



**The following safety evaluation and analysis was performed through 2024, fulfilling Illinois statute requirements governing Automated Photo Enforcement and reporting requirements for IDOT permitting, following a safety improvement project, at the intersections listed below.**

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

- **River Road at Balmoral Avenue (Northbound) on August 27, 2007**
- **River Road at IL Rte. 72 (Higgins) (Northbound/Eastbound) on August 21, 2008**
- **US Rte. 12/45 (Mannheim) at IL Rte. 72 (Higgins) (Northbound) on June 26, 2009**
- **River Road at Bryn Mawr Avenue (Southbound) on September 11, 2009**
- **River Road at Devon Avenue (Northbound) on September 11, 2009**

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.*

As a condition of reinstallation following a safety improvement project, the Illinois Department of Transportation requires a safety analysis report evaluating the safety effectiveness of the RLR Camera System be conducted. Specifically, the report “shall include as a measure of safety performance the number of red-light running violations pre- and post-safety improvement and corresponding crash analysis”.

*An IDOT intersection improvement project necessitating removal of the Village’s northbound and eastbound photo enforcement cameras, installed at the intersection of US Rte. 12/45 (Mannheim) at IL Rte. 72 (Higgins), began May 20, 2013. The cameras remained inactive from May 2013 – through March 2018, upon which time only the northbound camera was reinstalled. The scope of the construction project resulted in the absence of right-of-way upon project completion, and the eastbound camera was ineligible for reinstallation.*



**River Road at Balmoral Avenue, Northbound**

*Red Light Running (RLR) Photo Enforcement System Installed & Issuing Violations: August 27, 2007 - Present*



**Northbound Approach**



**Southbound Approach**



**Eastbound Approach**

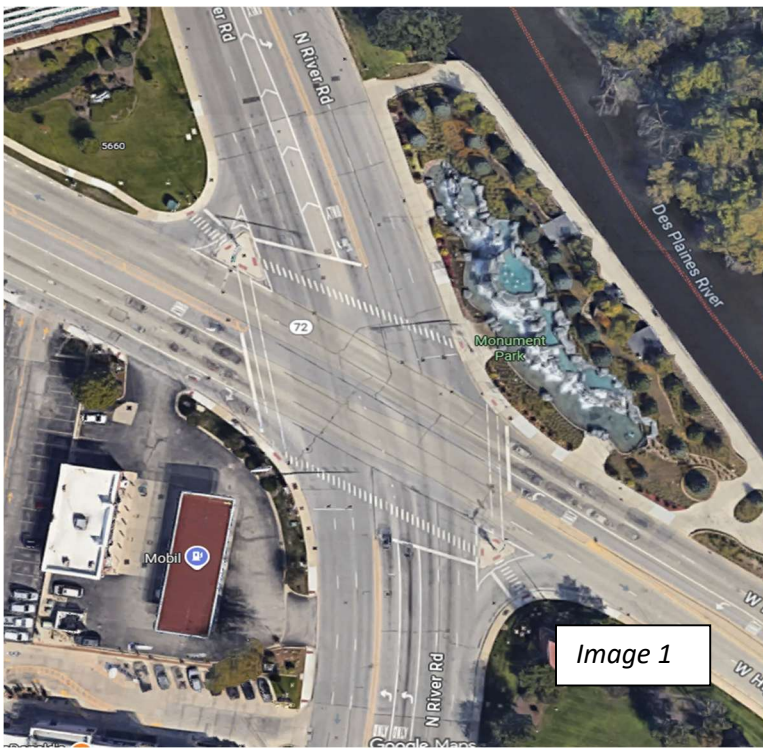


**Westbound Approach**



**River Road at IL Rte. 72 (Higgins), Northbound/Eastbound**

*Red Light Running (RLR) Photo Enforcement System Installed & Issuing Violations: August 21, 2008 - Present*



**Northbound Approach**



**Southbound Approach**



**Eastbound Approach**



**Westbound Approach**





**US Rte. 12/45 (Mannheim) at IL Rte. 72 (Higgins), Northbound**

*Red Light Running (RLR) Photo Enforcement System Installed & Issuing Violations: June 26, 2009 – May 20, 2013;  
March 22, 2018 - Present*



**Northbound Approach**



**Southbound Approach**



**Eastbound Approach**



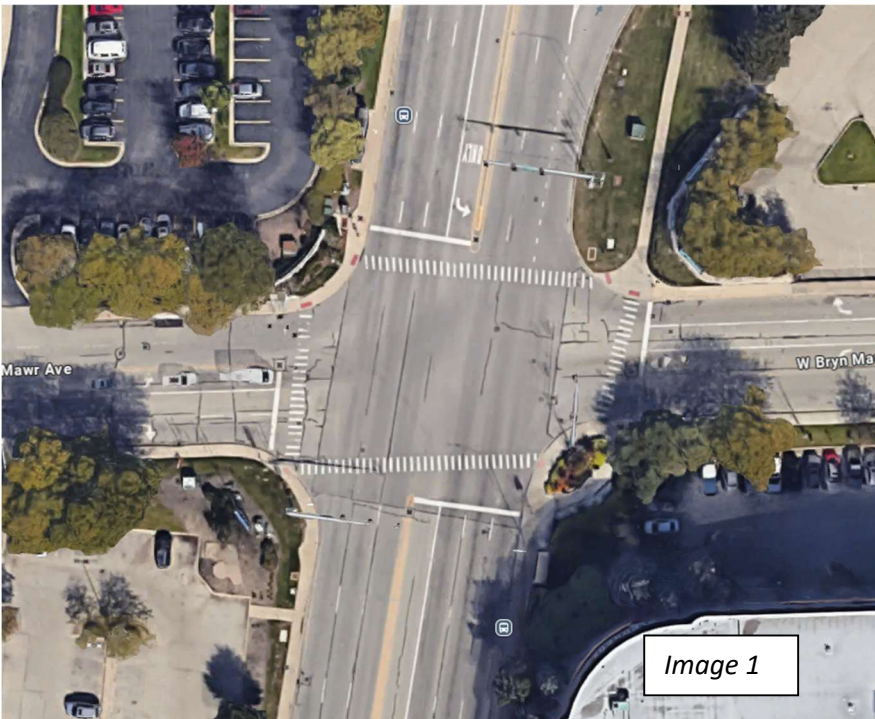
**Westbound Approach**





**River Road at Bryn Mawr Avenue, Southbound**

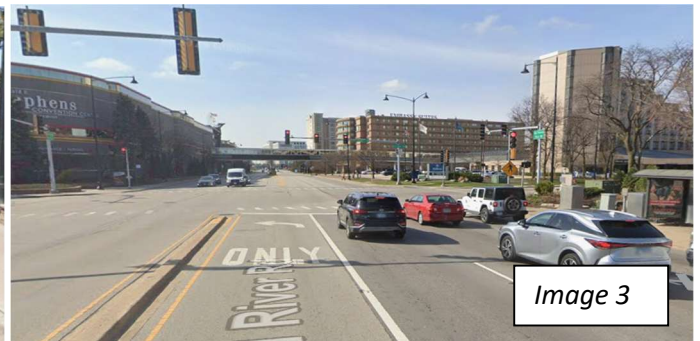
*Red Light Running (RLR) Photo Enforcement System Installed & Issuing Violations: September 11, 2009 - Present*



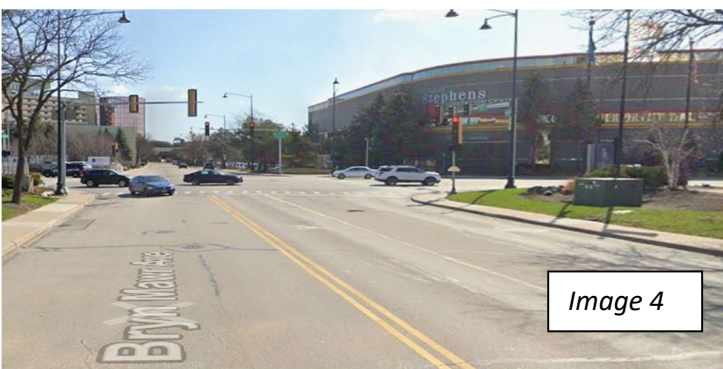
**Northbound Approach**



**Southbound Approach**



**Eastbound Approach**



**Westbound Approach**





**River Road at Devon Avenue, Northbound**

*Red Light Running (RLR) Photo Enforcement System Installed & Issuing Violations: September 11, 2009 - Present*



**Northbound Approach**



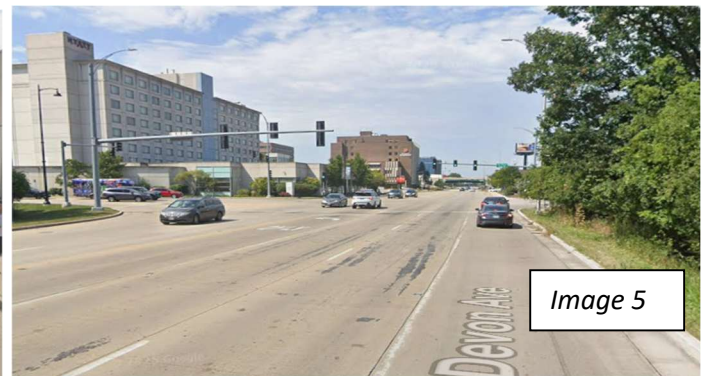
**Southbound Approach**



**Eastbound Approach**



**Westbound Approach**





## Signal Timing

Traffic signal timing strictly adheres to the guidelines for timing of clearances established by the Illinois Department of Transportation (IDOT), in accordance with the MUTCD standards. Neither the Vendor nor the Village has access to or influence over the establishment of signal timings. Both entities understand that tampering with these timings would be a safety violation with significant consequences.

## Traffic Volume

Data obtained from the Illinois Department of Transportation’s website [www.gettingaroundillinois.com](http://www.gettingaroundillinois.com) provides average daily traffic totals (Table 1-5) for each RLR camera location(s).

<b><i>River Road at Balmoral Avenue</i></b>			
<b><i>Pre-RLR Camera Installation</i></b>			
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>
2006	25,400	25,400	N/A
<b><i>Post-RLR Camera Installation</i></b>			
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>
2022	23,200	23,200	3,000

Table 1

<b><i>River Road at IL Rte. 72 (Higgins)</i></b>				
<b><i>Pre-RLR Camera Installation</i></b>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2006	37,800	25,000	N/A	N/A
<b><i>Post-RLR Camera Installation</i></b>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2022	28,600	22,900	N/A	N/A
2023	N/A	N/A	17,000	17,000

Table 2

<b><i>US Rte. 12/45 (Mannheim) at IL Rte. 72 (Higgins)</i></b>				
<b><i>Pre-RLR Camera Installation</i></b>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2008	37,900	37,900	30,500	30,500
<b><i>Intersection Improvement Project Timeframe</i></b>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2017	39,800	39,800	23,900	26,000
<b><i>Post-RLR Camera Reinstallation</i></b>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2021	28,700	21,400	N/A	N/A
2023	N/A	N/A	29,700	16,500

Table 3



<b>River Road at Bryn Mawr Avenue</b>				
<b>Pre-RLR Camera Installation</b>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2006	25,400	25,400	N/A	N/A
<b>Post-RLR Camera Installation</b>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2022	23,200	23,200	N/A	N/A

Table 4

<b>River Road at Devon Avenue</b>				
<b>Pre-RLR Camera Installation</b>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2006	25,000	29,200	10,100	11,700
<b>Post-RLR Camera Installation</b>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2022	22,900	19,900	6,450	N/A
2023	N/A	N/A	N/A	9,250

Table 5

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

<b><i>Village of Rosemont Adjudication Results</i></b>		
	<b><i>Liabe</i></b>	<b><i>Not Liabe</i></b>
2022	318	125
2023	428	111
2024	278	124
<b>Total:</b>	<b>1,024</b>	<b>360</b>

Table 6



## Violation Issuance

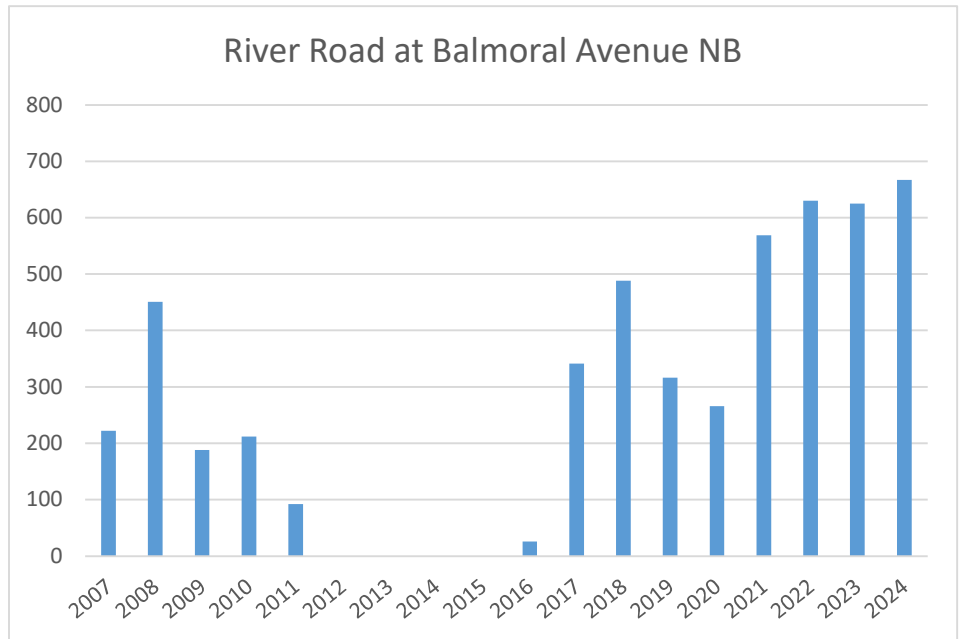
All RLR violations are reviewed for issuance by a sworn/retired police officer of the Rosemont Police Department. Annual issuance data is shown in table 7-11 with graphs below.

### *Violation Issuance*

#### *River Road at Balmoral Avenue*

	<b>NB Camera</b>
2007	222
2008	451
2009	188
2010	212
2011	92
2012	0
2013	0
2014	0
2015	0
2016	26
2017	341
2018	488
2019	316
2020	266
2021	569
2022	630
2023	625
2024	667
<b>Total:</b>	<b>5,093</b>

*Table 7*

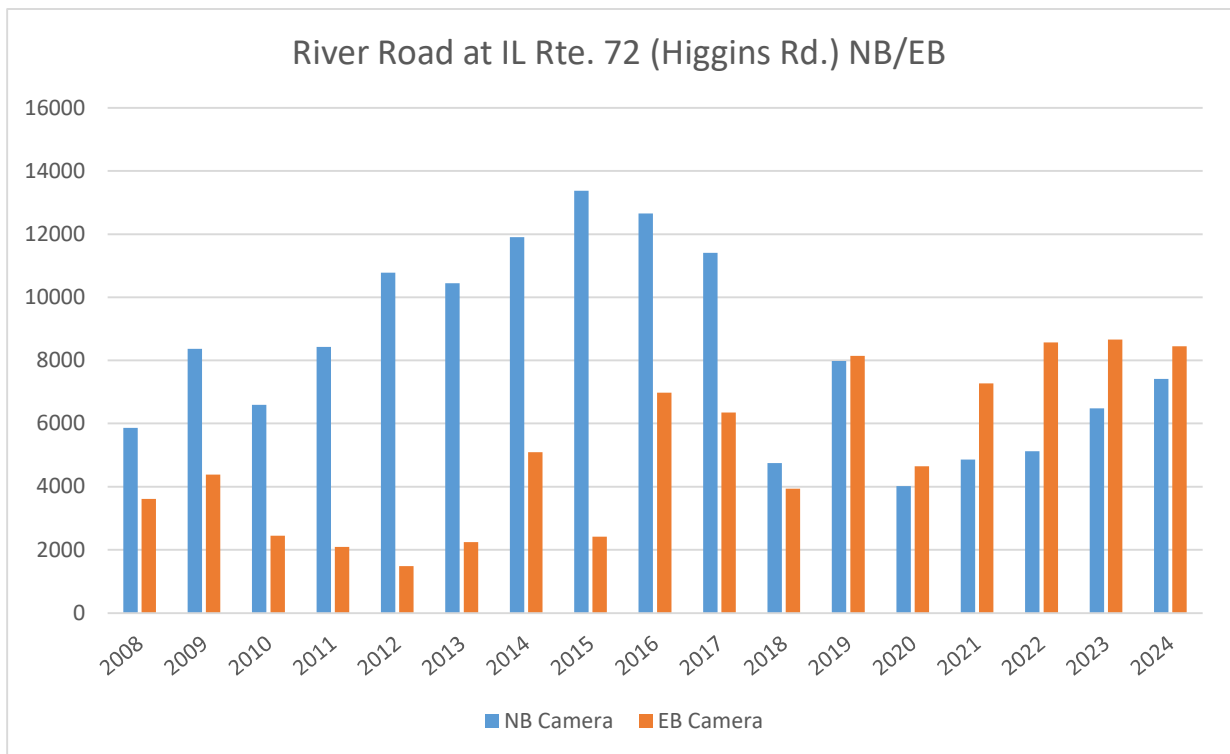




**Violation Issuance**  
**River Road at IL Rte. 72 (Higgins)**

	NB Camera	EB Camera
2008	5858	3615
2009	8370	4386
2010	6597	2443
2011	8425	2089
2012	10780	1479
2013	10447	2243
2014	11901	5097
2015	13376	2412
2016	12655	6973
2017	11408	6350
2018	4752	3940
2019	7977	8146
2020	4019	4650
2021	4864	7276
2022	5122	8565
2023	6478	8665
2024	7411	8444
<b>Total:</b>	<b>140,440</b>	<b>86,773</b>

Table 8



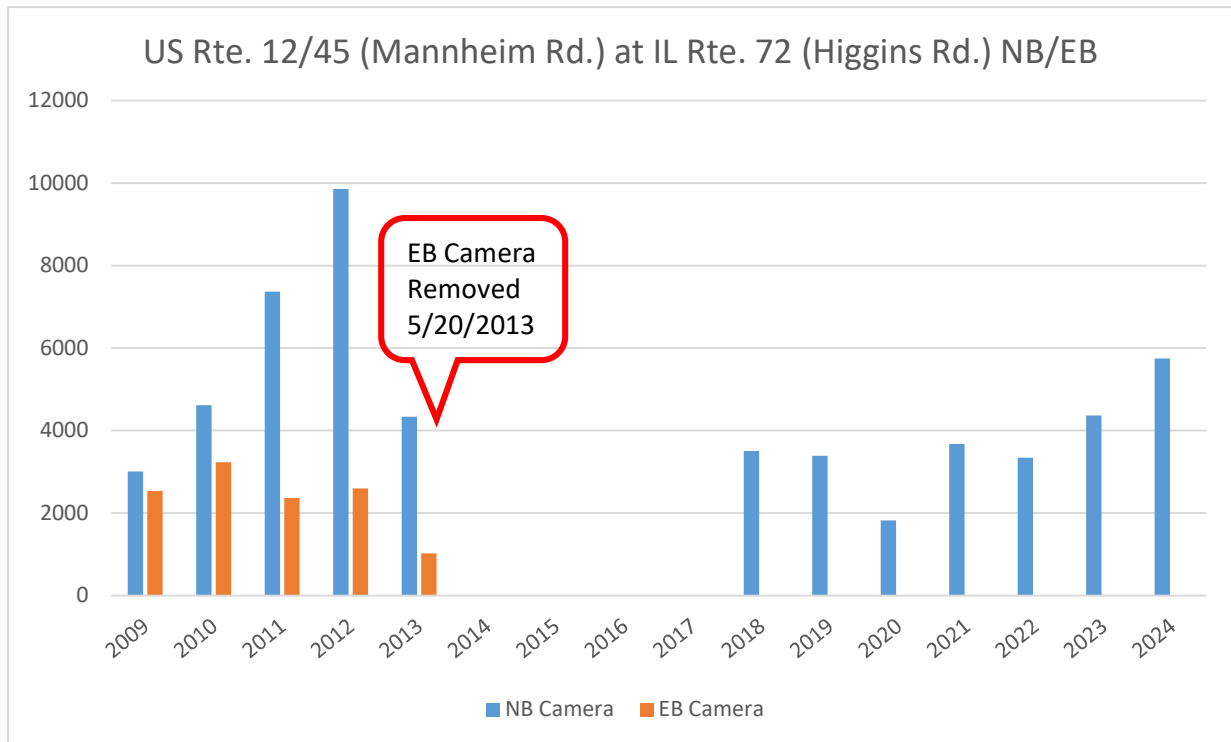


**Violation Issuance**

**US Rte. 12/45 (Mannheim) at IL Rte. 72 (Higgins)**

	NB Camera	EB Camera
2009	3013	2538
2010	4612	3234
2011	7365	2362
2012	9861	2597
2013	4337	1022
2014	0	
2015	0	
2016	0	
2017	0	
2018	3505	
2019	3389	
2020	1821	
2021	3676	
2022	3341	
2023	4368	
2024	5746	
<b>Total:</b>	<b>55,034</b>	<b>11,753</b>

Table 9





**Violation Issuance**

**River Road at Bryn Mawr Avenue**

	<b>SB Camera</b>
2007	1254
2008	2313
2009	968
2010	660
2011	875
2012	1260
2013	0
2014	0
2015	0
2016	69
2017	448
2018	413
2019	292
2020	114
2021	202
2022	383
2023	434
2024	613
<b>Total:</b>	<b>10,298</b>

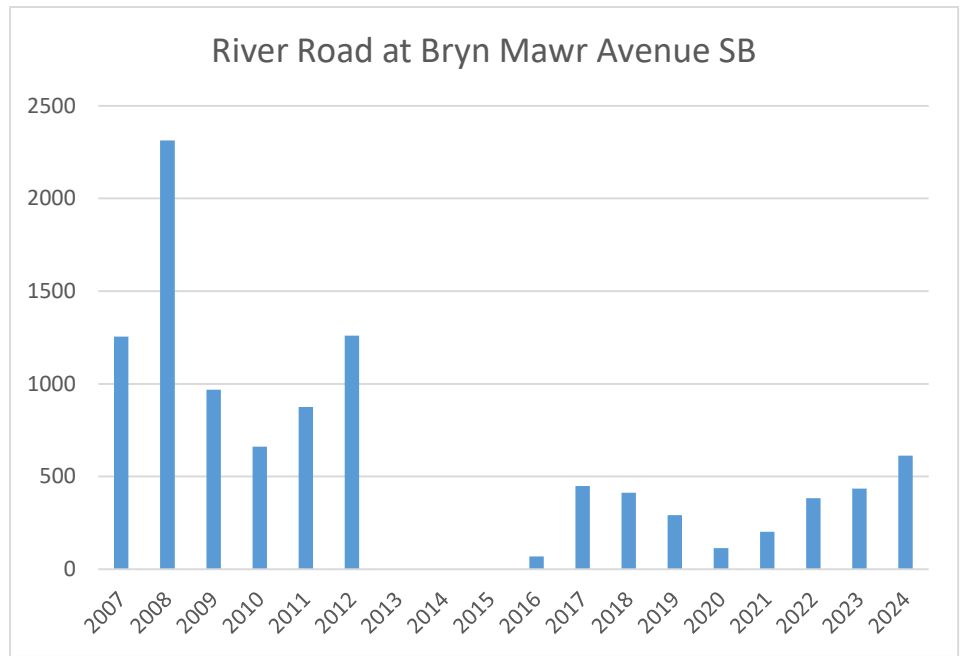


Table 10

**Violation Issuance**

**River Road at Devon Avenue**

	<b>WB Camera</b>
2009	1080
2010	987
2011	844
2012	3245
2013	2287
2014	0
2015	0
2016	118
2017	1100
2018	1361
2019	936
2020	820
2021	1363
2022	1125
2023	1349
2024	1810
<b>Total:</b>	<b>18,425</b>

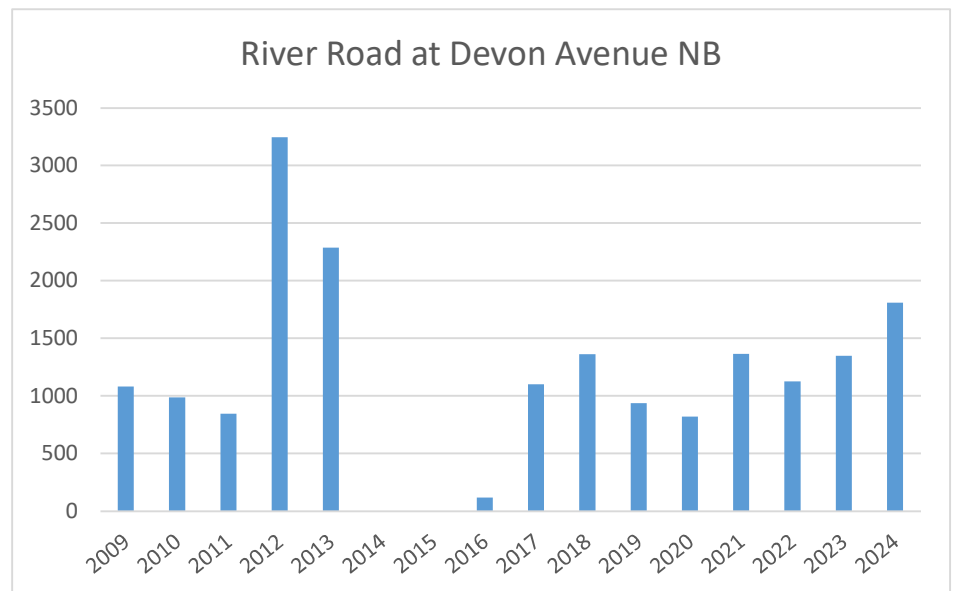


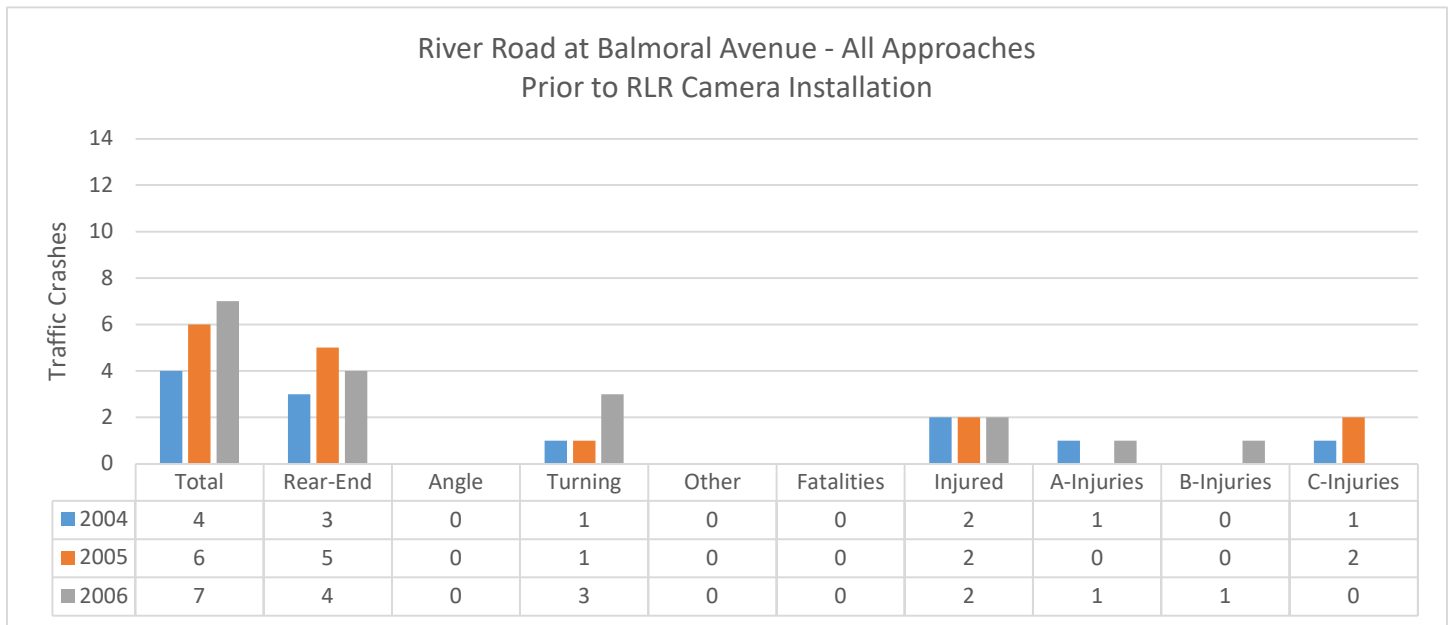
Table 11



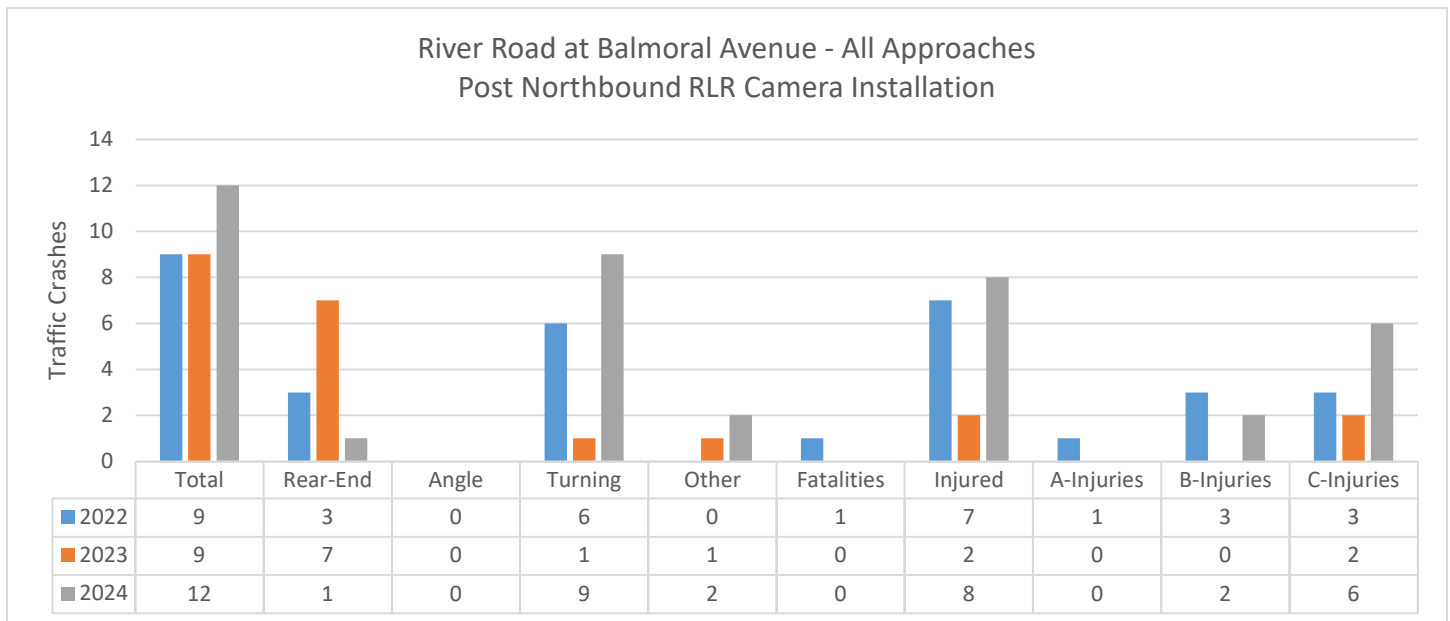
## Crash History and Analysis

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.

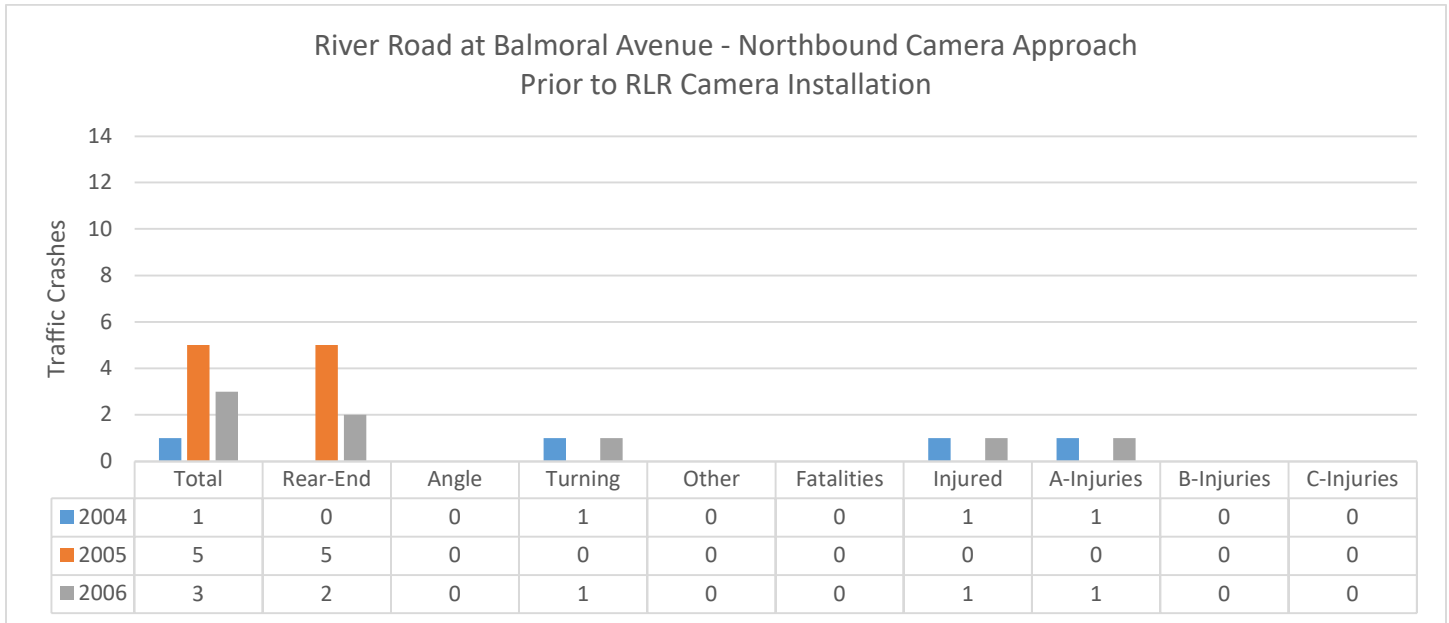
### River Road at Balmoral Avenue



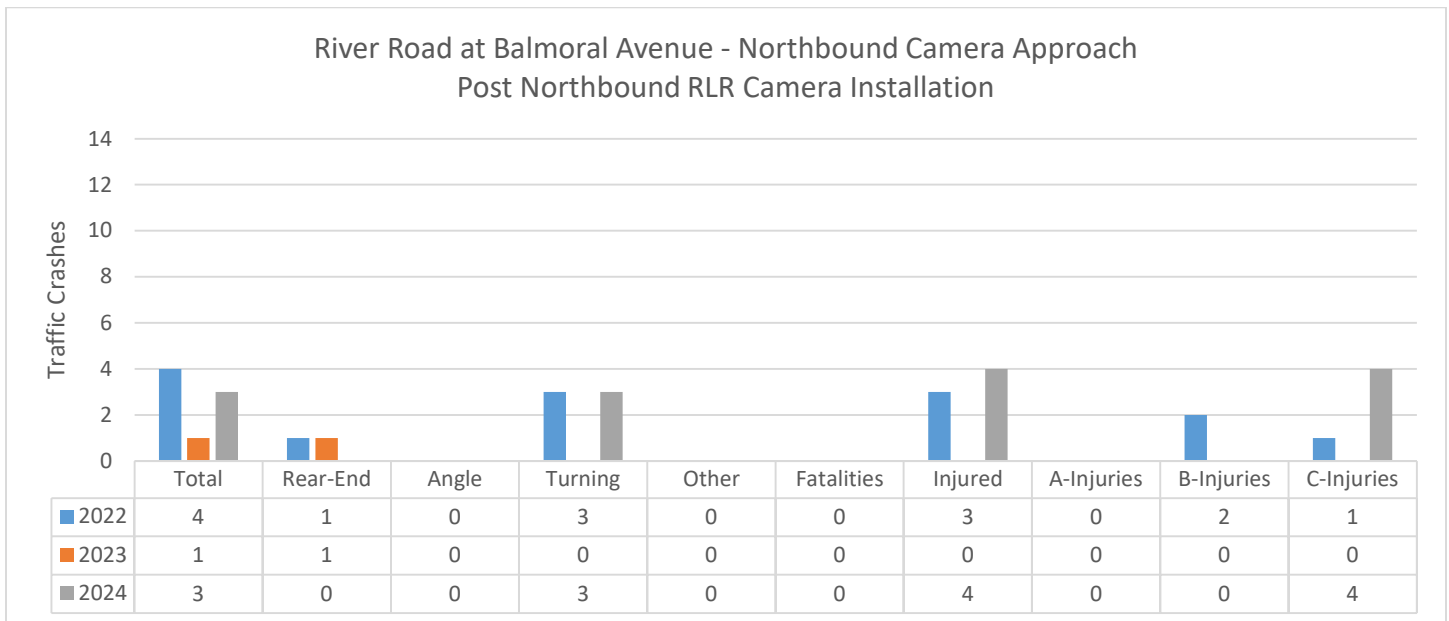
Graph 1



Graph 2



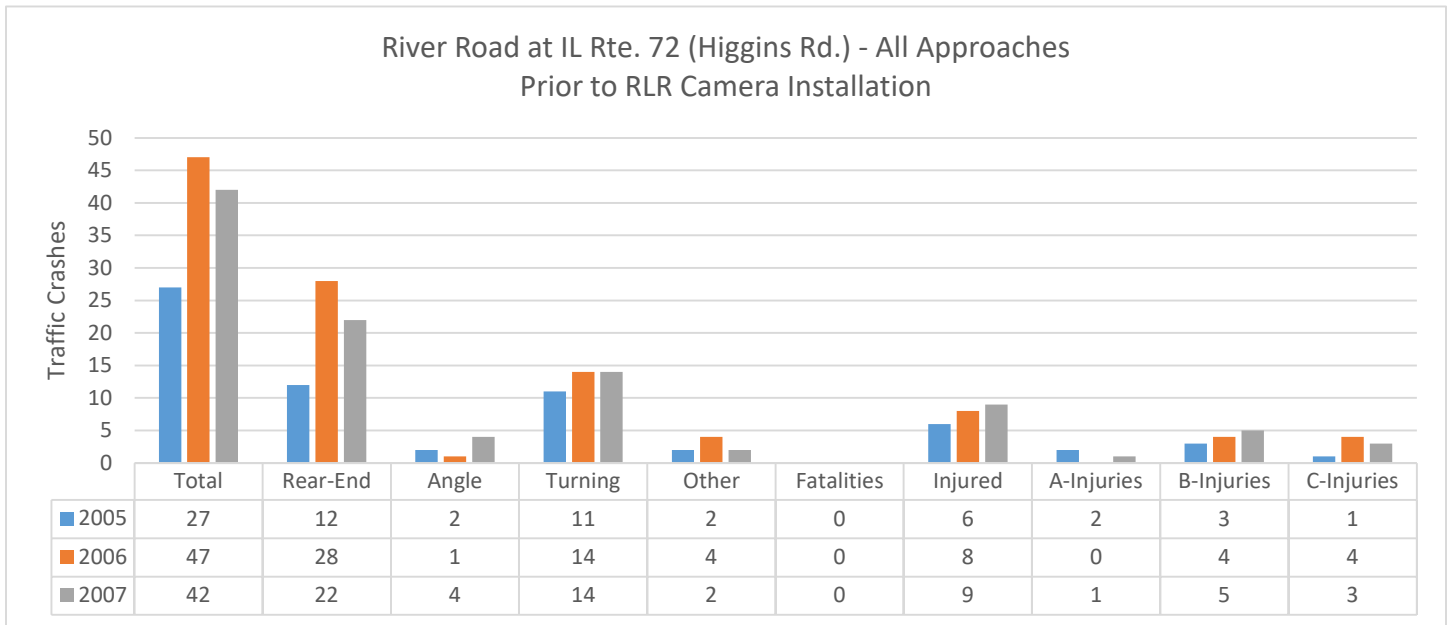
Graph 3



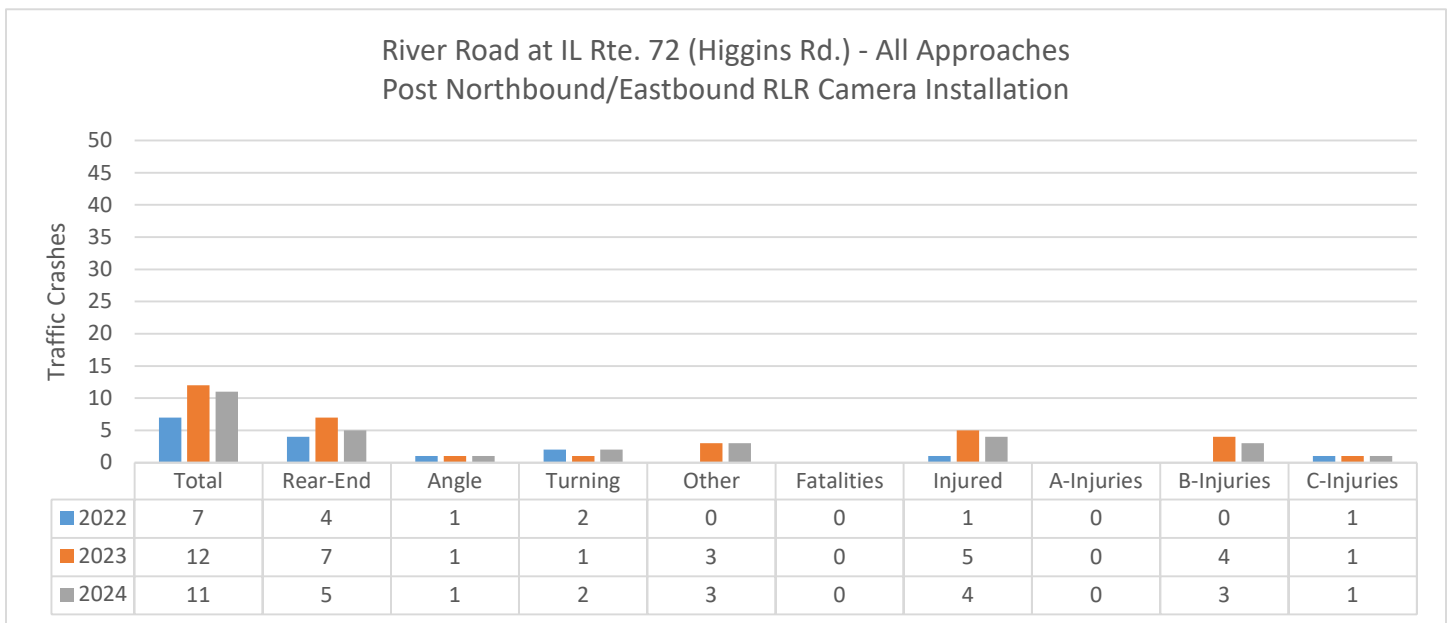
Graph 4



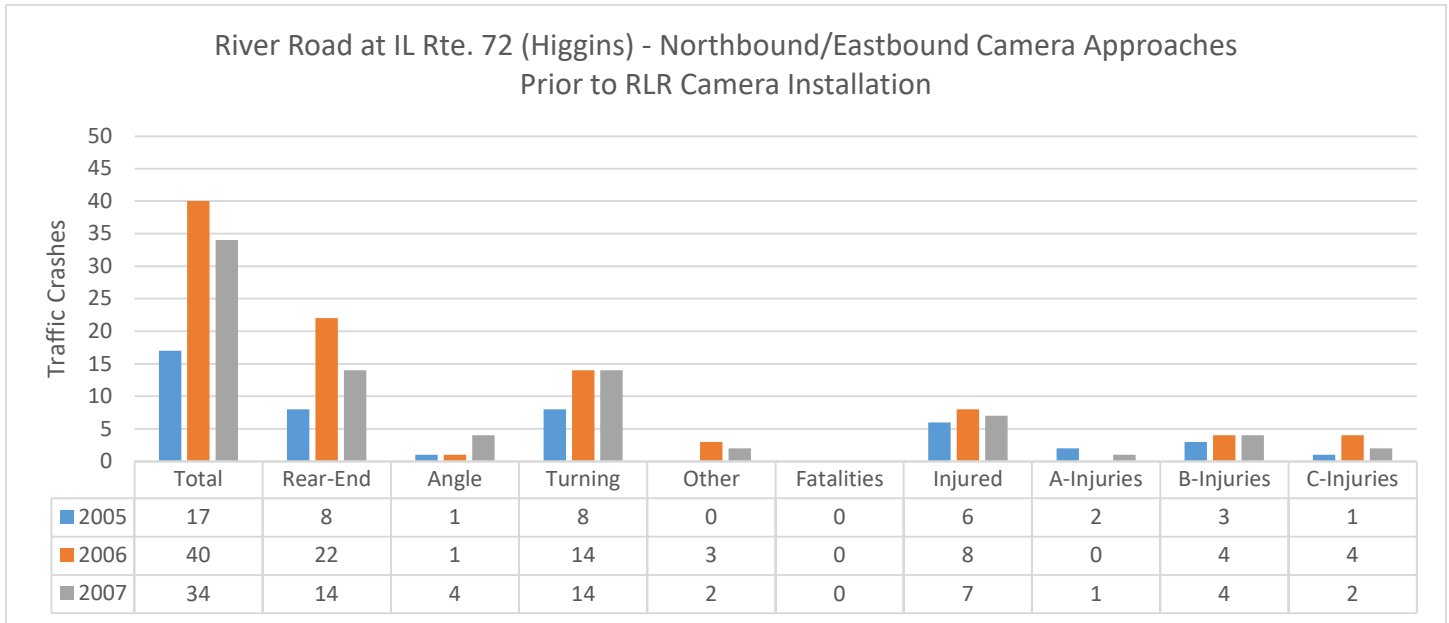
**River Road at IL Rte. 72 (Higgins)**



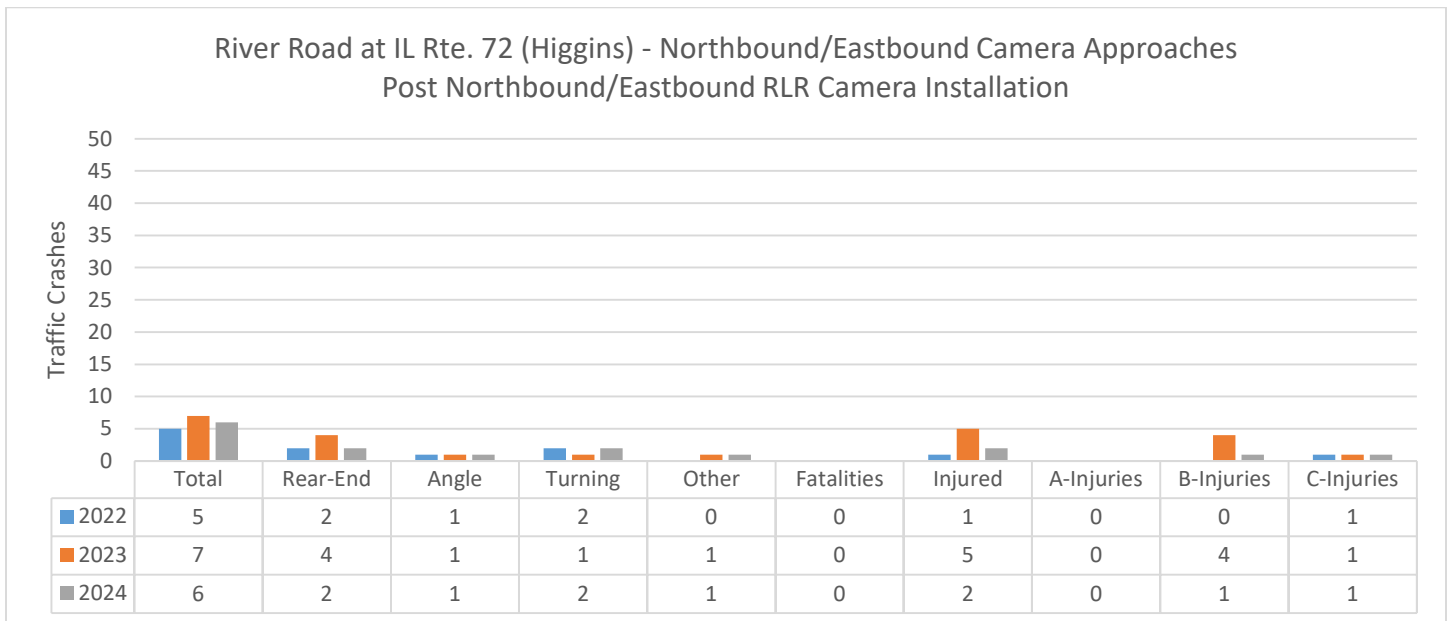
*Graph 1*



*Graph 2*



Graph 3



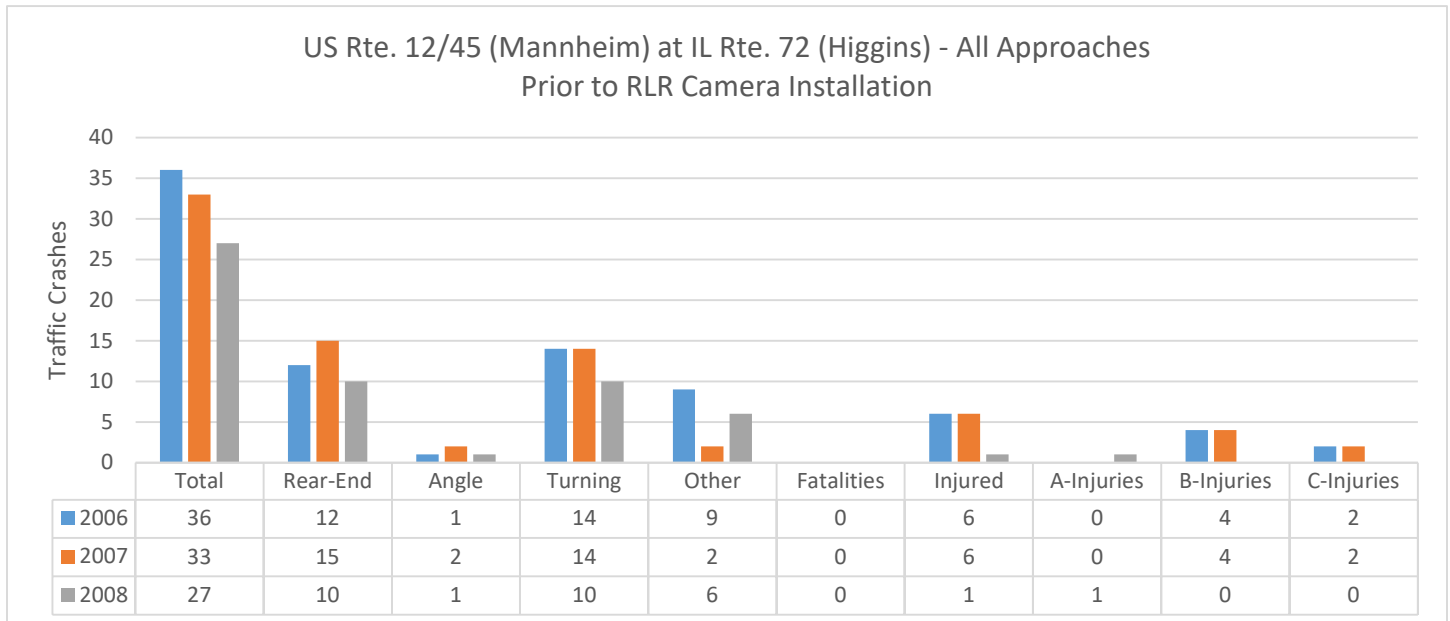
Graph 4



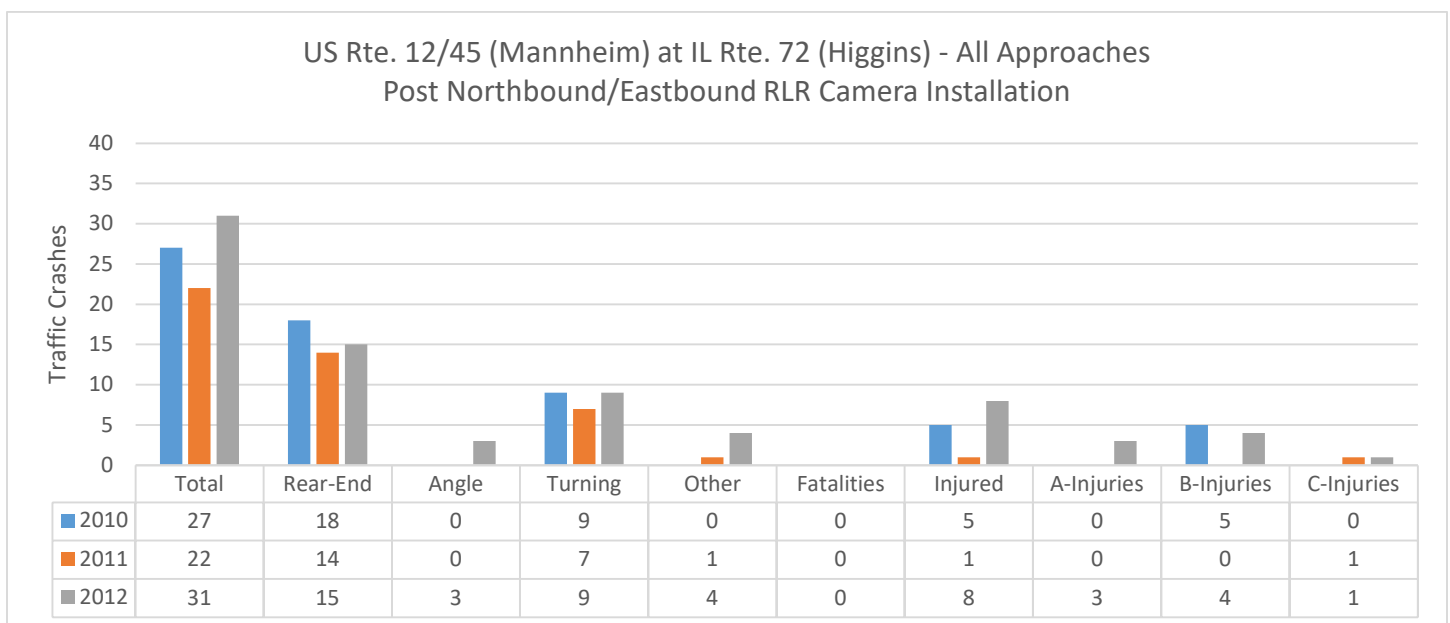
## Crash History and Analysis

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), 3-year period post camera installation (Graph 2, 4), 4-year period of intersection improvement project (Graph 5, 7), and the most recent 6-years of IDOT published data (Graph 6, 8) or post camera reinstallation.

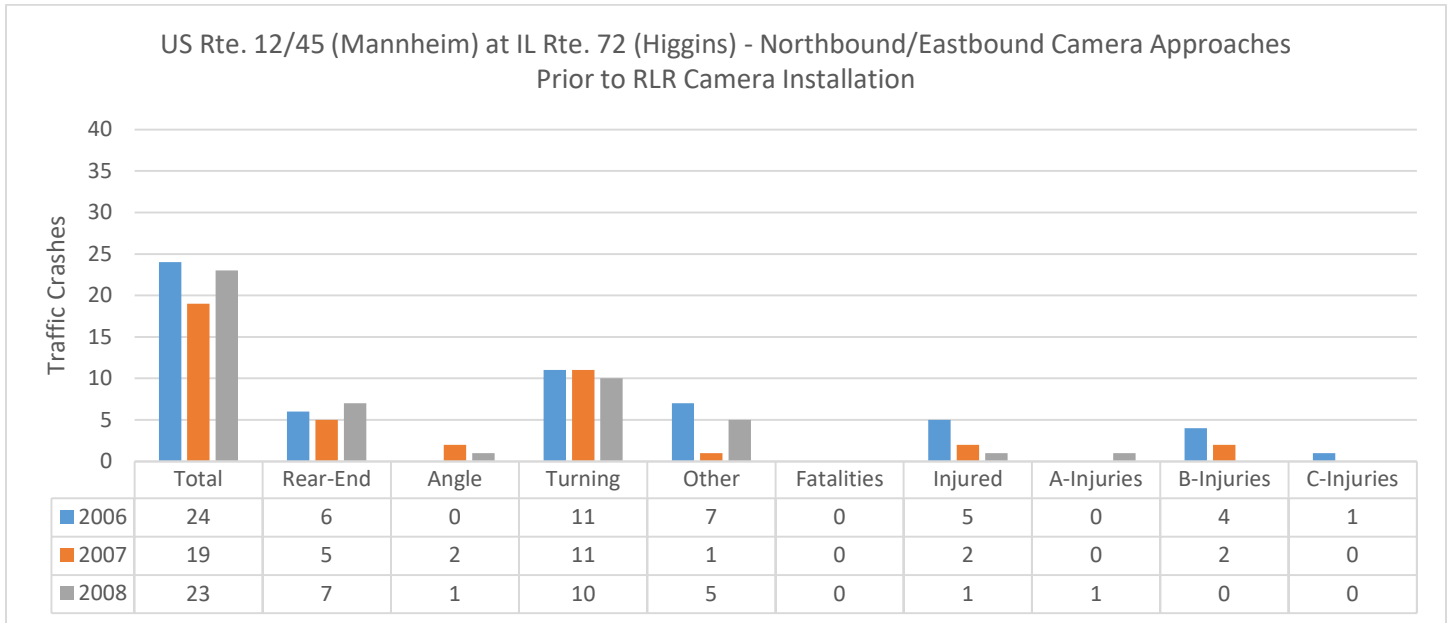
### US Rte. 12/45 (Mannheim) at IL Rte. 72 (Higgins)



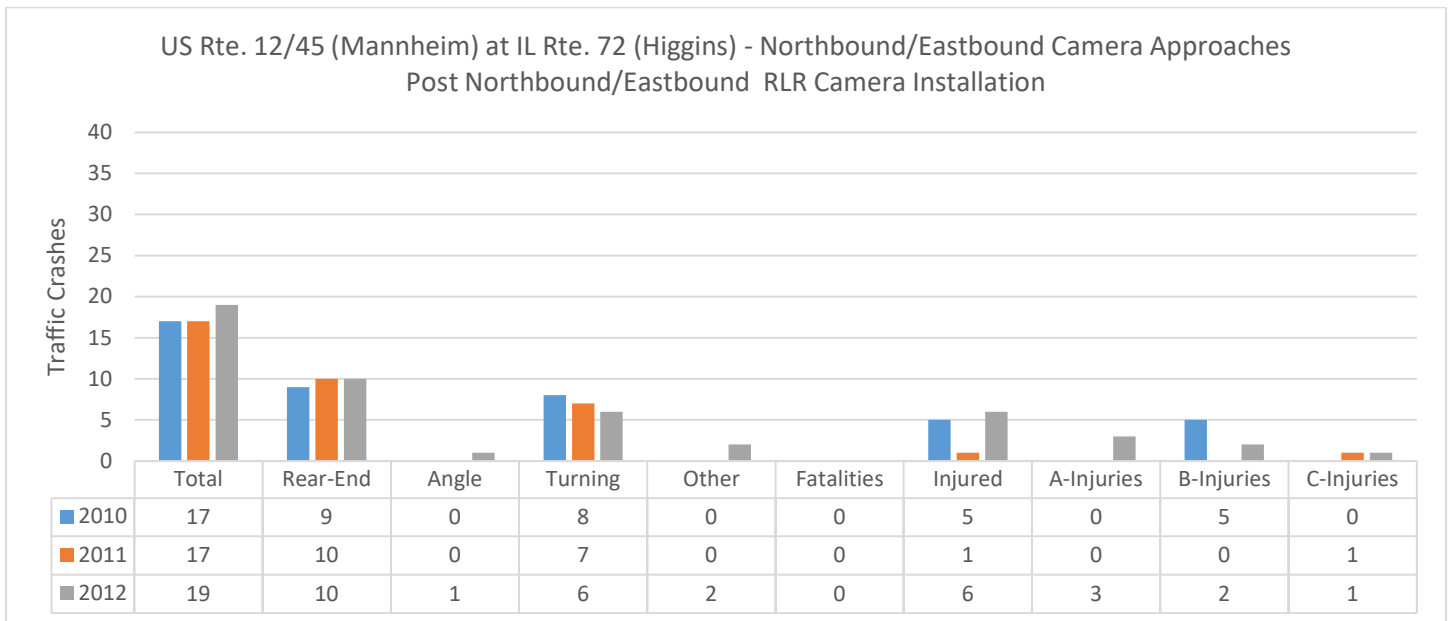
Graph 1



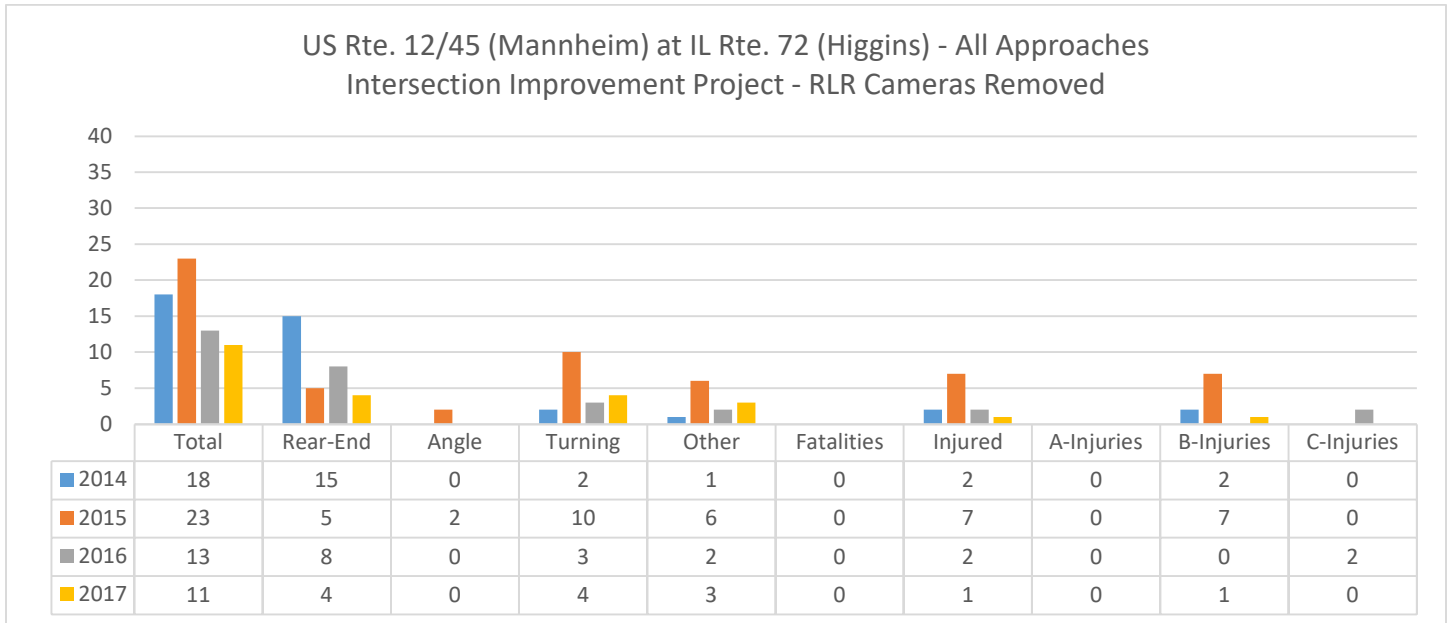
Graph 2



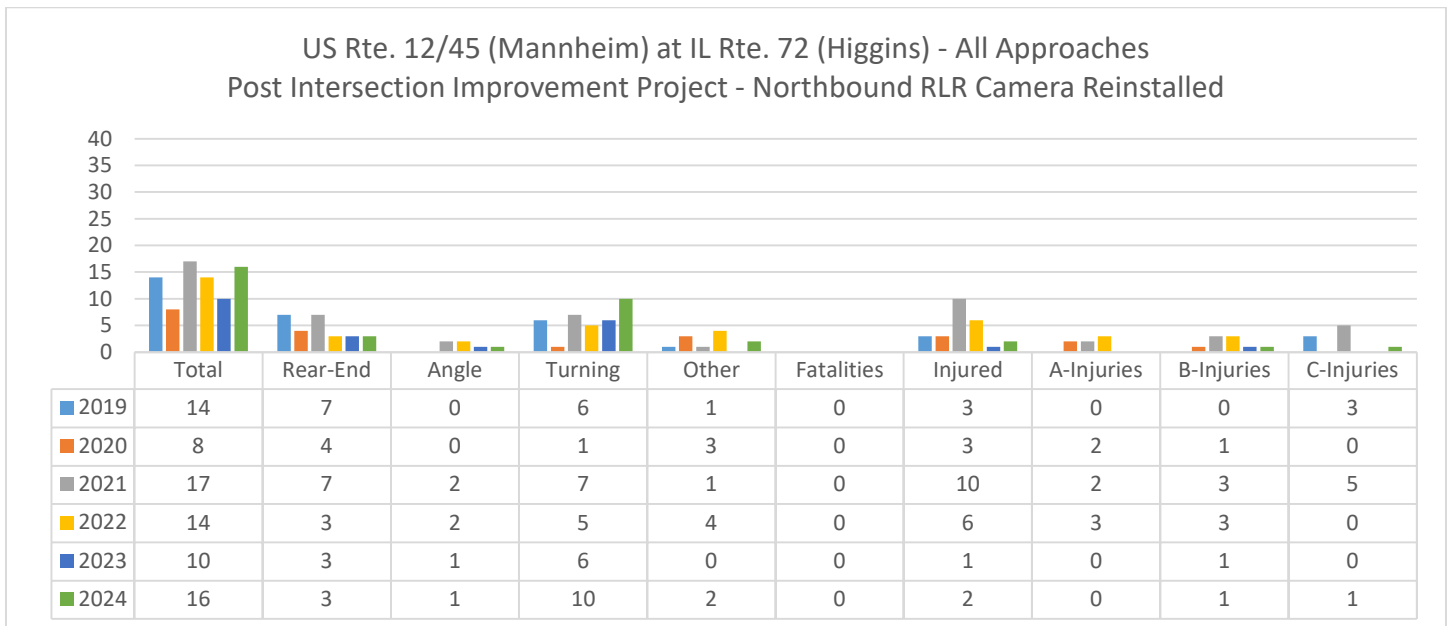
Graph 3



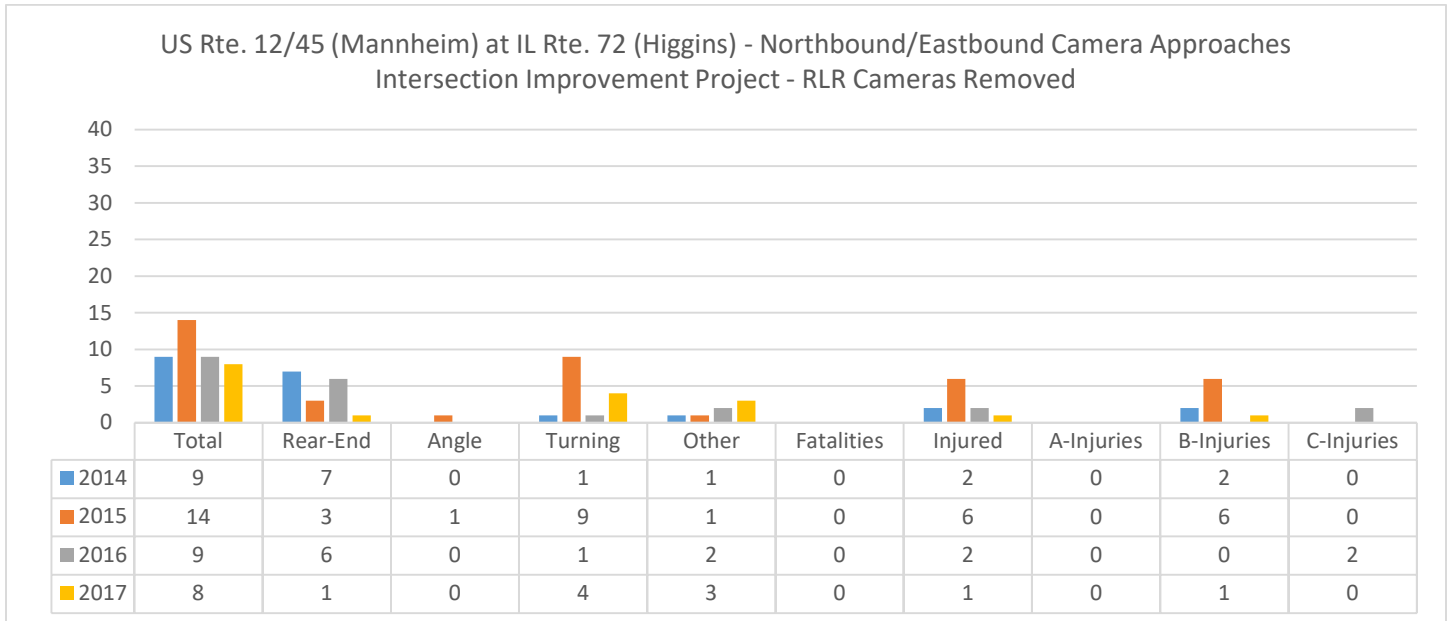
Graph 4



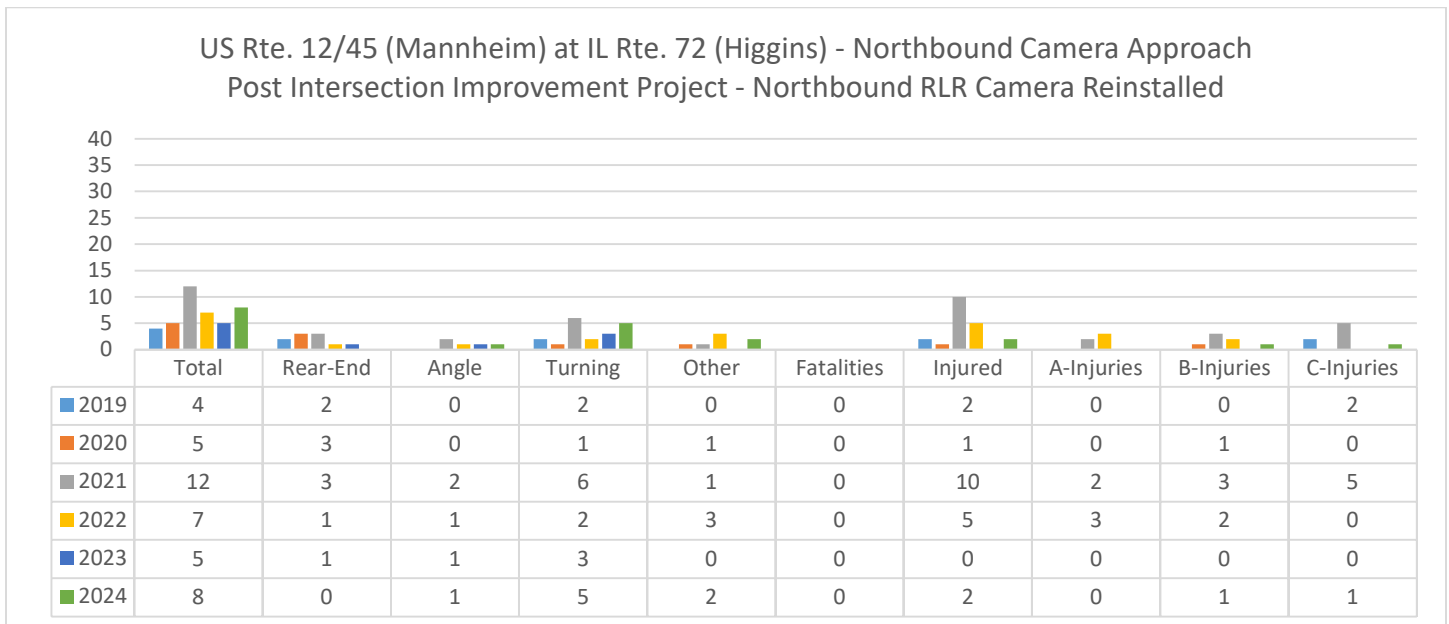
Graph 5



Graph 6



Graph 7



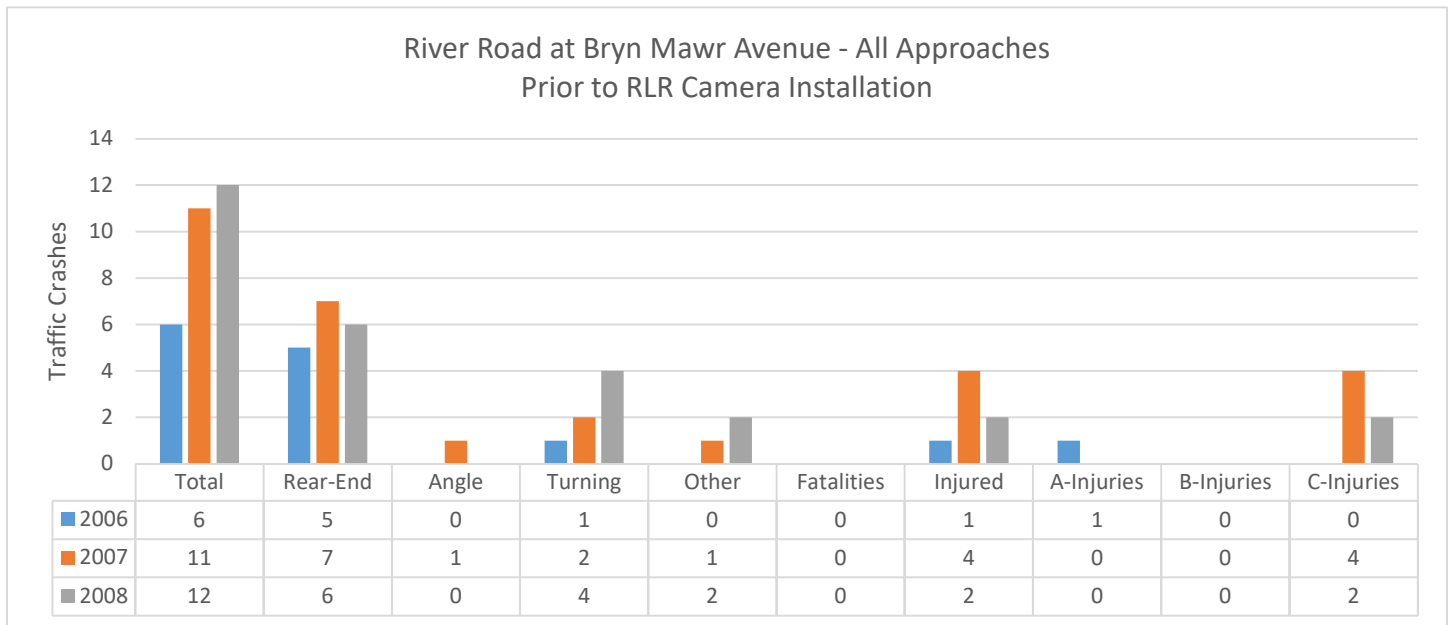
Graph 8



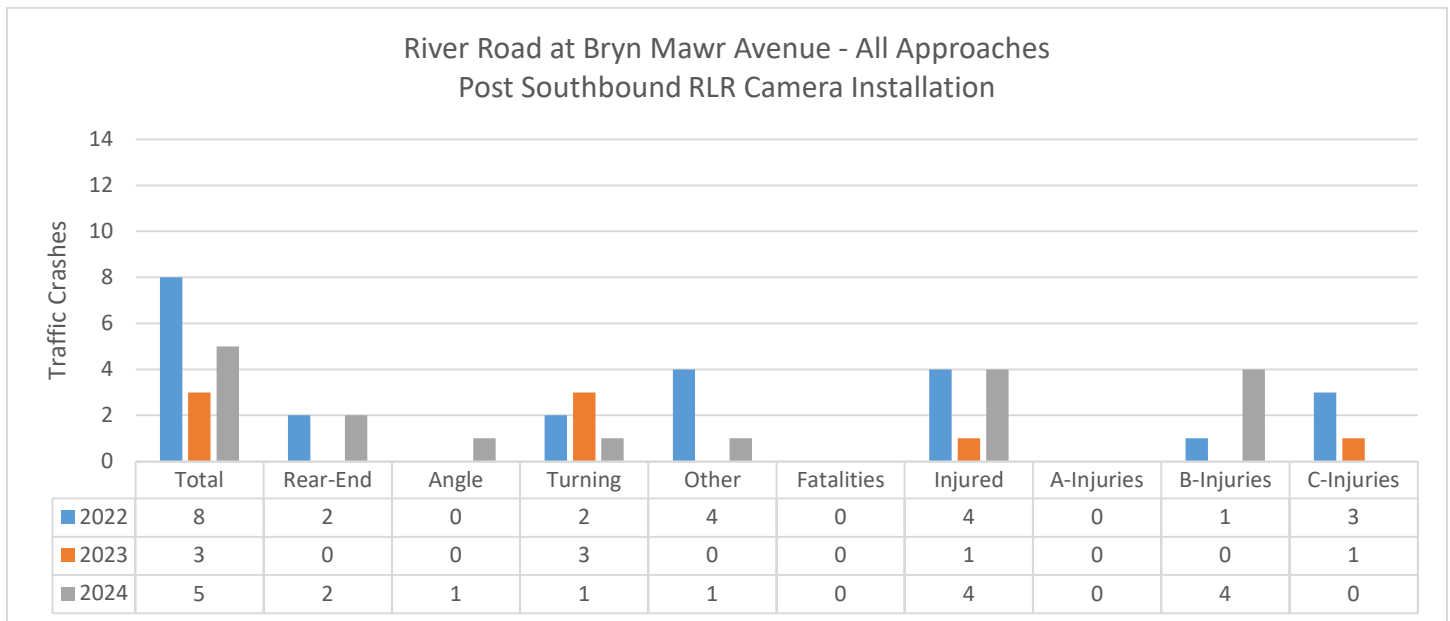
## Crash History and Analysis

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

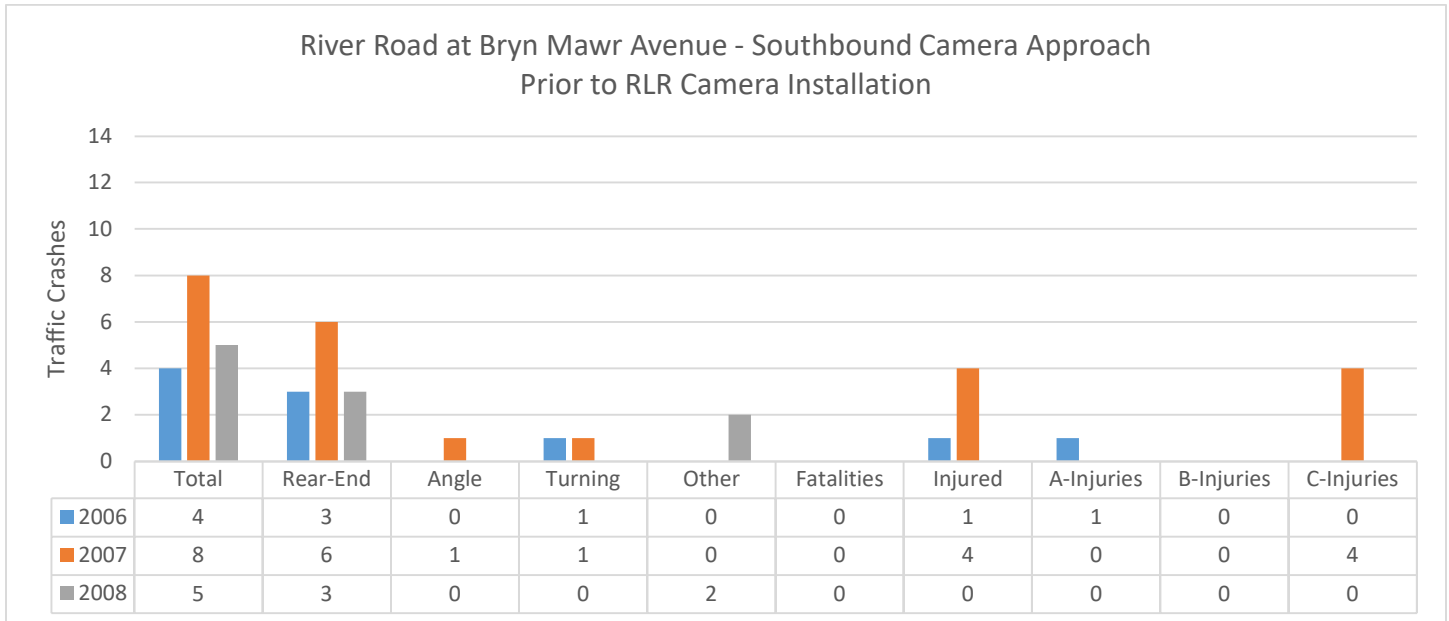
### River Road at Bryn Mawr Avenue



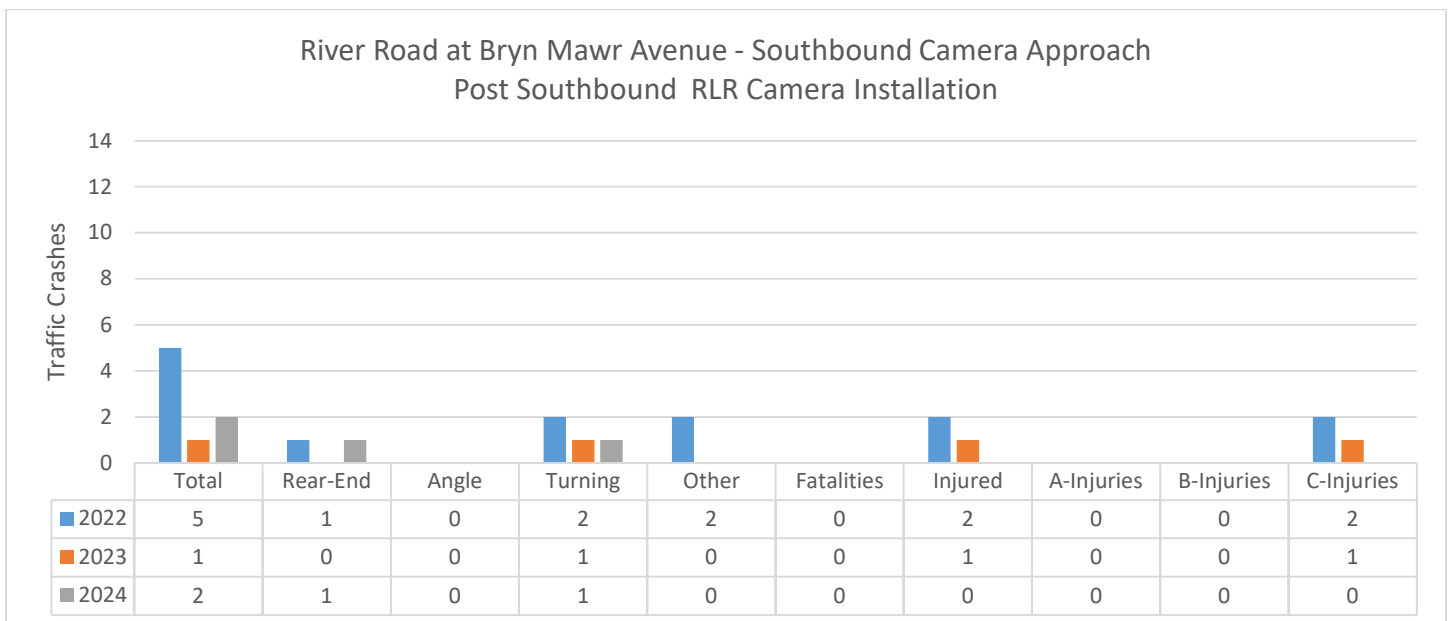
Graph 1



Graph 2



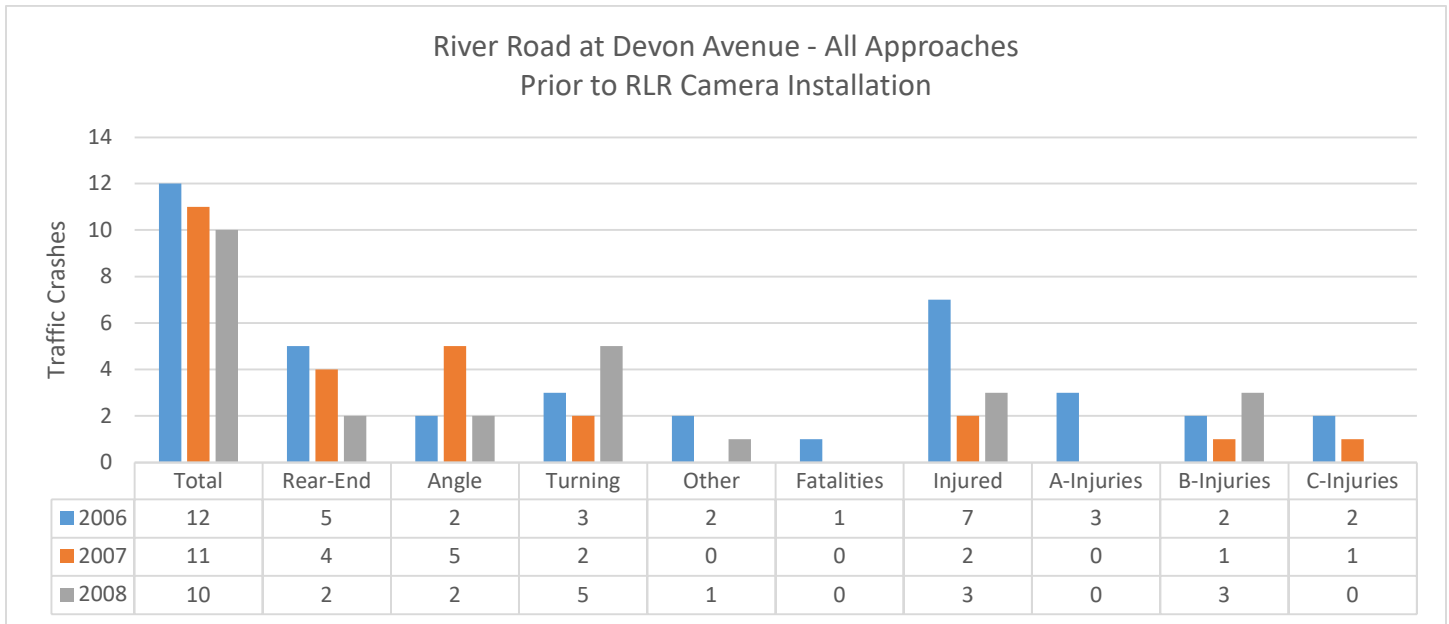
Graph 3



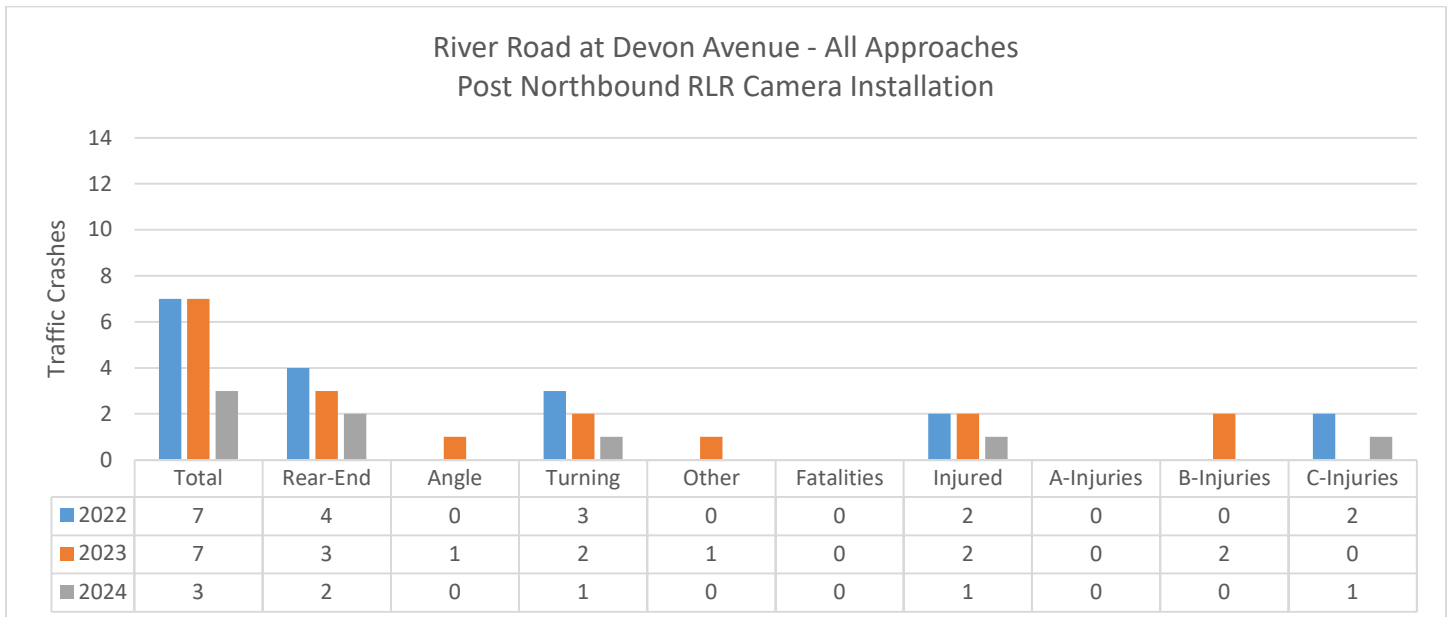
Graph 4



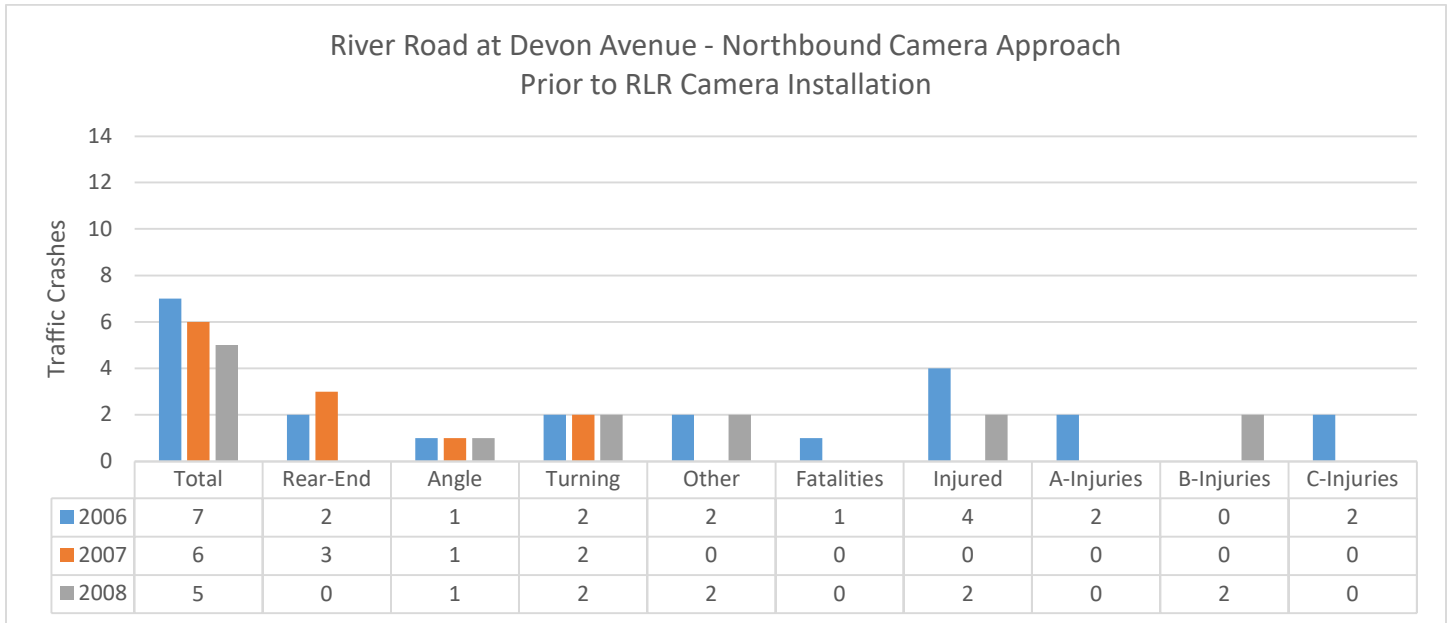
**River Road at Devon Avenue**



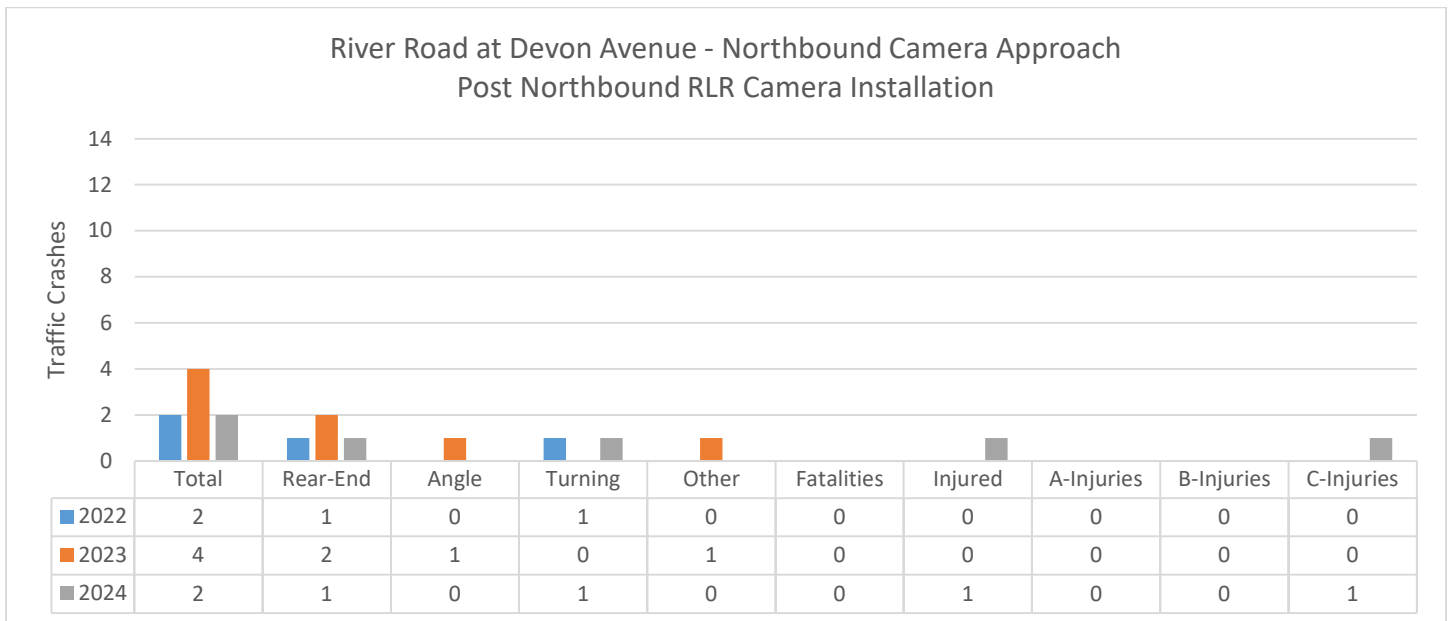
*Graph 1*



*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 Rosemont 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 2026, 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 Uniform Traffic Citation, 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.