

DISTRICT #

VILLAGE OF LOMBARD
REQUEST FOR BOARD OF TRUSTEES ACTION
For Inclusion on Board Agenda

Resolution or Ordinance (Blue) _____
Recommendations of Boards, Commissions & Committees (Green) _____
 Other Business (Pink)

TO : PRESIDENT AND BOARD OF TRUSTEES

FROM: David A. Hulseberg, Village Manager *deh*

DATE : April 7, 2010 B of T: April 15, 2010

SUBJECT: Red Light Photo Enforcement Program

SUBMITTED BY: Ray Byrne, Chief of Police

BACKGROUND/POLICY IMPLICATIONS:

The police department's red light photo enforcement program has been in place for approximately one year. When first approved by the Village Board late in 2008, it was agreed that the program would be evaluated after one year to see if it proved successful in reducing accidents. Attached is a PowerPoint presentation that provides background information about the program. This material is provided as a starting point for discussion by the Village Board.

Fiscal Impact/Funding Source: None

Review (as necessary):

Finance Director _____
Village Manager _____
Date _____
Date 4/7/10

NOTE:
All materials must be submitted to and approved by the Village Manager's Office by 12:00 noon, Wednesday, prior to the agenda distribution.

10/10/10

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

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

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

BACKGROUND

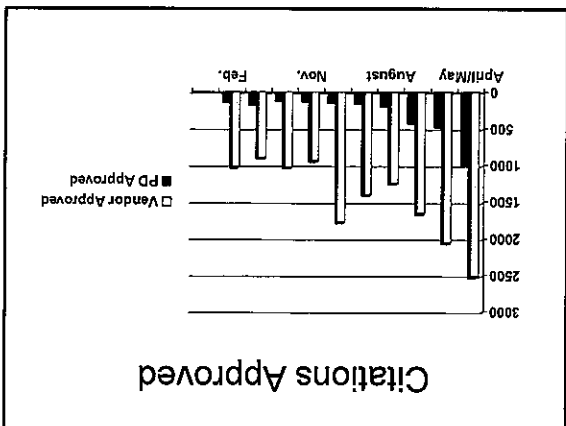
- child safety seat inspections
- railroad crossing safety
- aggressive driver program
- school safety enforcement
- roadside safety checkpoints
- DUI saturation patrols

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

RED LIGHT PHOTO ENFORCEMENT



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

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 falling to stop while turning right on a red signal
 - Tickets are not issued for falling to stop at the white line

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

- 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

Live Dates

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

COMPARISON OF ACCIDENT DATA

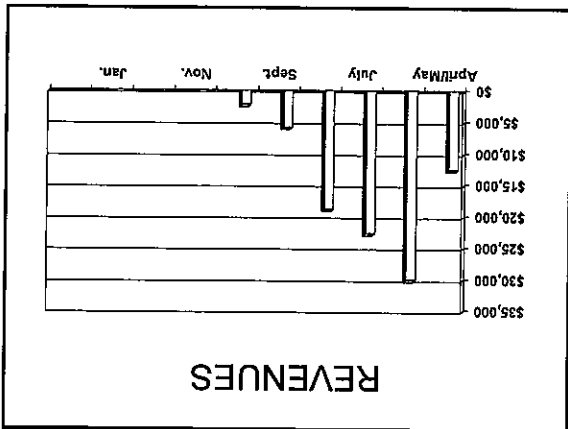
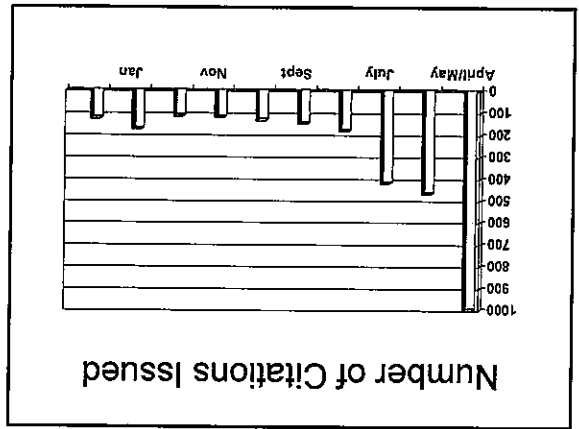
- Finley & Roosevelt
 - camera went live 3/19/09
 - prior to installation of cameras there were 59 crashes
 - after installation of cameras there were 57 crashes
 - a negligible decrease

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

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

- 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

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: rem over 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

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

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

QUESTIONS AND
DISCUSSION

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

