



## PLAINFIELD POLICE DEPARTMENT

14300 S. Coil Plus Drive, Plainfield, IL 60544 (815) 436-6544

Robert Miller  
Chief of Police

August 18, 2023

Illinois Department of Transportation  
Traffic Operations Bureau Chief  
201 W. Center Court  
Schaumburg, Illinois 60196

Dear Sir/Madam:

Please allow this report to serve as a summary and analysis of the Village of Plainfield's automated traffic law enforcement system.<sup>1</sup> The information contained in this report is based upon the best available Illinois Department of Transportation ("IDOT") data, and information obtained through the review of internal motor vehicle crash reports.

In December 2009 the automated traffic law enforcement system was installed at the intersection of IL Route 59 and 135<sup>th</sup> Street, and at the intersection of IL Route 30 and Renwick Road, with the overall goal of increasing traffic safety by improving motorists' compliance with motor vehicle laws related to traffic control signals. Initially, the automated traffic law enforcement system consisted of two cameras at IL Route 59 and 135<sup>th</sup> Street monitoring northbound and southbound traffic on IL Route 59, and one camera at IL Route 30 and Renwick Road monitoring westbound traffic on IL Route 30. The camera at IL Route 30 and Renwick Road has been removed.<sup>2</sup> The cameras at IL Route 59 and 135<sup>th</sup> Street remain operational.

### **IL Route 59 & 135 Street**



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<sup>1</sup> The Village submits this report for the period of 2020 through 2022. This report will be available to the public on the Village's website.

<sup>2</sup> In September 2014 the camera at IL Route 30 and Renwick Road was removed due to an IDOT intersection project and was not re-installed following completion of that project.

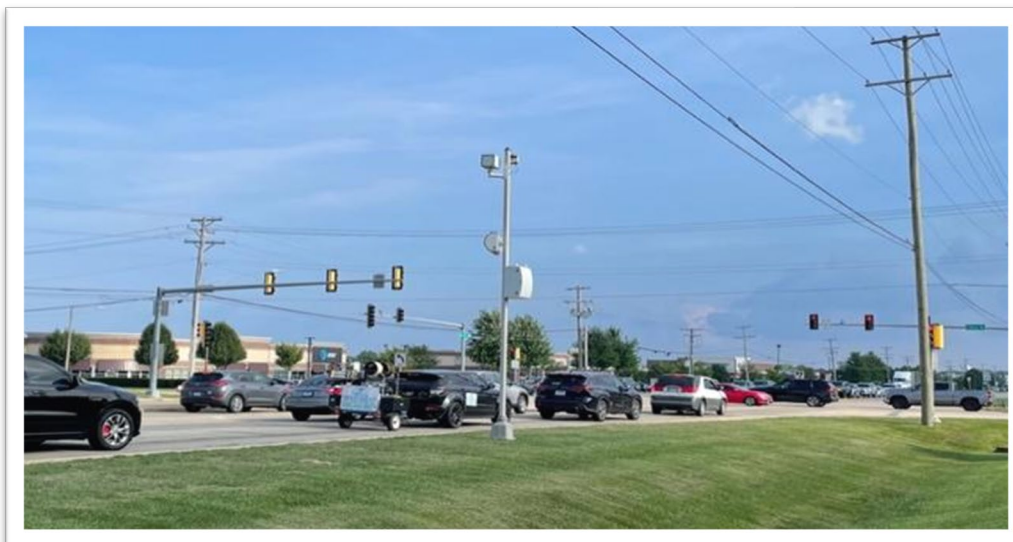
## **IL ROUTE 59**

IL Route 59 is the major north-south arterial through the Village of Plainfield. The photographs below show northbound and southbound traffic at the intersection of IL Route 59 and 135<sup>th</sup> Street during a typical weekday evening rush hour. Traffic congestion commonly occurs at this intersection various times of the day; however, the intersection is especially congested during peak travel periods (morning and evening rush hours).

### **NORTHBOUND TRAFFIC AT IL ROUTE 59 AND 135<sup>th</sup> STREET**



### **SOUTHBOUND TRAFFIC AT IL ROUTE 59 AND 135<sup>th</sup> STREET**

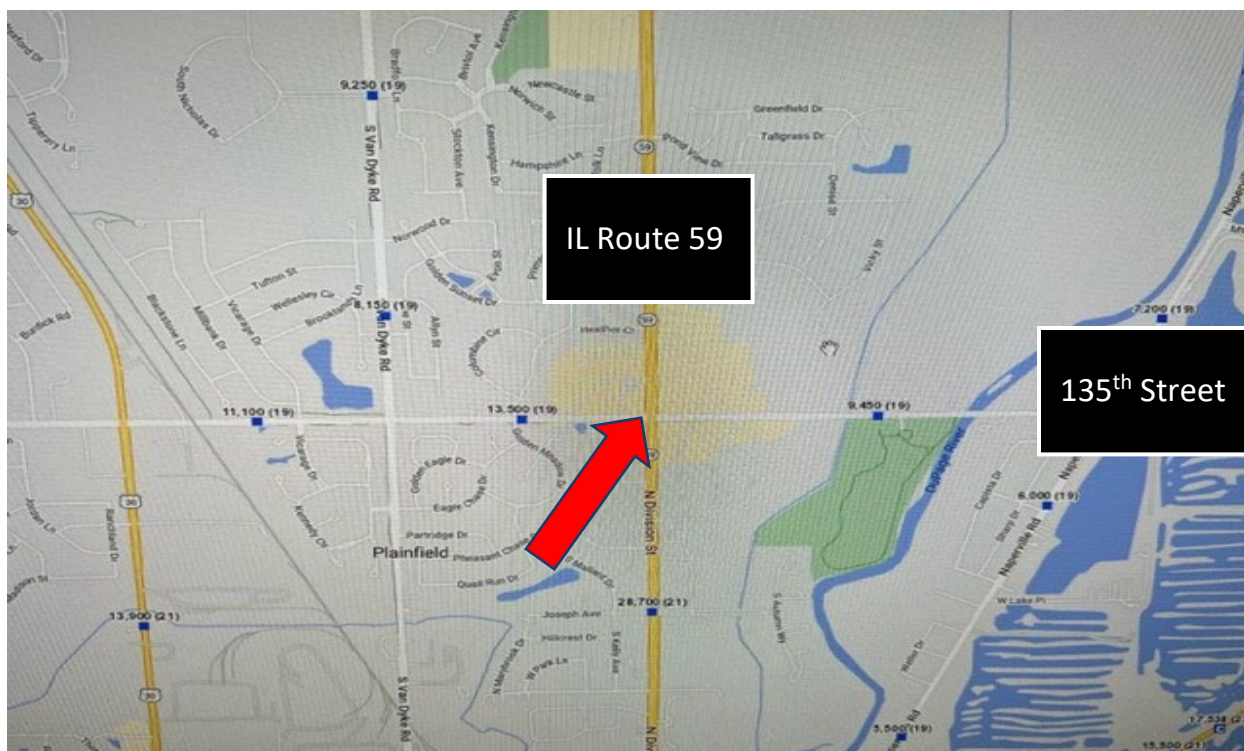


This intersection is near many businesses with ingress and egress onto IL Route 59, and multiple residential neighborhoods and parks. While zoned for commercial uses, there are residential neighborhoods within approximately 1/8<sup>th</sup> of a mile of the intersection resulting in pedestrian

traffic near the intersection. The high volume of vehicular traffic in combination with pedestrian traffic makes regular traffic enforcement during peak travel times unsafe and impractical. The automated traffic law enforcement system promotes motorist compliance with applicable traffic laws, which would be difficult for uniformed police officers to routinely enforce.

### IL ROUTE 59 – IDOT AVERAGE DAILY VEHICLE TRAFFIC COUNT

Below is a map obtained from the IDOT website showing the current average daily vehicle traffic count for IL Route 59 at 135<sup>th</sup> Street. Pursuant to IDOT, the current average daily vehicle traffic count at that location is approximately 29,000 vehicles; however, the daily vehicle traffic count for IL Route 59 can exceed 33,000.<sup>3</sup> (See Map below). In addition to traffic congestion during peak travel times, this location is a high-volume traffic area during other hours of the day. While the current traffic counts for IL Route 59 at 135<sup>th</sup> Street have decreased since the Village of Plainfield's last analysis of its automated traffic law enforcement system, the decrease is nominal and believed to be the result of Covid traffic patterns.<sup>4</sup>



<sup>3</sup> IDOT'S most recent traffic counts for this location are from 2021. IDOT's website shows the 2021 average daily vehicle traffic count for IL Route 59 at 135<sup>th</sup> Street to be approximately 28,700 for the combined north and south thoroughfares, including a high daily count in excess of 33,000 vehicles.

<sup>4</sup> The Village of Plainfield's previous analysis, for calendar years 2015 through 2019, was based upon IDOT's 2017 vehicle traffic count and identified the average daily traffic count to be approximately 29,800 vehicles for the combined north and south thoroughfares. IDOT confirmed the nominal decrease to likely be the result of Covid traffic patterns.

It is the opinion of the Village of Plainfield's Traffic Unit, that traffic congestion similar to that commonly found at this intersection, often results in motorist frustration and a general lack of compliance with traffic laws, including those applicable to traffic signals. Traffic enforcement through the traditional method of utilizing a uniformed patrol unit, would not be practical or safe at this location, especially during rush hour. The automated traffic law enforcement system is a practical way to address motorists' lack of compliance with traffic laws related to traffic control signals.

### **2020 - 2022 SUMMARY OF MOTOR VEHICLE TRAFFIC CRASHES**

<b>IL Route 59 and 135<sup>th</sup> Street Motor Vehicle Traffic Crash History</b>						
	<b>Angle</b>	<b>Rear-End</b>	<b>Sideswipe</b>	<b>Turning</b>	<b>Other</b>	<b>TOTAL</b>
<b>2020</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>10</b>
<b>2021</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>
<b>2022</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>9</b>
<b>TOTAL</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>26</b>
<b>AVERAGE</b>	<b>0.3</b>	<b>6.3</b>	<b>0</b>	<b>1.0</b>	<b>1.0</b>	<b>8.7</b>

The above table provides data reported to IDOT for intersection-related crashes at IL Route 59 and 135<sup>th</sup> Street from January 1, 2020 through December 31, 2022. This data was compiled from Illinois Traffic Crash Reports for motor vehicle crashes occurring at that intersection and reported to IDOT. The data is analyzed in this report.

The above table shows that from 2020 through 2022, on average there was less than one angle motor vehicle crash, no sideswipe motor vehicle crashes, and only one turning-type or other type motor vehicle traffic crash per year at this intersection. Additionally, during this three-year period, there was an annual average of 6.3 rear-end type motor vehicle traffic crashes and 8.7 total motor vehicle crashes, at the subject intersection.

When comparing the current data to the data compiled for the Village's analysis completed for calendar years 2015 through 2019 and previously submitted to IDOT, a substantial improvement in overall traffic safety at this location is evidenced. The current data shows a decrease in almost every category of accidents analyzed, and a substantial decrease in both rear-end crashes and overall crashes. With respect to the most common category of crashes, the data for 2015 through 2019 revealed an average of 14.2 rear-end type motor vehicle crashes annually. It also showed an annual average of 16.6 total motor vehicle crashes at this intersection. As set forth above, those numbers substantially decreased from 2020 through 2022. During that three-year period, the number of rear-end crashes substantially decreased to an annual average of 6.3, while the number of overall crashes also decreased dramatically to an annual average of 8.7 at this location. This data shows a continued increase in motorist safety at this intersection, through the continued use of the Village's automated traffic law enforcement system.



## CITATIONS

<b>Automated Traffic Enforcement Citations Issued</b>	
<b>YEAR</b>	<b>TOTAL</b>
2020	3,886
2021	4,927
2022	4,414
<b>Total Citations Issued</b>	<b>13,227</b>
<b>Average Citations Issued Annually (2020-2022)</b>	<b>4,409</b>

From 2020 to 2022, the automated traffic law enforcement system identified an annual average of 4,409 red-light violations. While this average is higher than the average number of citations issued annually from 2015 through 2019, the average number of issued citations decreased in 2020 from the prior year, and then increased in 2021 as pre-Covid traffic patterns resumed. Since 2021, the number of citations issued annually has decreased to issuance rates similar to those in previous years.<sup>5</sup> While in 2021 the number of issued citations increased as the motoring public resumed more regular travel schedules following Covid, the number of captured violations has since decreased annually as compliance with the motor vehicle laws related to traffic signals continued as a result of the automated traffic law enforcement system.

## COSTS/REVENUE

<b>Automated Traffic Enforcement System Costs/Revenue</b>		
<b>Calendar Year</b>	<b>Village Costs<sup>6</sup></b>	<b>Revenue (Gross)</b>
2020	\$110,862	\$315,209
2021	\$101,480	\$403,041
2022	\$129,085	\$374,432
<b>Totals</b>	<b>\$341,427</b>	<b>\$1,092,682</b>
<b>Average</b>	<b>\$113,809</b>	<b>\$364,227</b>

The above table shows the costs associated with the automated traffic law enforcement system, and the gross revenue per calendar year. Regarding costs, the Village pays a fixed monthly fee to the vendor (Verra Mobility) and is also responsible for signage, and electricity service for the automated traffic law enforcement system. The information above does not consider the costs associated with the law enforcement review process, including but not limited to, the purchase and/or maintenance of computer equipment and Staff resources allocated to citation processing.

<sup>5</sup> The number of citations issued in 2019 was 4,020. The number of citations issued in 2020 was 3,886. As set forth in the Village of Plainfield's previous analysis, in calendar years 2016 through 2019 over 4,000 citations were issued annually.

<sup>6</sup> The Village costs vary annually based upon when vendor invoices are received/processed, and the cost for electric service for the automated traffic law enforcement system.

Additionally, the information does not consider the costs associated with the adjudication process, including but not limited to, Staff time allocated to that process and retention of an administrative hearing officer.

### **SUMMARY**

The Village of Plainfield is aware automated traffic law enforcement systems cannot impact the volume of motor vehicles traversing an intersection, but Staff believes such systems can reduce traffic crashes at intersections and improve motorists' overall compliance with traffic laws related to traffic signals. When considering the growth of the Village and the annual increase in traffic volume, the automated traffic law enforcement system at the intersection of IL Route 59 and 135<sup>th</sup> Street has assisted in the reduction of motor vehicle crashes over the past three years. The above data is consistent with this conclusion. The Village's automated traffic law enforcement system has improved traffic safety at the subject intersection. The cost of the automated traffic law enforcement system, and revenue, are justified when taking into consideration the costs associated with placing law enforcement officers at that location for traditional enforcement on a daily/hourly basis. The Village of Plainfield recommends continuation of its automated traffic law enforcement system program.

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