

MORTON GROVE POLICE DEPARTMENT

Michael Weitzel
Chief of Police

June 16, 2026

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

To Whom It May Concern,

This report is a three-year 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 on July 1, 2012.

Manufacturer and Contractor:

American Traffic Solutions (ATS) manufactured the system and continue to maintain it but are now doing business as Verra Mobility.

Verra Mobility
1150 N. Alma School Road
Mesa, AZ 85201

Meade Electric Contractor (IDOT Contractor)

Signal Timing:

All timing of signals is controlled by IDOT

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Traffic Volume: (provided by IDOT <https://www.gettingaroundillinois.com>)



The map above illustrates the Average Daily Vehicle (ADV) counts, or traffic volumes, for the intersection of Waukegan Road and Dempster Street, as well as the surrounding roadway network. Based on the traffic data, Waukegan Road (between Caldwell Avenue and Dempster Street) carries approximately 22,700 vehicles per day, while Dempster Street (between Waukegan Road and Shermer Road) carries approximately 41,300 vehicles per day. Combined, these volumes indicate that roughly 64,000 vehicles travel through the Waukegan Road/Dempster Street intersection on a typical day.

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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
2014	1	0	0	1	0
2015	2	0	0	2	0
2016	1	1	1	3	0
2017	0	1	0	1	0
2018	0	0	1	1	0
2019	0	0	0	0	0
2020	2	1	1	4	0
2021	1	3	1	5	0
2022	0	1	0	1	0
2023	6	3	1	10	1
2024	7	1	3	11	2
2025	7	1	5	13	2
Total	30	14	13	57	6
Yearly Average	2.22	1.04	0.96	4.22	0.44

Since the installation of the red-light camera system, there have been a total of six injury-related traffic crashes at the intersection. Prior to the camera's installation, the intersection averaged 1.6 injury crashes per year. Since implementation, that average has declined to 0.44 injury crashes per year, representing a 72.5% reduction in the annual injury crash rate.

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All Intersection Approaches

Year	Rear-End	Turning	Other	Total	Injury
2010	9	6	2	17	5
2011	6	2	1	9	0
2012 (Jan - Jun)	11	2	2	15	5
Total	26	10	5	41	10
Yearly Average	10.4	4	2	16.4	4

(After Red Light Camera Installation.)

2012 (Jul - Dec)	13	0	1	14	0
2013	17	4	0	21	5
2014	7	3	2	12	1
2015	10	1	2	13	1
2016	8	4	2	14	1
2017	4	5	3	12	0
2018	10	2	5	17	3
2019	8	1	2	11	2
2020	5	2	2	9	1
2021	7	8	2	17	6
2022	4	4	5	13	5
2023	19	6	10	35	3
2024	23	4	10	37	5
2025	11	3	6	20	4
Total	146	47	52	245	37
Yearly Average	10.8	3.5	3.9	18.1	2.7

The yearly average of crashes in all directions has reduced by 10.7% and the number of injury accidents has declined by 31.5%.

Recommendation:

The extremely high traffic volume continues to create a challenge for police personnel to enforce applicable traffic laws and gain compliance from drivers. Consequently, our recommendation is to continue the Red Light Camera program along with vigilant police presence and traffic

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enforcement. This combined approach will continue to provide the Morton Grove Police Department with the best opportunity to continue the downward trend of crashes and the injuries caused by them for the entire intersection.

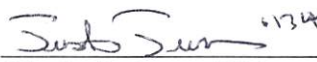
Summary of Adjudication and Results:

Red Light camera violations are contested and adjudicated through an administrative hearing conducted each month. Less than two percent (1.6%) of people who receive violation notices request a hearing. *(The following table shows the yearly total of violations contested and their dispositions.)*

Year	Liable	Not Liable	Total contested
2012	23	0	23
2013	25	1	26
2014	53	5	58
2015	78	4	82
2016	33	4	37
2017	43	4	47
2018	19	3	22
2019	29	3	32
2020	14	1	15
2021	12	0	12
2022	0	0	0
2023	0	0	0
2024	4	0	4
2025	5	0	5

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. The next report will be published in June of 2028.

Prepared by:


Ofc. Justin Jurasz #134

Approved:


Michael Weitzel
Chief of Police