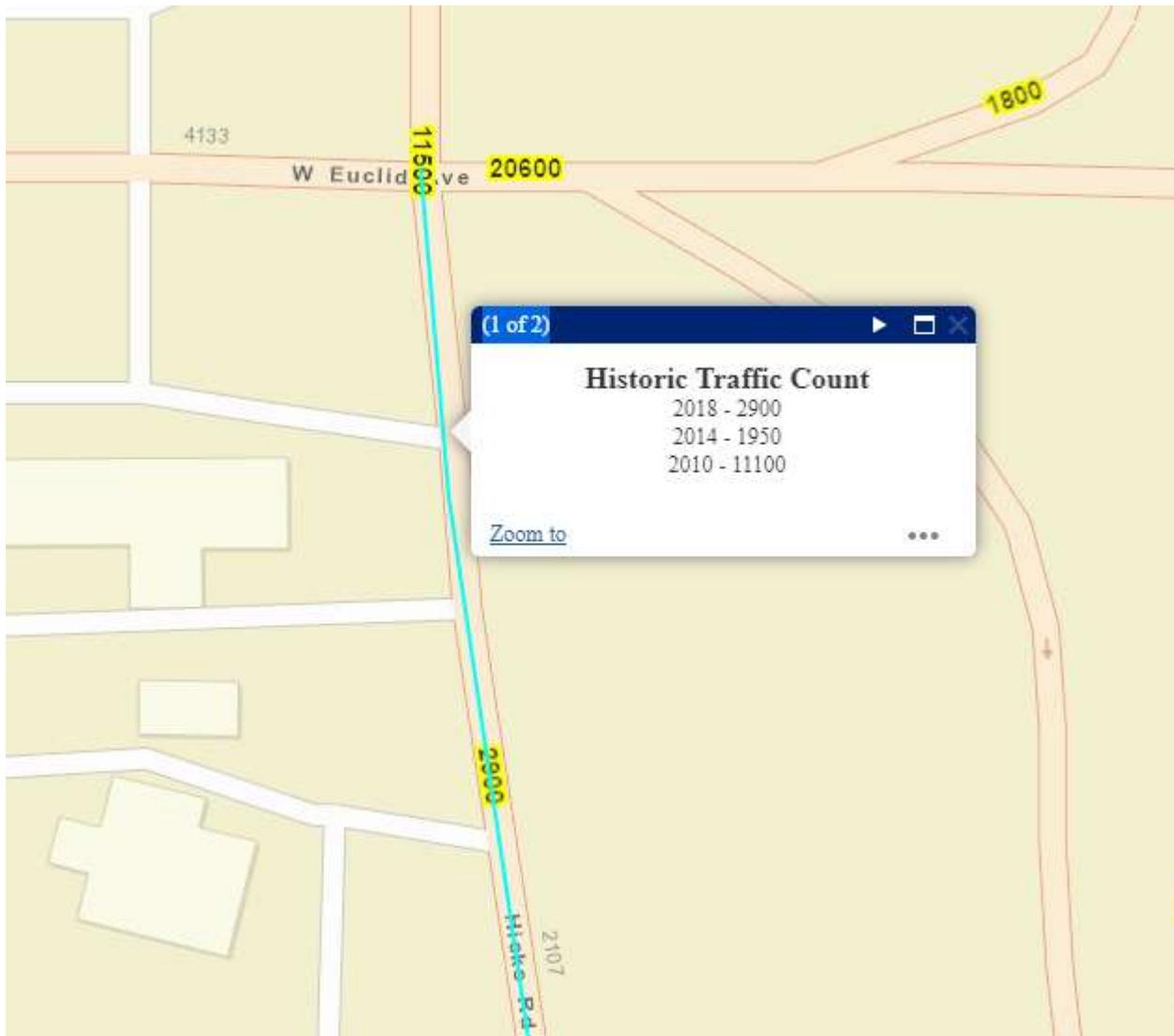


## Average Daily Traffic

Data was obtained from the Illinois Department of Transportation's website [www.gettingaroundillinois.com](http://www.gettingaroundillinois.com).

Euclid Avenue at Hicks Road (Northbound)

- 11,100 (2010)
- 1,950 (2014)
- 2,900 (2018)





## Average Daily Traffic

Data was obtained from the Illinois Department of Transportation's website [www.gettingaroundillinois.com](http://www.gettingaroundillinois.com).

Euclid Avenue at Hicks Road (Southbound)

- 18,100 (2010)
- 10,700 (2014)
- 11,500 (2018)





## Average Daily Traffic (continued)

Data was obtained from the Illinois Department of Transportation's website [www.gettingaroundillinois.com](http://www.gettingaroundillinois.com).

Euclid Avenue at Hicks Road (Eastbound/Westbound)

- 22,900 (2010)
- 20,800 (2014)
- 20,600 (2018)





## Adjudication Experience

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

<b>CITY OF ROLLING MEADOWS ADJUDICATION FOR AUTOMATED PHOTO ENFORCEMENT PROGRAM</b>		
<b>YEAR /TOTALS</b>	<b>LIABLE</b>	<b>NOT LIABLE</b>
2008	519	205
2009	660	280
2010	765	214
2011	583	150
2012	705	247
2013	495	223
2014	563	415
2015	770	477
2016	603	365
2017	570	400
2018	540	519
2019	379	397
2020	526	638
2021**	543	617
<b>TOTAL:</b>	<b>8221</b>	<b>5147</b>

*\*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
2005	10	50.0%	2	10.0%	5	25.0%	3	15.0%	20
2006	9	50.0%	2	11.1%	7	38.9%	0	0.0%	18
2007	10	55.6%	2	11.1%	4	22.2%	2	11.1%	18
Total:	29	51.8%	6	10.7%	16	28.6%	5	8.9%	56
2005-2007 Avg:	9.7		2.0		5.3		1.7		18.7

RLR Camera Installation: June 3, 2008									
2008	12	41.4%	0	0.0%	11	37.9%	6	20.7%	29
2009	4	50.0%	1	12.5%	3	37.5%	0	0.0%	8
2010	7	58.3%	0	0.0%	4	33.3%	1	8.3%	12
2011	7	53.8%	2	15.4%	3	23.1%	1	7.7%	13
2012	4	44.4%	1	11.1%	4	44.4%	0	0.0%	9
2013	10	58.8%	0	0.0%	6	35.3%	1	5.9%	17
2014	8	72.7%	0	0.0%	2	18.2%	1	9.1%	11
2015	5	35.7%	0	0.0%	7	50.0%	2	14.3%	14
2016	9	47.4%	1	5.3%	5	26.3%	4	21.0%	19
2017	6	60.0%	0	0.0%	3	30.0%	1	10.0%	10
2018	9	42.9%	2	9.5%	9	42.9%	1	4.8%	21
2019	9	45.0%	1	5.0%	8	40.0%	2	10.0%	20
Total:	78	50.6%	8	5.2%	54	35.1%	14	9.1%	154
2009-2019 Avg:	7.1		0.7		4.9		1.3		14.0

- 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 City of Rolling Meadows 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 southbound approach only, pre/post RLR Photo Enforcement System installation.

**SOUTHBOUND APPROACH ONLY  
 (PHOTO ENFORCED APPROACH)**

	Crashes								
	Rear-End (% of Total)		Angle (% of Total)		Turning (% of Total)		Other (% of Total)		Total
2005	1	20.0%	1	20.0%	2	40.0%	1	20.0%	5
2006	0	0.0%	2	28.6%	5	71.4%	0	0.0%	7
2007	1	16.7%	1	16.7%	2	33.3%	2	33.3%	6
Total:	2	11.1%	4	22.2%	9	50.0%	3	16.7%	18
2005-2007 Avg:	0.7		1.3		3.0		1.0		6.0

RLR Camera Installation: June 3, 2008									
2008	3	27.3%	0	0.0%	6	54.5%	2	18.2%	11
2009	0	0.0%	1	50.0%	1	50.0%	0	0.0%	2
2010	1	20.0%	0	0.0%	4	80.0%	0	0.0%	5
2011	3	50.0%	1	16.7%	2	33.3%	0	0.0%	6
2012	1	25.0%	1	25.0%	2	50.0%	0	0.0%	4
2013	1	16.7%	0	0.0%	5	83.3%	0	0.0%	6
2014	1	33.3%	0	0.0%	2	66.7%	0	0.0%	3
2015	0	0.0%	0	0.0%	4	100.0%	0	0.0%	4
2016	3	50.0%	0	0.0%	1	16.7%	2	33.3%	6
2017	0	0.0%	0	0.0%	1	100.0%	0	0.0%	1
2018	1	16.7%	1	16.7%	4	66.7%	0	0.0%	6
2019	3	30.0%	1	10.0%	5	50.0%	1	10.0%	10
Total:	14	26.4%	5	9.4%	31	58.5%	3	5.7%	53
2009-2019 Avg:	12.7		0.4		2.8		0.3		4.8

- 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 City of Rolling Meadows acknowledges the potential for discrepancies in the final conclusions drawn.



Comparison of annual averages shows the total number of crashes decreasing by 25.1% at the intersection for all approaches and by 20.0% on the southbound (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

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 City of Rolling Meadows RLR Photo Enforcement Program has done just that – changed driver behavior – and has made a significant positive impact on traffic safety. The City 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.



A Red Light Running (RLR) Photo Enforcement System was installed at the intersection of Kirchoff Road at Rohlwing Road on January 28, 2008 (southbound/westbound), 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.*

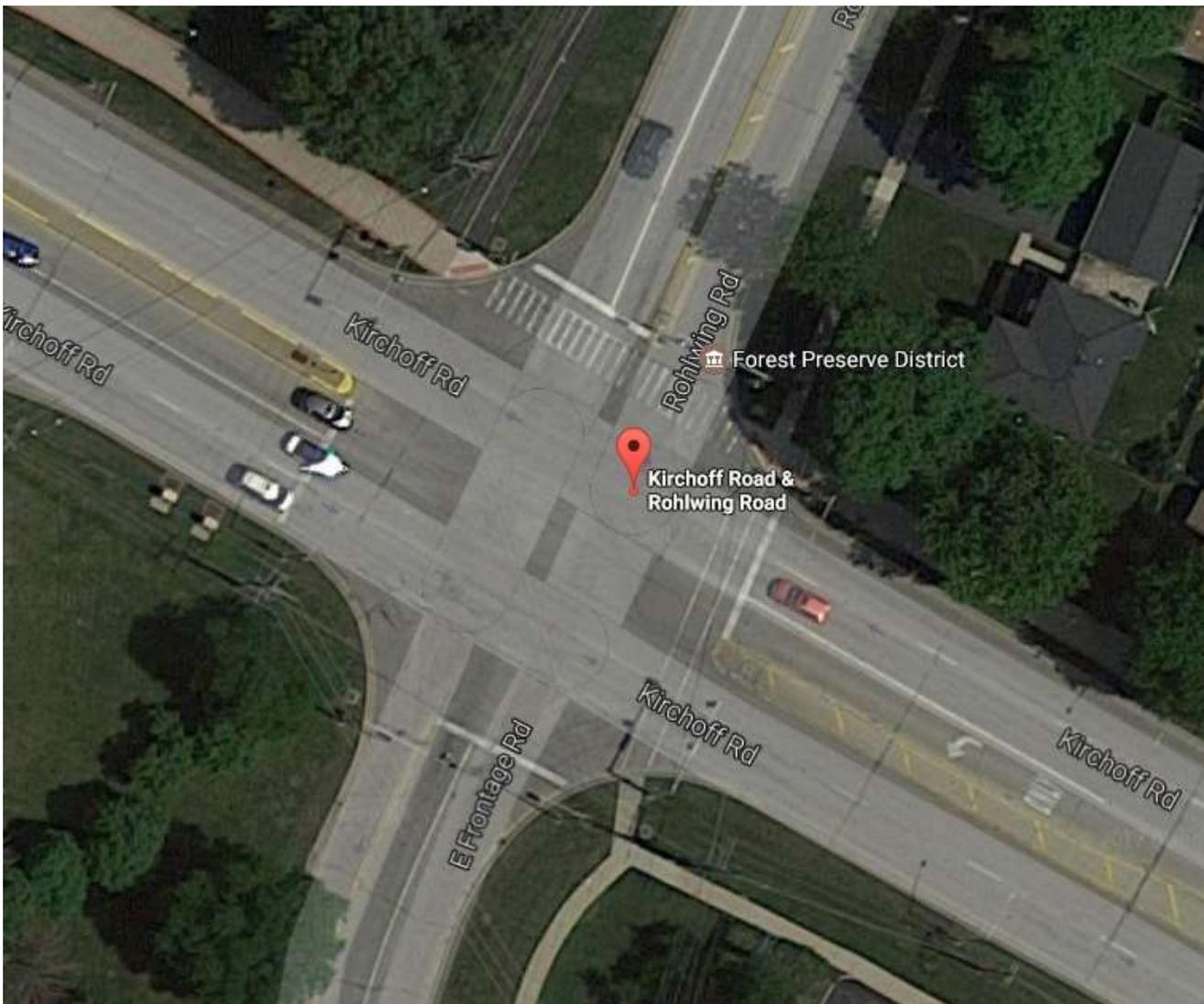
The following statistical analysis and evaluation was performed through 2017.

*Calendar year 2018 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.*



**Kirchoff Road at Rohlwing Road**  
**Rolling Meadows, IL**

- RLR Photo Enforcement System monitors violations occurring on the southbound and westbound approaches of the intersection
- RLR Photo Enforcement System installed: January 28, 2008





**Kirchoff Road at Rohlwing Road, Northbound Approach**



**Kirchoff Road at Rohlwing Road, Southbound Approach**





**Kirchoff Road at Rohlwing Road, Eastbound Approach**



**Kirchoff Road at Rohlwing Road, Westbound Approach**



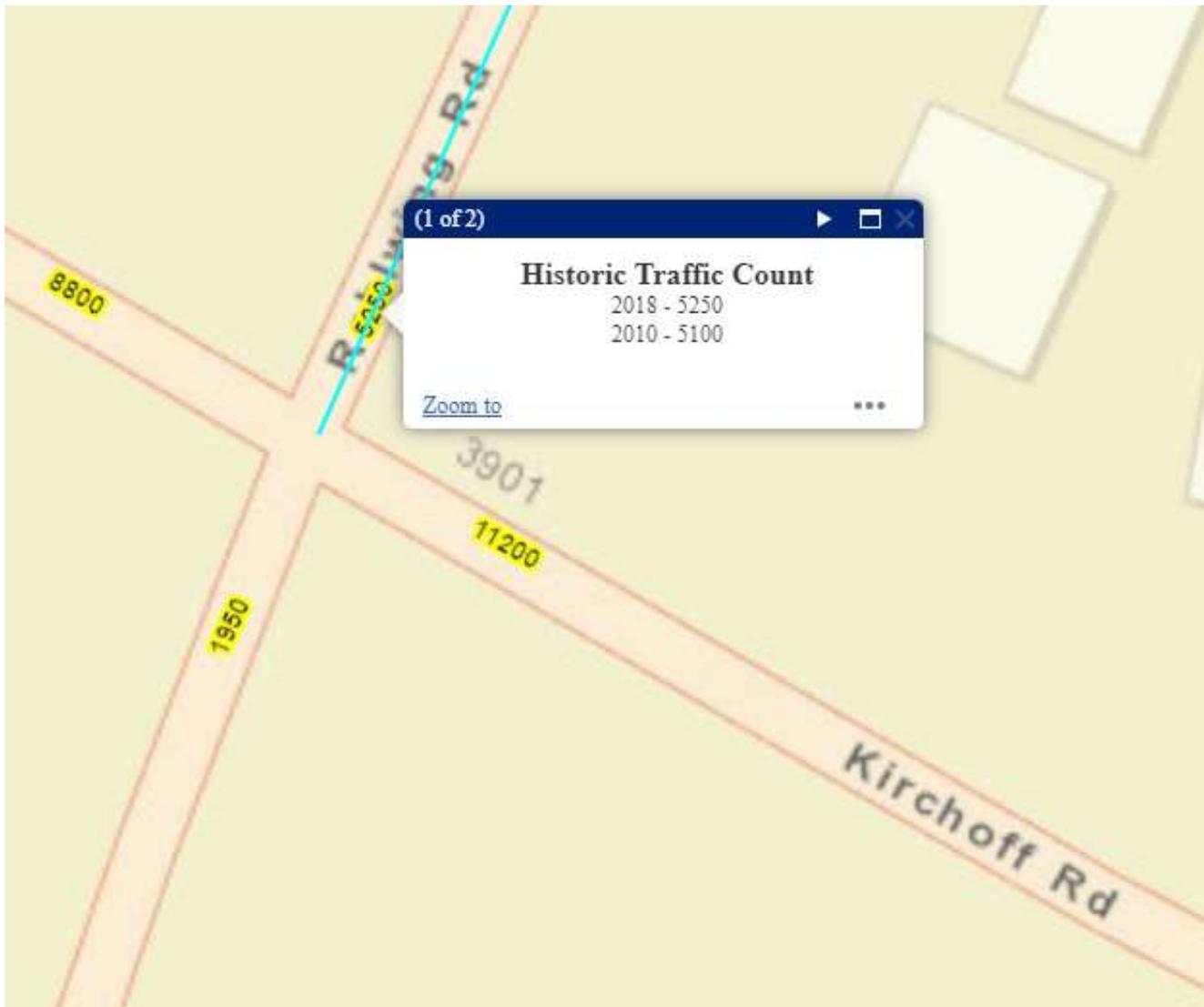


## Average Daily Traffic

Data was obtained from the Illinois Department of Transportation's website [www.gettingaroundillinois.com](http://www.gettingaroundillinois.com).

Kirchoff Road at Rohlwing Road (Northbound)

- 5,100 (2010)
- 5,250 (2018)



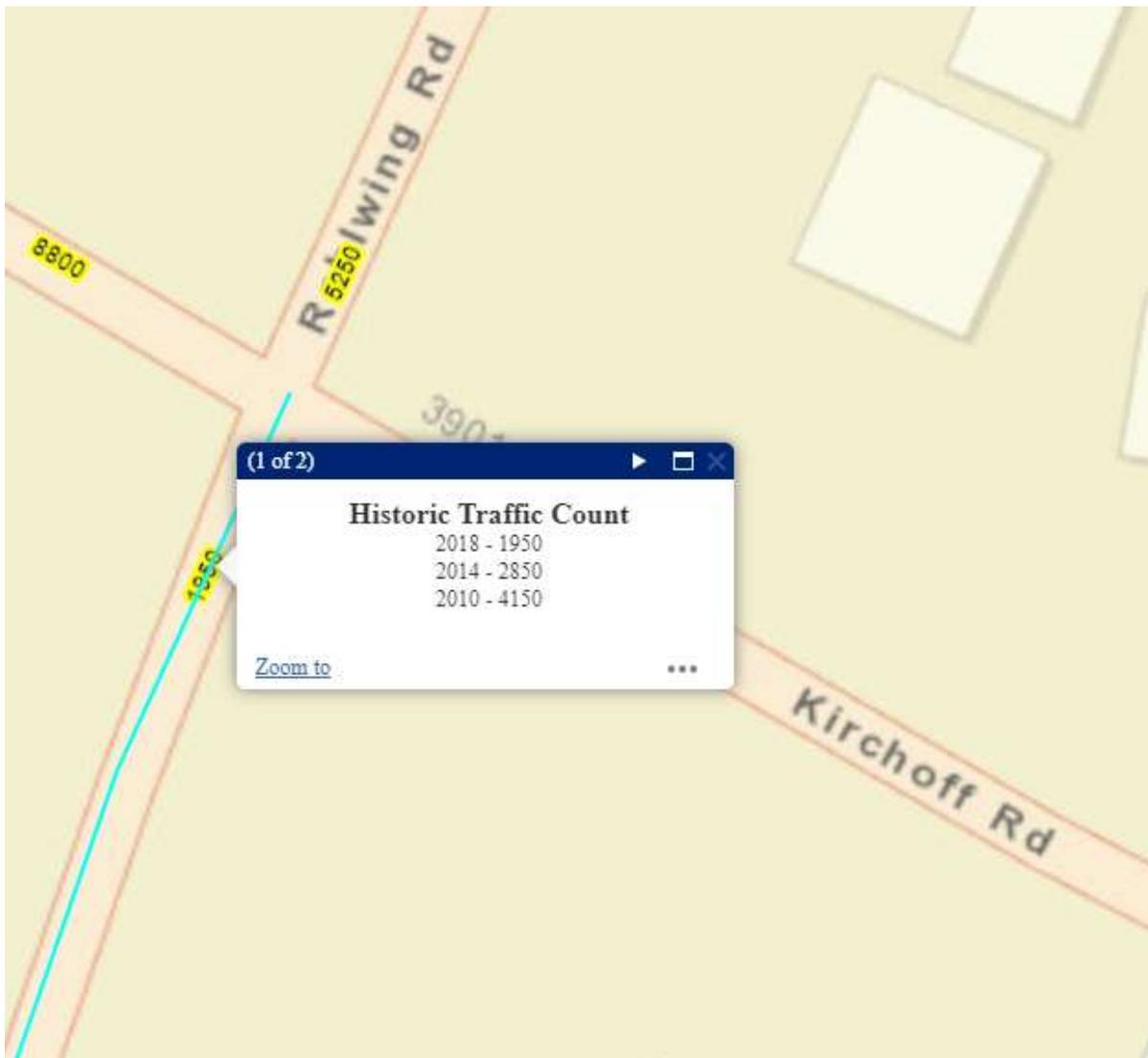


## **Average Daily Traffic (continued)**

Data was obtained from the Illinois Department of Transportation's website  
[www.gettingaroundillinois.com](http://www.gettingaroundillinois.com).

Kirchoff Road at Rohlwing Road (Southbound)

- 4,150 (2010)
- 2,850 (2014)
- 1,950 (2018)





## **Average Daily Traffic (continued)**

Data was obtained from the Illinois Department of Transportation's website  
[www.gettingaroundillinois.com](http://www.gettingaroundillinois.com).

Kirchoff Road at Rohlwing Road (Eastbound)

- 11,600 (2010)
- 12,800 (2014)
- 11,200 (2018)



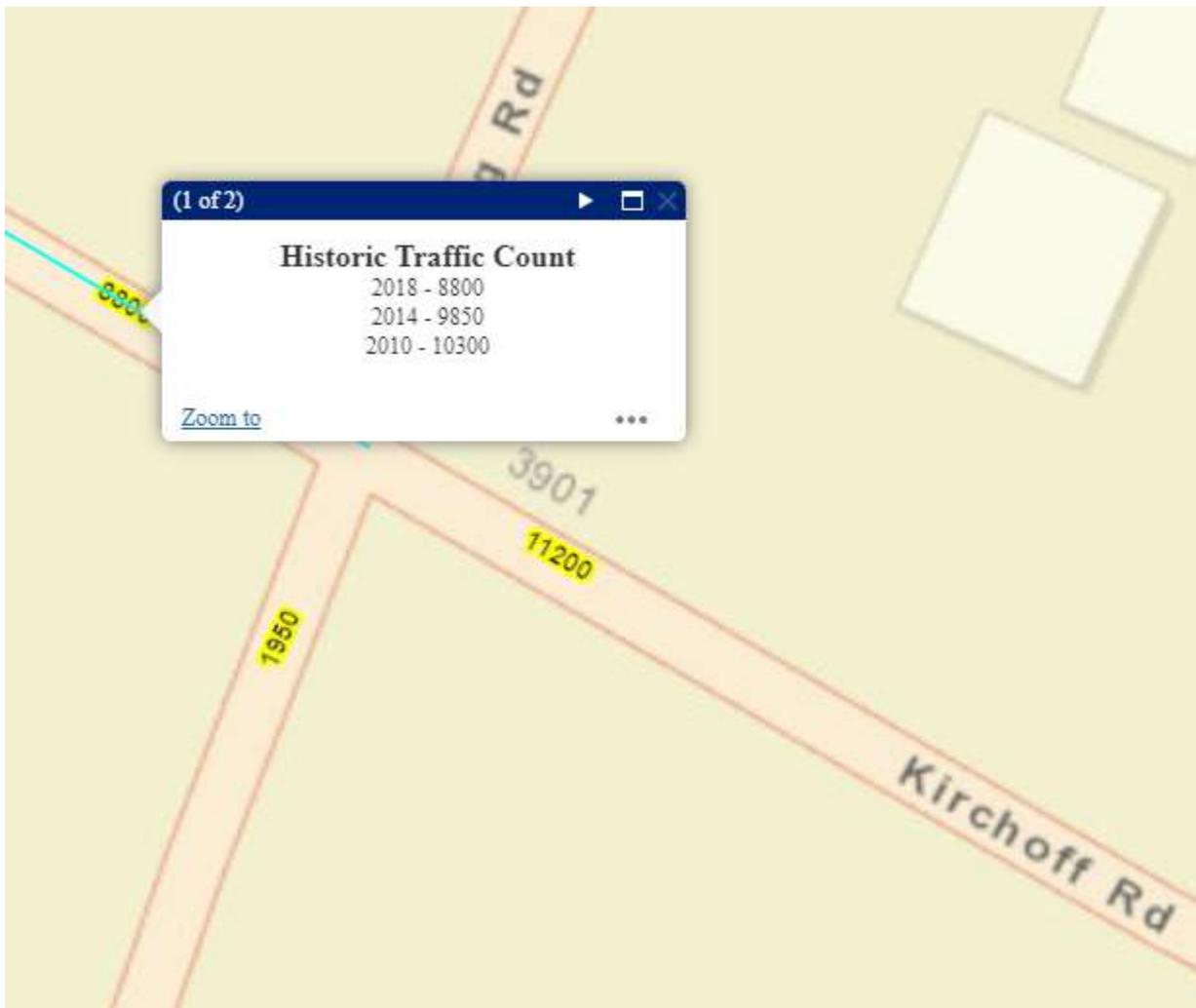


## **Average Daily Traffic (continued)**

Data was obtained from the Illinois Department of Transportation's website [www.gettingaroundillinois.com](http://www.gettingaroundillinois.com).

Kirchoff Road at Rohlwing Road (Westbound)

- 10,300 (2010)
- 9,850 (2014)
- 8,800 (2018)





## Adjudication Experience

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

<b>CITY OF ROLLING MEADOWS ADJUDICATION FOR AUTOMATED PHOTO ENFORCEMENT PROGRAM</b>		
<b>YEAR /TOTALS</b>	<b>LIABLE</b>	<b>NOT LIABLE</b>
2008	519	205
2009	660	280
2010	765	214
2011	583	150
2012	705	247
2013	495	223
2014	563	415
2015	770	477
2016	603	365
2017	570	400
2018	540	519
2019	379	397
2020	526	638
2021**	543	617
<b>TOTAL:</b>	<b>8221</b>	<b>5147</b>

\*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 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	1	25.0%	1	25.0%	1	25.0%	1	25.0%	4
2006	1	50.0%	0	0.0%	1	50.0%	0	0.0%	2
2007	3	50.0%	1	16.7%	2	33.3%	0	0.0%	6
Total:	5	41.7%	2	16.7%	4	33.3%	1	8.3%	12
2005-2007 Avg:	1.7		0.7		1.3		0.3		4.0

RLR Camera Installation: January 28, 2008									
2008	3	60.0%	0	0.0%	1	20.0%	1	20.0%	5
2009	1	33.3%	0	0.0%	2	66.7%	0	0.0%	3
2010	2	66.7%	0	0.0%	0	0.0%	1	33.3%	3
2011	2	100.0%	0	0.0%	0	0.0%	0	0.0%	2
2012	2	40.0%	0	0.0%	2	40.0%	1	20.0%	5
2013	3	33.3%	1	11.1%	4	44.4%	1	11.1%	9
2014	0	0.0%	1	25.0%	2	50.0%	1	25.0%	4
2015	1	33.3%	0	0.0%	1	33.3%	1	33.3%	3
2016	1	20.0%	0	0.0%	2	40.0%	2	40.0%	5
2017	1	20.0%	1	20.0%	2	40.0%	1	20.0%	5
2018	2	33.3%	1	16.7%	3	50.0%	0	0.0%	6
2019	4	80.0%	0	0.0%	1	20.0%	0	0.0%	5
Total:	19	38.0%	4	8.0%	19	38.0%	8	16.0%	50
2009-2019 Avg:	1.7		0.4		1.7		0.7		4.5

- 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 City of Rolling Meadows 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 southbound and westbound approaches only, pre/post RLR Photo Enforcement System installation.

**SOUTHBOUND/WESTBOUND APPROACHES ONLY  
 (PHOTO ENFORCED APPROACHES)**

	Crashes								
	Rear-End (% of Total)		Angle (% of Total)		Turning (% of Total)		Other (% of Total)		Total
2005	0	0.0%	1	50.0%	1	50.0%	0	0.0%	2
2006	1	100.0%	0	0.0%	0	0.0%	0	0.0%	1
2007	3	50.0%	1	16.7%	2	33.3%	0	0.0%	6
Total:	4	44.4%	2	22.2%	3	33.3%	0	0.0%	9
2005-2007 Avg:	1.3		0.7		1.0		0.0		3.0

RLR Camera Installation: January 28, 2008									
2008	2	66.7%	0	0.0%	1	33.3%	0	0.0%	3
2009	1	50.0%	0	0.0%	1	50.0%	0	0.0%	2
2010	2	66.7%	0	0.0%	0	0.0%	1	33.3%	3
2011	1	100.0%	0	0.0%	0	0.0%	0	0.0%	1
2012	0	0.0%	0	0.0%	2	100.0%	0	0.0%	2
2013	1	16.7%	1	16.7%	3	50.0%	1	16.7%	6
2014	0	0.0%	1	25.0%	2	50.0%	1	25.0%	4
2015	1	50.0%	0	0.0%	1	50.0%	0	0.0%	2
2016	0	0.0%	0	0.0%	1	50.0%	1	50.0%	2
2017	1	25.0%	1	25.0%	1	25.0%	1	25.0%	4
2018	1	33.3%	1	33.3%	1	33.3%	0	0.0%	3
2019	4	80.0%	0	0.0%	1	20.0%	0	0.0%	5
Total:	12	35.3%	4	11.8%	13	38.2%	5	14.7%	34
2009-2019 Avg:	1.1		0.4		1.2		0.4		3.1

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

Table 2

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Comparison of annual averages shows the total number of crashes increasing by 12.5% at the intersection for all approaches and by 3.3% on the southbound and westbound (photo enforced) approaches post-camera installation. Both rear-end and angle type crashes have decreased on average following 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 City of Rolling Meadows RLR Photo Enforcement Program has done just that – changed driver behavior – and has made a significant positive impact on traffic safety. The City 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.



A Red Light Running (RLR) Photo Enforcement System was installed at the intersection of Kirchoff Road at Plum Grove Road on November 7, 2009 (westbound) and November 20, 2015 (northbound), 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 2019.

*Calendar year 2020 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.*



**Kirchoff Road at Plum Grove Road**  
**Rolling Meadows, IL**

- RLR Photo Enforcement System monitors violations occurring on the westbound and northbound approaches of the intersection
- RLR Photo Enforcement System installed: November 7, 2009 (westbound) and November 20, 2015 (northbound)





**Kirchoff Road at Plum Grove Road, Northbound Approach**



**Kirchoff Road at Plum Grove Road, Southbound Approach**





**Kirchoff Road at Plum Grove Road, Eastbound Approach**



**Kirchoff Road at Plum Grove Road, Westbound Approach**



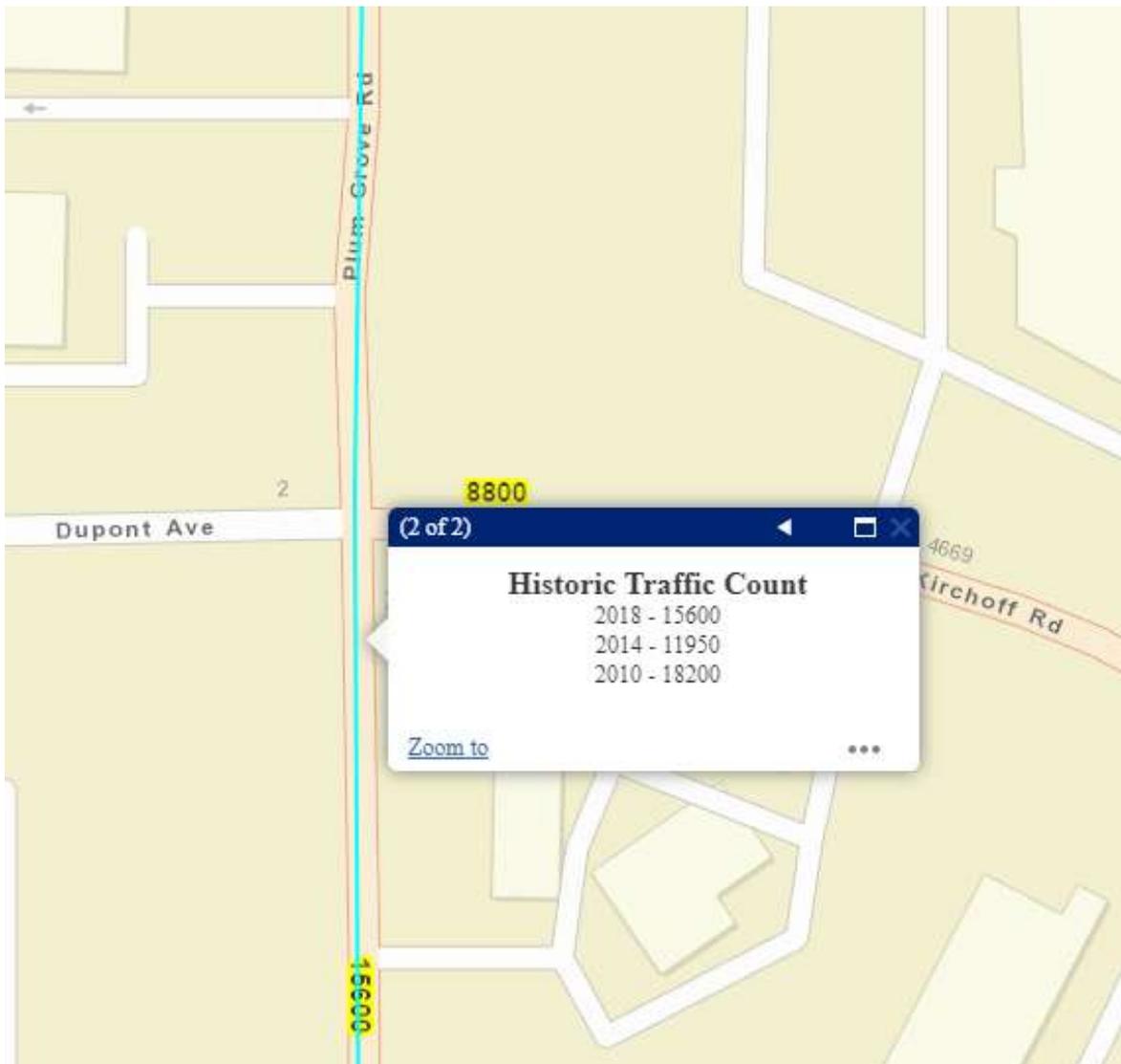


## Average Daily Traffic

Data was obtained from the Illinois Department of Transportation's website [www.gettingaroundillinois.com](http://www.gettingaroundillinois.com).

Kirchoff Road at Plum Grove Road (Northbound/Southbound)

- 18,200 (2010)
- 11,950 (2014)
- 15,600 (2018)



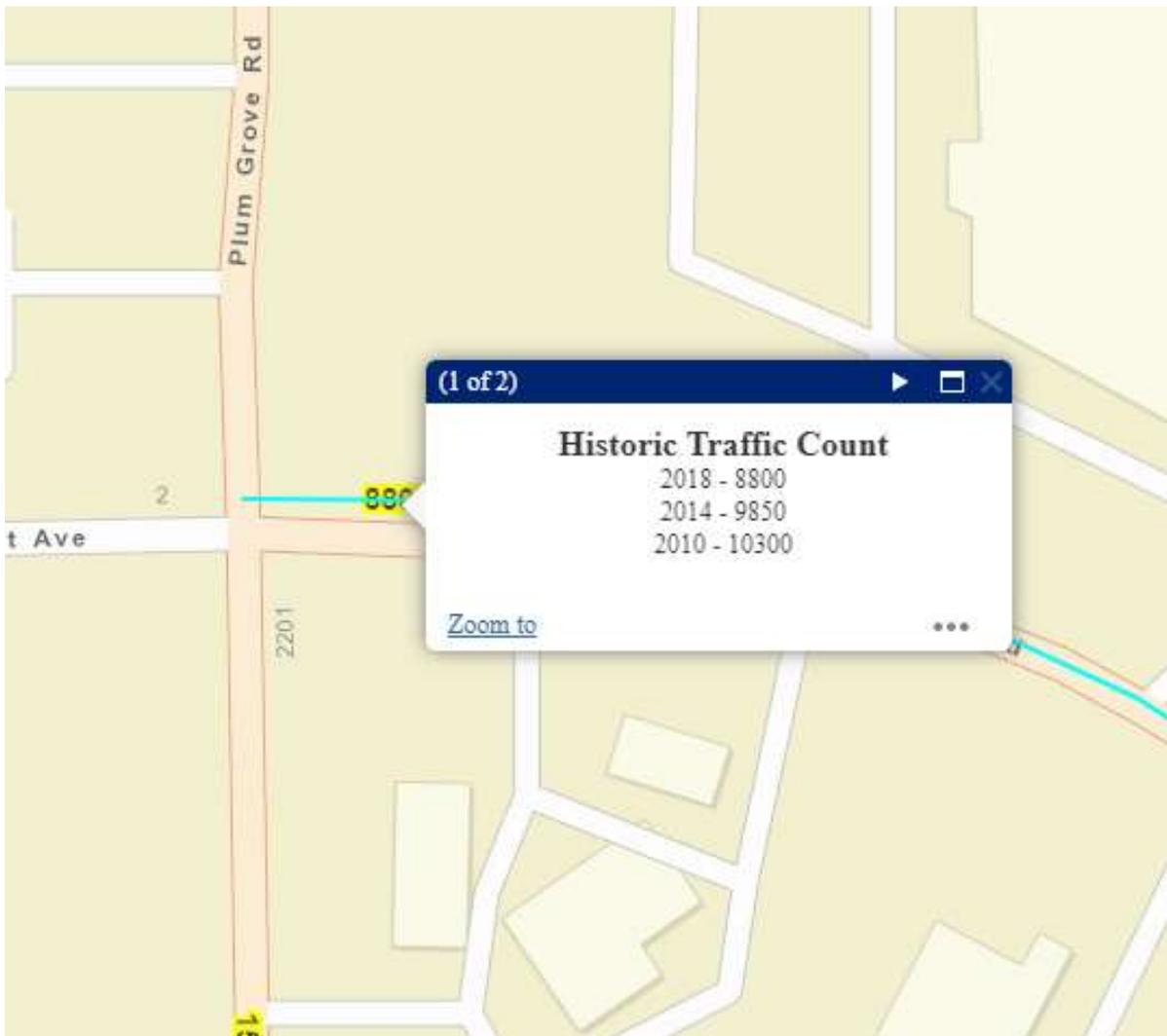


## Average Daily Traffic (continued)

Data was obtained from the Illinois Department of Transportation's website [www.gettingaroundillinois.com](http://www.gettingaroundillinois.com).

Kirchoff Road at Plum Grove (Eastbound/Westbound)

- 10,300 (2010)
- 9,850 (2014)
- 8,800 (2018)





## Adjudication Experience

RLR camera violations are contested and adjudicated through an administrative hearing conducted monthly. Adjudication data for the City’s Automated Enforcement Program is shown below in Table 1.

<b>CITY OF ROLLING MEADOWS ADJUDICATION FOR AUTOMATED PHOTO ENFORCEMENT PROGRAM</b>		
<b>YEAR /TOTALS</b>	<b>LIABLE</b>	<b>NOT LIABLE</b>
2008	519	205
2009	660	280
2010	765	214
2011	583	150
2012	705	247
2013	495	223
2014	563	415
2015	770	477
2016	603	365
2017	570	400
2018	540	519
2019	379	397
2020	526	638
2021**	543	617
<b>TOTAL:</b>	<b>8221</b>	<b>5147</b>

*\*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
2006	3	42.8%	2	28.6%	1	14.3%	1	14.3%	7
2007	3	37.5%	2	25.0%	3	37.5%	0	0.0%	8
2008	4	57.1%	1	14.3%	2	28.6%	0	0.0%	7
Total:	10	45.4%	5	22.7%	6	27.3%	1	4.5%	22
2006-2008 Avg:	3.3		1.7		2.0		0.3		7.3

RLR Camera Installation: November 7, 2009 (westbound)									
2009	4	66.7%	0	0.0%	2	33.3%	0	0.0%	6
2010	5	100.0%	0	0.0%	0	0.0%	0	0.0%	5
2011	2	50.0%	1	25.0%	1	25.0%	0	0.0%	4
2012	3	100.0%	0	0.0%	0	0.0%	0	0.0%	3
2013	2	100.0%	0	0.0%	0	0.0%	0	0.0%	2
2014	1	33.3%	1	33.3%	1	33.3%	0	0.0%	3
RLR Camera Installation: November 20, 2015 (northbound)									
2015	4	66.6%	1	16.7%	1	16.7%	0	0.0%	6
2016	1	33.3%	0	0.0%	1	33.3%	1	33.3%	3
2017	4	57.1%	2	28.6%	1	14.3%	0	0.0%	7
2018	1	33.3%	0	0.0%	1	33.3%	1	33.3%	3
2019	2	66.7%	0	0.0%	1	33.3%	0	0.0%	3
Total:	25	64.1%	5	12.8%	7	17.9%	2	5.1%	39
2010-2019 Avg:	2.5		0.5		0.7		0.2		3.9

- 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 City of Rolling Meadows 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 westbound approaches only, pre/post RLR Photo Enforcement System installation.

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

	Crashes								Total
	Rear-End (% of Total)		Angle (% of Total)		Turning (% of Total)		Other (% of Total)		
2006	1	20.0%	2	40.0%	1	20.0%	1	20.0%	5
2007	3	37.5%	2	25.0%	3	37.5%	0	0.0%	8
2008	4	57.1%	1	14.3%	2	28.6%	0	0.0%	7
Total:	8	40.0%	5	25.0%	6	30.0%	1	5.0%	20
2006-2008 Avg:	2.7		1.7		2.0		0.3		6.7

RLR Camera Installation: November 7, 2009 (westbound)									
2009	4	66.7%	0	0.0%	2	33.3%	0	0.0%	6
2010	4	100.0%	0	0.0%	0	0.0%	0	0.0%	4
2011	2	50.0%	1	25.0%	1	25.0%	0	0.0%	4
2012	3	100.0%	0	0.0%	0	0.0%	0	0.0%	3
2013	1	100.0%	0	0.0%	0	0.0%	0	0.0%	1
2014	0	0.0%	1	50.0%	1	50.0%	0	0.0%	2
RLR Camera Installation: November 20, 2015 (northbound)									
2015	3	75.0%	1	25.0%	0	0.0%	0	0.0%	4
2016	1	33.3%	0	0.0%	1	33.3%	1	33.3%	3
2017	3	50.0%	2	33.3%	1	16.7%	0	0.0%	6
2018	1	50.0%	0	0.0%	0	0.0%	1	50.0%	2
2019	1	100.0%	0	0.0%	0	0.0%	0	0.0%	1
Total:	19	63.3%	5	16.7%	4	13.3%	2	6.7%	30
2010-2019 Avg:	1.9		0.5		0.4		0.2		3.0

- 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 City of Rolling Meadows acknowledges the potential for discrepancies in the final conclusions drawn.



Comparison of annual averages shows the total number of crashes decreasing by 46.6% at the intersection for all approaches and by 55.2% on the westbound (photo enforced) approach.

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 City of Rolling Meadows RLR Photo Enforcement Program has done just that – changed driver behavior – and has made a significant positive impact on traffic safety. The City 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.