



Village of Hanover Park Police Department

Police Administration
2011 West Lake Street, Hanover Park, IL 60133
630-823-5500 tel 630-823-5499 fax

hpil.org

Village President
Rodney S. Craig

Village Clerk
Kristy Merrill

Trustees
Troy Albuck
Yasmeen Bankole
Jenni Broccolino
Liza Gutierrez
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Village Manager
Juliana A. Moller

June 3, 2025

Illinois Department of Transportation
Traffic Operations Bureau Chief
Attn: Jonathan E. Karabowicz, Traffic Permits Engineer
201 W. Center Court
Schaumburg, IL 60196

This report is being submitted to meet the Illinois Department of Transportation's (IDOT) requirement for implementing red-light cameras. According to the Red Light Running (RLR) policy, our agency is required to prepare an evaluation report after the first year the cameras were installed, and then again, every two years.

Please see the attached report. Should you have any questions, or it is determined that the report does not meet your requirements, please contact me immediately so we can make any necessary amendments.

Regards,

Lieutenant Matthew McDonnell
Hanover Park Police Department
Direct: 630-823-5548
mmcdonnell@hpil.org

Hanover Park Police Department
RLR FOLLOW-UP EVALUATION REPORT

Permit Number: 1-T-09-0090	
Reference Number: 016-44484	Date: 06/03/2025
Location: Hanover Park	Firm: Sensys Gatso USA, Inc.

Intersection Location & RLR Camera Approaches	IL US RT 20/Lake St at Barrington Rd
Date of RLR Camera Implementation	July 1, 2009
Crash Data – Including 3 years prior to RLR Camera Installation with Post Period Crash Data	<u>See Attached</u>
Analysis of Crash Data	<u>See Attached</u>
Signal Timing Changes	No Changes have been made
Traffic Volumes before and after RLR Cameras	<u>See Attached</u>
Recommendations	<u>See Attached</u>
Summary of Adjudication Experience & Results.	<p style="text-align: center;">**Program Totals**</p> <ul style="list-style-type: none"> ➤ Adjudications – 976 ➤ In Person – 647 ➤ Contest by Mail – 329 ➤ Liable – 836 ➤ Not Liable – 140

Total Tickets Issued as of December 31, 2024

33,736 Red Light Violations / Citations Issued (July 1, 2009 thru December 31, 2024)

Crash Data Including Three Years Prior to the RLR Camera Installation (Continued)

January 1, 2006 – December 31, 2006	Within the Boundaries of the Intersection	Within 100' of the Intersection on the Approach	Total Crashes
Rear End	0 PDO + 0 PI = 0	10 PDO + 2 PI = 12	10 PDO + 2 PI = 12
Angle	3 PDO + 3 PI = 6	0 PDO + 0 PI = 0	3 PDO + 3 PI = 6
Turning	3 PDO + 1 PI = 4	0 PDO + 0 PI = 0	3 PDO + 1 PI = 4
Side Swipe Same Direction	0 PDO + 0 PI = 0	2 PDO + 0 PI = 2	2 PDO + 0 PI = 2
Side Swipe Opposite Direction	1 PDO + 0 PI = 1	1 PDO + 0 PI = 1	2 PDO + 0 PI = 2
Fixed Object	0 PDO + 0 PI = 0	3 PDO + 0 PI = 3	3 PDO + 0 PI = 3
Other Non-Collision	1 PDO + 0 PI = 1	1 PDO + 0 PI = 1	2 PDO + 0 PI = 2
Total	8 PDO + 4 PI = 12	17 PDO + 2 PI = 19	25 PDO + 6 PI = 31

*Prior to RLR Camera Installation

January 1, 2007 – December 31, 2007	Within the Boundaries of the Intersection	Within 100' of the Intersection on the Approach	Total Crashes
Rear End	1 PDO + 1 PI = 2	19 PDO + 6 PI = 25	20 PDO + 7 PI = 27
Angle	5 PDO + 7 PI = 12	1 PDO + 0 PI = 1	6 PDO + 7 PI = 13
Turning	4 PDO + 3 PI = 7	0 PDO + 0 PI = 0	4 PDO + 3 PI = 7
Side Swipe Same Direction	0 PDO + 0 PI = 0	4 PDO + 0 PI = 4	4 PDO + 0 PI = 4
Other Object	0 PDO + 0 PI = 0	1 PDO + 0 PI = 1	1 PDO + 0 PI = 1
Other Non-Collision	0 PDO + 0 PI = 0	1 PDO + 0 PI = 1	1 PDO + 0 PI = 1
Head-On	1 PDO + 0 PI = 1	0 PDO + 0 PI = 0	1 PDO + 0 PI = 1
Total	11 PDO + 11 PI = 22	26 PDO + 6 PI = 32	37 PDO + 17 PI = 54

*Prior to RLR Camera Installation

January 1, 2008 – December 31, 2008	Within the Boundaries of the Intersection	Within 100' of the Intersection on the Approach	Total Crashes
Rear End	0 PDO + 1 PI = 1	22 PDO + 1 PI = 23	22 PDO + 2 PI = 24
Angle	5 PDO + 0 PI = 5	0 PDO + 0 PI = 0	5 PDO + 0 PI = 5
Turning	6 PDO + 3 PI = 9	2 PDO + 1 PI = 3	8 PDO + 4 PI = 12
Side Swipe Same Direction	1 PDO + 0 PI = 1	6 PDO + 0 PI = 6	7 PDO + 0 PI = 7
Total	12 PDO + 4 PI = 16	30 PDO + 2 PI = 32	42 PDO + 6 PI = 48

*Prior to RLR Camera Installation

Crash Data Including Three Years Prior to the RLR Camera Installation (Continued)

<i>January 1, 2009 – June 30, 2009</i>	<i>Within the Boundaries of the Intersection</i>	<i>Within 100' of the Intersection on the Approach</i>	<i>Total Crashes</i>
<i>Rear End</i>	<i>0 PDO + 0 PI = 0</i>	<i>13 PDO + 2 PI = 15</i>	<i>13 PDO + 2 PI = 15</i>
<i>Angle</i>	<i>0 PDO + 1 PI = 0</i>	<i>0 PDO + 0 PI = 0</i>	<i>0 PDO + 1 PI = 1</i>
<i>Turning</i>	<i>3 PDO + 0 PI = 3</i>	<i>1 PDO + 0 PI = 1</i>	<i>4 PDO + 0 PI = 4</i>
<i>Side Swipe Same Direction</i>	<i>0 PDO + 0 PI = 0</i>	<i>1 PDO + 0 PI = 1</i>	<i>1 PDO + 0 PI = 1</i>
<i>Fixed Object</i>	<i>0 PDO + 0 PI = 0</i>	<i>1 PDO + 0 PI = 1</i>	<i>1 PDO + 0 PI = 1</i>
<i>Other Object</i>	<i>0 PDO + 0 PI = 0</i>	<i>1 PDO + 0 PI = 1</i>	<i>1 PDO + 0 PI = 1</i>
<i>Total</i>	<i>3 PDO + 1 PI = 4</i>	<i>17 PDO + 2 PI = 19</i>	<i>20 PDO + 3 PI = 23</i>

**Prior to RLR Camera Installation*

<i>July 1, 2009 – December 31, 2009</i>	<i>Within the Boundaries of the Intersection</i>	<i>Within 100' of the Intersection on the Approach</i>	<i>Total Crashes</i>
<i>Rear End</i>	<i>1 PDO + 0 PI = 1</i>	<i>21 PDO + 2 PI = 23</i>	<i>22 PDO + 2 PI = 23</i>
<i>Angle</i>	<i>1 PDO + 3 PI = 4</i>	<i>0 PDO + 0 PI = 0</i>	<i>1 PDO + 3 PI = 4</i>
<i>Turning</i>	<i>1 PDO + 0 PI = 1</i>	<i>0 PDO + 0 PI = 0</i>	<i>1 PDO + 0 PI = 1</i>
<i>Side Swipe Same Direction</i>	<i>0 PDO + 0 PI = 0</i>	<i>2 PDO + 0 PI = 2</i>	<i>2 PDO + 0 PI = 2</i>
<i>Total</i>	<i>3 PDO + 3 PI = 6</i>	<i>23 PDO + 2 PI = 25</i>	<i>26 PDO + 5 PI = 31</i>

<i>January 1, 2010 – December 31, 2010</i>	<i>Within the Boundaries of the Intersection</i>	<i>Within 100' of the Intersection on the Approach</i>	<i>Total Crashes</i>
<i>Rear End</i>	<i>1 PDO + 0 PI = 1</i>	<i>34 PDO + 9 PI = 43</i>	<i>35 PDO + 9 PI = 44</i>
<i>Angle</i>	<i>1 PDO + 4 PI = 5</i>	<i>0 PDO + 0 PI = 0</i>	<i>1 PDO + 4 PI = 5</i>
<i>Turning</i>	<i>3 PDO + 1 PI = 4</i>	<i>0 PDO + 0 PI = 0</i>	<i>3 PDO + 1 PI = 4</i>
<i>Side Swipe Same Direction</i>	<i>0 PDO + 0 PI = 0</i>	<i>4 PDO + 1 PI = 5</i>	<i>4 PDO + 1 PI = 5</i>
<i>Fixed Object</i>	<i>0 PDO + 0 PI = 0</i>	<i>0 PDO + 1 PI = 1</i>	<i>0 PDO + 1 PI = 1</i>
<i>Other Object</i>	<i>0 PDO + 0 PI = 0</i>	<i>2 PDO + 0 PI = 2</i>	<i>2 PDO + 0 PI = 2</i>
<i>Total</i>	<i>5 PDO + 5 PI = 10</i>	<i>40 PDO + 11 PI = 51</i>	<i>45 PDO + 16 PI = 61</i>

Crash Data Including Three Years Prior to the RLR Camera Installation (Continued)

<i>January 1, 2011 – December 31, 2011</i>	<i>Within the Boundaries of the Intersection</i>	<i>Within 100' of the Intersection on the Approach</i>	<i>Total Crashes</i>
<i>Rear End</i>	<i>0 PDO + 0 PI = 0</i>	<i>26 PDO + 2 PI = 28</i>	<i>26 PDO + 2 PI = 28</i>
<i>Angle</i>	<i>1 PDO + 2 PI = 3</i>	<i>0 PDO + 0 PI = 0</i>	<i>1 PDO + 2 PI = 3</i>
<i>Turning</i>	<i>2 PDO + 2 PI = 4</i>	<i>0 PDO + 0 PI = 0</i>	<i>2 PDO + 2 PI = 4</i>
<i>Side Swipe Same Direction</i>	<i>0 PDO + 0 PI = 0</i>	<i>4 PDO + 0 PI = 0</i>	<i>4 PDO + 0 PI = 0</i>
<i>Total</i>	<i>3 PDO + 4 PI = 7</i>	<i>30 PDO + 2 PI = 32</i>	<i>33 PDO + 6 PI = 39</i>

<i>January 1, 2012 – December 31, 2012</i>	<i>Within the Boundaries of the Intersection</i>	<i>Within 100' of the Intersection on the Approach</i>	<i>Total Crashes</i>
<i>Rear End</i>	<i>0 PDO + 1 PI = 1</i>	<i>22 PDO + 3 PI = 25</i>	<i>22 PDO + 4 PI = 26</i>
<i>Angle</i>	<i>1 PDO + 2 PI = 2</i>	<i>0 PDO + 0 PI = 0</i>	<i>0 PDO + 2 PI = 2</i>
<i>Turning</i>	<i>7 PDO + 2 PI = 9</i>	<i>0 PDO + 0 PI = 0</i>	<i>7 PDO + 2 PI = 9</i>
<i>Side Swipe Same Direction</i>	<i>0 PDO + 1 PI = 1</i>	<i>4 PDO + 0 PI = 4</i>	<i>4 PDO + 1 PI = 5</i>
<i>Pedacyclist</i>	<i>0 PDO + 1 PI = 1</i>	<i>0 PDO + 0 PI = 0</i>	<i>0 PDO + 1 PI = 1</i>
<i>Total</i>	<i>7 PDO + 7 PI = 14</i>	<i>26 PDO + 3 PI = 29</i>	<i>33 PDO + 10 PI = 43</i>

<i>January 1, 2013 – December 31, 2013</i>	<i>Within the Boundaries of the Intersection</i>	<i>Within 100' of the Intersection on the Approach</i>	<i>Total Crashes</i>
<i>Rear End</i>	<i>1 PDO + 0 PI = 1</i>	<i>29 PDO + 5 PI = 34</i>	<i>30 PDO + 5 PI = 35</i>
<i>Angle</i>	<i>0 PDO + 1 PI = 1</i>	<i>2 PDO + 0 PI = 2</i>	<i>2 PDO + 1 PI = 3</i>
<i>Side Swipe Same Direction</i>	<i>0 PDO + 0 PI = 0</i>	<i>1 PDO + 0 PI = 1</i>	<i>1 PDO + 0 PI = 1</i>
<i>Total</i>	<i>1 PDO + 1 PI = 2</i>	<i>32 PDO + 5 PI = 37</i>	<i>33 PDO + 6 PI = 39</i>

Crash Data Including Three Years Prior to the RLR Camera Installation (Continued)

January 1, 2014 – December 31, 2014	Within the Boundaries of the Intersection	Within 100' of the Intersection on the Approach	Total Crashes
Rear End	1 PDO + 0 PI = 1	28 PDO + 6 PI = 34	29 PDO + 6 PI = 35
Angle	1 PDO + 0 PI = 1	1 PDO + 0 PI = 1	2 PDO + 0 PI = 2
Turning	3 PDO + 1 PI = 4	0 PDO + 0 PI = 0	3 PDO + 1 P = 4
Side Swipe Same Direction	0 PDO + 1 PI = 1	1 PDO + 0 PI = 1	1 PDO + 1 P = 2
Fixed Object	1 PDO + 0 PI = 1	1 PDO + 0 PI = 1	2 PDO + 0 PI = 2
Other Non-Collision	0 PDO + 0 PI = 0	0 PDO + 1 PI = 1	0 PDO + 1 PI = 1
Pedestrian	0 PDO + 0 PI = 0	0 PDO + 1 PI = 1	0 PDO + 1 PI = 1
Total	6 PDO + 2 PI = 8	31 PDO + 8 PI = 39	37 PDO + 10 PI = 47

January 1, 2015 – December 31, 2015	Within the Boundaries of the Intersection	Within 100' of the Intersection on the Approach	Total Crashes
Rear End	5 PDO + 0 PI = 5	33 PDO + 11 PI = 44	38 PDO + 11 PI = 49
Angle	1 PDO + 0 PI = 1	0 PDO + 0 PI = 0	1 PDO + 0 PI = 1
Turning	3 PDO + 1 PI = 4	1 PDO + 0 PI = 1	4 PDO + 1 PI = 5
Side Swipe Same Direction	0 PDO + 0 PI = 0	3 PDO + 0 PI = 3	3 PDO + 0 PI = 3
Other Non-Collision	0 PDO + 0 PI = 0	2 PDO + 1 PI = 3	2 PDO + 1 PI = 3
Pedestrian	0 PDO + 0 PI = 0	0 PDO + 1 PI = 1	0 PDO + 1 PI = 1
Total	9 PDO + 1 PI = 10	39 PDO + 13 PI = 52	48 PDO + 14 PI = 62

January 1, 2016 – December 31, 2016	Within the Boundaries of the Intersection	Within 100' of the Intersection on the Approach	Total Crashes
Rear End	0 PDO + 0 PI = 0	26 PDO + 9 PI = 35	26 PDO + 9 PI = 35
Angle	1 PDO + 1 PI = 2	0 PDO + 0 PI = 0	1 PDO + 1 PI = 2
Turning	6 PDO + 1 PI = 7	1 PDO + 0 PI = 1	7 PDO + 1 PI = 8
Side Swipe Same Direction	0 PDO + 0 PI = 0	2 PDO + 0 PI = 2	2 PDO + 0 PI = 2
Fixed Object	0 PDO + 0 PI = 0	1 PDO + 0 PI = 1	1 PDO + 0 PI = 1
Total	7 PDO + 2 PI = 9	30 PDO + 9 PI = 39	37 PDO + 11 PI = 48

Crash Data Including Three Years Before the RLR Camera Installation (Continued)

<i>January 1, 2017 – December 31, 2017</i>	<i>Within the Boundaries of the Intersection</i>	<i>Within 100' of the Intersection on the Approach</i>	<i>Total Crashes</i>
<i>Rear End</i>	<i>0 PDO + 0 PI = 0</i>	<i>29 PDO + 3 PI = 32</i>	<i>29 PDO + 3 PI = 32</i>
<i>Angle</i>	<i>2 PDO + 1 PI = 3</i>	<i>0 PDO + 0 PI = 0</i>	<i>2 PDO + 1 PI = 3</i>
<i>Turning</i>	<i>1 PDO + 1 PI = 2</i>	<i>0 PDO + 0 PI = 0</i>	<i>1 PDO + 1 PI = 2</i>
<i>Side Swipe Same Direction</i>	<i>0 PDO + 0 PI = 0</i>	<i>4 PDO + 0 PI = 4</i>	<i>4 PDO + 0 PI = 4</i>
<i>Parked Vehicle</i>	<i>0 PDO + 0 PI = 0</i>	<i>1 PDO + 0 PI = 0</i>	<i>1 PDO + 0 PI = 1</i>
<i>Total</i>	<i>3 PDO + 2 PI = 5</i>	<i>34 PDO + 3 PI = 37</i>	<i>37 PDO + 5 PI = 42</i>

<i>January 1, 2018 – December 31, 2018</i>	<i>Within the Boundaries of the Intersection</i>	<i>Within 100' of the Intersection on the Approach</i>	<i>Total Crashes</i>
<i>Rear End</i>	<i>0 PDO + 0 PI = 0</i>	<i>20 PDO + 6 PI = 26</i>	<i>20 PDO + 6 PI = 26</i>
<i>Angle</i>	<i>1 PDO + 1 PI = 2</i>	<i>0 PDO + 0 PI = 0</i>	<i>1 PDO + 1 PI = 2</i>
<i>Turning Left</i>	<i>2 PDO + 0 PI = 2</i>	<i>0 PDO + 0 PI = 0</i>	<i>0 PDO + 0 PI = 2</i>
<i>Turning Right</i>	<i>1 PDO + 0 PI = 1</i>	<i>0 PDO + 0 PI = 0</i>	<i>0 PDO + 0 PI = 1</i>
<i>Side Swipe Same Direction</i>	<i>2 PDO + 0 PI = 2</i>	<i>6 PDO + 0 PI = 6</i>	<i>0 PDO + 0 PI = 8</i>
<i>Fixed Object</i>	<i>0 PDO + 0 PI = 0</i>	<i>0 PDO + 0 PI = 1</i>	<i>0 PDO + 0 PI = 1</i>
<i>Non-Collision</i>	<i>0 PDO + 0 PI = 0</i>	<i>0 PDO + 1 PI = 1</i>	<i>0 PDO + 0 PI = 1</i>
<i>Total</i>	<i>6 PDO + 1 PI = 7</i>	<i>26 PDO + 7 PI = 33</i>	<i>0 PDO + 0 PI = 40</i>

<i>January 1, 2019 – December 31, 2019</i>	<i>Within the Boundaries of the Intersection</i>	<i>Within 100' of the Intersection on the Approach</i>	<i>Total Crashes</i>
<i>Fixed Object</i>	<i>0 PDO + 0 PI = 0</i>	<i>1 PDO + 0 PI = 1</i>	<i>1 PDO + 0 PI = 1</i>
<i>Front-to-Rear</i>	<i>2 PDO + 0 PI = 2</i>	<i>8 PDO + 6 PI = 14</i>	<i>10 PDO + 6 PI = 16</i>
<i>Side Swipe Same Direction</i>	<i>2 PDO + 0 PI = 2</i>	<i>3 PDO + 0 PI = 3</i>	<i>5 PDO + 0 PI = 5</i>
<i>Angle</i>	<i>1 PDO + 0 PI = 1</i>	<i>0 PDO + 0 PI = 0</i>	<i>1 PDO + 0 PI = 1</i>
<i>Rear-to-Front</i>	<i>5 PDO + 0 PI = 0</i>	<i>1 PDO + 0 PI = 1</i>	<i>1 PDO + 0 PI = 1</i>
<i>Total</i>	<i>5 PDO + 0 PI = 5</i>	<i>13 PDO + 6 PI = 19</i>	<i>18 PDO + 6 PI = 24</i>

Crash Data Including Three Years Before the RLR Camera Installation (Continued)

<i>January 1, 2020 – December 31, 2020</i>	<i>Within the Boundaries of the Intersection</i>	<i>Within 100' of the Intersection on the Approach</i>	<i>Total Crashes</i>
<i>Fixed Object</i>	<i>0 PDO + 0 PI = 0</i>	<i>1 PDO + 0 PI = 1</i>	<i>1 PDO + 0 PI = 1</i>
<i>Turning</i>	<i>0 PDO + 1 PI = 1</i>	<i>0 PDO + 0 PI = 0</i>	<i>0 PDO + 1 PI = 1</i>
<i>Front-to-Rear</i>	<i>1 PDO + 0 PI = 1</i>	<i>13 PDO + 0 PI = 13</i>	<i>14 PDO + 0 PI = 14</i>
<i>Side Swipe Same Direction</i>	<i>1 PDO + 0 PI = 1</i>	<i>5 PDO + 0 PI = 5</i>	<i>6 PDO + 0 PI = 6</i>
<i>Angle</i>	<i>5 PDO + 0 PI = 5</i>	<i>0 PDO + 1 PI = 1</i>	<i>5 PDO + 1 PI = 6</i>
<i>Rear-to-Front</i>	<i>0 PDO + 0 PI = 0</i>	<i>1 PDO + 0 PI = 1</i>	<i>1 PDO + 0 PI = 1</i>
<i>Total</i>	<i>7 PDO + 1 PI = 8</i>	<i>20 PDO + 1 PI = 21</i>	<i>27 PDO + 2 PI = 29</i>

<i>January 1, 2021 – December 31, 2021</i>	<i>Within the Boundaries of the Intersection</i>	<i>Within 100' of the Intersection on the Approach</i>	<i>Total Crashes</i>
<i>Pedalcyclist</i>	<i>0 PDO + 1 PI = 1</i>	<i>0 PDO + 0 PI = 0</i>	<i>0 PDO + 1 PI = 1</i>
<i>Turning</i>	<i>1 PDO + 0 PI = 1</i>	<i>1 PDO + 0 PI = 1</i>	<i>2 PDO + 0 PI = 2</i>
<i>Front-to-Rear</i>	<i>0 PDO + 1 PI = 1</i>	<i>12 PDO + 1 PI = 13</i>	<i>12 PDO + 2 PI = 14</i>
<i>Side Swipe Same Direction</i>	<i>0 PDO + 0 PI = 0</i>	<i>3 PDO + 0 PI = 3</i>	<i>3 PDO + 0 PI = 0</i>
<i>Angle</i>	<i>6 PDO + 3 PI = 9</i>	<i>0 PDO + 0 PI = 0</i>	<i>6 PDO + 3 PI = 9</i>
<i>Rear-to-Front</i>	<i>0 PDO + 0 PI = 0</i>	<i>2 PDO + 0 PI = 2</i>	<i>2 PDO + 0 PI = 2</i>
<i>Total</i>	<i>7 PDO + 5 PI = 12</i>	<i>18 PDO + 1 PI = 19</i>	<i>25 PDO + 6 PI = 31</i>

<i>January 1, 2022 – December 31, 2022</i>	<i>Within the Boundaries of the Intersection</i>	<i>Within 100' of the Intersection on the Approach</i>	<i>Total Crashes</i>
<i>Turning</i>	<i>3 PDO + 1 PI = 4</i>	<i>0 PDO + 0 PI = 0</i>	<i>3 PDO + 1 PI = 4</i>
<i>Front-to-Rear</i>	<i>0 PDO + 0 PI = 0</i>	<i>16 PDO + 3 PI = 19</i>	<i>16 PDO + 3 PI = 19</i>
<i>Side Swipe Same Direction</i>	<i>0 PDO + 0 PI = 0</i>	<i>2 PDO + 1 PI = 6</i>	<i>2 PDO + 1 PI = 3</i>
<i>Angle</i>	<i>2 PDO + 2 PI = 4</i>	<i>0 PDO + 0 PI = 0</i>	<i>2 PDO + 2 PI = 4</i>
<i>Rear-to-Front</i>	<i>0 PDO + 0 PI = 0</i>	<i>1 PDO + 0 PI = 1</i>	<i>1 PDO + 0 PI = 1</i>
<i>Total</i>	<i>5 PDO + 0 PI = 8</i>	<i>19 PDO + 4 PI = 23</i>	<i>24 PDO + 7 PI = 31</i>

Crash Data Including Three Years Before the RLR Camera Installation (Continued)

<i>January 1, 2023 – December 31, 2023</i>	<i>Within the Boundaries of the Intersection</i>	<i>Within 100' of the Intersection on the Approach</i>	<i>Total Crashes</i>
<i>Turning</i>	<i>1 PDO + 0 PI = 2</i>	<i>0 PDO + 0 PI = 0</i>	<i>1 PDO + 0 PI = 2</i>
<i>Front-to-Rear</i>	<i>1 PDO + 0 PI = 1</i>	<i>1 PDO + 0 PI = 9</i>	<i>1 PDO + 0 PI = 10</i>
<i>Side Swipe Same Direction</i>	<i>2 PDO + 0 PI = 3</i>	<i>0 PDO + 0 PI = 1</i>	<i>2 PDO + 0 PI = 4</i>
<i>Angle</i>	<i>1 PDO + 0 PI = 0</i>	<i>0 PDO + 0 PI = 0</i>	<i>1 PDO + 0 PI = 0</i>
<i>Rear-to-Front</i>	<i>0 PDO + 0 PI = 0</i>	<i>0 PDO + 0 PI = 1</i>	<i>0 PDO + 0 PI = 1</i>
<i>Total</i>	<i>5 PDO + 0 PI = 6</i>	<i>1 PDO + 0 PI = 11</i>	<i>5 PDO + 0 PI = 17</i>

<i>January 1, 2024 – December 31, 2024</i>	<i>Within the Boundaries of the Intersection</i>	<i>Within 100' of the Intersection on the Approach</i>	<i>Total Crashes</i>
<i>Turning</i>	<i>4 PDO + 3 PI = 4</i>	<i>0 PDO + 0 PI = 0</i>	<i>4 PDO + 3 PI = 4</i>
<i>Front-to-Rear</i>	<i>1 PDO + 0 PI = 1</i>	<i>1 PDO + 0 PI = 14</i>	<i>2 PDO + 0 PI = 15</i>
<i>Side Swipe Same Direction</i>	<i>0 PDO + 0 PI = 1</i>	<i>0 PDO + 0 PI = 5</i>	<i>0 PDO + 0 PI = 6</i>
<i>Angle</i>	<i>0 PDO + 0 PI = 0</i>	<i>0 PDO + 0 PI = 0</i>	<i>0 PDO + 0 PI = 0</i>
<i>Rear-to-Front</i>	<i>0 PDO + 0 PI = 0</i>	<i>0 PDO + 0 PI = 0</i>	<i>0 PDO + 0 PI = 0</i>
<i>Total</i>	<i>0 PDO + 0 PI = 6</i>	<i>0 PDO + 0 PI = 19</i>	<i>6 PDO + 3 PI = 25</i>

Analysis of Crash Data

The following analysis examines the crash data from January 1, 2006, to December 31, 2024, at the intersection of Barrington and Lake. Traffic crashes are reported by collision types (i.e., head-on, rear-end, angle, side swipe in the same direction, turning, and side swipe in the opposite direction) and verified during the review process.

A review of traffic crashes at the intersection was conducted before the implementation of the red-light camera. Between July 1, 2006, and June 30, 2009, there were between thirty-one and fifty-four crashes per year at that location.

January 1, 2006, through December 31, 2006

There was a total of thirty-one crashes, of which twelve were within the intersection and 19 were within one hundred feet on the approach to the intersection. Of the twelve crashes occurring within the intersection, four resulted in some injury being reported. Of the nineteen crashes occurring within one hundred feet on the approach to the intersection, two resulted in some injury being reported.

January 1, 2007, through December 31, 2007

There was a total of fifty-four crashes, of which twenty-two were within the intersection and thirty-two were within one hundred feet on the approach to the intersection. Of the twenty-two crashes occurring within the intersection, eleven resulted in some injury being reported. Of the thirty-two crashes occurring within one hundred feet on the approach to the intersection, six resulted in some injury being reported.

January 1, 2008, through December 31, 2008

There was a total of forty-eight crashes, of which sixteen were within the intersection and thirty-two were within one hundred feet on the approach to the intersection. Of the sixteen crashes occurring within the intersection, four resulted in some injury being reported. Of the thirty-two crashes occurring within one hundred feet on the approach to the intersection, two resulted in some injury being reported.

January 1, 2009, through June 30, 2009

There was a total of twenty-three crashes, of which four were within the intersection and nineteen occurred within one hundred feet on the approach to the intersection. Of the four crashes that occurred within the intersection, one resulted in an injury being reported. Of the nineteen crashes occurring within one hundred feet on the approach to the intersection, two resulted in some sort of injury being reported. This data was only for half a year and not comparable to a full year.

The RLR cameras were installed in 2009. The cameras were placed into operation on June 16, 2009, and only issued warning tickets to violators for thirty days. Beginning July 16, 2009, the cameras started issuing actual monetary tickets.

July 1, 2009, through December 31, 2009

There was a total of thirty-one crashes, of which six occurred within the intersection and twenty-five occurred within one hundred feet on the approach to the intersection. Of the six crashes occurring within the intersection, three resulted in some injury being reported. Of the twenty-five crashes occurring within one hundred feet on the approach to the intersection, five resulted in some injury being reported. This data was only for half a year and not comparable to a full year.

January 1, 2010, through December 31, 2010

There was a total of sixty-one crashes, of which ten were within the intersection and fifty-one were within one hundred feet on the approach to the intersection. Of the ten crashes occurring within the intersection, five resulted in some injury being reported. Of the fifty-one crashes occurring within one hundred feet on the approach to the intersection, eleven resulted in some injury being reported. Although the overall number of crashes is greater than the three years before the installation of the red-light camera, the number of crashes that occurred within the boundaries of the intersection was lower than in any of the three years before the installation of the red-light camera. In 2010, there was an increase in the number of rear-end collisions due to vehicles following too closely and not allowing enough distance to stop safely when the light turns yellow or red. This is the first complete calendar year of crashes that we could review since the inception of the camera system and gives us something to compare future years to.

January 1, 2011, through December 31, 2011

There was a total of thirty-nine crashes, of which seven occurred within the intersection and thirty-two occurred within one hundred feet on the approach to the intersection. Of the seven crashes occurring within the intersection, four resulted in some injury being reported. Of the thirty-two crashes occurring within one hundred feet on the approach to the intersection, two resulted in some sort of injury being reported. There was a 36% decrease in the total number of crashes that occurred at the intersection and more than a 62% decrease in the number of crashes resulting in personal injury.

January 1, 2012, through December 31, 2012

There was a total of forty-three crashes, of which fourteen occurred within the intersection and twenty-nine occurred within one hundred feet on the approach to the intersection. Of the fourteen crashes occurring within the intersection, seven resulted in some injury being reported. Of the twenty-nine crashes occurring within one hundred feet on the approach to the intersection, three resulted in some sort of injury being reported. Although there was a roughly 10% increase in the total number of crashes at the intersection compared to 2011, the number of crashes is still down by almost 30% when compared to the 2010 totals at that intersection. On the same note, there were four more crashes involving personal injury compared to 2011, but still roughly 37% fewer than the 2010 personal injury crashes.

January 1, 2013, through December 31, 2013

There was a total of thirty-nine crashes, of which two were within the intersection and thirty-seven occurred within one hundred feet on the approach to the intersection. Of the two crashes that occurred within the intersection, one resulted in an injury being reported. Of the thirty-seven crashes occurring within one hundred feet on the approach to the intersection, five resulted in some injury being reported. This decrease is nearly 9.5% compared to 2012. Additionally, crashes resulting in personal injury were also down by 40% in that same time frame.

January 1, 2014, through December 31, 2014

There was a total of forty-seven crashes, of which eight were within the intersection and thirty-nine were within one hundred feet on the approach to the intersection. Of the eight crashes that occurred within the intersection, two resulted in reported injuries. Of the thirty-nine crashes occurring within one hundred feet on the approach to the intersection, eight resulted in some injury being reported.

January 1, 2015, through December 31, 2015

There was a total of sixty-two crashes, of which ten were within the intersection and fifty-two were within one hundred feet on the approach to the intersection. Of the ten crashes occurring within the intersection, one resulted in an injury being reported. Of the thirty-nine crashes occurring within one hundred feet on the approach to the intersection, thirteen resulted in some kind of injury being reported. Although this is the second consecutive year with an increase in the total number of crashes, it should be noted that although this is the highest number of crashes in a year since the inception of the red-light camera, there were fewer crashes involving personal injury

January 1, 2016, through December 31, 2016

There was a total of forty-eight crashes, of which nine were within the intersection and thirty-three were within one hundred feet on the approach to the intersection. Of the nine crashes occurring within the intersection, two resulted in some injury being reported. Of the thirty-three crashes occurring within one hundred feet on the approach to the intersection, nine resulted in some sort of injury being reported.

January 1, 2017, through December 31, 2017

There was a total of forty-two crashes, of which five were within the intersection and thirty-seven were within one hundred feet on the approach to the intersection. Of the five crashes occurring within the intersection, two resulted in some injury being reported. Of the thirty-seven crashes occurring within one hundred feet on the approach to the intersection, three resulted in some kind of injury being reported.

January 1, 2018, through December 31, 2018

There was a total of forty crashes, of which seven were within the intersection and thirty-three were within one hundred feet on the approach to the intersection. Of the seven crashes occurring within the intersection, one resulted in some injury being reported. Of the thirty-four crashes occurring within one hundred feet on the approach to the intersection, seven resulted in some kind of injury being reported. The number of crashes that occurred within the intersection boundaries was lower than in any of the three years preceding the installation of the red-light cameras.

January 1, 2019, through December 31, 2019

There was a total of twenty-four crashes, of which five were within the intersection and nineteen were within one hundred feet on the approach to the intersection. Of the five crashes that occurred within the intersection, none resulted in any reported injuries. Of the nineteen crashes occurring within one hundred feet on the approach to the intersection, six resulted in some sort of injury being reported. This was the lowest number of crashes per year since we began tracking this data, including the three years before its inception. It should be noted that none of the crashes occurring within the intersection involved any type of injury, including those reported but not evident. Of the nineteen crashes occurring within one hundred feet on the approach to the intersection, six crashes resulted in some personal injury being reported but documented as being reported but not evident, one crash resulting in non-incapacitating injuries with the driver refusing medical treatment and one crash resulting in the driver being transported to the hospital with incapacitating injuries requiring further medical attention.

January 1, 2020, through December 31, 2020

There was a total of twenty-nine crashes, of which eight were within the intersection and twenty-one were within one hundred feet on the approach to the intersection. Of the eight crashes that occurred within the intersection, one resulted in a reported injury. Of the twenty crashes occurring within one hundred feet on the approach to the intersection, one resulted in some sort of injury being reported. This was the second-lowest number of crashes per year since we began tracking this data, including the three years before the inception. There were two crashes resulting in personal injury; one of the crashes occurred within the intersection, resulting in non-incapacitating injuries, with the driver refusing medical treatment, and one crash occurred within one hundred feet on the approach, resulting in non-incapacitating injuries, with the driver being transported to the hospital for further medical attention. It

is worth noting that the COVID-19 pandemic began in early 2020, accompanied by a significant economic shutdown, which resulted in a considerable reduction in vehicles on the roadways.

January 1, 2021, through December 31, 2021

There was a total of thirty-one crashes, of which twelve were within the intersection and nineteen were within one hundred feet on the approach to the intersection. Of the twelve crashes that occurred within the intersection, five resulted in some form of injury being reported. Of the nineteen crashes occurring within one hundred feet on the approach to the intersection, one resulted in some sort of injury being reported. When taking a closer look at the six crashes resulting in personal injury; one of the crashes occurring within the intersection resulted in injuries being reported but not evident with the driver being transported to the hospital for medical treatment, another one of the crashes occurring within the intersection resulted in one person with pain in the elbow who refused medical attention and one person with an incapacitating injury who also refused medical attention (no notation in the report as to the injury), another crash occurring in the intersection resulted in two people reporting non-incapacitating injuries (one was transported to the hospital and one refused medical attention) and three people reporting injuries that were not evident and who refused medical attention, another crash occurring within the intersection resulted in injuries being reported but not evident with the driver being transported to the hospital for medical treatment, and the final crash resulting in an injury occurred with one-hundred feet on the approach in which one person reporting injuries not evident and refusing medical treatment.

January 1, 2022, through December 31, 2022:

There was a total of thirty-one crashes, of which eight were within the intersection and twenty-three were within one hundred feet on the approach to the intersection. Of the eight crashes occurring within the intersection, three resulted in some injury being reported. Of the twenty-three crashes occurring within one hundred feet on the approach to the intersection, four resulted in some injury being reported. When taking a closer look at the seven crashes resulting in personal injury; one of the crashes occurring within the intersection resulted in injuries being reported but not evident with the driver refusing medical treatment (no notation in the report as to the injury), another one of the crashes occurring within the intersection resulted in one person with a non- incapacitating injury being transported to the hospital for medical attention (no notation in the report as to the injury), another crash occurring in the intersection resulted in injuries being reported but not evident with the driver being transported to the hospital for medical treatment (no notation in the report as to the injury), there were two crashes which occurred within one-hundred feet on the approach in which one person reported injuries not evident and refused medical treatment (no notation in the report as to the injury), another crash occurred within one-hundred feet on the approach in which one person reported injuries not evident and was transported to the hospital for medical treatment (no notation in the report as to the injury), and there was one crash which occurred within one-hundred feet on the approach in which one person reported non-incapacitating injuries and the person refused medical treatment (no notation in the report as to the injury).

January 1, 2023 – December 31, 2023:

A total of seventeen crashes were reported during this period. Of these, six occurred within the intersection itself, while the remaining eleven occurred within one hundred feet on the approach to the intersection.

None of the six intersection crashes resulted in reported injuries. However, of the eleven crashes that occurred on the approach, four involved reported injuries.

Upon closer review of these four injury-related crashes:

- One incident involved a driver who reported an injury but refused medical treatment at the scene. No specific details of the injury were noted in the report.
- The remaining three incidents involved individuals who sustained minor injuries and were transported to the hospital for further medical attention.

January 1, 2024 – December 31, 2024:

A total of twenty-five crashes were reported during this period. Of these, six occurred within the intersection itself, while the remaining nineteen occurred within one hundred feet on the approach to the intersection.

Of the six intersection crashes, four resulted in four people being injured. However, of the nineteen crashes that occurred on the approach, four involved reported injuries.

Upon closer review of these eight injury-related crashes:

- One incident involved a driver who reported an injury but refused medical treatment at the scene. No specific details of the injury were noted in the report.
- The remaining seven incidents involved individuals who sustained minor injuries and were transported to the hospital for further medical attention.

Traffic Volumes Before & After RLR

The Illinois Department of Transportation only tracks the average daily traffic counts for state roadways every other year. County roads are only counted approximately every four years.

<i>Annual Average Daily Traffic Volume - www.gettingaroundillinois.com</i>										
<i>INTERSECTION</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>
<i>U.S Route 20/Lake & County Farm/Barrington (North)</i>	18,200	30,700	-	19,400	-	25,700	-	-	-	28,500
<i>U.S Route 20/Lake & County Farm/Barrington (West)</i>	60,700	-	56,400	-	-	-	-	-	47,700	-
<i>U.S Route 20/Lake & County Farm/Barrington (East)</i>	36,200	-	56,400	-	-	-	-	-	47,700	-
<i>U.S Route 20/Lake & County Farm/Barrington (South)</i>	28,300	30,700	-	19,400	-	25,700	-	-	-	-

<i>Annual Average Daily Traffic Volume - www.gettingaroundillinois.com</i>										
<i>INTERSECTION</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>
<i>U.S Route 20/Lake & County Farm/Barrington (North)</i>	-	-	25,400	-	26,300	-	-	-	-	-
<i>U.S Route 20/Lake & County Farm/Barrington (West)</i>	38,400	-	34,600	-	36,900	-	-	-	-	-
<i>U.S Route 20/Lake & County Farm/Barrington (East)</i>	43,200	-	38,400	-	39,200	-	-	-	-	-
<i>U.S Route 20/Lake & County Farm/Barrington (South)</i>	-	16,200	-	-	16,200	-	-	-	-	-

Summary of Adjudication Experience & Results

The following is a summary of the adjudication process from July 1, 2009, to December 31, 2024. The table reflects the RLR location of Barrington and U.S 20/Lake Street, which is the only RLR system installed in the village at this time. This summary further reflects the fines paid by violators, fees paid to GATSO for their services, and the outcome of the violations.

Early in the process, a higher number of citations were issued at this intersection, and a higher number of hearings were requested. This was part of the education process for the motorist, and it was expected that the numbers would be higher initially.

2009									
Date	Citations	RT Turn	Paid Violation	GATSO	Hearings	Contest by Mail	Contest In-Person	Liabe	Not Liabe
9-Jul	433	29	\$9,600.00	\$11,790.00	0	0	0	0	0
9-Aug	282	20	\$26,300.00	\$6,240.00	12	2	10	11	1
9-Sep	444	87	\$24,800.00	\$12,630.00	8	3	5	8	0
9-Oct	334	47	\$34,900.00	\$8,280.00	18	3	15	18	0
9-Nov	300	50	\$27,140.00	\$8,760.00	12	4	8	11	1
9-Dec	276	27	\$23,520.00	\$8,700.00	17	4	13	15	2
2009 Totals	2,069	260	\$146,260.00	\$56,400.00	67	16	51	63	4

2010									
Date	Citations	RT Turn	Paid Violation	GATSO	Hearings	Contest by Mail	Contest In-Person	Liabe	Not Liabe
10-Jan	180	19	\$22,520.00	\$5,400.00	13	3	10	10	3
10-Feb	135	9	\$17,400.00	\$2,400.00	22	3	19	22	0
10-Mar	175	4	\$15,200.00	\$4,590.00	7	2	5	6	1
10-Apr	255	0	\$10,920.00	\$7,050.00	9	2	7	9	0
10-May	331	34	\$20,520.00	\$9,960.00	3	1	2	3	0
10-Jun	240	24	\$27,720.00	\$5,610.00	12	1	11	12	0
10-Jul	159	25	\$18,800.00	\$4,260.00	16	4	12	14	2
10-Aug	165	18	\$16,320.00	\$4,920.00	7	1	6	4	3
10-Sep	309	22	\$17,400.00	\$7,710.00	1	0	1	1	0
10-Oct	296	26	\$26,700.00	\$9,780.00	7	3	4	7	0
10-Nov	216	25	\$18,320.00	\$7,920.00	8	2	6	7	1
10-Dec	202	6	\$22,100.00	\$3,000.00	10	3	7	10	0
2010 Totals	2,663	212	\$233,920.00	\$72,600.00	115	25	90	105	10

Summary of Adjudication Experience & Results (Continued)

2011									
Date	Citations	RT Turn	Paid Violation	GATSO	Hearings	Contest by Mail	Contest In-Person	Liable	Not Liabile
11-Jan	172	2	\$17,500.00	\$7,740.00	15	4	11	15	0
11-Feb	138	4	\$13,500.00	\$4,710.00	21	9	12	20	1
11-Mar	193	12	\$15,200.00	\$3,930.00	9	4	5	9	0
11-Apr	200	4	\$17,000.00	\$7,500.00	4	3	1	4	0
11-May	184	10	\$13,300.00	\$5,130.00	6	2	4	6	0
11-Jun	191	5	\$14,300.00	\$5,910.00	5	0	5	5	0
11-Jul	293	9	\$17,300.00	\$9,270.00	3	2	1	1	2
11-Aug	197	8	\$22,100.00	\$5,400.00	9	0	9	9	0
11-Sep	220	25	\$15,100.00	\$5,310.00	7	3	4	7	0
11-Oct	202	17	\$19,100.00	\$6,210.00	3	1	2	3	0
11-Nov	143	25	\$18,300.00	\$4,680.00	3	1	2	2	1
11-Dec	170	34	\$12,200.00	\$5,640.00	8	3	5	5	3
2011 Totals	2,303	155	\$194,900.00	\$71,430.00	93	32	61	86	7

2012									
Date	Citations	RT Turn	Paid Violation	GATSO	Hearings	Contest by Mail	Contest In-Person	Liabile	Not Liabile
12-Jan	190	24	\$15,700.00	\$5,790.00	6	1	5	6	0
12-Feb	178	24	\$14,200.00	\$5,070.00	8	3	5	7	1
12-Mar	200	30	\$13,500.00	\$5,970.00	5	3	2	5	0
12-Apr	217	27	\$20,600.00	\$6,270.00	3	2	1	3	0
12-May	350	33	\$17,900.00	\$9,660.00	6	3	3	2	4
12-Jun	309	27	\$24,600.00	\$9,840.00	11	6	5	10	1
12-Jul	389	28	\$29,800.00	\$7,620.00	10	2	8	8	2
12-Aug	386	36	\$29,400.00	\$16,500.00	13	5	8	12	1
12-Sep	275	37	\$30,620.00	\$7,320.00	14	5	9	12	2
12-Oct	224	15	\$25,320.00	\$7,560.00	3	1	2	3	0
12-Nov	145	5	\$18,000.00	\$5,310.00	9	5	4	7	2
12-Dec	92	1	\$10,100.00	\$2,880.00	7	2	5	4	3
2012 Totals	2,955	287	\$249,740.00	\$89,790.00	95	38	57	79	16

Summary of Adjudication Experience & Results (Continued)

2013									
Date	Citations	RT Turn	Paid Violation	GATSO	Hearings	Contest by Mail	Contest In-Person	Liable	Not Liabile
13-Jan	91	2	\$10,400.00	\$2,670.00	7	0	7	6	1
13-Feb	58	1	\$7,600.00	\$1,860.00	4	3	1	4	0
13-Mar	47	23	\$5,600.00	\$900.00	10	1	9	10	0
13-Apr	130	24	\$4,650.00	\$3,480.00	3	1	2	3	0
13-May	235	24	\$10,050.00	\$4,950.00	1	1	0	1	0
13-Jun	237	29	\$17,000.00	\$4,920.00	5	1	4	4	1
13-Jul	236	36	\$17,000.00	\$9,300.00	0	0	0	0	0
13-Aug	247	39	\$23,225.00	\$7,200.00	7	3	4	5	2
13-Sep	266	25	\$18,800.00	\$6,000.00	8	4	4	7	1
13-Oct	232	20	\$19,975.00	\$8,160.00	9	2	7	5	4
13-Nov	182	25	\$17,925.00	\$6,540.00	6	2	4	3	3
13-Dec	220	24	\$14,700.00	\$5,970.00	10	2	8	9	1
2013 Totals	2,181	272	\$166,925.00	\$61,950.00	70	20	50	57	13

2014									
Date	Citations	RT Turn	Paid Violation	GATSO	Hearings	Contest by Mail	Contest In-Person	Liabile	Not Liabile
14-Jan	189	99	\$18,300.00	\$6,990.00	6	1	5	5	1
14-Feb	132	4	\$12,600.00	\$4,050.00	17	9	8	13	4
14-Mar	170	17	\$12,350.00	\$5,100.00	15	4	11	14	1
14-Apr	181	37	\$13,050.00	\$3,990.00	13	6	7	12	1
14-May	262	45	\$12,260.00	\$7,800.00	5	1	4	4	1
14-Jun	253	39	\$20,140.00	\$7,260.00	7	0	7	7	0
14-Jul	218	33	\$21,300.00	\$7,230.00	1	0	1	1	0
14-Aug	196	29	\$15,870.00	\$4,110.00	14	3	11	14	0
14-Sep	230	44	\$16,100.00	\$7,530.00	5	4	1	3	2
14-Oct	255	37	\$14,400.00	\$7,410.00	6	1	5	4	2
14-Nov	99	19	\$17,300.00	\$5,310.00	5	1	4	5	0
14-Dec	167	24	\$13,200.00	\$5,310.00	6	1	5	4	2
2014 Totals	2,352	427	\$186,870.00	\$72,090.00	100	31	69	86	14

Summary of Adjudication Experience & Results (Continued)

2015									
Date	Citations	RT Turn	Paid Violation	GATSO	Hearings	Contest by Mail	Contest In-Person	Liable	Not Liabile
15-Jan	193	11	\$14,700.00	\$5,310.00	0	0	0	0	0
15-Feb	82	5	\$11,600.00	\$2,700.00	5	1	4	4	1
15-Mar	219	26	\$11,900.00	\$5,520.00	4	0	4	4	0
15-Apr	225	30	\$15,550.00	\$6,450.00	6	2	4	6	0
15-May	298	30	\$11,700.00	\$5,700.00	3	1	2	3	0
15-Jun	321	45	\$17,400.00	\$5,190.00	2	1	1	2	0
15-Jul	361	43	\$19,800.00	\$12,030.00	6	2	4	6	0
15-Aug	254	56	\$31,100.00	\$12,300.00	3	0	3	2	1
15-Sep	293	36	\$23,400.00	\$7,950.00	7	2	5	6	1
15-Oct	277	50	\$23,400.00	\$9,360.00	5	1	4	4	1
15-Nov	190	30	\$25,400.00	\$7,740.00	3	0	3	3	0
15-Dec	111	22	\$16,400.00	\$4,110.00	5	1	4	5	0
2015 Totals	2,824	384	\$222,350.00	\$84,360.00	49	11	38	45	4

2016									
Date	Citations	RT Turn	Paid Violation	GATSO	Hearings	Contest by Mail	Contest In-Person	Liabile	Not Liabile
16-Jan	67	0	\$12,000.00	\$2,010.00	3	2	1	3	0
16-Feb	64	0	\$7,530.00	\$2,100.00	2	1	1	2	0
16-Mar	41	3	\$7,100.00	\$750.00	2	1	1	2	0
16-Apr	81	7	\$4,200.00	\$0.00	4	1	3	4	0
16-May	189	27	\$6,200.00	\$1,665.00	4	0	4	4	0
16-Jun	208	26	\$12,500.00	\$3,585.00	7	1	6	7	0
16-Jul	326	141	\$14,125.00	\$1,635.00	3	1	2	3	0
16-Aug	226	266	\$26,955.00	\$6,510.00	8	3	5	4	4
16-Sep	180	173	\$18,000.00	\$3,375.00	7	3	4	5	2
16-Oct	208	154	\$15,850.00	\$3,540.00	7	4	3	4	3
16-Nov	178	160	\$16,800.00	\$2,595.00	7	2	5	6	1
16-Dec	196	154	\$16,000.00	\$3,030.00	6	3	3	5	1
2016 Totals	1,964	1,111	\$157,260.00	\$30,795.00	60	22	38	49	11

Summary of Adjudication Experience & Results (Continued)

2017									
Date	Citations	RT Turn	Paid Violation	GATSO	Hearings	Contest by Mail	Contest In-Person	Liabe	Not Liabe
17-Jan	171	31	\$16,100.00	\$2,565.00	4	1	3	2	2
17-Feb	151	34	\$12,300.00	\$2,295.00	7	2	5	6	1
17-Mar	212	36	\$16,400.00	\$2,535.00	7	5	2	6	1
17-Apr	204	45	\$14,400.00	\$4,284.00	4	1	3	4	0
17-May	225	51	\$17,900.00	\$6,012.00	4	3	1	3	1
17-Jun	244	49	\$19,120.00	\$6,156.00	9	5	4	9	0
17-Jul	224	59	\$19,180.00	\$6,732.00	12	2	10	11	1
17-Aug	219	41	\$16,000.00	\$5,796.00	7	4	3	5	2
17-Sep	217	34	\$18,350.00	\$6,480.00	8	3	5	7	1
17-Oct	278	35	\$18,425.00	\$6,012.00	7	1	6	7	0
17-Nov	197	23	\$19,275.00	\$7,020.00	6	1	5	5	1
17-Dec	265	23	\$14,200.00	\$5,112.00	6	1	5	6	0
2017 Totals	2,607	461	\$201,650.00	\$60,999.00	81	29	52	71	10

2018									
Date	Citations	RT Turn	Paid Violation	GATSO	Hearings	Contest by Mail	Contest In-Person	Liabe	Not Liabe
18-Jan	201	20	\$18,950.00	\$6,336.00	5	1	4	4	1
18-Feb	193	12	\$16,100.00	\$5,436.00	8	2	6	8	0
18-Mar	183	23	\$17,900.00	\$5,796.00	11	4	7	11	0
18-Apr	177	28	\$10,100.00	\$4,356.00	4	2	2	2	2
18-May	178	36	\$20,400.00	\$6,516.00	5	3	2	4	1
18-Jun	289	34	\$21,250.00	\$6,948.00	6	1	5	5	1
18-Jul	278	34	\$21,450.00	\$7,524.00	7	2	5	4	3
18-Aug	316	30	\$22,500.00	\$7,920.00	4	2	2	3	1
18-Sep	268	27	\$22,800.00	\$9,036.00	7	2	5	3	4
18-Oct	215	44	\$22,100.00	\$7,200.00	2	1	1	11	-9
18-Nov	241	26	\$19,500.00	\$6,192.00	4	3	1	2	2
18-Dec	231	33	\$19,400.00	\$6,552.00	3	1	2	3	0
2018 Totals	2,770	347	\$232,450.00	\$79,812.00	66	24	42	60	6

Summary of Adjudication Experience & Results (Continued)

2019									
Date	Citations	RT Turn	Paid Violation	GATSO	Hearings	Contest by Mail	Contest In-Person	Liable	Not Liabile
19-Jan	194	15	\$16,400.00	\$6,480.00	5	2	3	3	2
19-Feb	208	18	\$16,900.00	\$5,616.00	5	2	3	5	0
19-Mar	182	30	\$16,700.00	\$5,760.00	13	7	6	12	1
19-Apr	214	21	\$17,900.00	\$5,976.00	6	4	2	6	0
19-May	246	29	\$12,500.00	\$4,644.00	1	0	1	1	0
19-Jun	211	28	\$19,500.00	\$7,020.00	7	4	3	7	0
19-Jul	205	26	\$17,100.00	\$5,364.00	3	2	1	3	0
19-Aug	249	36	\$16,800.00	\$5,940.00	5	3	2	5	0
19-Sep	190	35	\$15,300.00	\$5,616.00	0	0	0	0	0
19-Oct	236	23	\$14,700.00	\$5,148.00	5	3	2	4	1
19-Nov	188	17	\$18,500.00	\$5,580.00	2	0	2	2	0
19-Dec	173	16	\$14,300.00	\$5,220.00	3	1	2	1	2
2019 Totals	2,496	294	\$196,600.00	\$68,364.00	55	28	27	49	6

2020									
Date	Citations	RT Turn	Paid Violation	GATSO	Hearings	Contest by Mail	Contest In-Person	Liabile	Not Liabile
20-Jan	138	12	\$14,800.00	\$5,328.00	5	2	3	3	2
20-Feb	177	28	\$10,300.00	\$3,852.00	4	1	3	3	1
20-Mar	148	28	\$12,800.00	\$3,780.00	3	0	3	3	0
20-Apr	145	13	\$11,425.00	\$4,140.00	0	0	0	0	0
20-May	195	27	\$8,300.00	\$2,700.00	0	0	0	0	0
20-Jun	213	22	\$14,500.00	\$4,356.00	11	6	5	7	4
20-Jul	274	31	\$16,400.00	\$5,652.00	5	4	1	4	1
20-Aug	167	30	\$25,200.00	\$7,056.00	4	1	3	4	0
20-Sep	103	17	\$13,000.00	\$7,236.00	1	1	0	1	0
20-Oct	207	25	\$6,900.00	\$1,008.00	5	2	3	5	0
20-Nov	207	30	\$11,900.00	\$4,644.00	1	0	1	1	0
20-Dec	185	26	\$16,800.00	\$5,436.00	4	2	2	3	1
2020 Totals	2,159	289	\$162,325.00	\$55,188.00	43	19	24	34	9

Summary of Adjudication Experience & Results (Continued)

2021									
Date	Citations	RT Turn	Paid Violation	GATSO	Hearings	Contest by Mail	Contest In-Person	Liable	Not Liabile
21-Jan	161	20	\$18,800.00	\$6,444.00	3	0	3	3	0
21-Feb	175	4	\$13,700.00	\$4,968.00	3	0	3	3	0
21-Mar	207	24	\$18,100.00	\$5,328.00	13	7	6	11	2
21-Apr	206	17	\$14,600.00	\$5,184.00	2	0	2	1	1
21-May	272	33	\$15,100.00	\$5,112.00	6	4	2	2	4
21-Jun	265	29	\$20,800.00	\$6,948.00	1	0	1	1	0
21-Jul	169	8	\$16,000.00	\$5,400.00	0	0	0	0	0
21-Aug	155	21	\$16,000.00	\$5,544.00	3	1	2	2	1
21-Sep	182	19	\$13,600.00	\$4,824.00	3	1	2	2	1
21-Oct	199	21	\$15,900.00	\$5,148.00	1	0	1	1	0
21-Nov	169	12	\$12,000.00	\$4,644.00	2	1	1	2	0
21-Dec	154	23	\$12,725.00	\$4,068.00	1	0	1	1	0
2021 Totals	2,314	231	\$187,325.00	\$63,612.00	38	14	24	29	9

2022									
Date	Citations	RT Turn	Paid Violation	GATSO	Hearings	Contest by Mail	Contest In-Person	Liabile	Not Liabile
22-Jan	117	12	\$11,900.00	\$3,996.00	3	1	2	2	1
22-Feb	144	19	\$11,100.00	\$3,960.00	4	2	2	3	1
22-Mar	176	39	\$14,000.00	\$4,212.00	5	1	4	3	2
22-Apr	172	33	\$10,125.00	\$3,708.00	5	1	4	3	2
22-May	211	33	\$11,300.00	\$3,888.00	1	1	0	1	0
22-Jun	169	49	\$11,400.00	\$3,672.00	2	2	0	0	2
22-Jul	242	51	\$9,200.00	\$3,024.00	2	0	2	1	1
22-Aug	257	41	\$13,200.00	\$5,076.00	2	0	2	1	1
22-Sep	136	34	\$17,200.00	\$5,184.00	3	3	0	0	3
22-Oct	175	44	\$11,000.00	\$3,996.00	4	4	0	2	2
22-Nov	161	57	\$10,200.00	\$3,708.00	4	0	4	2	2
22-Dec	119	40	\$8,600.00	\$3,240.00	2	0	2	1	1
2022 Totals	2,079	452	\$139,225.00	\$47,664.00	37	15	22	19	18

Summary of Adjudication Experience & Results (Continued)

2023									
Date	Citations	RT Turn	Paid Violation	GATSO	Hearings	Contest by Mail	Contest In-Person	Liable	Not Liabile
23-Jan	84	3	\$7,700.00	\$2,664.00	1	1	0	0	1
23-Feb	93	0	\$6,600.00	\$2,196.00	3	2	1	1	2
23-Mar	0	0	\$5,400.00	\$2,052.00	2	2	0	2	0
23-Apr	0	0	\$1,700.00	\$540.00	1	0	1	1	0
23-May	0	0	\$600.00	\$144.00	0	0	0	0	0
23-Jun	0	0	0	0	0	0	0	0	0
23-Jul	0	0	0	0	0	0	0	0	0
23-Aug	0	0	0	0	0	0	0	0	0
23-Sep	0	0	0	0	0	0	0	0	0
23-Oct	0	0	0	0	0	0	0	0	0
23-Nov	0	0	0	0	0	0	0	0	0
23-Dec	0	0	0	0	0	0	0	0	0
2022 Totals	177	3	\$22,000.00	\$7,596.00	7	5	2	4	3

****IDOT turned off the RLR Camera in February 2023 due to maintenance work being performed in the area by a contractor**

2024									
Date	Citations	RT Turn	Paid Violation	GATSO	Hearings	Contest by Mail	Contest In-Person	Liabile	Not Liabile
24-Jan	0	0	0	0	0	0	0	0	0
24-Feb	0	0	0	0	0	0	0	0	0
24-Mar	0	0	0	0	0	0	0	0	0
24-Apr	0	0	0	0	0	0	0	0	0
24-May	0	0	0	0	0	0	0	0	0
24-Jun	0	0	0	0	0	0	0	0	0
24-Jul	0	0	0	0	0	0	0	0	0
24-Aug	0	0	0	0	0	0	0	0	0
24-Sep	0	0	0	0	0	0	0	0	0
24-Oct	0	0	0	0	0	0	0	0	0
24-Nov	0	0	0	0	0	0	0	0	0
24-Dec	0	0	0	0	0	0	0	0	0
2022 Totals	0	0	0	0	0	0	0	0	0

****IDOT turned off the RLR Camera in February 2023 due to maintenance work being performed in the area by a contractor**

July 2009 - December 2024									
Date	Citations	RT Turn	Paid Violation	GATSO	Hearings	Contest by Mail	Contest In-Person	Liabe	Not Liabe
TOTAL	33,913	5,185	\$2,699,800	\$922,650	976	329	647	836	140

Recommendations

Upon reviewing the analysis of traffic crash data, RLR violations, and adjudication results, the Hanover Park Police Department recommends continuing our current enforcement efforts and education at this location. In August 2021, the Illinois Department of Transportation, at the request of the Village, installed retroreflective backplates on the signal heads. The Village Engineer and the Hanover Park Police Department concur that the Illinois Department of Transportation could improve motorist safety at this location by installing a third signal head on each approach to enhance visibility, as well as creating a crosswalk to allow pedestrians and pedalcyclists to cross the intersection from north to south. This intersection is in the middle of a curve with a noticeable incline or decline east of the intersection, which makes the signals difficult to see, especially when traveling adjacent to or behind a large vehicle. Only two signal heads cover three lanes of traffic on all approaches. Additionally, there is only one designated crosswalk connecting the east side of the intersection to the west.

Conclusion

Crashes within the intersection have declined overall compared to the three years preceding the installation of the red-light cameras. Additionally, the types of collisions resulting in more serious injuries have also been on the decline (i.e., front-front and angle).

With continued enforcement efforts, along with the installation of the RLR program, Hanover Park has taken the necessary steps to reduce the risks of "serious" traffic crashes at the intersection of U.S Route 20/Lake St and Barrington Rd/County Farm Rd. Hanover Park will continue to monitor the location and continue with traffic studies to identify any potential risks or hazards.

If you have any questions or require further information, please don't hesitate to contact me.

Regards,



Lieutenant Matthew McDonnell
 Hanover Park Police Department
 Direct: 630-823-5548
mmcdonnell@hpiil.org