



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):

- **E New York Street at Commons Drive (eastbound/westbound) on September 21, 2009**
- **E New York Street at N Farnsworth Avenue (eastbound) on September 21, 2009**
- **N Farnsworth Avenue at Molitor Road (northbound/southbound) on November 4, 2009**
- **E New York Street at N Eola Road (eastbound/westbound) on March 31, 2010**
- **US Rte. 34 (Ogden) at Eola Road (eastbound/westbound) on January 8, 2011**

*Data within this statistical analysis and evaluation reflects activity from 2016 to present, when the City contracted with a new camera vendor. Data from the previous red-light camera provider is no longer available.*

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.*



The following statistical analysis and evaluation was performed through 2021.

*Calendar year 2022 was not included, as the Illinois Department of Transportation (IDOT) has not yet completed collecting all data. The statistical analysis will be updated annually, as IDOT collected data becomes available for release.*

**E New York Street at Commons Drive, Eastbound/Westbound**

*Red Light Running (RLR) Photo Enforcement System Installed & Issuing Violations: September 21, 2009 – September 21, 2015; January 18, 2016 – Present*



**Northbound Approach**



**Southbound Approach**



**Eastbound Approach**

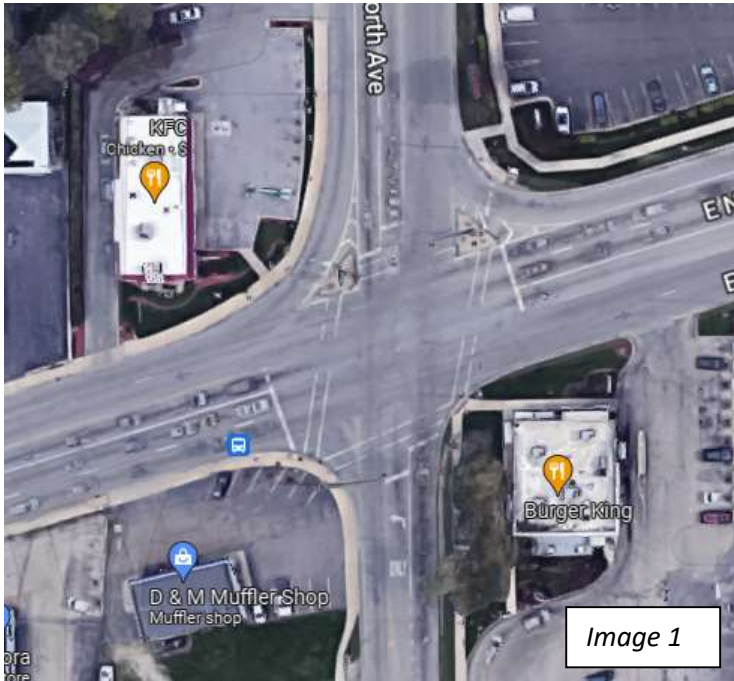


**Westbound Approach**



**E New York Street at N Farnsworth Avenue, Eastbound**

*Red Light Running (RLR) Photo Enforcement System Installed & Issuing Violations: September 21, 2009 – September 21, 2015; January 18, 2016 – Present*



**Northbound Approach**



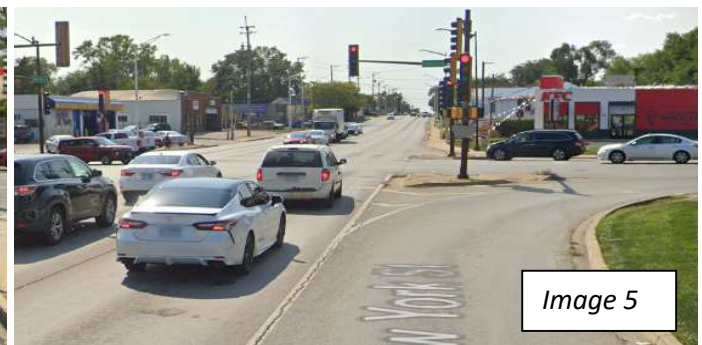
**Southbound Approach**



**Eastbound Approach**

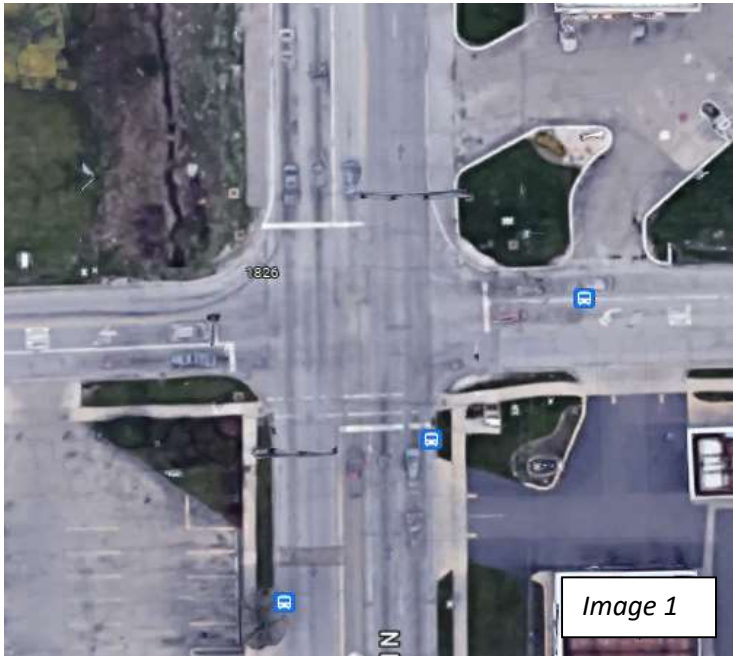


**Westbound Approach**



**N Farnsworth Avenue at Molitor Road, Northbound/Southbound**

*Red Light Running (RLR) Photo Enforcement System Installed & Issuing Violations: November 4, 2009 – September 21, 2015;  
January 18, 2016 – Present*



**Northbound Approach**



**Southbound Approach**



**Eastbound Approach**



**Westbound Approach**



**E New York Street at N Eola Road, Eastbound/Westbound**

*Red Light Running (RLR) Photo Enforcement System Installed & Issuing Violations: March 31, 2010 – September 21, 2015;  
January 19, 2016 – Present*



**Northbound Approach**



**Southbound Approach**



**Eastbound Approach**



**Westbound Approach**



**US Rte. 34 (Ogden Avenue) at Eola Road, Eastbound/Westbound**

*Red Light Running (RLR) Photo Enforcement System Installed & Issuing Violations: January 8, 2011 – September 21, 2015;  
May 9, 2016 - 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 City 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>E New York Street at Commons Drive</i></b>				
<i>Pre-RLR Camera Installation (Prior to Initial Camera Vendor Installation)</i>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2008	13,500	13,500	23,000	23,000
<i>Post-RLR Camera Installation (Utilizing Current Camera Vendor)</i>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2020	5,700	5,700	12,700	12,700

*Table 1*

<b><i>E New York Street at N Farnsworth Avenue</i></b>				
<i>Pre-RLR Camera Installation (Prior to Initial Camera Vendor Installation)</i>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2008	N/A	N/A	N/A	N/A
<i>Post-RLR Camera Installation (Utilizing Current Camera Vendor)</i>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2018	11,800	20,000	20,400	16,000

*Table 2*

<b><i>N Farnsworth Avenue at Molitor Road</i></b>				
<i>Pre-RLR Camera Installation (Prior to Initial Camera Vendor Installation)</i>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2008	N/A	N/A	N/A	N/A
<i>Post-RLR Camera Installation (Utilizing Current Camera Vendor)</i>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2014	23,500	23,500	N/A	N/A
2018	N/A	N/A	6,050	6,050

*Table 3*





<i>E New York Street at N Eola Road</i>				
<i>Pre-RLR Camera Installation (Prior to Initial Camera Vendor Installation)</i>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2008	33,000	N/A	21,300	23,000
<i>Post-RLR Camera Installation (Utilizing Current Camera Vendor)</i>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2020	27,300	27,300	12,700	12,700

Table 4

<i>US Rte. 34 (Ogden Avenue) at Eola Road</i>				
<i>Pre-RLR Camera Installation (Prior to Initial Camera Vendor Installation)</i>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2008	33,000	33,000	N/A	N/A
2009	N/A	N/A	35,300	33,000
<i>Post-RLR Camera Installation (Utilizing Current Camera Vendor)</i>				
<i>Year</i>	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2020	27,300	27,300	N/A	N/A
2021	N/A	N/A	34,600	34,600

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 a 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 City’s RLR program for the past three (3) years are reflected below.

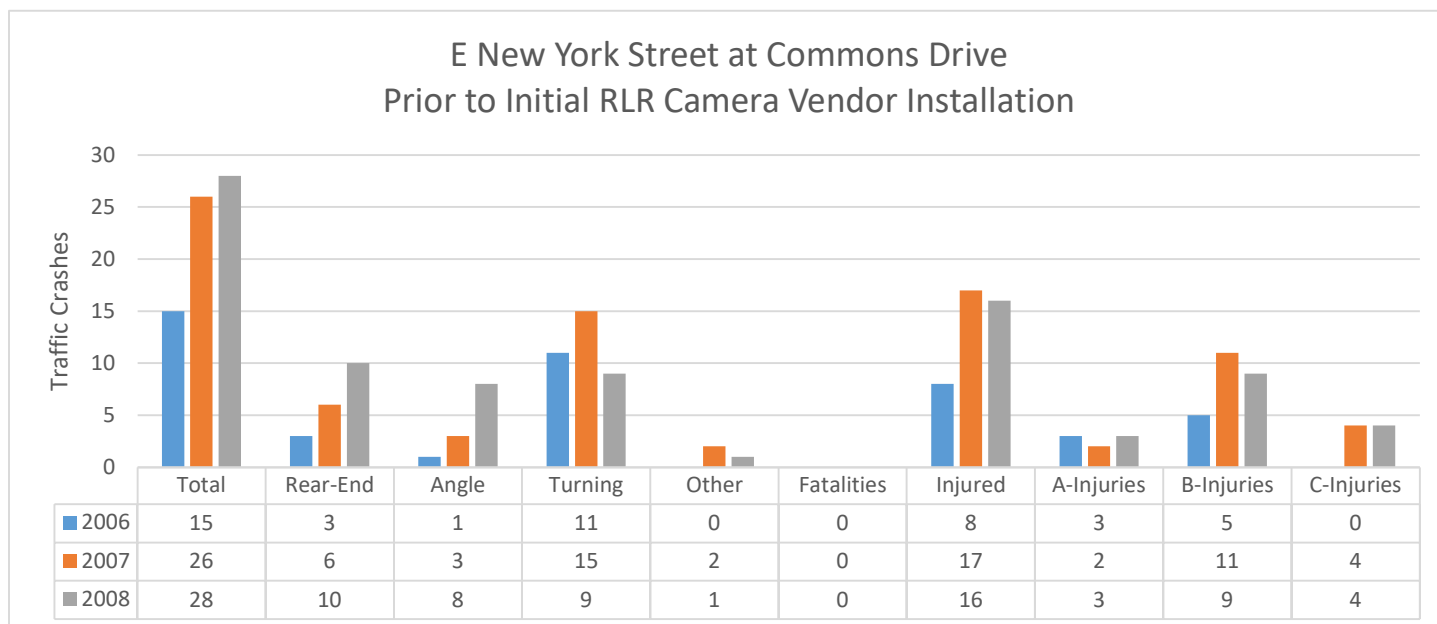
<i>City of Aurora Adjudication Results</i>		
	<i>Liable</i>	<i>Not Liable</i>
2019	850	43
2020	446	27
2021	414	32
<b>Total:</b>	<b>1,710</b>	<b>102</b>

Table 6

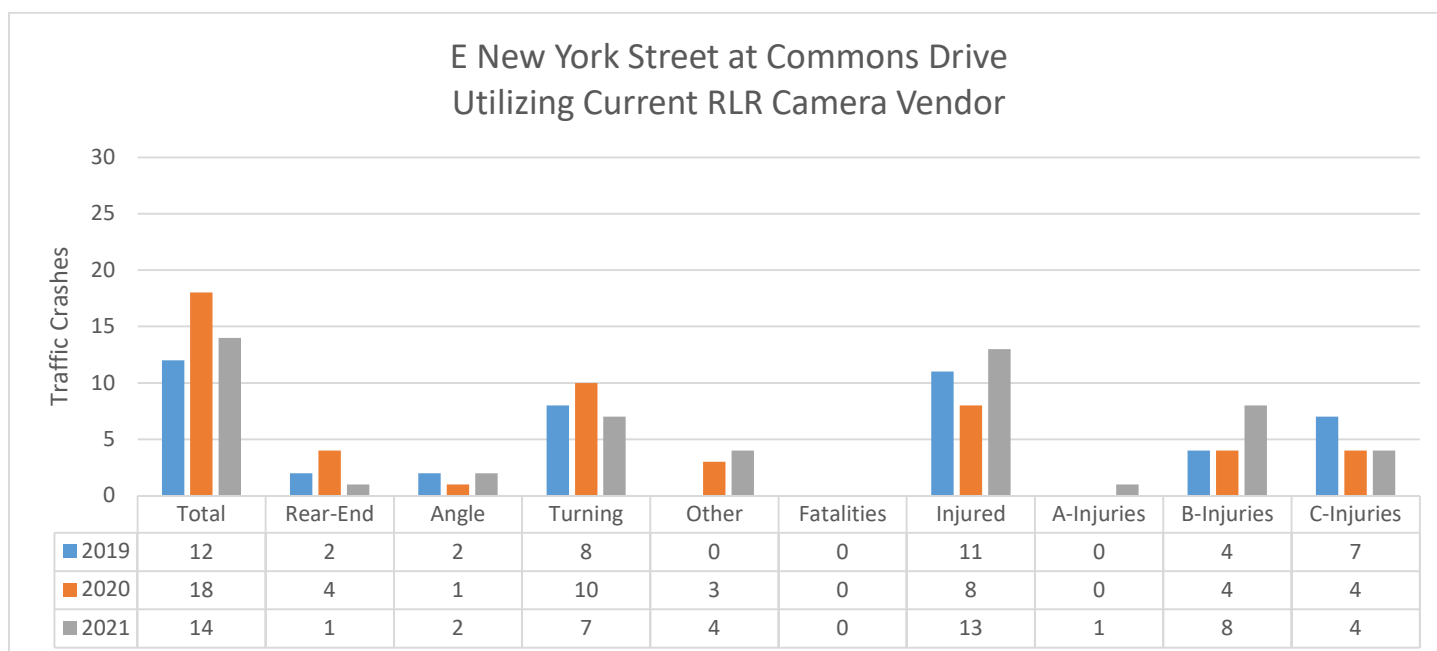


## Crash History and Analysis

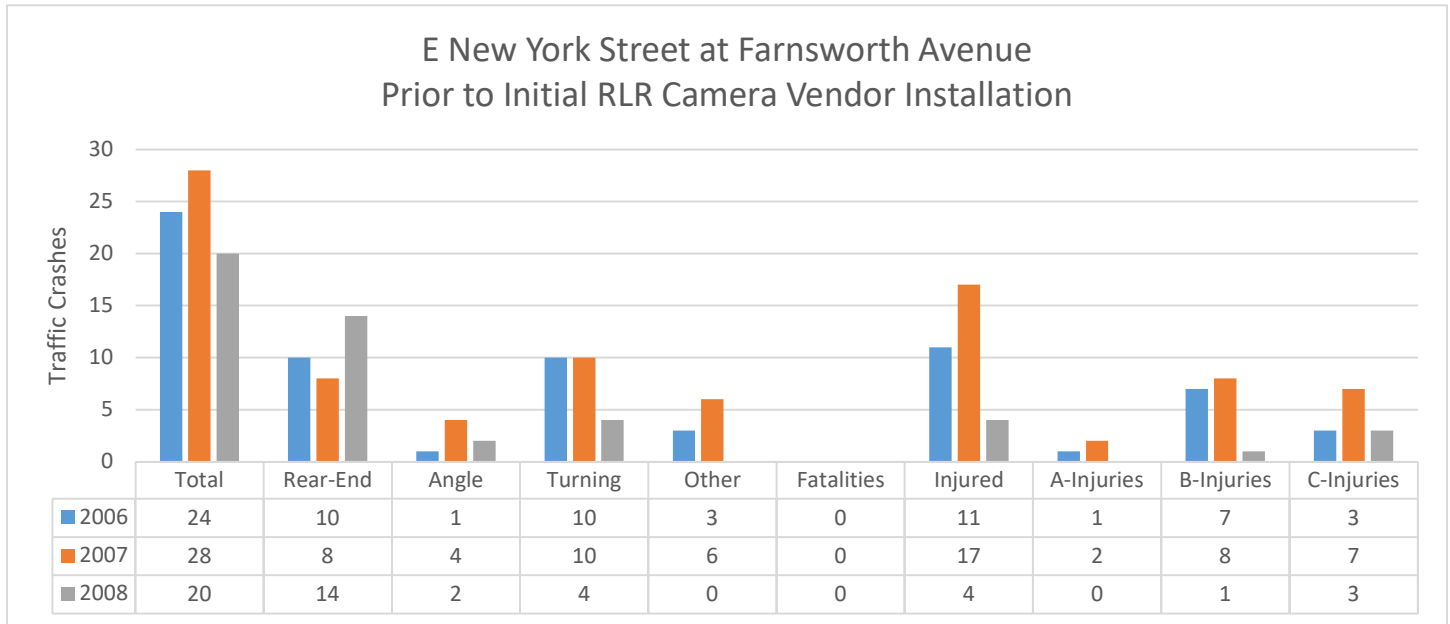
Crash data is obtained from the Illinois Department of Transportation (IDOT), specific to the RLR camera location(s) for the 3-year time period prior to camera installation (Graphs 1, 3, 5, 7, & 9) and the most recent 3-years of IDOT published data (Graphs 2, 4, 6, 8, & 10) or post camera installation.



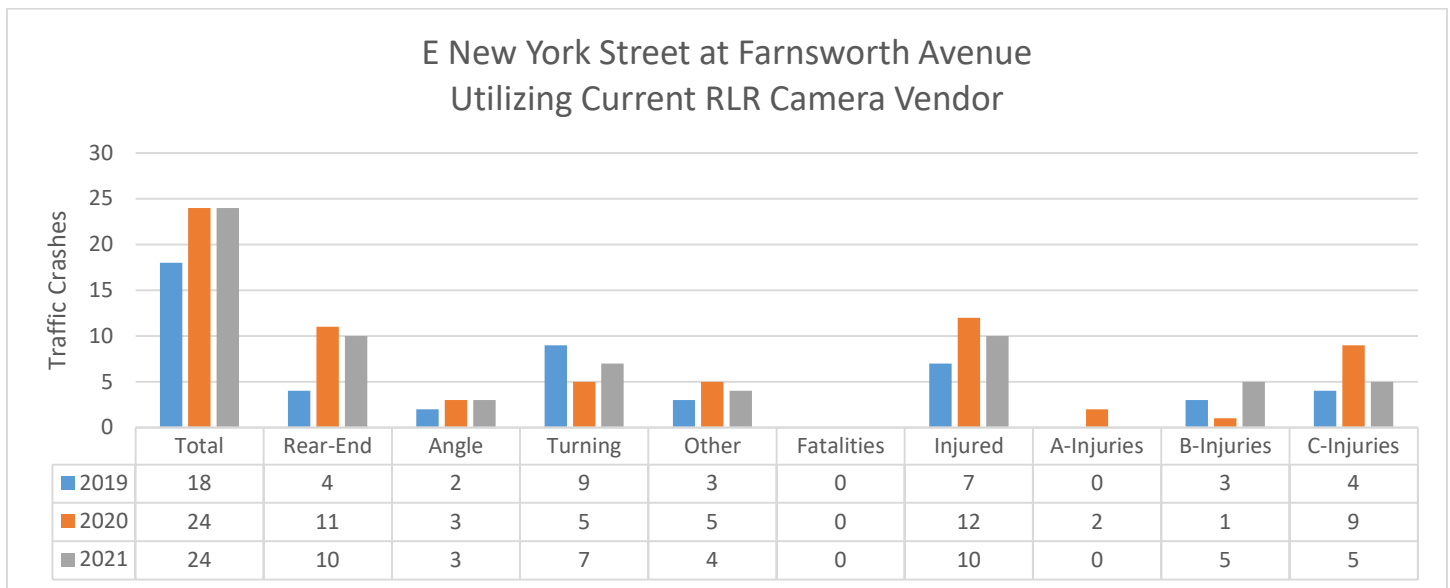
Graph 1



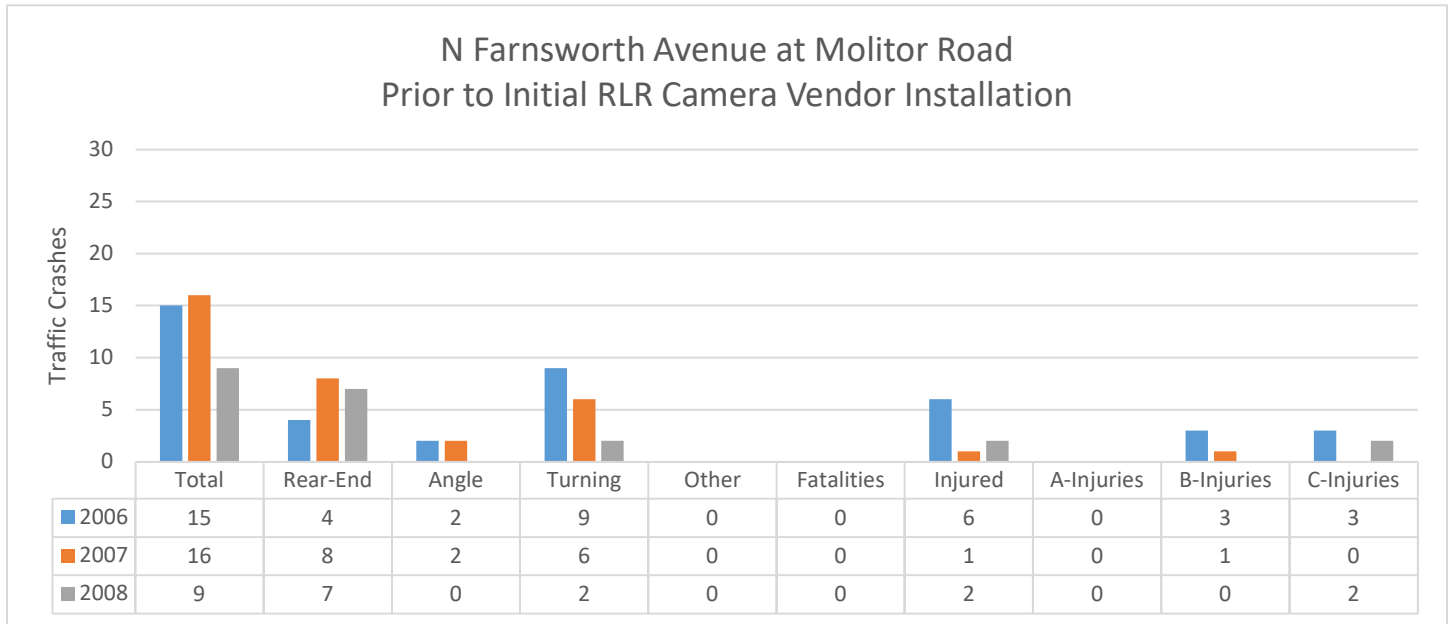
Graph 2



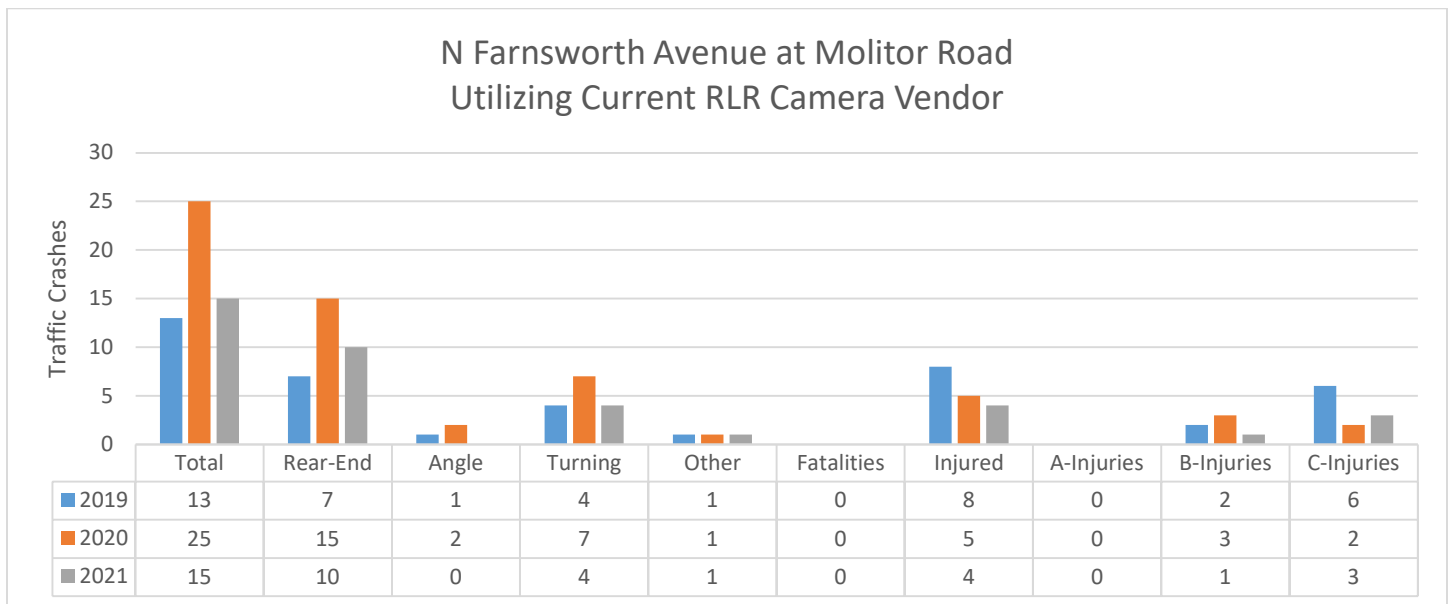
Graph 3



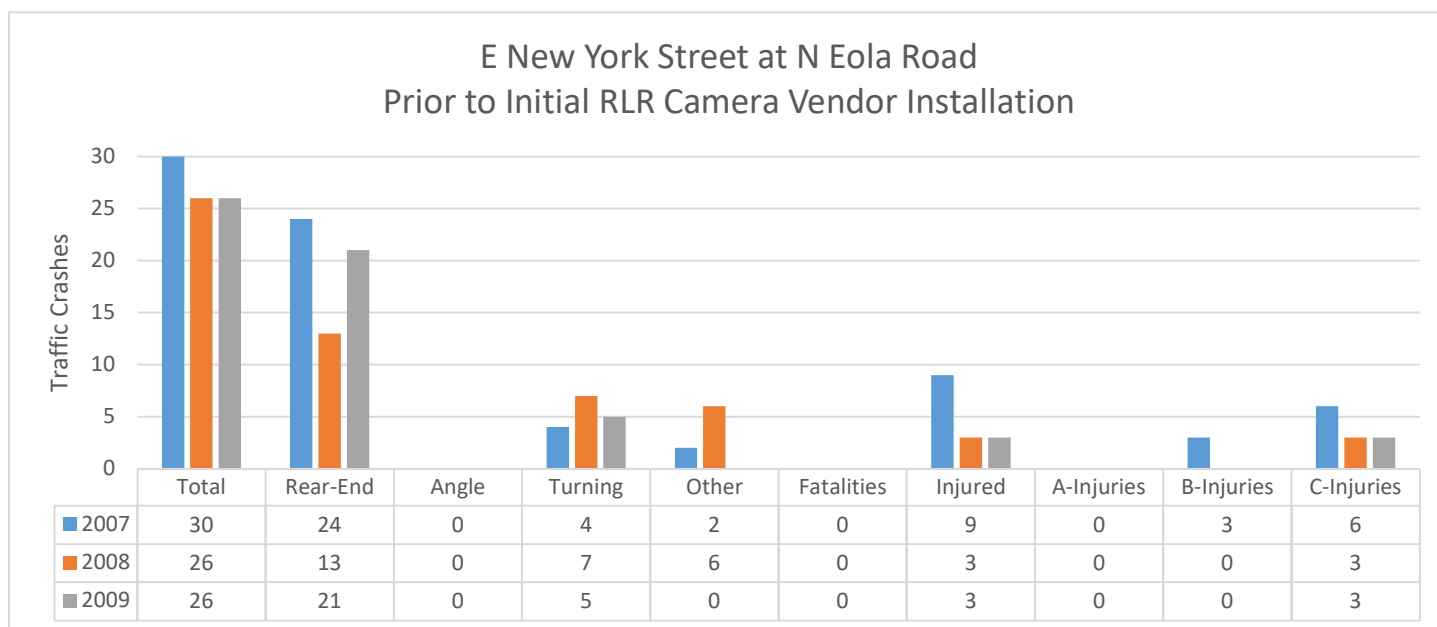
Graph 4



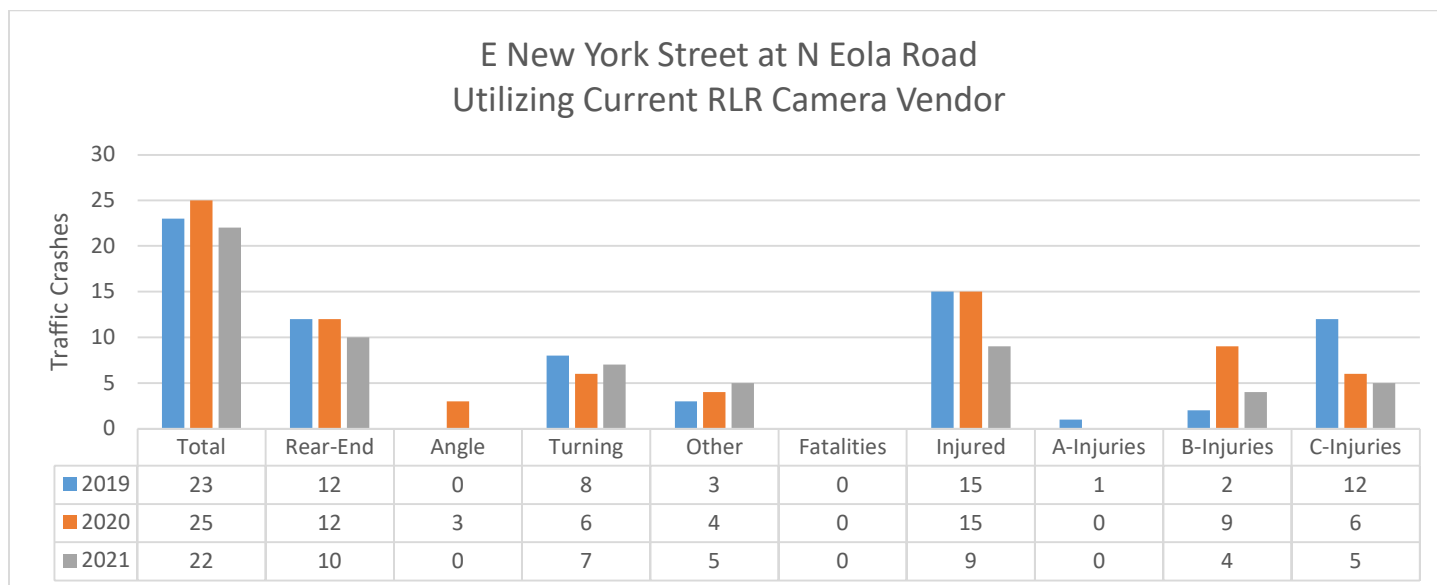
Graph 5



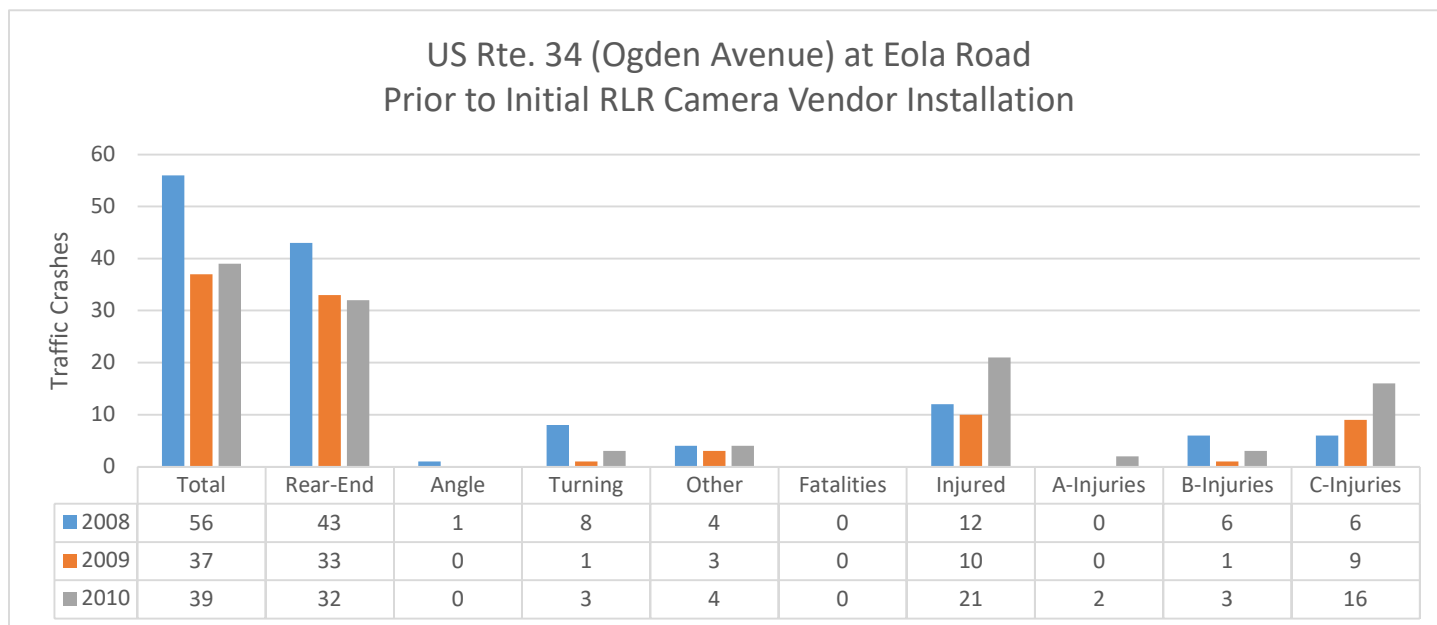
Graph 6



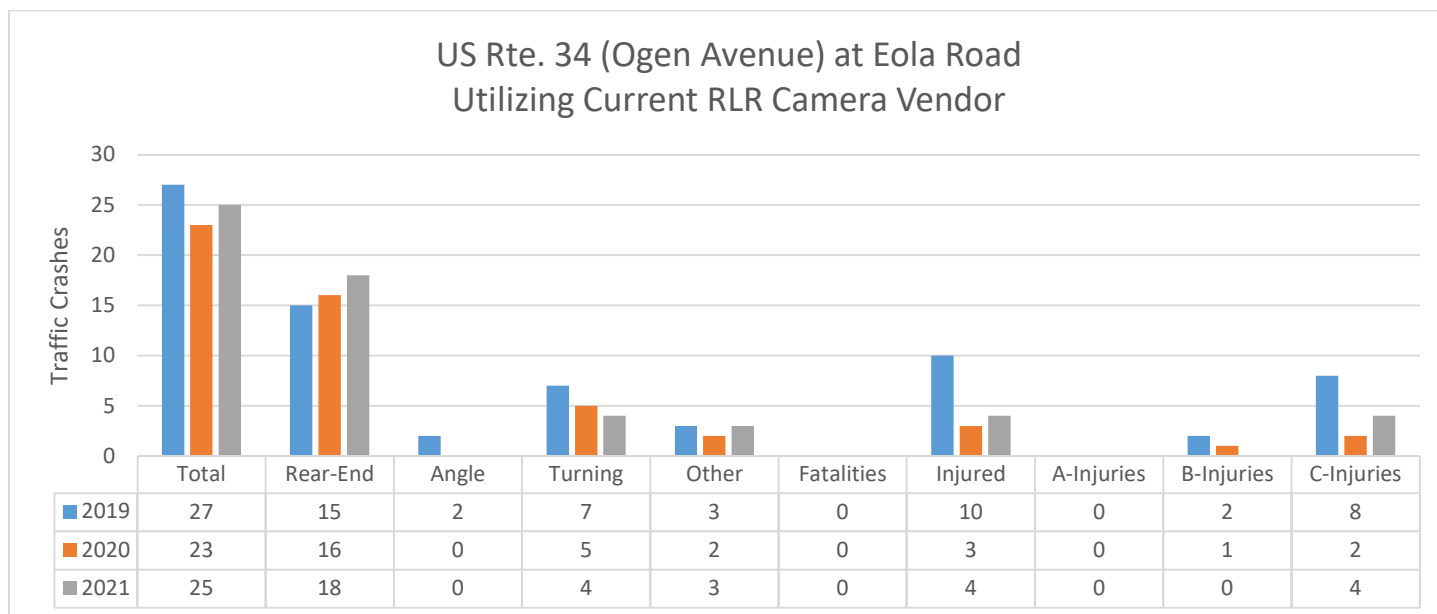
Graph 7



Graph 8



Graph 9



Graph 10

**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, since 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 City of Aurora 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, traffic patterns and volume were abruptly changed as a vast majority of commuters began working remotely. In some studies, the number has been cited as an almost 40% reduction in the number of vehicles on the road. This lessening in traffic volume had the undesired effect of freeing up the roadways, resulting in a motoring public exhibiting more reckless driving behaviors and a blatant disregard for the rules of the road.

As the daily work force is slowly returning and traffic volumes are returning to pre-pandemic volumes, the reckless behavior is sadly not leveling off, and drivers are still driving carelessly despite the increasing 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 act 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 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 thru 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 UTC, 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.