

MORTON GROVE POLICE DEPARTMENT

Michael Simo
Chief of Police

October 16, 2017

Illinois Department of Transportation
Traffic Operations Bureau Chief
201 West Center Court
Schaumburg, IL 60196

Dear Sir or Madam,

This report is the first year after installation summary and analysis of the Village of Morton Grove's automated traffic law enforcement system. The statistical analysis is based upon the best available Illinois Department of Transportation (IDOT) motor vehicle crash data. This report will be made available to the public by the Village's website.

Intersection location with Red Light Running Camera monitored approach:

The Red Light Camera system is at the intersection of Waukegan Road (Route 14/43) at Dempster Street (Route 58). The system covers northbound Waukegan, including both straight through and left turns onto westbound Dempster.

Implementation Date:

The Red Light Camera system was installed on June 4, 2012 and went live July 1, 2012.

Manufacturer and Contractor:

American Traffic Solutions (ATS) manufactured and maintains the system.

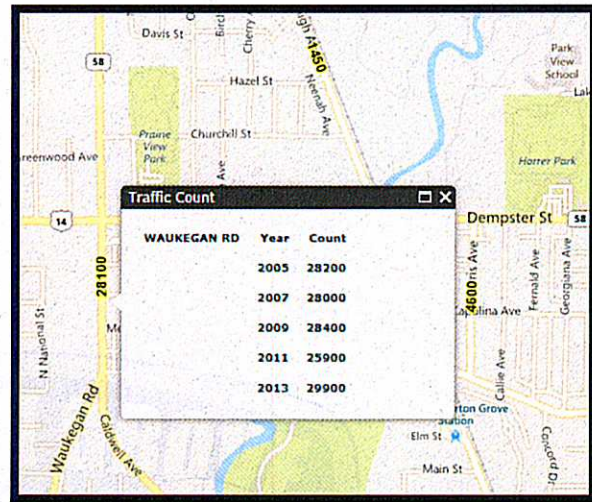
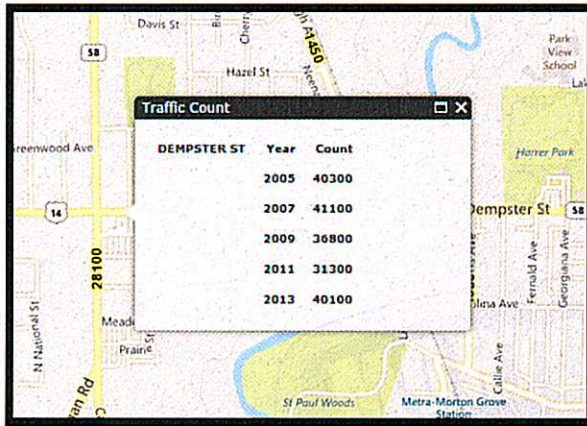
ATS American Traffic Solutions
1150 N. Alma School Road
Mesa, AZ 85201

Meade Electric Contractor (IDOT Contractor)

Signal Timing:

All timing of signals is controlled by IDOT.

Traffic Volume: (provided by IDOT <https://www.gettingaroundillinois.com/gai.htm?mt=aadt>)



The above maps show the historical Average Daily Vehicle (ADV) counts (traffic volume) for the intersection of Waukegan/Dempster. (The low volume of traffic in 2011 was most likely due to significant road construction.)

Combining the ADV for Waukegan (between Caldwell and Dempster) with the ADV for Dempster (between Waukegan and Milwaukee) there were 70,000 vehicles travelling daily through the Waukegan/Dempster intersection in 2013.

Crash History and Analysis:

Northbound Approach Only

Year	Rear-End	Turning	Other	Total	Injury
2010	1	4	0	5	2
2011	0	0	0	0	0
2012 (Jan - Jun)	3	0	0	3	2
Total	4	4	0	8	4
Yearly Average	1.6	1.6	0	3.2	1.6

(After Red Light Camera Installation.)

2012 (Jul - Dec)	2	1	0	3	1
2013	1	1	0	2	0
Total	3.0	2.0	0.0	5.0	1.0
Yearly Average	2.0	1.3	0.0	3.3	0.7

After the first year of installation, the yearly average of accidents stayed virtually identical, however the number of personal injury accidents was reduced by over 50%.

(The lack of northbound accidents in 2011 was most likely due to significant road construction in the area, which reduced traffic volume and consequently skews the yearly average of accidents, prior to Red Light Camera installation.)

Recommendation:

The extremely high traffic volume creates challenges for police personnel to enforce applicable traffic laws and gain compliance from drivers. Therefore, our recommendation to further reduce Red Light Running violators and continue the decrease in personal injury accidents is to continue the Red Light Camera program along with vigilant police presence and traffic enforcement.

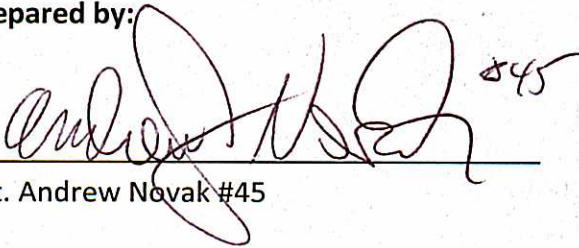
Summary of Adjudication and Results:

Red Light camera violations are contested and adjudicated through an administrative hearing conducted each month. Less than two percent (1.84%) of persons who receive violation notices, request a hearing. *(The following table shows the yearly total of violations contested and their dispositions.)*

Year	Liabe	Not Liabe	Total contested
2012 (Jul - Dec)	23	0	23
2013 (Jan - Jun)	5	1	6

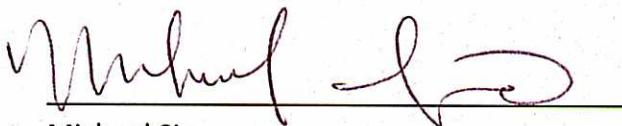
We believe the vetting process of the submitted violations, combined with the high quality of the video footage and photographic evidence produced are all contributing factors to the majority of contested violations being upheld by the Hearing Officer.

Prepared by:

 845

Sgt. Andrew Novak #45

Approved:



Michael Simo
Chief of Police