

North Ave and Harlem Ave  
<Eastbound>

## VILLAGE OF RIVER FOREST



## RLR 3 Year Follow-Up Evaluation Report

Reference No: 016-53920

May 2019

May 21, 2019

Thomas G. Gallenbach, P.E.  
Area Permit Engineer  
Illinois Department of Transportation  
Bureau of Traffic  
201 West Center Court  
Schaumburg, Illinois 60196-1096

Re: RLR 3 Year Follow-Up Evaluation Report  
North Avenue & Harlem Avenue  
Village of River Forest  
Ref#: 016-53920

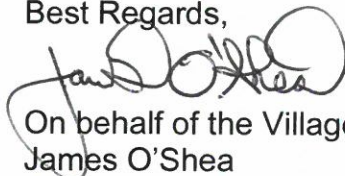
Dear Mr. Gallenbach,

Please find enclosed a copy of the 3 Year RLR Follow-Up Evaluation Report for the intersection of North Avenue and Harlem Avenue, River Forest, Illinois.

In this submittal, included are: RLR Camera Location, Implementaion Date, System Manufacturer and Contractors, RLR Crash Data and Analysis, Traffic Volume, Summary of Adjudication, and Summary section.

If you have any questions with regard to this submittal or require and additional information, please feel free to contact us at 708-366-8500, [joshea@vrf.us](mailto:joshea@vrf.us).

Best Regards,



On behalf of the Village of River Forest  
James O'Shea  
Chief of Police

## 3 Year Evaluation Checklist

### RLR FOLLOW-UP EVALUATION REPORT CHECKLIST

Reference Number:			Date:
Location:			Firm:
Yes	No	N/A	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Intersection location and RLR camera approaches identified
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Date of RLR camera implementation
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	RLR camera system manufacturer and contractor name
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Crash data including 3 years prior to RLR camera installation with post period crash data
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Analysis of crash data
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Signal timing changes
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Traffic volumes before and after RLR cameras
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Recommendations
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Summary of adjudication experience and results

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1. RLR Camera Location, Live Date, System Manufacturer and Contractors

In 2012, the **Village of River Forest** received approval from the Illinois Department of Transportation (IDOT) to install a Red Light Running (RLR) camera on the **Eastbound** approach at the intersection of **North Ave and Harlem Ave**.

- Date at which the camera went live on the eastbound approach: **01/2013**
- Date at which the 1 Year Follow-Up Evaluation Report was submitted to IDOT: **01/2015**

No changes were made to the traffic signal timing or any other settings pertaining to operation of traffic signals at this intersection following the camera installation.

Below are the RLR camera system manufacturer and contractor information.

<p>RLR Camera System Manufacturer</p> <p><b>SafeSpeed, LLC</b> 150 North Wacker Drive Floor 8 Chicago, IL 60606</p> <p>Phone: (877) 237-2331 Fax: (877) 237-2302 Email: <a href="mailto:info@safespeedllc.com">info@safespeedllc.com</a> Web: <a href="http://safespeedllc.com">safespeedllc.com</a></p> <p>Key Contact: Ryan Kim Phone: (312) 924-7248 Email: <a href="mailto:rkim@safespeedllc.com">rkim@safespeedllc.com</a></p>	<p>Electrical Contractor</p> <p><b>Meade Electric Company</b> 9550 West 55 Street McCook, IL 60525</p> <p>Phone: (708) 588-2500 Fax: (708) 588-2501 Email: <a href="mailto:info@meadeelectric.com">info@meadeelectric.com</a> Web: <a href="http://meadeelectric.com">meadeelectric.com</a></p> <p>Key Contact: Mr. Michael Knutson Phone: (708) 588-2500 Email: <a href="mailto:mkk@meade100.com">mkk@meade100.com</a></p>
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## 2. RLR Crash Data and Analysis

The table below shows a summary of motor vehicle crashes at the intersection of **North Ave and Harlem Ave** over a span of 8 years.\*

The data from 2009-2011 shows the period prior to the installation of RLR camera.

The data from 2012 shows the year in which the camera was installed.

The data from 2013-2016 shows the period following the installation.

Type \ Year	Before Installation			2012	After Installation			
	2009**	2010	2011		2013	2014	2015	2016
<b>Angle</b>	2	2	0	0	0	0	3	0
<b>Turning</b>	2	6	2	1	2	2	1	4
<b>Rear End</b>	12	10	12	4	14	13	10	8
<b>Other***</b>	0	1	2	4	3	2	2	1
<b>Total</b>	<b>16</b>	<b>19</b>	<b>16</b>	<b>9</b>	<b>19</b>	<b>17</b>	<b>16</b>	<b>13</b>
<b>Yearly Average</b>	<b>Not Used**</b>	<b>17.5</b>			<b>16.25</b>			

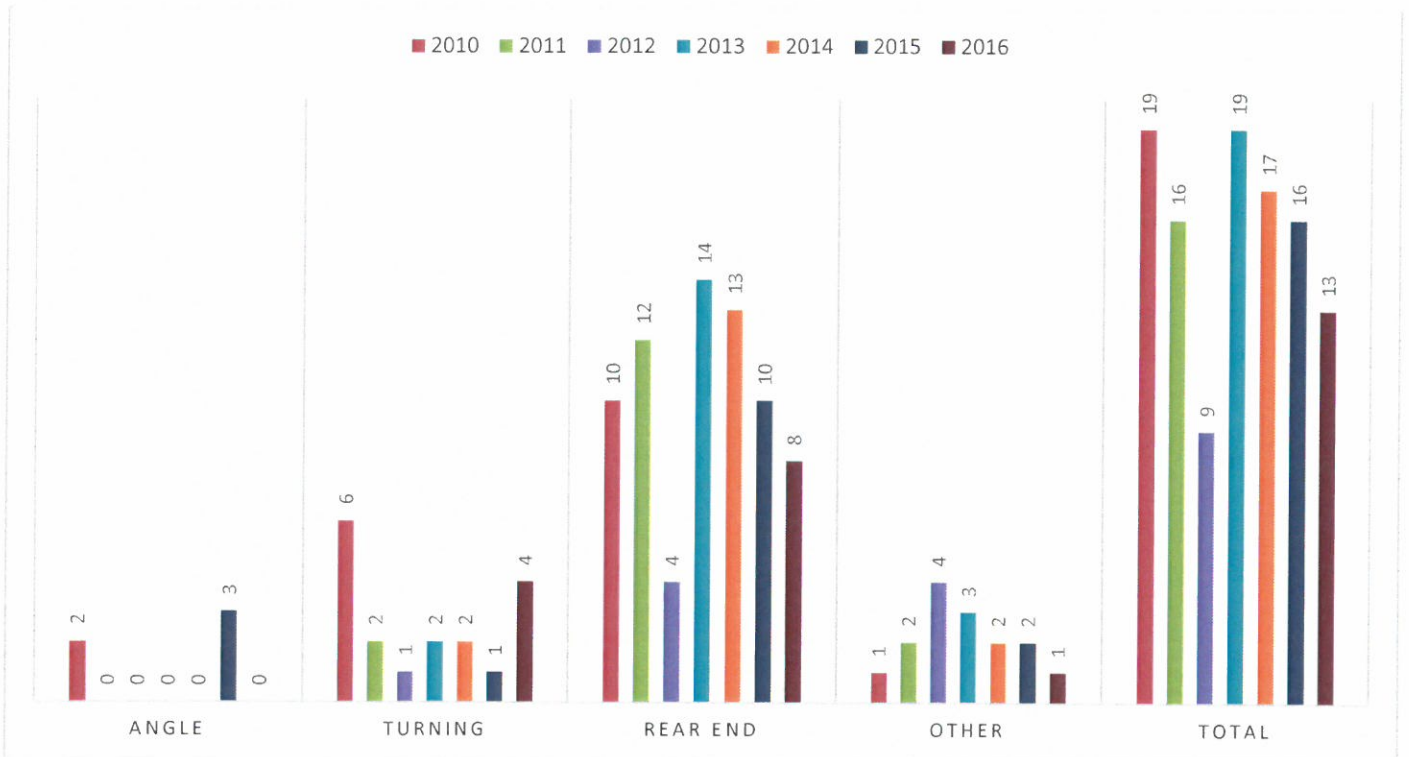
\* DISCLAIMER: The motor vehicle crash data referenced herein was provided by the IDOT. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.

\*\* Note that the law regarding the crash reporting threshold for Property Damage Only crashes was amended effective January 1, 2009, to the following: When all drivers involved in a crash are insured, the amount of damage to the property of any one person that must be reported increased from \$500 to \$1,500. If any driver does not have insurance, the threshold remains at \$500. **This change in law precludes comparison of 2009 and later Property Damage Only crashes and Total crashes with such crashes for previous years.** The change did NOT affect the reporting of injury or fatal crashes.

\*\*\* Other crashes include: Head on, Pedestrian, Sideswipe and Fixed object



The Chart below shows the trends of each crash type from 2010-2016.



From the years 2010-2011 (2009 data has been discarded due to changes in reporting threshold), prior to RLR camera installation, there were 35 total crashes. This averages out to 17.5 crashes a year.

From 2013-2016, post RLR camera installation, there were 65 total crashes. This averages out to 16.25 crashes per year resulting in a 7.14% reduction of overall crashes.

The following pages will have complete crash data from 2009 to 2016 obtained from IDOT.



### 3. Traffic Volume

The table below shows a summary of the Average Daily Traffic Count (ADTC) at the intersection of **North Ave and Harlem Ave** over a span of 9 years.

The history of available ADTC on each approach was obtained from the IDOT website per the RLR Guideline document published by the IDOT and recorded in bold below.  
(<http://www.gettingaroundillinois.com/gai.htm?mt=aadt>)

The data from 2009-2011 shows the period prior to the installation of RLR camera.

The data from 2012 shows the year in which the camera was installed.

The data from 2013-2017 shows the period following the installation.

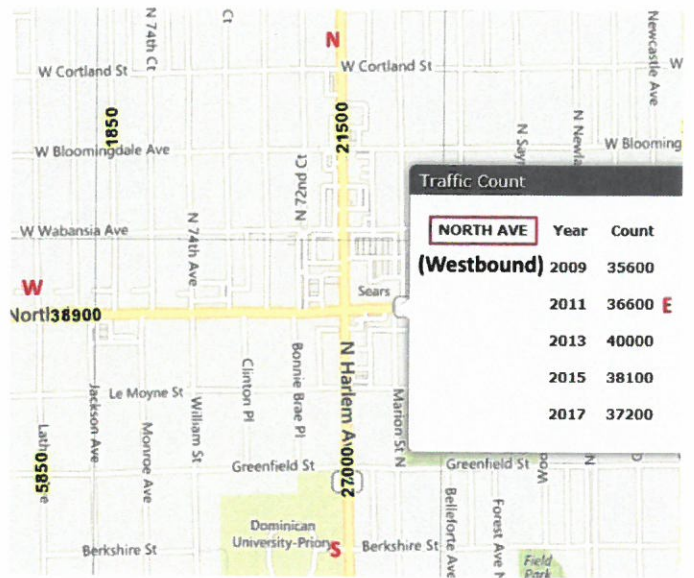
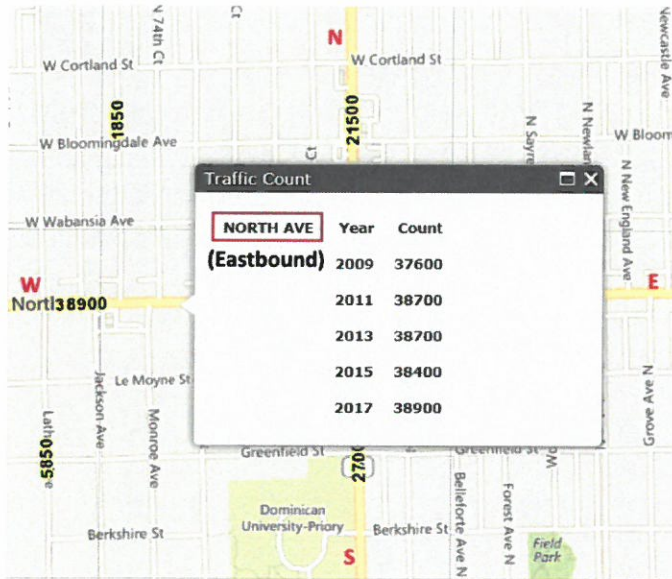
Year Direction	Before Installation			2012	After Installation				
	2009	2010	2011		2013	2014	2015	2016	2017
<b>Eastbound</b>	<b>37,600</b>	37,600	<b>38,700</b>	38,700	<b>38,700</b>	38,700	<b>38,400</b>	38,400	<b>38,900</b>
<b>Westbound</b>	<b>35,600</b>	35,600	<b>36,600</b>	36,600	<b>40,000</b>	40,000	<b>38,100</b>	38,100	<b>37,200</b>
<b>Northbound</b>	<b>26,700</b>	26,700	<b>28,800</b>	28,800	<b>23,100</b>	23,100	<b>30,900</b>	30,900	<b>27,000</b>
<b>Southbound</b>	<b>18,600</b>	18,600	18,600	<b>18,200</b>	<b>29,300</b>	23,900	<b>23,900</b>	23,900	<b>21,500</b>
<b>Combined</b>	118,500	118,500	122,700	122,300	131,000	125,700	131,300	131,300	124,600
<b>Combined Average</b>	<b>119,900</b>				<b>128,800</b>				

From the years 2009-2011, prior to RLR camera installation, the combined average of ADTC was 119,900.

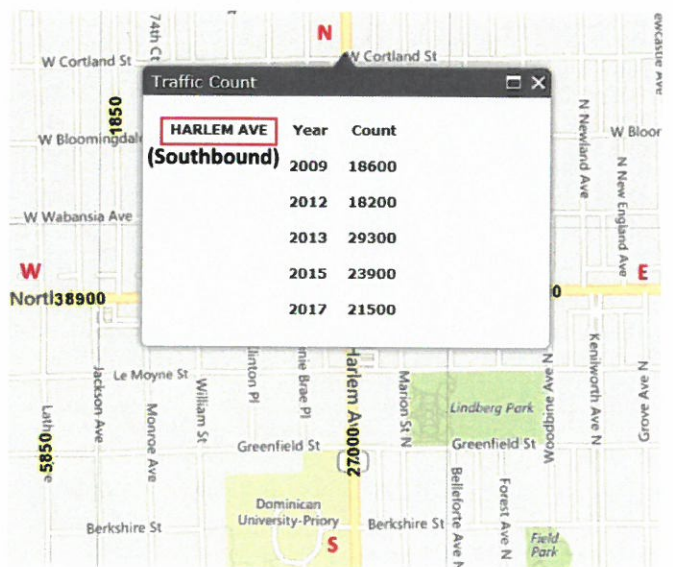
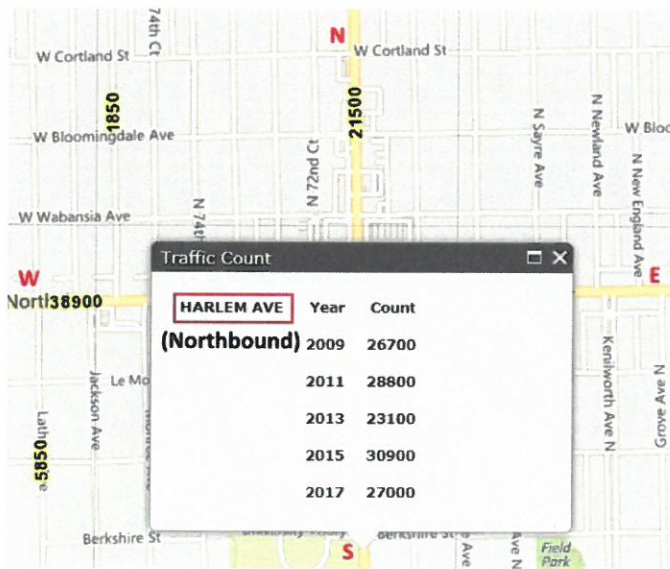
From 2013-2017, post RLR camera installation, the combined average of ADTC was 128,800 resulting in an increase of 7.42% from the time period aforementioned.

The following page will provide the complete ADTC data from 2009-2017 obtained from the IDOT's website.

Eastbound and Westbound ADTC



Northbound and Southbound ADTC





## 4. Summary of Adjudication

Below are the summaries of contested tickets "in person" and "by mail" from the Eastbound approach of North Ave and Harlem Ave from January 2014 to December 2014.

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2014 - 01/31/2014	52	35	17	33%
02/01/2014 - 02/28/2014	50	36	14	28%
03/01/2014 - 03/31/2014	52	42	10	19%
04/01/2014 - 04/30/2014	61	46	15	25%
05/01/2014 - 05/31/2014	48	37	11	23%
06/01/2014 - 06/30/2014	44	27	17	39%
07/01/2014 - 07/31/2014	13	10	3	23%
08/01/2014 - 08/31/2014	40	28	12	30%
09/01/2014 - 09/30/2014	43	35	8	19%
10/01/2014 - 10/31/2014	57	41	16	28%
11/01/2014 - 11/30/2014	36	25	11	31%
12/01/2014 - 12/31/2014	29	23	6	21%
<b>Total</b>	<b>525</b>	<b>385</b>	<b>140</b>	<b>27%</b>

As indicated in the table above, 525 contested violation notices were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 140 of the contested violation notices, a 27% total dismissal rate.

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2014 - 01/31/2014	66	54	12	18%
02/01/2014 - 02/28/2014	53	44	9	17%
03/01/2014 - 03/31/2014	47	36	11	23%
04/01/2014 - 04/30/2014	65	57	8	12%
05/01/2014 - 05/31/2014	66	57	9	14%
06/01/2014 - 06/30/2014	59	42	17	29%
07/01/2014 - 07/31/2014	17	14	3	18%
08/01/2014 - 08/31/2014	38	26	12	32%
09/01/2014 - 09/30/2014	81	65	16	20%
10/01/2014 - 10/31/2014	58	46	12	21%
11/01/2014 - 11/30/2014	31	26	5	16%
12/01/2014 - 12/31/2014	30	25	5	17%
<b>Total</b>	<b>611</b>	<b>492</b>	<b>119</b>	<b>19%</b>

As indicated in the table above, 611 tickets were contested by mail during the above referenced period. 119 contests by mail were dismissed, a 19% dismissal rate.

Below are the summaries of contested tickets "in person" and "by mail" from the Eastbound approach of North Ave and Harlem Ave from January 2015 to December 2015.

### In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2015 - 01/31/2015	45	33	12	27%
02/01/2015 - 02/28/2015	44	35	9	20%
03/01/2015 - 03/31/2015	55	44	11	20%
04/01/2015 - 04/30/2015	10	7	3	30%
05/01/2015 - 05/31/2015	23	15	8	35%
06/01/2015 - 06/30/2015	27	20	7	26%
07/01/2015 - 07/31/2015	38	25	13	34%
08/01/2015 - 08/31/2015	56	46	10	18%
09/01/2015 - 09/30/2015	78	69	9	12%
10/01/2015 - 10/31/2015	59	50	9	15%
11/01/2015 - 11/30/2015	35	32	3	9%
12/01/2015 - 12/31/2015	33	29	4	12%
<b>Total</b>	<b>503</b>	<b>405</b>	<b>98</b>	<b>19%</b>

As indicated in the table above, 503 contested violation notices were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 98 of the contested violation notices, a 19% total dismissal rate.

### By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2015 - 01/31/2015	42	35	7	17%
02/01/2015 - 02/28/2015	79	60	19	24%
03/01/2015 - 03/31/2015	77	67	10	13%
04/01/2015 - 04/30/2015	4	3	1	25%
05/01/2015 - 05/31/2015	33	29	4	12%
06/01/2015 - 06/30/2015	41	36	5	12%
07/01/2015 - 07/31/2015	65	60	5	8%
08/01/2015 - 08/31/2015	71	66	5	7%
09/01/2015 - 09/30/2015	120	116	4	3%
10/01/2015 - 10/31/2015	44	39	5	11%
11/01/2015 - 11/30/2015	55	49	6	11%
12/01/2015 - 12/31/2015	32	32	0	0%
<b>Total</b>	<b>663</b>	<b>592</b>	<b>71</b>	<b>11%</b>

As indicated in the table above, 663 tickets were contested by mail during the above referenced period. 71 contests by mail were dismissed, an 11% dismissal rate.

Below are the summaries of contested tickets "in person" and "by mail" from the Eastbound approach of North Ave and Harlem Ave from January 2016 to December 2016.

### In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2016 - 01/31/2016	51	39	12	24%
02/01/2016 - 02/29/2016	52	46	6	12%
03/01/2016 - 03/31/2016	41	33	8	20%
04/01/2016 - 04/30/2016	32	29	3	9%
05/01/2016 - 05/31/2016	43	32	11	26%
06/01/2016 - 06/30/2016	34	31	3	9%
07/01/2016 - 07/31/2016	27	25	2	7%
08/01/2016 - 08/31/2016	40	33	7	18%
09/01/2016 - 09/30/2016	45	39	6	13%
10/01/2016 - 10/31/2016	47	37	10	21%
11/01/2016 - 11/30/2016	82	57	25	30%
12/01/2016 - 12/31/2016	45	27	18	40%
<b>Total</b>	<b>539</b>	<b>428</b>	<b>111</b>	<b>21%</b>

As indicated in the table above, 539 contested violation notices were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 111 of the contested violation notices, a 21% total dismissal rate.

### By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2016 - 01/31/2016	61	57	4	7%
02/01/2016 - 02/29/2016	58	56	2	3%
03/01/2016 - 03/31/2016	44	43	1	2%
04/01/2016 - 04/30/2016	53	50	3	6%
05/01/2016 - 05/31/2016	48	45	3	6%
06/01/2016 - 06/30/2016	51	48	3	6%
07/01/2016 - 07/31/2016	48	44	4	8%
08/01/2016 - 08/31/2016	66	60	6	9%
09/01/2016 - 09/30/2016	84	79	5	6%
10/01/2016 - 10/31/2016	40	37	3	8%
11/01/2016 - 11/30/2016	77	67	10	13%
12/01/2016 - 12/31/2016	68	54	14	21%
<b>Total</b>	<b>698</b>	<b>640</b>	<b>58</b>	<b>8%</b>

As indicated in the table above, 698 tickets were contested by mail during the above referenced period. 58 contests by mail were dismissed, an 8% dismissal rate.





## 5. Report Summary and Recommendation

The **Village of River Forest** uses state-of-the-art digital cameras provided by SafeSpeed, LLC to execute its RLR Enforcement Safety Program. The citation and adjudication process administered by the **Village of River Forest**, with assistance from SafeSpeed, LLC, is conducted in a courteous, professional and timely manner and is in compliance with the RLR regulations laid out by the Illinois Department of Transportation District 1 Bureau of Traffic Operations.

From the years 2009-2011, prior to RLR camera installation, the combined average of ADTC at this intersection was 119,900.

From 2013-2017, post RLR camera installation, the combined average of ADTC was 128,800 resulting in an increase of 7.42% from the time period aforementioned. (See tab 3)

From the years 2010-2011, prior to RLR camera installation, there were 35 total crashes. This averages out to 17.5 crashes a year. From 2013-2016, post RLR camera installation, there were 65 total crashes. This averages out to 16.25 crashes per year resulting in a 7.14% reduction of overall crashes. (See tab 2)

Following the installation of RLR camera at this intersection, the total number of crashes has been trending down each year. (2013->19, 2014->17, 2015->16, 2016->13) The combined average of total crashes from 2013-2016 has decreased 7.14% despite a 7.42% increase in the combined average of ADTC.

After analyzing all of the available data, we believe that the RLR camera currently in operation at the Eastbound approach of **North Ave and Harlem Ave** in the **Village of River Forest** continues to make a positive impact on improving traffic safety.

Because enhanced traffic safety is the principal aim of RLR camera enforcement programs, RLRC systems should remain at this intersection as an integral part of a traffic system process that incorporates public education, enforcement and engineering.