



VILLAGE OF
HILLSIDE

**Wolf Rd and Cermak Rd
<Southbound>**



Hillside, IL
RLR 3 Year Follow-Up
Evaluation Report

Reference No: 016-48172

July 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 **Southbound** approach at the intersection of **Wolf Rd and Cermak Rd**.

- Date at which the camera went live on the Southbound approach: **07/2010**
- Date at which the 1 Year Follow-Up Evaluation Report was submitted to the IDOT: **09/2011**
- Date at which the first 3 Year Follow-Up Evaluation Report was submitted to the IDOT: **1/2015**

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 is the RLR camera system manufacturer and contractor information.

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

	Angle	Head On	Turning	Rear End	Pedestrian	Sideswipe	Fixed Object	Overtuned	Total
2007	0	0	6	9	0	0	0	0	15
2008	2	0	4	5	0	0	0	0	11
2009	3	0	4	9	1	1	0	0	18
2010	2	0	4	4	0	0	0	0	10
2011	1	1	4	3	0	0	1	0	10
2012	2	0	4	5	0	0	0	0	11
2013	1	0	6	4	0	0	0	0	11
2014	1	0	2	6	0	0	0	1	10
2015	1	0	9	4	0	0	0	0	14
2016	2	0	6	4	0	0	0	0	12

- 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 2011-2016 shows the period following the installation.

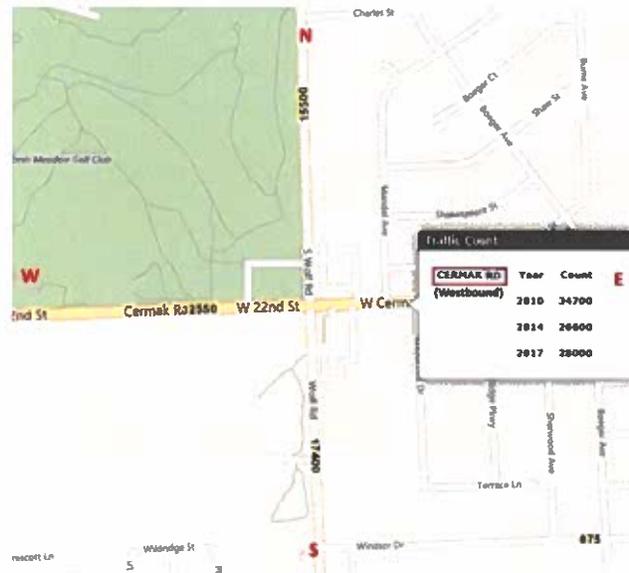
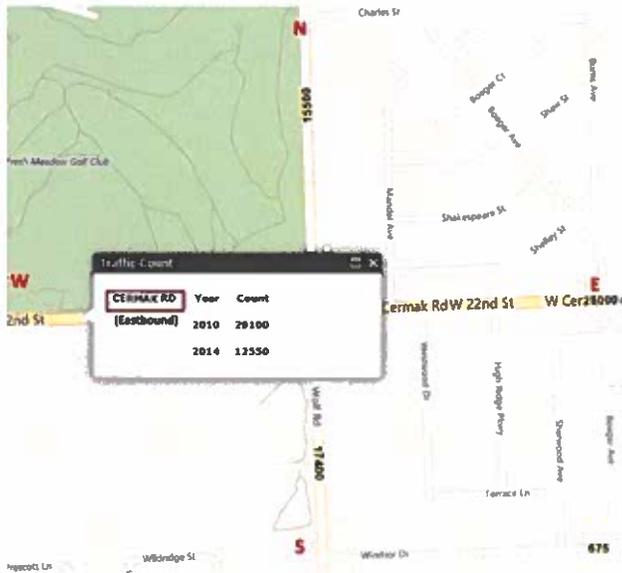
Year Type	Before Installation			2010	After Installation					
	2007**	2008**	2009		2011	2012	2013	2014	2015	2016
Angle/ Head On	0	2	3	2	2	2	1	1	1	2
Turning	6	4	4	4	4	4	6	2	9	6
Rear End	9	5	9	4	3	5	4	6	4	4
Other***	0	0	2	0	1	0	0	1	0	0
Total	15	11	18	10	10	11	11	10	14	12
Yearly Average	14.67				11.33					

* 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.

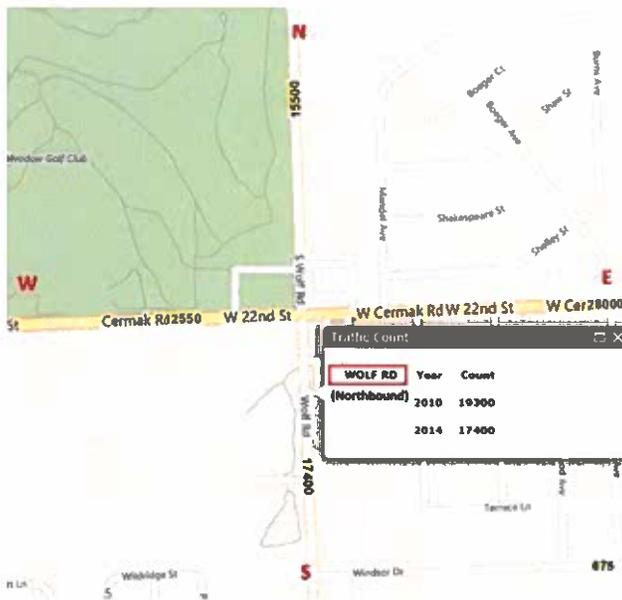
** Please note that the law regarding the crash reporting threshold for Property Damage Only crashes was amended effective January 1, 2009, to the following: When all drivers involved in a crash are insured, the amount of damage to the property of any one person that must be reported increased from \$500 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, Fixed Object and Overtuned.

Eastbound and Westbound ADTC



Northbound and Southbound ADTC



ADTC from November 2009

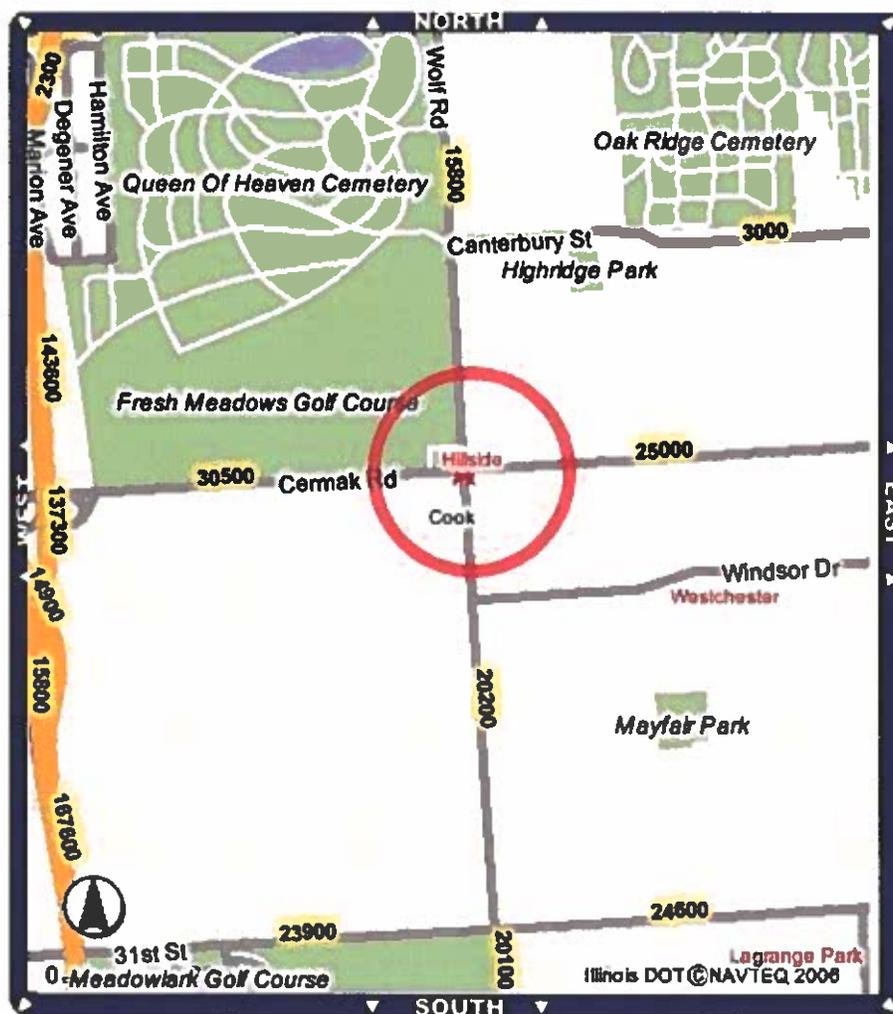
The traffic numbers below were obtained from the IDOT website per the RLR Guideline document published by the IDOT. Only ADTC values were available, peak numbers were not provided.

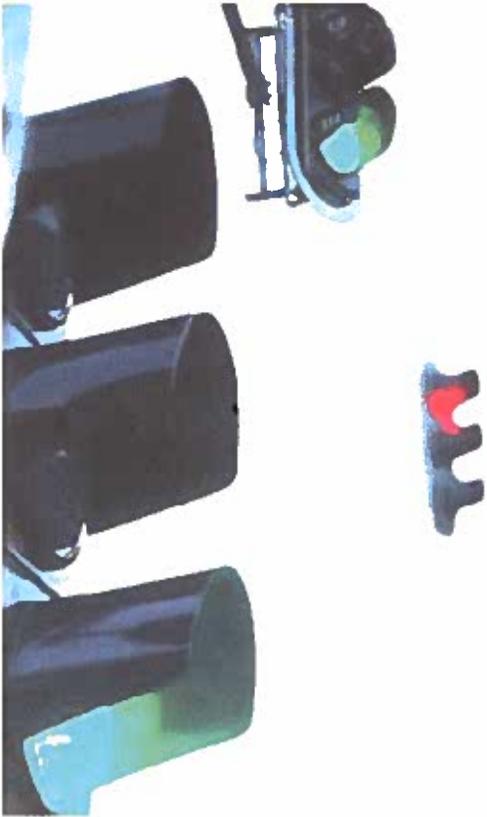
Wolf Rd ADTC

- Northbound: 20,200
- Southbound: 15,800

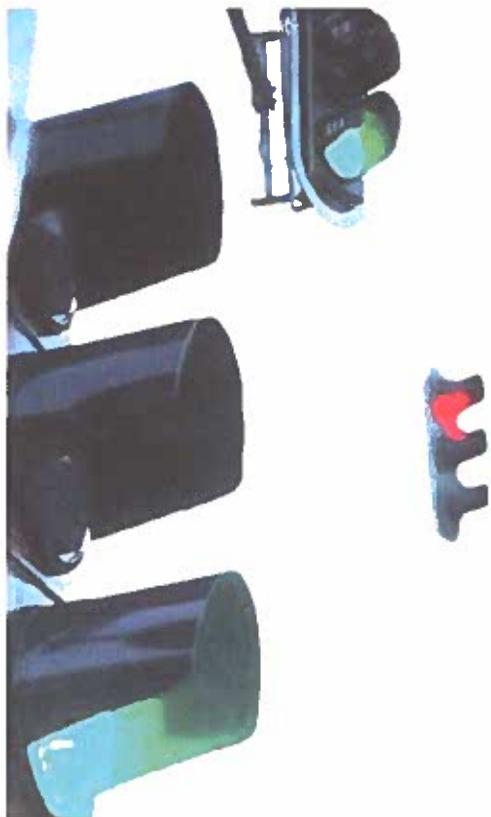
Cermak Rd ADTC

- Eastbound: 30,500
- Westbound: 25,000





5. Report Summary and Recommendation



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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.

In 2009, prior to RLR camera installation, the combined total ADTC for each approach was 91,500. From 2011-2016, post RLR camera installation, the combined total ADTC for each approach was 85,458, resulting in a decrease of 6.6% from the time period aforementioned. (See tab 3)

From 2007-2009, prior to RLR camera installation, there were 44 total crashes. This averages out to 14.67 crashes a year.

From 2011-2016, post RLR camera installation, there were 68 total crashes. The total crashes remained at an average of 11.33 crashes per year in this period (2011->10, 2012->11, 2013->11, 2014->10, 2015->14, 2016->12). That is a 22.73% decrease in overall crashes in before-and-after direct comparison. (See tab 2)

After analyzing all of the available data, we believe that the RLR camera currently in operation at the **Southbound** approach of **Wolf Rd and Cermak Rd** in the **Village of Hillside** 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.