



VILLAGE OF
HILLSIDE

**Roosevelt Rd and Mannheim Rd
<Eastbound and Southbound>**



Hillside, IL
RLR 3 Year Follow-Up
Evaluation Report

Reference No: 016-47789
September 2019

In 2010, the **Village of Hillside** received approval from the Illinois Department of Transportation (IDOT) to install a Red Light Running (RLR) camera on the **Eastbound and Southbound** approaches at the intersection of **Roosevelt Rd and Mannheim Rd**.

- Date at which the cameras went live on the eastbound and southbound approach: **12/2010**
- Date at which the 1 Year Follow-Up Evaluation Report was submitted to the IDOT: **10/2012**
- Date at which the 3 Year Follow-Up Evaluation Report was submitted to the IDOT: **12/2015**

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.

The table below shows a summary of motor vehicle crashes at the intersection of **Roosevelt Rd and Mannheim Rd** over a span of 11 years.*

	Angle	Turning	Rear End	Pedestrian	Sideswipe	Fixed/Other Object	Animal	Total
2007	3	2	25	1	3	0	1	35
2008	2	5	12	0	0	0	0	19
2009	1	8	14	0	2	1	0	26
2010	0	2	10	0	0	0	0	12
2011	0	1	7	0	0	0	0	8
2012	0	2	13	0	0	0	0	15
2013	0	3	13	1	0	1	0	18
2014	0	1	12	2	0	0	0	15
2015	0	3	8	0	1	0	0	12
2016	3	1	7	0	2	0	0	13
2017	0	4	6	0	0	0	0	10

- The data from 2007-2009 shows the period prior to the installation of RLR camera.
- The data from 2010 shows the year in which the camera was installed.
- The data from 2011-2017 shows the period following the installation.

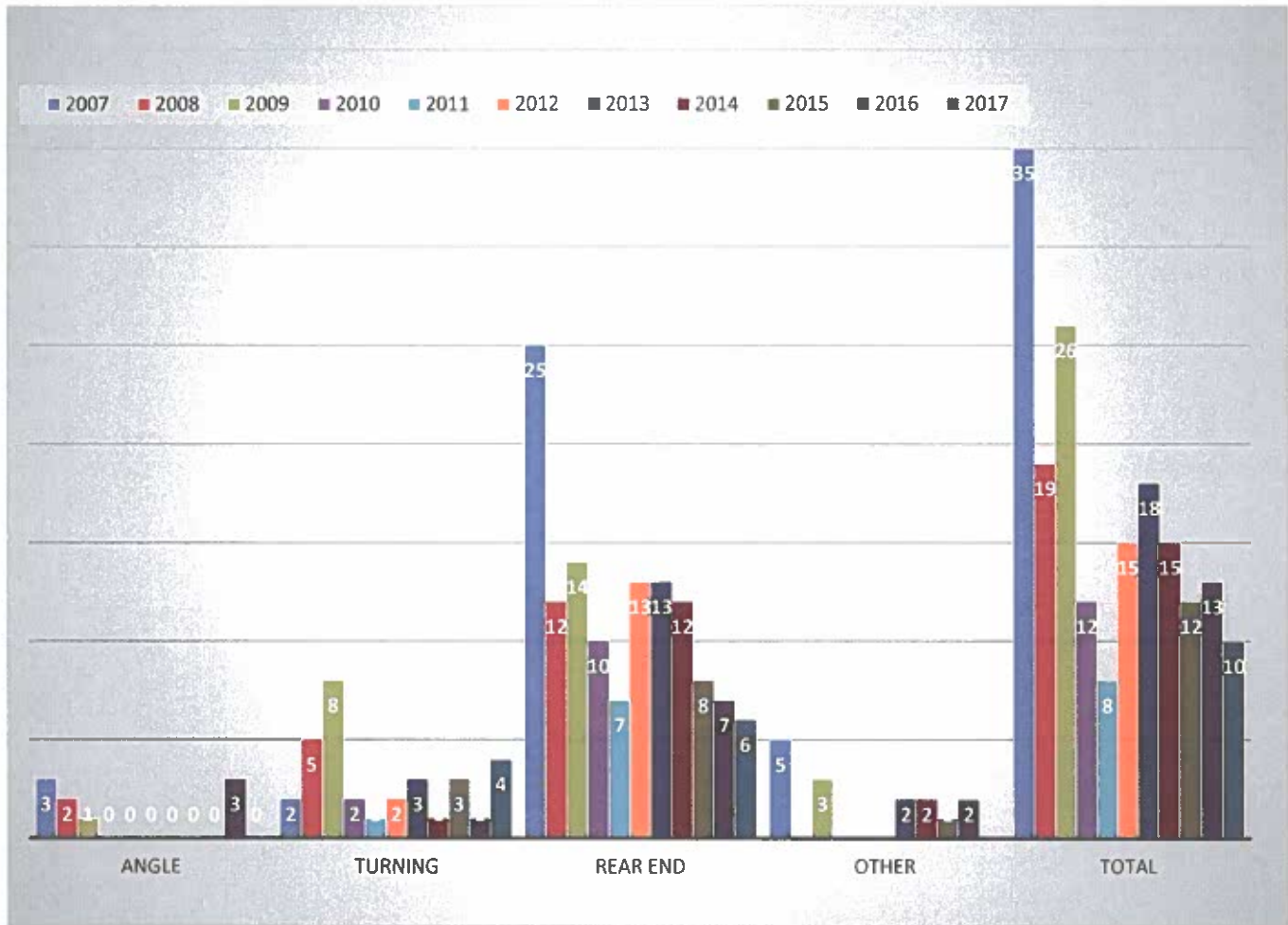
Type \ Year	Before Installation				After Installation						
	2007**	2008**	2009	2010	2011	2012	2013	2014	2015	2016	2017
Angle	3	2	1	0	0	0	0	0	0	3	0
Turning	2	5	8	2	1	2	3	1	3	1	4
Rear End	25	12	14	10	7	13	13	12	8	7	6
Other***	5	0	3	0	0	0	2	2	1	2	0
Total	35	19	26	12	8	15	18	15	12	13	10
Yearly Average	26.67				13.00						

* 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.

** Please 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: Pedestrian, Sideswipe, Animal and Other/Fixed Object.

The Chart below shows the trends of each crash type from 2007-2017.

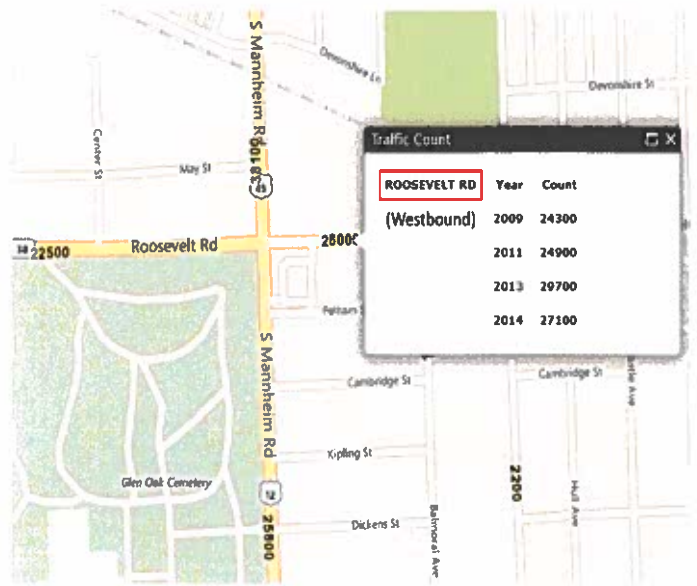
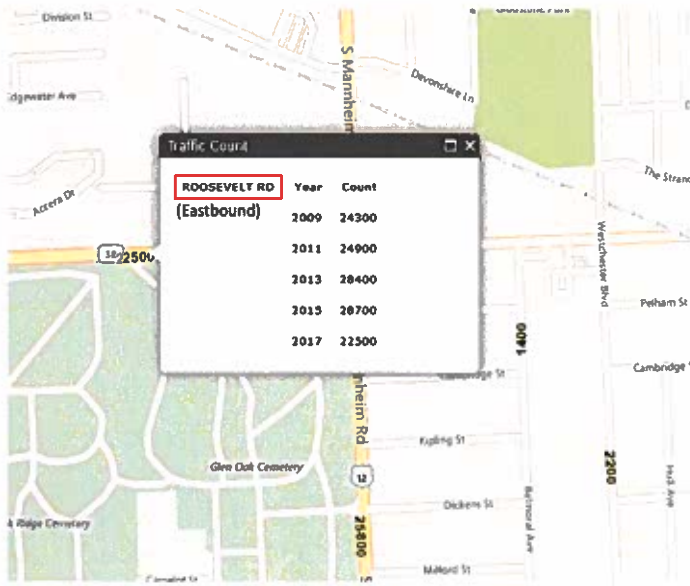


From 2007-2009, prior to RLR camera installation, there were 80 total crashes; this averages out to 26.67 crashes a year.

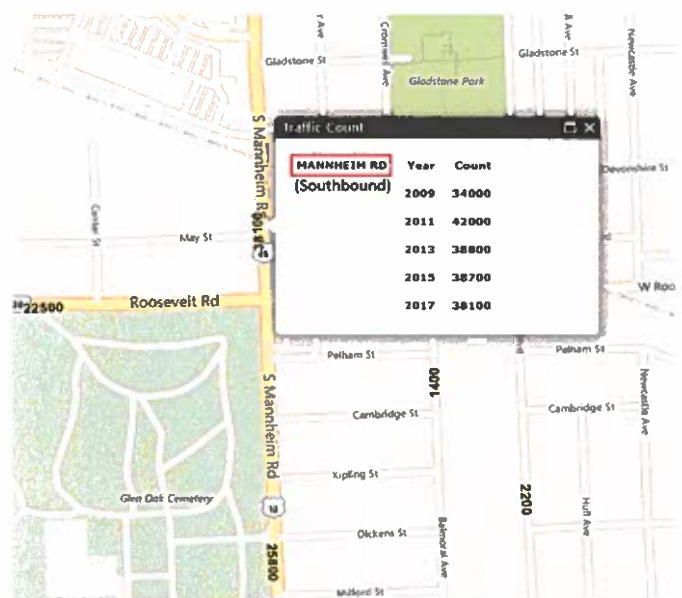
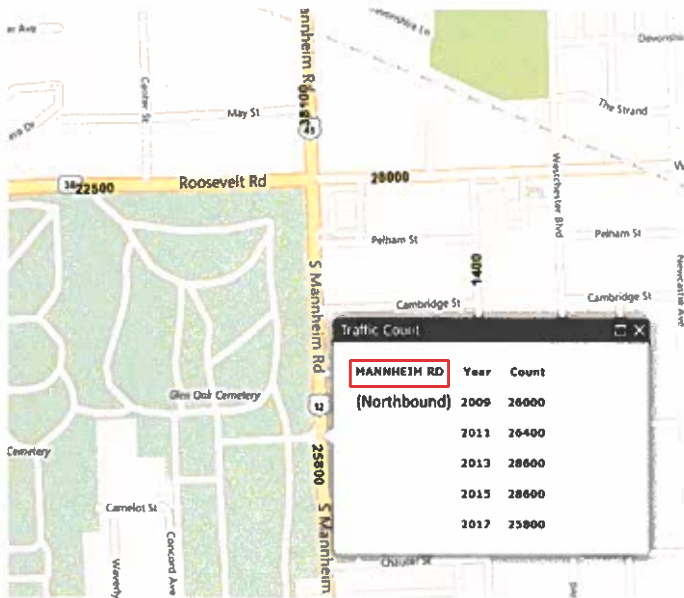
From 2011-2017, post RLR camera installation, there were 91 total crashes; this averages out to 13 crashes per year, resulting in a 51.25% reduction of overall crashes in direct comparison with the time period aforementioned.

The following pages contain crash data summary pages from 2007-2017. The complete crash data can be obtained by contacting the IDOT via DOT.DTS.DataRequests@illinois.gov.

Eastbound and Westbound ADTC



Northbound and Southbound ADTC



Roosevelt Rd and Mannheim Rd ADTC April 2007

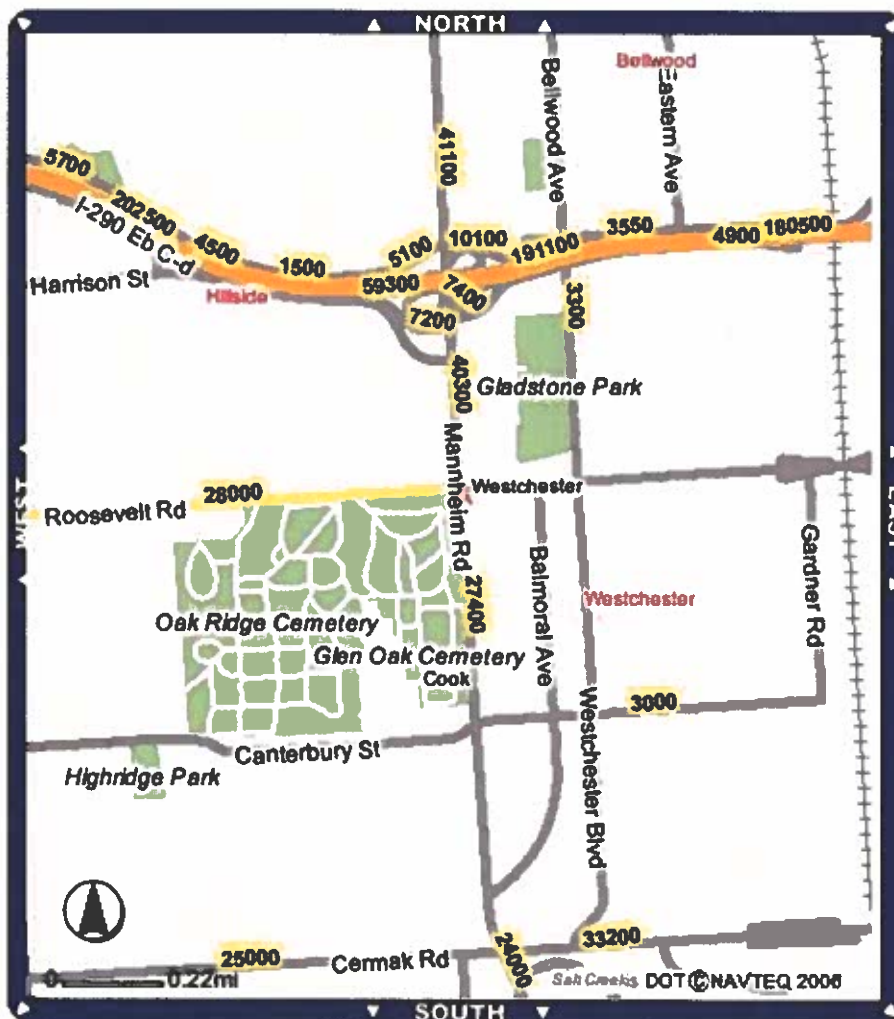
The traffic numbers below were obtained from the IDOT website per the RLR Guideline document published by the IDOT. Only ADTC values were available, peak numbers were not provided.

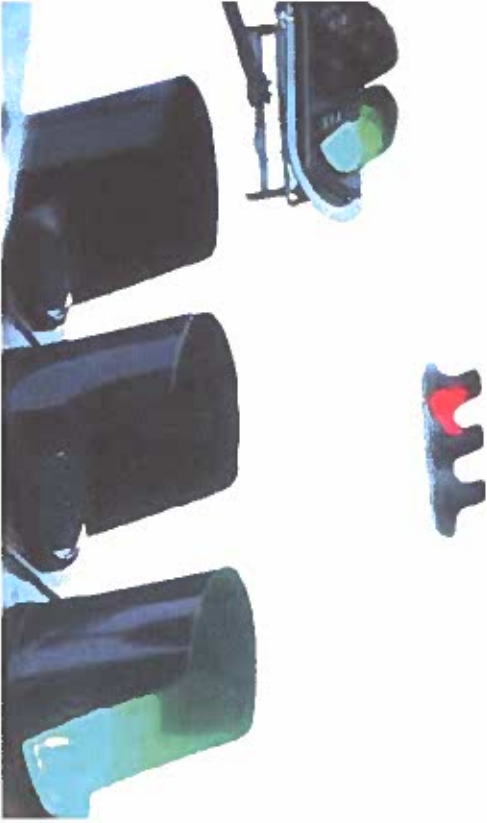
Roosevelt Rd ADTC

- Eastbound: 28,000
- Westbound: 28,000

Mannheim Rd ADTC

- Northbound: 27,400
- Southbound: 40,300





5. Report Summary and Recommendation

The **Village of Hillside** 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 Hillside** 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 2007-2009, prior to RLR camera installation, the combined average of ADTC at this intersection was 118,667. From 2011-2017, post RLR camera installation, the combined average of ADTC was 120,643, resulting in an increase of 1.67% from the time period aforementioned. (See tab 3)

From 2007-2009, prior to RLR camera installation, there were 80 total crashes; this averages out to 26.67 crashes a year. From 2011-2017, post RLR camera installation, there were 91 total crashes; this averages out to 13 crashes per year, resulting in a 51.25% reduction of overall crashes in before-and-after direct comparison. (See tab 2)

Following the installation of RLR camera at this intersection, the total number of crashes has been trending down despite a 1.67% increase in the combined average of ADTC in recent years. (2013->18, 2014->15, 2015->12, 2016->13, 2017->10)

After analyzing all of the available data, we strongly believe that the RLR cameras currently in operation at the **Eastbound** and **Southbound** approaches of **Roosevelt Rd** and **Mannheim Rd** in the **Village of Hillside** continue to make positive impacts 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.