



VILLAGE OF
HILLSIDE

**Roosevelt Rd and Harrison Rd
<Westbound>**



Hillside, IL
RLR 3 Year Follow-Up
Evaluation Report

Reference No: 016-47237
September 2019

The table below shows a summary of motor vehicle crashes at the intersection of Roosevelt Rd and Harrison Rd over a span of 10 years.*

	Angle	Turning	Rear End	Other Non-Collision	Fixed Object	Total
2008	0	1	1	0	0	2
2009	0	1	1	0	0	2
2010	0	4	2	0	0	6
2011	0	4	4	0	0	8
2012	0	1	2	0	1	4
2013	0	2	1	0	0	3
2014	0	1	1	0	0	2
2015	2	7	3	0	0	12
2016	0	2	3	0	0	5
2017	1	4	3	1	0	9

- The data from 2008-2010 shows the period prior to the installation of RLR camera.
- The data from 2011 shows the year in which the camera was installed.
- The data from 2012-2017 shows the period following the installation.

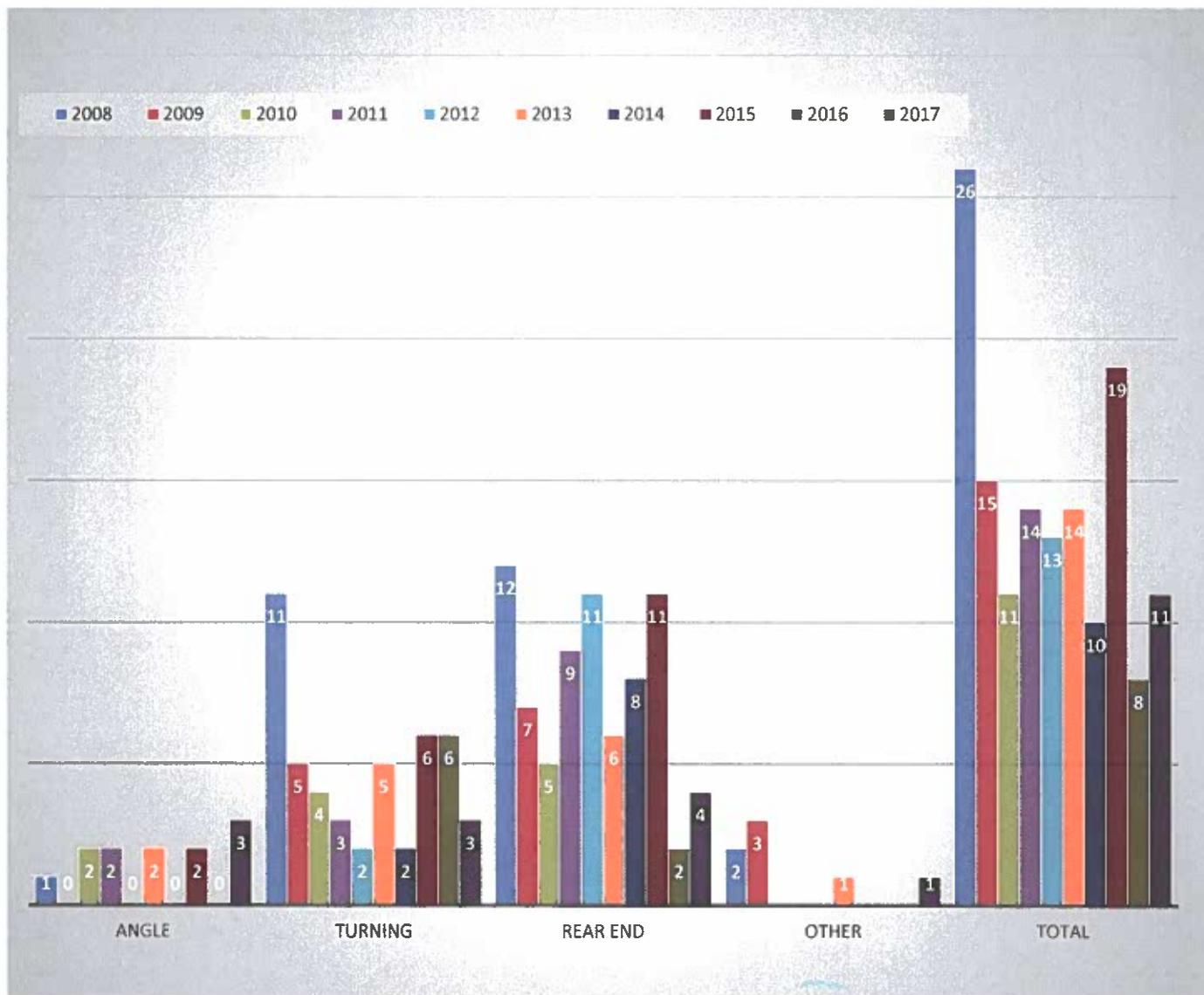
		Before Installation			After Installation					
Type \ Year	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Angle	0	0	0	0	0	0	0	2	0	1
Turning	1	1	4	4	1	2	1	7	2	4
Rear End	1	1	2	4	2	1	1	3	3	3
Other	0	0	0	0	1	0	0	0	0	1
Total	2	2	6	8	4	3	2	12	5	9
Yearly Average	3.33				5.83					

* 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: Other Non-Collision and Fixed Object.

The Chart below shows the trends of each crash type from 2008-2017.



From 2008-2010, prior to RLR camera installation, there were 10 total crashes; this averages out to 3.33 crashes a year.

From 2012-2017, post RLR camera installation, there were 35 total crashes; this averages out to 5.83 crashes per year, resulting in an increase of 2.5 overall crashes per year in direct comparison with the time period aforementioned.

The following pages contain crash data summary pages from 2008-2017. The complete crash data can be obtained by contacting the IDOT via DOT.DTS.DataRequests@illinois.gov.

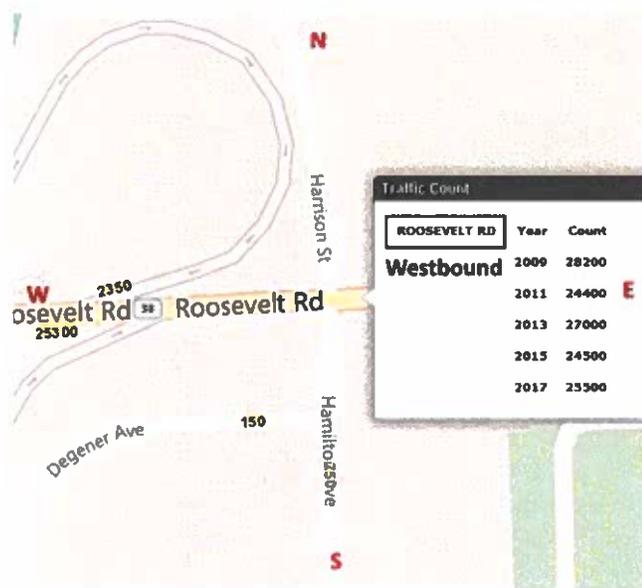
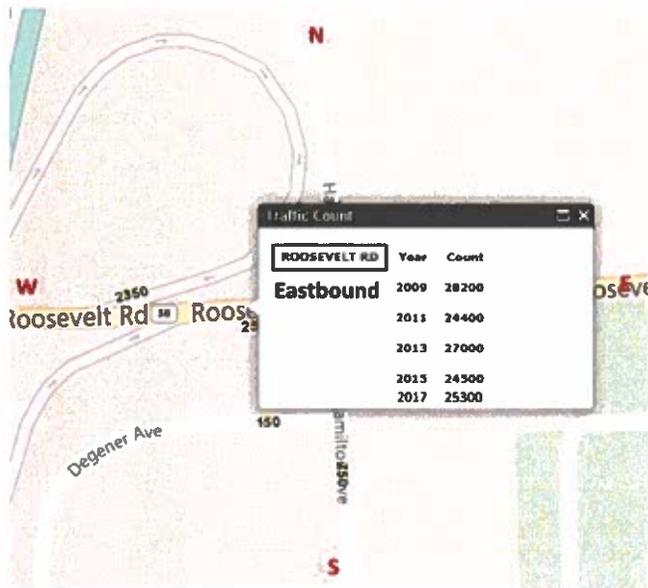
In 2010, the **Village of Hillside** received approval from the Illinois Department of Transportation (IDOT) to install a Red Light Running (RLR) camera on the **Westbound** approach at the intersection of **Roosevelt Rd and Harrison Rd**.

- Date at which the cameras went live on the **Westbound** approach: **04/2011**
- Date at which the 3 Year Follow-Up Evaluation Report was submitted to the IDOT: **03/2016**

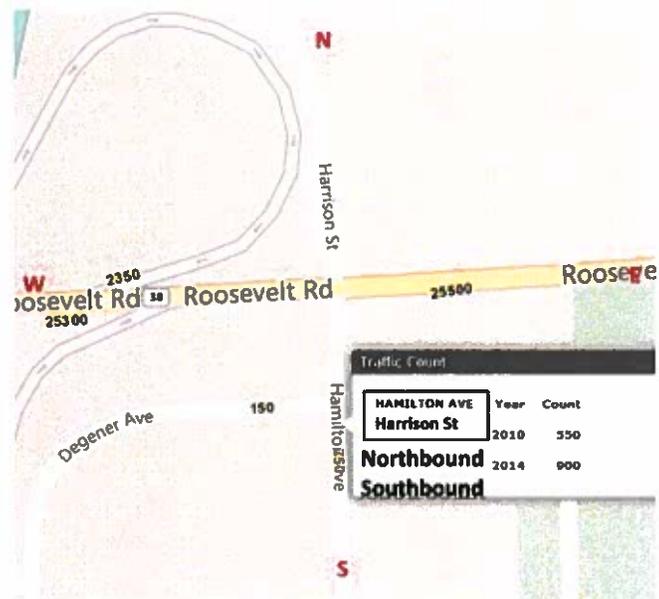
No changes were made to the traffic signal timing or any other settings pertaining to operation of traffic signals at this intersection following the camera installation.

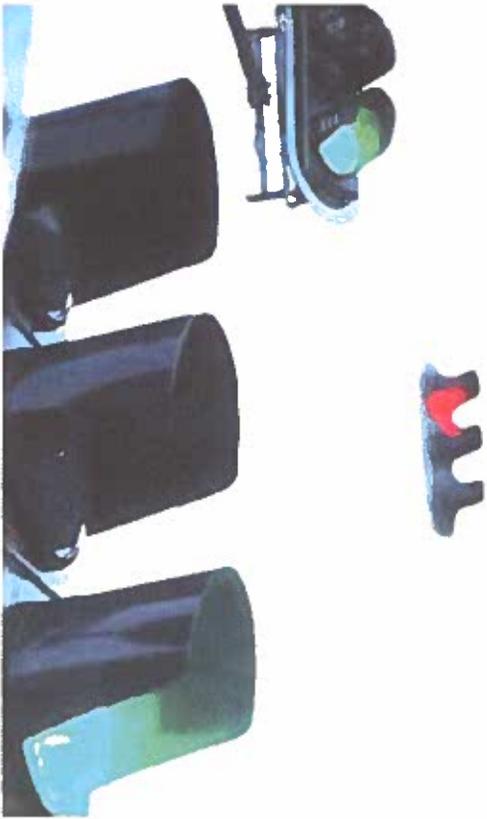
Below are the RLR camera system manufacturer and contractor information.

Eastbound and Westbound ADTC



Northbound and Southbound ADTC





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**, 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.

In 2010, prior to RLR camera installation, the combined average of ADTC at this intersection was 57,500. From 2012-2017, post RLR camera installation, the combined average of ADTC was 52,500, resulting in a decrease of 8.70% from the time period aforementioned. (See tab 3)

From the years 2008-2010, prior to RLR camera installation, there were 10 total crashes; this averages out to 3.33 crashes a year. From 2012-2017, post RLR camera installation, there were 35 total crashes; this averages out to 5.83 crashes per year, resulting in an increase of 2.5 overall crashes per year in before-and-after direct comparison. (See tab 2) The total number of crashes per year has been kept under 9 with an exception of 2015, in which there were 12. (2012->4, 2013->3, 2014->2, 2015->12, 2016->5, 2017->9)

This intersection is a low cross traffic volume intersection which consist of high traffic volume streets (**Roosevelt Rd**) intersecting with low traffic volume streets (**Harrison St**). These configurations typically favor the high traffic volume streets with infrequent or per needed red light cycles. After analyzing all of the available data, we strongly believe that the existence of RLR camera currently in operation at the **Westbound** approach of **Roosevelt Rd and Harrison Rd** in the **Village of Hillside** continues to affect drivers to adopt safe behavior over time correcting poor driving habits of motorists as they pass through this location.

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.