A Red Light Running (RLR) Photo Enforcement System was installed at the intersection of US Rte. 12 (Rand) at IL Rte. 68 (Dundee) on January 6, 2009 (eastbound/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 date, 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 2018.

Calendar year 2019 was not included, as the Illinois Department of Transportation (IDOT) has not yet completed collecting all data.

US Rte. 12 (Rand) at IL Rte. 68 (Dundee) Palatine, IL

- RLR Photo Enforcement System monitors violations occurring on the eastbound/westbound approaches of the intersection
- RLR Photo Enforcement System installed: January 6, 2009
- 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 Village nor the Vendor 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. 12 (Rand) at IL Rte. 68 (Dundee), Northwest bound Approach

US Rte. 12 (Rand) at IL Rte. 68 (Dundee), Southeast bound Approach

US Rte. 12 (Rand) at IL Rte. 68 (Dundee), Eastbound Approach

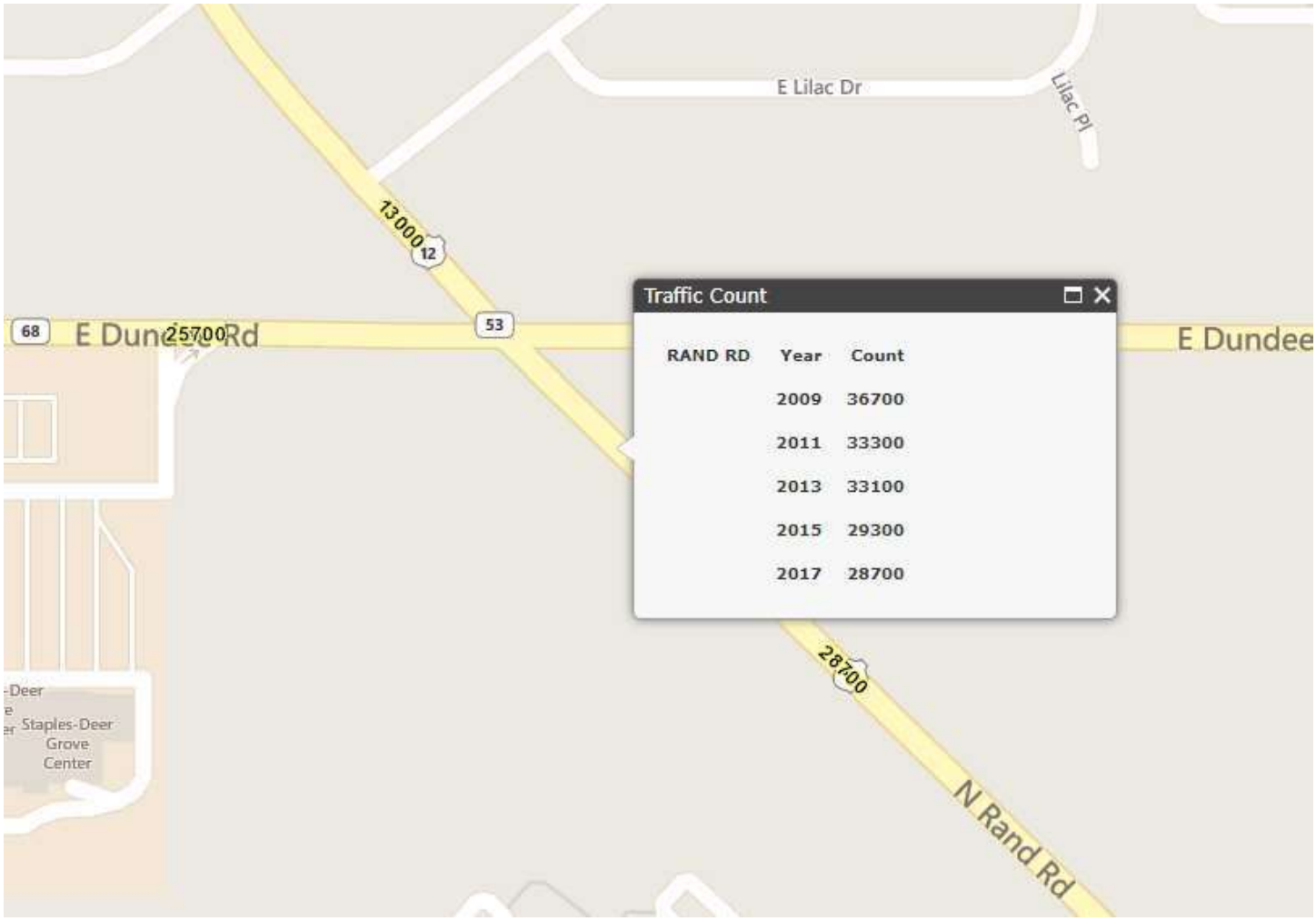
US Rte. 12 (Rand) at IL Rte. 68 (Dundee), Westbound Approach

Average Daily Traffic

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

US Rte. 12 (Rand) at IL Rte. 68 (Dundee) (Northwest bound)

- 36,700 (2009)
- 33,300 (2011)
- 33,100 (2003)
- 29,300 (2015)
- 28,700 (2017)

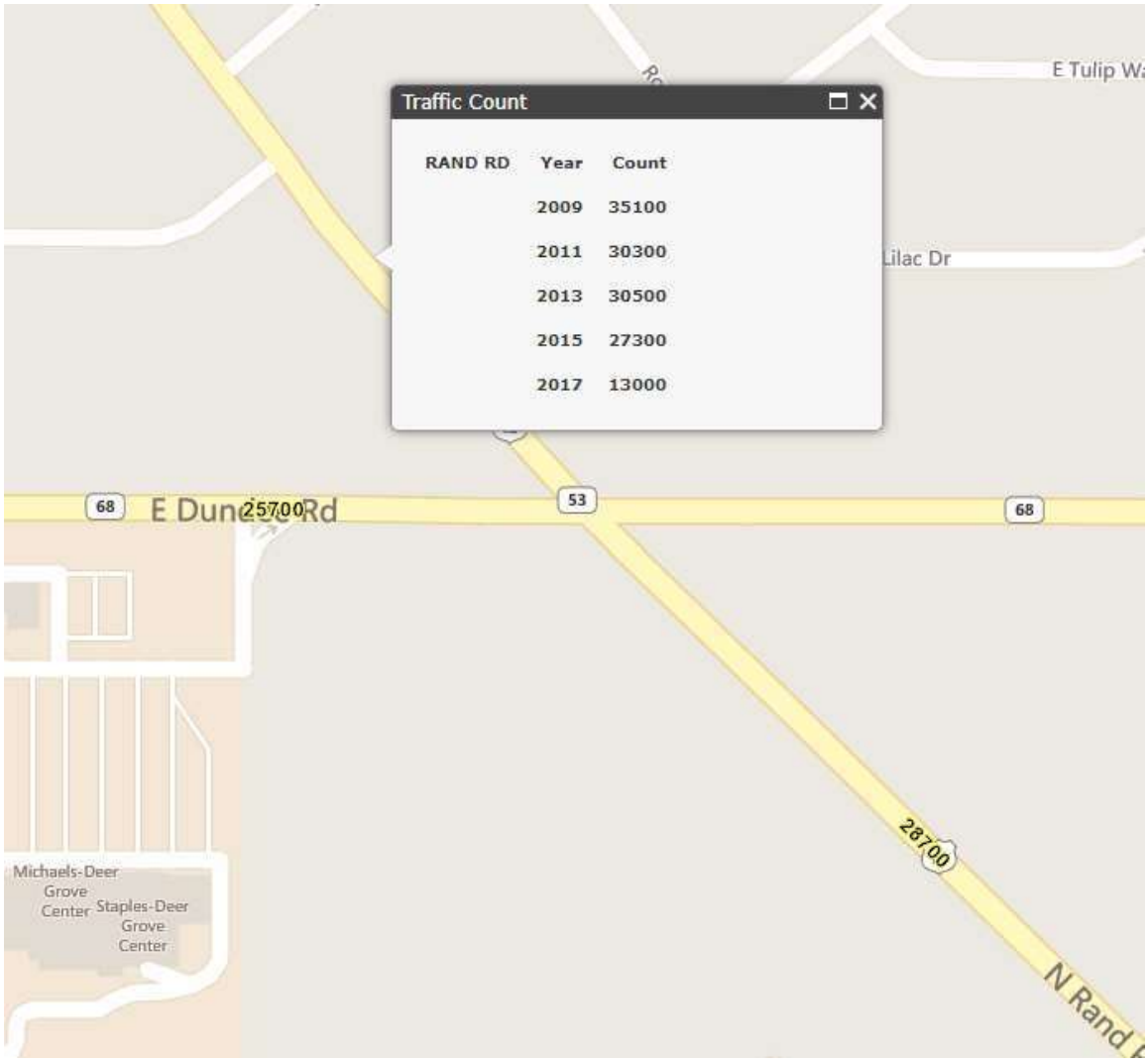


Average Daily Traffic (continued)

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

US Rte. 12 (Rand) at IL Rte. 68 (Dundee) (Southeast bound)

- 35,100 (2009)
- 30,300 (2011)
- 30,500 (2013)
- 27,300 (2015)
- 13,000 (2017)

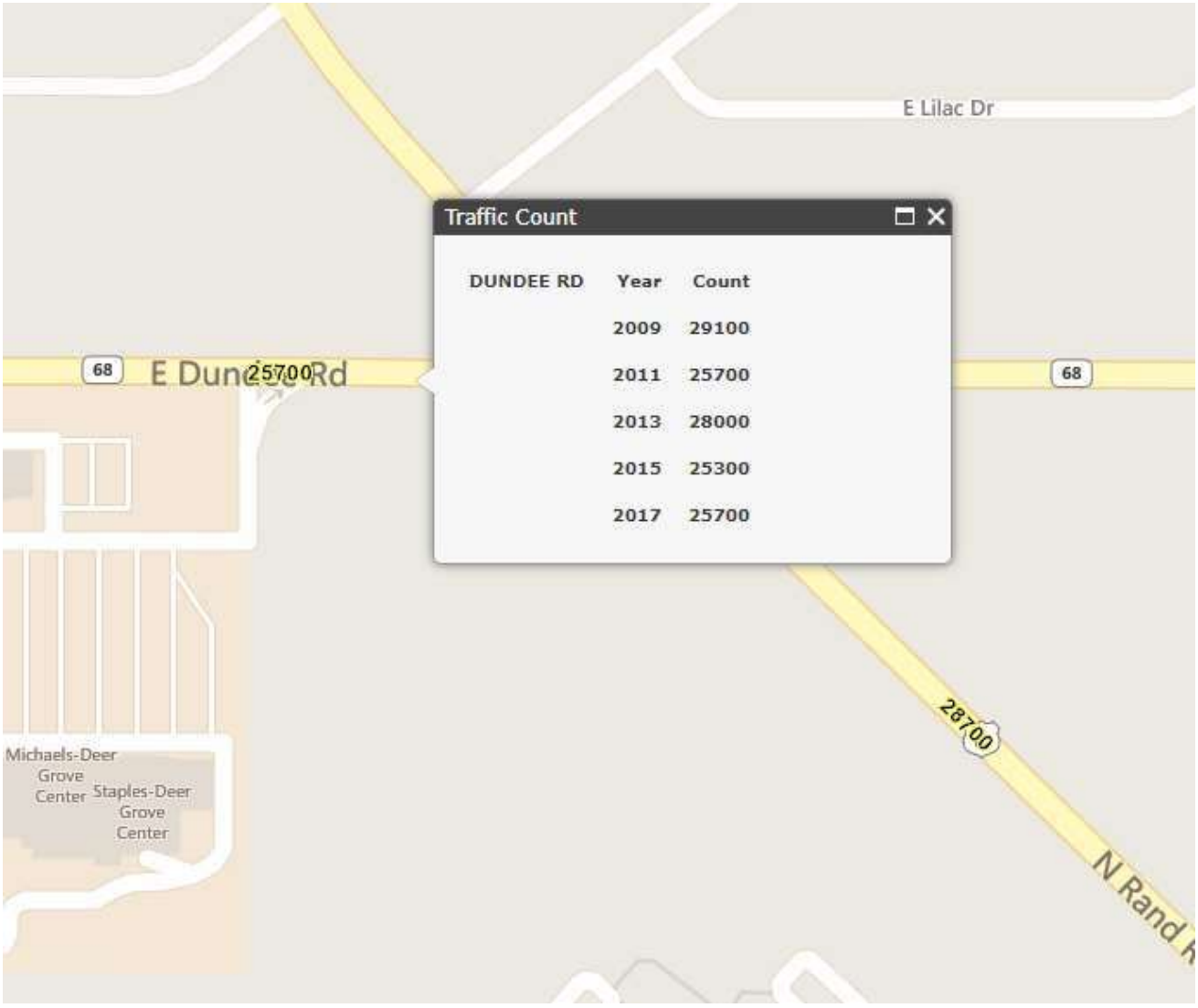


Average Daily Traffic (continued)

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

US Rte. 12 (Rand) at IL Rte. 68 (Dundee) (Eastbound)

- 29,100 (2009)
- 25,700 (2011)
- 28,000 (2013)
- 25,300 (2015)
- 25,700 (2017)

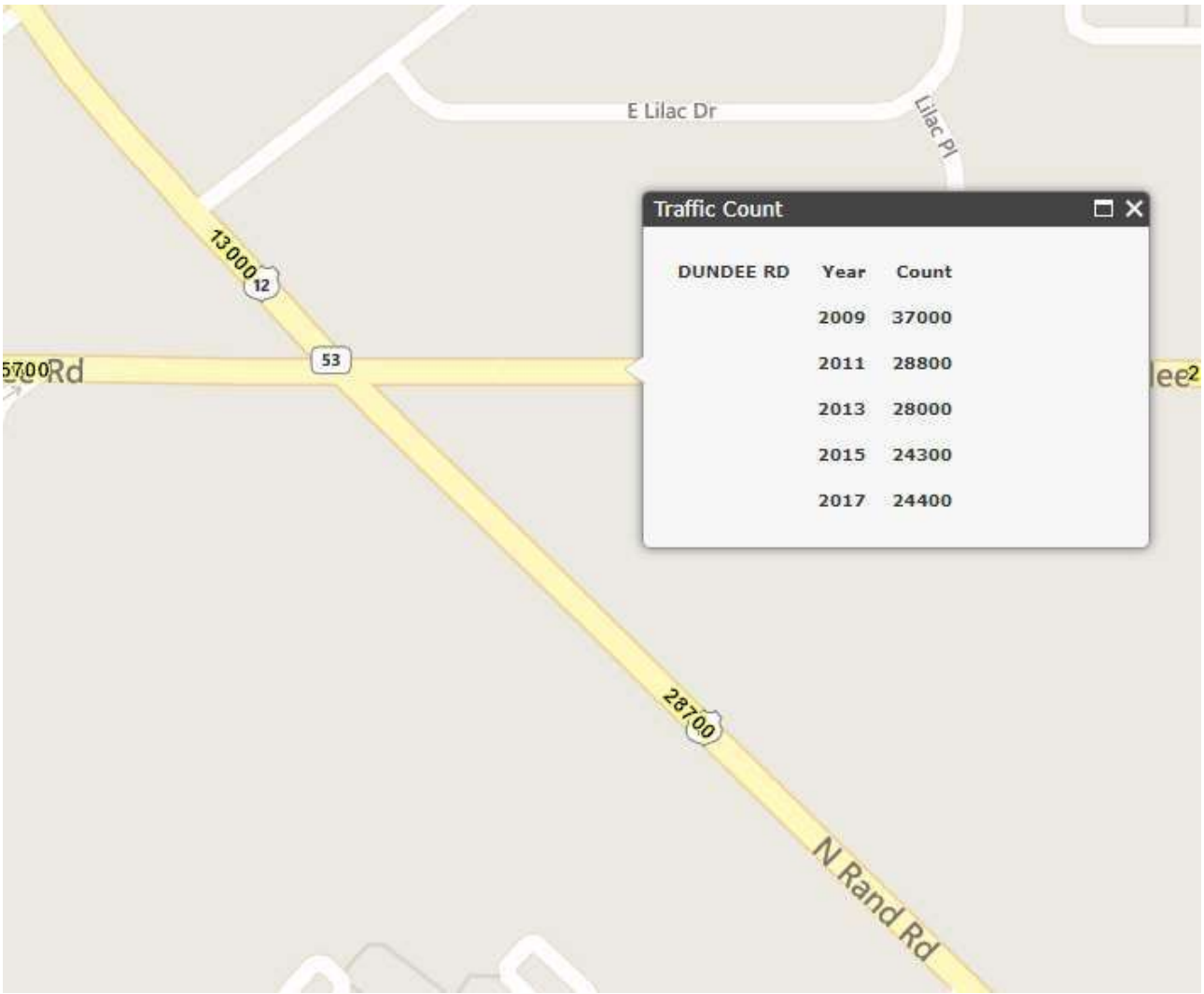


Average Daily Traffic (continued)

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

US Rte. 12 (Rand) at IL Rte. 68 (Dundee) (Westbound)

- 37,000 (2009)
- 28,800 (2011)
- 28,000 (2013)
- 24,300 (2015)
- 24,400 (2017)



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 PALATINE ADJUDICATION FOR AUTOMATED PHOTO ENFORCEMENT PROGRAM*		
YEAR /TOTALS	LIABLE	NOT LIABLE
2008	237	29
2009	1,226	139
2010	389	65
2011	329	74
2012	887	183
2013	718	114
2014	749	151
2015	518	90
2016	550	107
2017	581	118
2018	423	103
2019	433	66
2020**	106	26
PROGRAM TO DATE TOTAL:	7,146	1,265

*Adjudication totals include contested violations for entire program (all RLR cameras).
**2020 totals through June 2020

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	41	73.2%	0	0.0%	12	21.4%	3	5.3%	56
2007	51	68.0%	4	5.3%	14	18.7%	6	8.0%	75
2008	37	66.1%	1	1.8%	15	26.8%	3	5.3%	56
Total:	129	69.0%	5	2.7%	41	21.9%	12	6.4%	187
2006-2008 Avg:	43.0		1.7		13.7		4.0		62.3
RLR Camera Installation: January 6, 2009									
2009	42	68.8%	1	1.6%	12	19.7%	6	9.8%	61
2010	31	73.8%	0	0.0%	8	19.0%	3	7.1%	42
2011	25	73.5%	0	0.0%	9	26.5%	0	0.0%	34
2012	20	62.5%	0	0.0%	9	28.1%	3	9.4%	32
2013	14	66.7%	0	0.0%	7	33.3%	0	0.0%	21
2014	10	52.6%	0	0.0%	8	42.1%	1	5.3%	19
2015	20	69.0%	0	0.0%	9	31.0%	0	0.0%	29
2016	12	52.2%	0	0.0%	9	39.1%	2	8.7%	23
2017	14	45.2%	0	0.0%	16	51.6%	1	3.2%	31
2018	11	37.9%	0	0.0%	18	62.1%	0	0.0%	29
Total:	157	60.4%	0	0.0%	93	35.8%	10	3.8%	260
2010-2018 Avg:	17.4		0.0		10.3		1.1		28.9

- 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 Village of Palatine 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/westbound approaches only, pre/post RLR Photo Enforcement System installation.

EASTBOUND/WESTBOUND APPROACHES ONLY (PHOTO ENFORCED APPROACHES)

	Crashes								
	Rear-End (% of Total)		Angle (% of Total)		Turning (% of Total)		Other (% of Total)		Total
2006	30	78.9%	0	0.0%	7	18.4%	1	2.6%	38
2007	37	74.0%	2	4.0%	8	16.0%	3	6.0%	50
2008	23	63.9%	1	2.8%	9	25.0%	3	8.3%	36
Total:	90	72.6%	3	2.4%	24	19.3%	7	5.6%	124
2006-2008 Avg:	30.0		1.0		8.0		2.3		41.3
RLR Camera Installation: January 6, 2009									
2009	27	77.1%	1	2.8%	5	14.3%	2	5.7%	35
2010	12	63.1%	0	0.0%	6	31.6%	1	5.3%	19
2011	16	72.7%	0	0.0%	6	27.3%	0	0.0%	22
2012	13	72.2%	0	0.0%	4	22.2%	1	5.5%	18
2013	8	72.7%	0	0.0%	3	27.3%	0	0.0%	11
2014	3	30.0%	0	0.0%	6	60.0%	1	10.0%	10
2015	13	72.2%	0	0.0%	5	27.8%	0	0.0%	18
2016	7	63.6%	0	0.0%	3	27.3%	1	9.1%	11
2017	5	36.7%	0	0.0%	8	57.1%	1	7.1%	14
2018	6	36.3%	0	0.0%	11	64.7%	0	0.0%	17
Total:	83	59.3%	0	0.0%	52	37.1%	5	3.6%	140
2010-2018 Avg:	9.2		0.0		5.8		0.5		15.5

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

Comparison of annual averages shows the total number of crashes decreasing by 53.6% at the intersection for all approaches and by 62.5% on the eastbound and westbound (photo enforced) approaches postcamera 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, the vehicle speeds 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. The do in face have the capability to "change driver behavior".

Analysis of all available data indicates the Village of Palatine's 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.