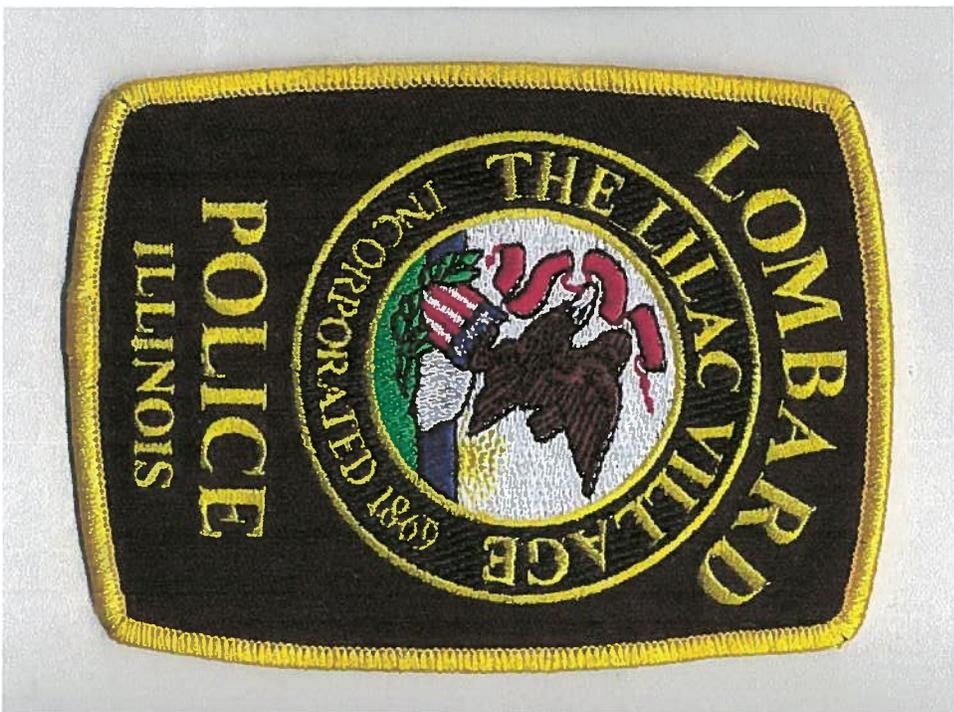


RED LIGHT PHOTO ENFORCEMENT



BACKGROUND

- Village Board Approval in late 2008
- We endeavored to add and evaluate one more program to supplement the many we currently have:
- dedicated four person Traffic Safety Unit (TSU)
- seat belt enforcement campaigns
- overweight / over dimension truck enforcement

BACKGROUND

- *child safety seat inspections*
- *railroad crossing safety*
- *aggressive driver program*
- *school safety enforcement*
- *roadside safety checkpoints*
- *DUI saturation patrols*

Public Education and Awareness

- **Press releases**
- **Educational posters placed in prominent locations throughout the community**
- **Information including FAQ was placed on our website**
- **Philosophy: Awareness – No surprises**

How Intersections Were Chosen

- Strictly based on crash data
- Cameras were placed at two intersections with the highest number of accidents
- Roosevelt & Main could not be considered
 - Under construction
 - IDOT would not issue requisite permits

HIGHEST CRASH LOCATIONS IN LOMBARD

LOCATION	2008	2009
IL38 & Main	115	81
IL38 & Finley	94	69
IL53 & IL64	75	55
IL38 & Highland	51	50
IL38 & Westmore	56	44

Live Dates

- **Finley & Roosevelt Road**
 - **March 19, 2009**
- **North Avenue & Route 53**
 - **May 19, 2009**

CONCERNS AND THE LOMBARD APPROACH

- Timing of Yellow Lights Has Not Changed
 - not an issue in Lombard
 - IDOT controls both intersections and all lights are engineered and timed to their standards
 - there is no shortening of yellow lights

CONCERNS AND THE LOMBARD APPROACH

- No Accident History
- we based the installation of cameras on crash data
- cameras were placed at the two intersections with the highest number of traffic crashes

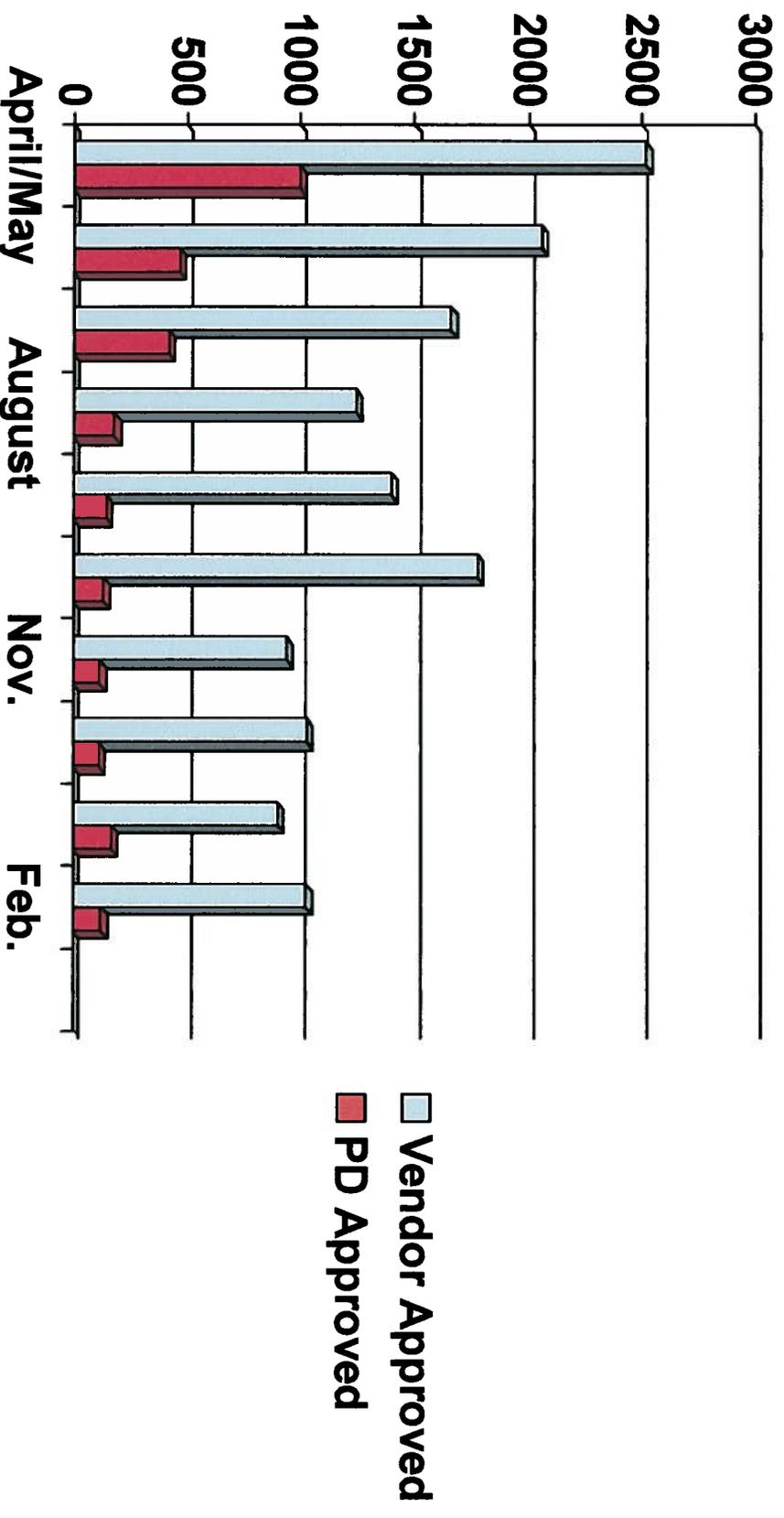
CONCERNS AND THE LOMBARD APPROACH

- Majority of Violations are for Turning Right on Red
 - This is the case in Lombard
 - RedSpeed does not break down violations by type
 - Our review of violations confirms the clear majority of violations are for failing to stop while turning right on a red signal
 - Tickets are not issued for failing to stop at the white line

CONCERNS AND THE LOMBARD APPROACH

- No Review by Police Officers
- Lombard police officers review every alleged violation
- We consistently apply a strict standard
- We approve our violations with a standard of “would you issue a citation if you were behind this violator”
- We typically only approve 20% of the actual violations we review

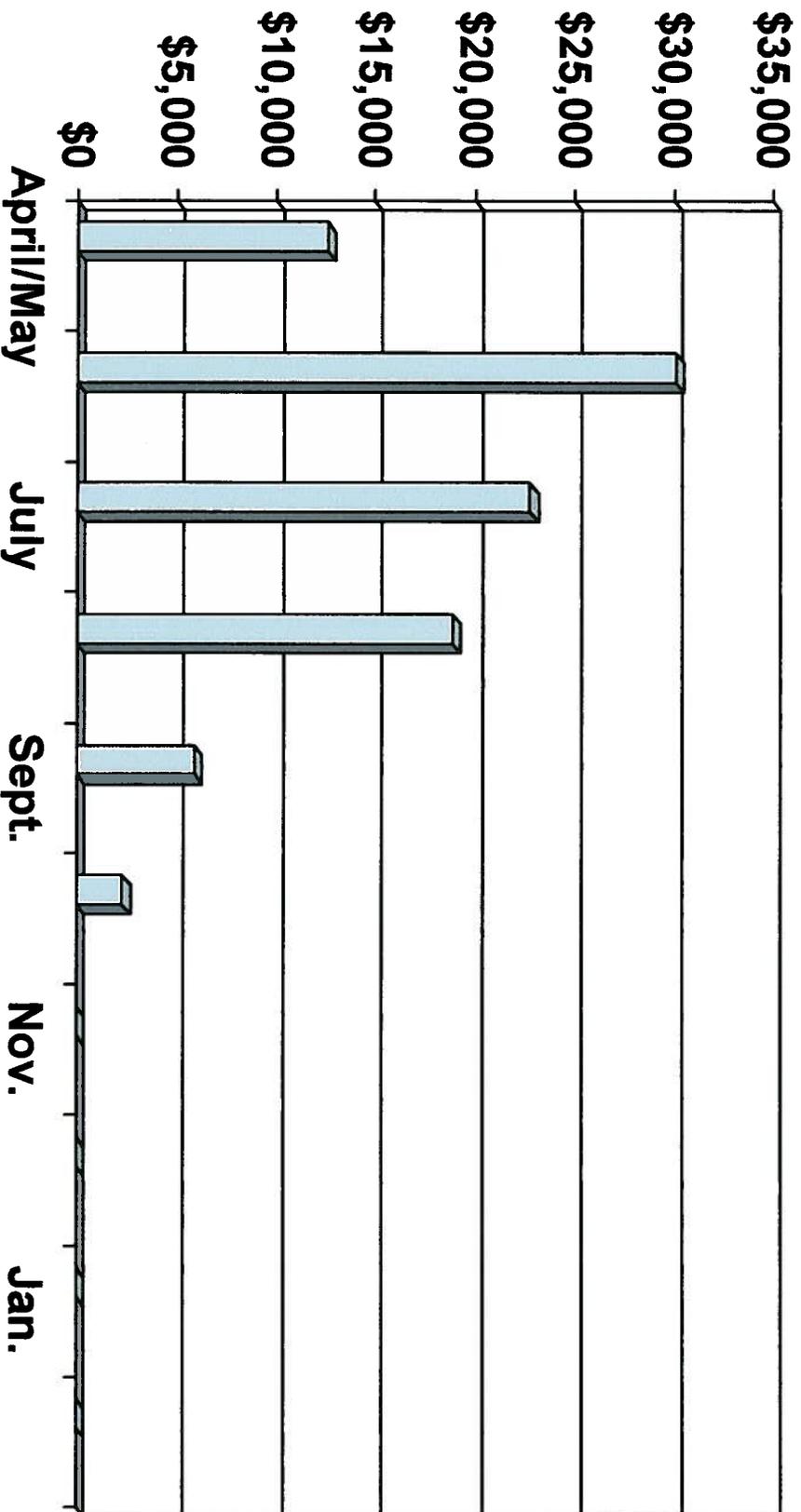
Citations Approved



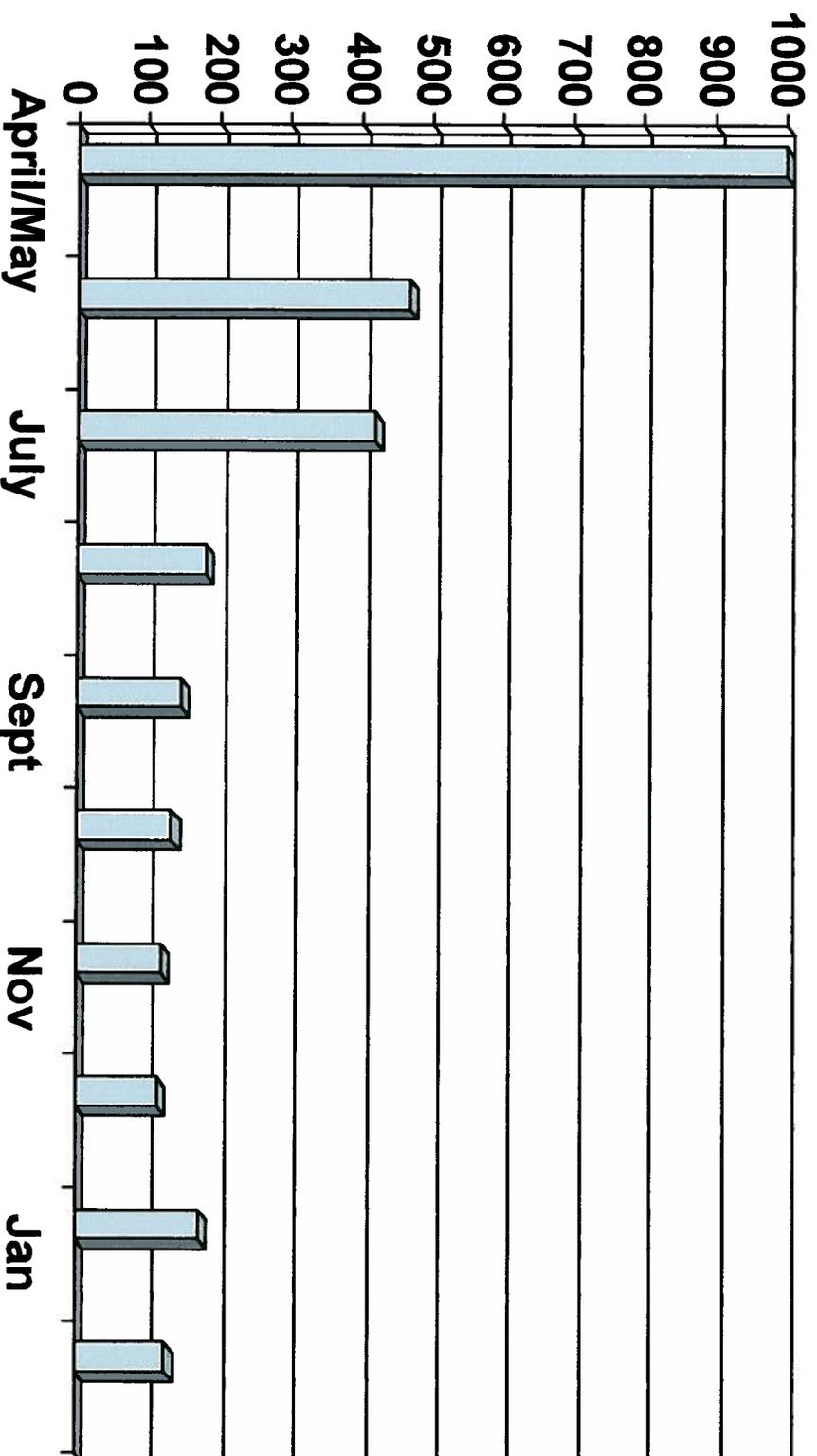
CONCERNS AND THE LOMBARD APPROACH

- Revenue v. Safety
- percentage of citations approved by Lombard police officers is low
- revenues received to date total \$92,606
- Village has not received any revenues from the program since October
- Revenues have consistently declined

REVENUES



Number of Citations Issued



CONCERNS AND THE LOMBARD APPROACH

- **Increases Rear-End Accidents**
 - we looked at rear-end crashes for both intersections both pre and post installation of the cameras
- **Finley & Roosevelt**
 - Pre-camera: 33
 - Post-camera: 18
 - 45% reduction in rear end crashes after cameras were installed

CONCERNS AND THE LOMBARD APPROACH

- Route 53 & North Avenue
 - Pre-camera: 37
 - Post-camera: 23
 - 38% reduction in rear end crashes after cameras were installed

COMPARISON OF ACCIDENT DATA

- **Finley & Roosevelt**
 - camera went live 3/19/09
 - prior to installation of cameras there were 59 crashes
 - after installation of cameras there were 57 crashes
 - a negligible decrease

COMPARISON OF ACCIDENT DATA

- North Avenue & Route 53
 - camera went live 5/19/09
 - prior to installation of cameras there were 70 crashes
 - after installation of cameras there were 48 crashes
 - a 31% decrease in crashes at this intersection

WILD CARDS

- Legislation pending in Springfield
- Vendor May Opt Out of Contract

WILD CARDS

- North Avenue & Route 53 – Required Signal Upgrades
 - IDOT requires the signals be upgraded to LED technology
 - Must be done by August, 2010
 - Agreement with RedSpeed calls for cost sharing of the upgrade at 50 / 50

WILD CARDS

- Village's costs for the upgrade are \$12,111
- Grant funding may be possible for some of the costs
- Village's portion would be paid from revenues over a 7 month period
- RedSpeed requires an extension of the existing agreement for this intersection until at least 11/19/10

EVALUATION AND RECOMMENDATIONS

- Lombard has operated this program in a responsible manner
- many of the criticisms of red light photo enforcement systems are not applicable to the way we have chosen to implement it
- any system or enforcement tool is susceptible to abuse
- the key is to utilize any tool in a responsible manner
- we have endeavored to do that

EVALUATION AND RECOMMENDATIONS

- Recommendation: remove the camera at Finley & Roosevelt as there has been no appreciable improvement in safety
- Recommendation: leave the cameras at Route 53 & North Avenue as there has been a significant reduction in traffic crashes

EVALUATION AND RECOMMENDATIONS

- Roosevelt & Main was actually top crash intersection in 2008 and 2009
- intersection was under construction and could not receive a permit from IDOT
- it remains the top crash intersection in the Village and could be considered a viable location for camera installation based on traffic crash data

QUESTIONS AND DISCUSSION