



**The following statistical analysis and evaluation was performed through 2023 and fulfills Illinois statute requirements governing Automated Photo Enforcement and evaluation requirements for IDOT permitting.**

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. 59 at Smith Road (Southbound) on October 23, 2008**

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. 59 at Smith Road, Southbound**

*Red Light Running (RLR) Photo Enforcement System Installed & Issuing Violations: October 23, 2008*

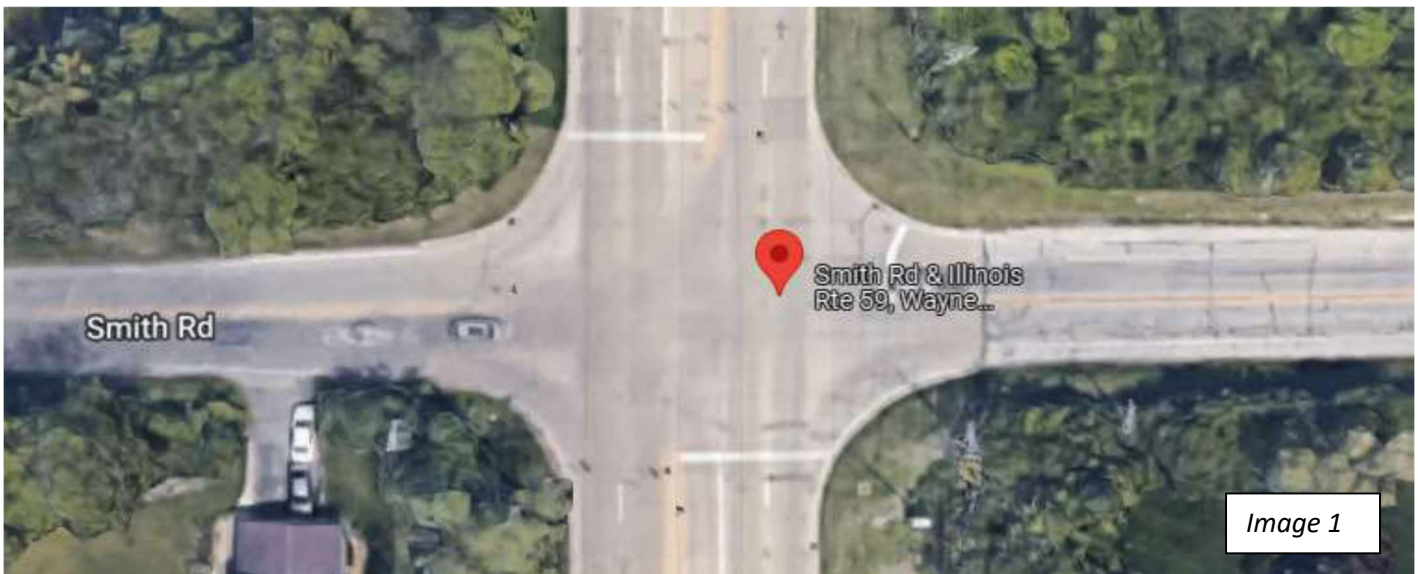


Image 1

**Northbound Approach**



Image 2

**Southbound Approach**



Image 3

**Eastbound Approach**



Image 4

**Westbound Approach**



Image 5



## **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) for each RLR camera location(s).

<i>IL Rte. 59 at Smith Road</i>				
<i>Pre-RLR Camera Installation</i>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2007	37,200	34,200	5,300	1,700
<i>Post-RLR Camera Installation</i>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2016	N/A	N/A	3,500	N/A
2020	N/A	N/A	N/A	1,850
2023	27,900	31,000	N/A	N/A

*Table 1*

## **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 2) for the Village’s RLR program for the past three (3) years are reflected below.

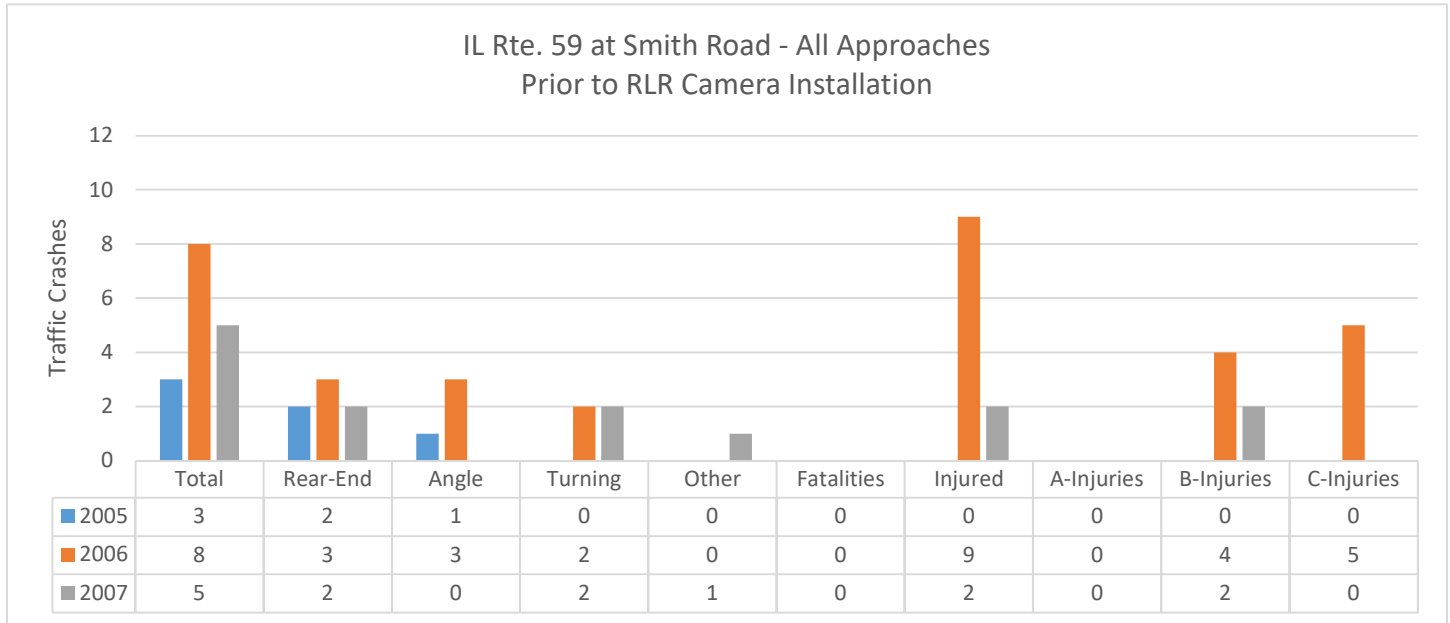
<i>Village of Wayne of Adjudication Results</i>		
	<i>Liabe</i>	<i>Not Liabe</i>
2021	27	1
2022	15	5
2023	14	2
<b>Total:</b>	<b>56</b>	<b>8</b>

*Table 2*

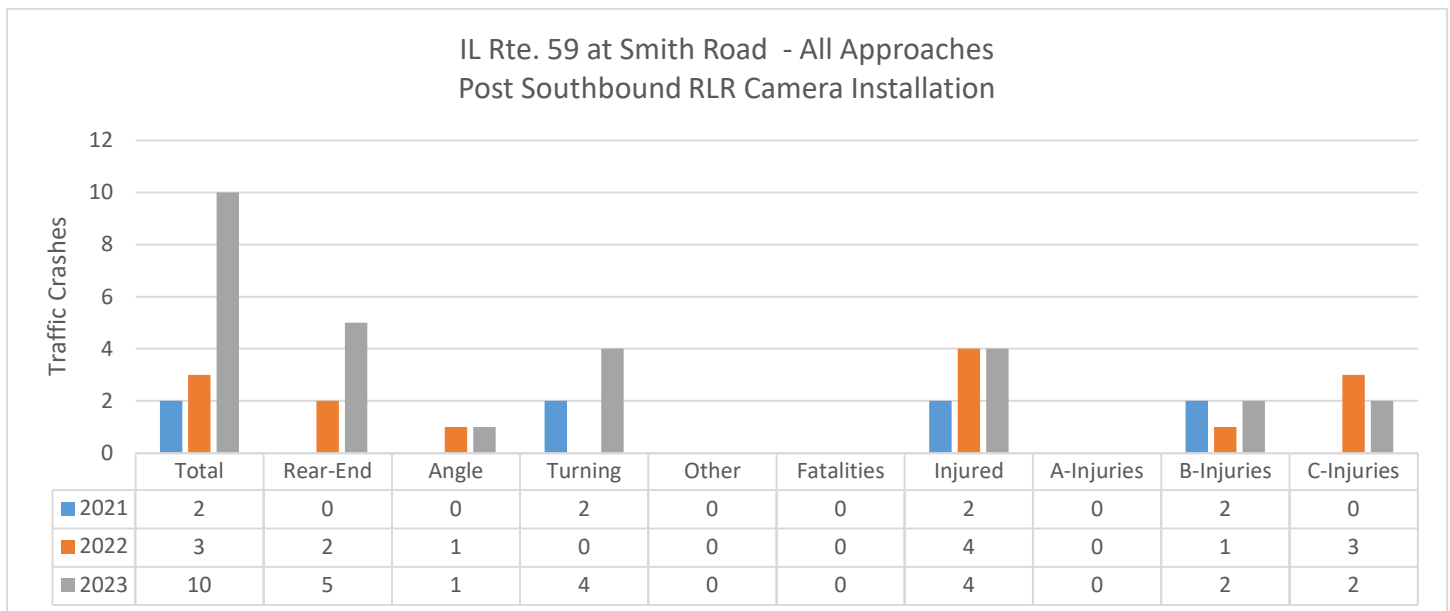


## Crash History and Analysis

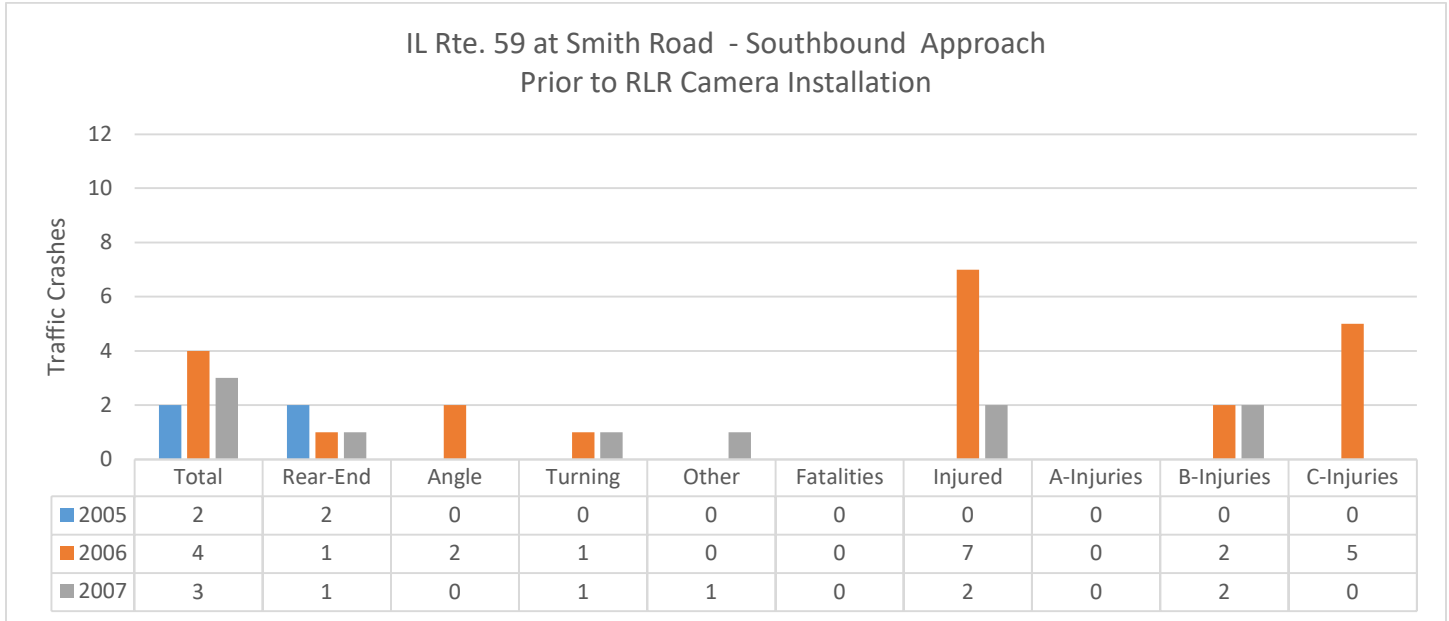
Crash data is obtained from the Illinois Department of Transportation (IDOT), specific to the RLR camera location(s) for the 3-year period prior to camera installation (Graph 1 & 3) and the most recent 3-years of IDOT published data (Graph 2 & 4) or post camera installation.



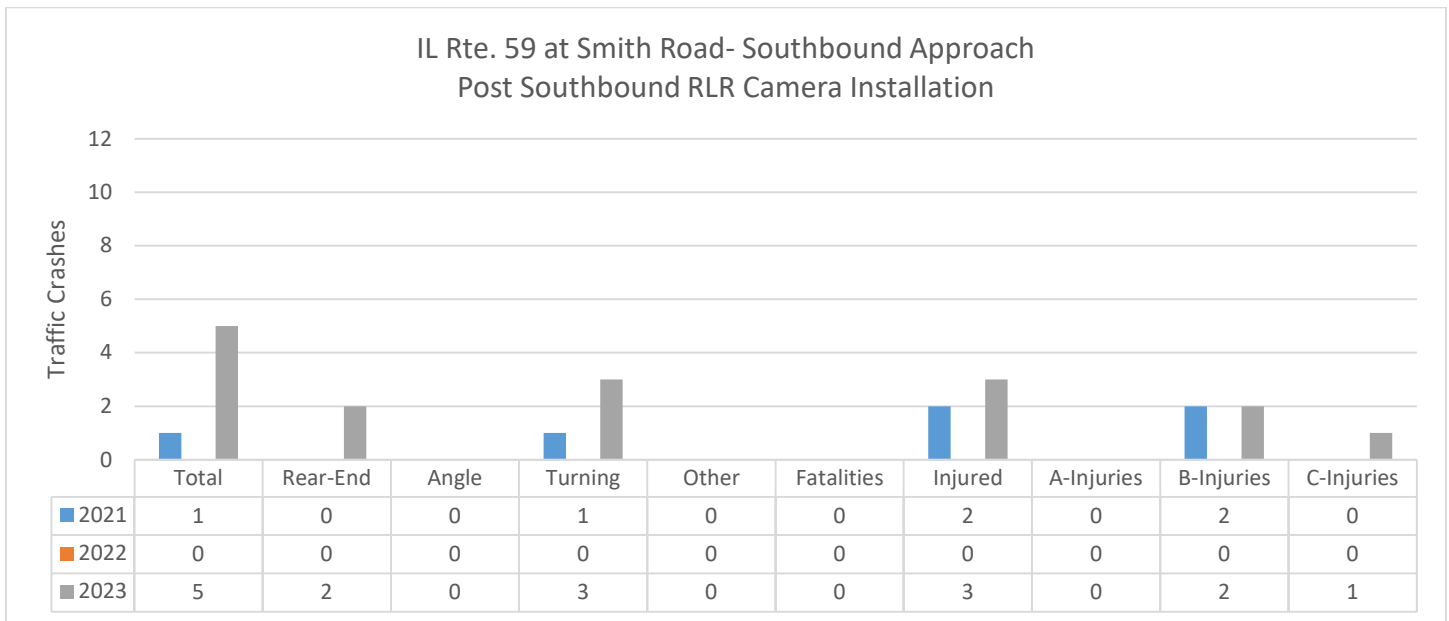
Graph 1



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, as 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 Wayne 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 and continuing still into 2025, traffic patterns and volume have been abruptly altered as companies continue to offer employees the option to work remotely. In some studies, the number has been cited as an almost 40% reduction in the number of vehicles on the road. This initial lessening in traffic volume in 2020 had the undesired effect of freeing up typically congested roadways, resulting in a motoring public exhibiting more reckless driving behaviors and a blatant disregard for the rules of the road.

Although daily commuter volume has increased, the reckless behavior adopted in 2020 is sadly not leveling off, with drivers continuing to drive carelessly despite the increased 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 function 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 against 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 through 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.