



12 South Center Street
Bensenville, IL 60106

Office: 630.350.3404
Fax: 630.350.3438
www.bensenville.il.us

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November 1, 2022

Mr. David Clark
17W261 Butterfield Road
Oakbrook Terrace, Illinois 60181

Re: October 25, 2022 FOIA Request

Dear Mr. Clark:

I am pleased to help you with your October 25, 2022 Freedom of Information Act ("FOIA"). The Village of Bensenville received your request on October 25, 2022. You requested copies of the items indicated below:

"See attached request (Red Light Cameras)."

Your FOIA request is hereby granted in full with the enclosed records. No redactions have been made.

Very truly yours,

Corey Williamsen
Freedom of Information Officer
Village of Bensenville



VILLAGE OF BENSENVILLE FREEDOM OF INFORMATION ACT REQUEST FORM

TO: COREY WILLIAMSEN

Freedom of Information Officer
Village of Bensenville
12 S. Center Street
Bensenville, IL 60106

FROM:

Name David Clark

Address 17W261 Butterfield Rd
Oakbrook Terrace, IL

Phone 630-941-8320

E-Mail dclark@oakbrookterrace.il

12287

TITLES OR DESCRIPTION OF RECORDS REQUESTED (Please Include Date of Birth and Case Number for Police Records):

See attached request.

☐ THIS REQUEST IS FOR A COMMERCIAL PURPOSE (You must state whether your request is for a commercial purpose. A request is for a "commercial purpose" if all or any part of the information will be used in any form for sale, resale, or solicitation or advertisement for sales or services. Failure to disclose whether a request is for a commercial purpose is a prosecutable violation of FOIA.)

Would like your request delivered via: ☒ E-Mail ☐ U.S. Mail ☐ Pick-Up*

*Pick-Up is available by appointment at Village Hall Monday thru Friday; between 8:00 a.m. – 5:00 p.m.

I understand that any payment need be received before any documents are copied and/or mailed.

10/25/2022

Date

[Signature]
Signature

All FOIA responses are posted on the Village's website. Name and address of the requestor will be made public.

The first fifty (50) pages of the request are free. The fee charge is fifteen (15) cents after the first fifty (50) pages.

Unless otherwise notified, your request for public records will be compiled within five (5) working days.

Unless otherwise notified, any request for commercial purposes will be compiled within twenty-one (21) days working days.

COREY WILLIAMSEN, FREEDOM OF INFORMATION OFFICER

Telephone: (630) 350-3404 Facsimile: (630) 350-3438

E-mail Address: FOIArequest@bensenville.il.us

For Freedom of Information Officer Use Only

10/25/22
Date Request
Received

11/1/22
Date Response
Due

11/8/22
Date Extended
Response Due

\$0
Total Charges

11/1/22
Date Documents
Copied or Inspected

Received by Employee: _____

FOIA Officer,

Pursuant to the provisions of the Illinois Freedom of Information Act, I wish to receive the following public records presently in the custody of the Village of Bensenville:

1. All Highway Permits issued to your municipality by the Illinois Department of Transportation authorizing your municipality to install any and all automated traffic law enforcement systems, commonly referred to as "red light cameras", including the intersection(s) the said automated traffic law enforcement system(s) were installed.
2. All one-year post-installation evaluation reports for each of the said automated traffic law enforcement systems that were/are authorized to be installed in your municipality.
3. All three-year post-installation evaluation reports for each of the said automated traffic law enforcement systems that were/are authorized to be installed in your municipality.
4. A document listing the date(s) each of the said automated traffic law enforcement systems were turned on (if not already listed in the post-installation reports).
5. A document listing the date(s) each of the said post-installation reports were submitted to the Illinois Department of Transportation by your municipality (if not already listed in the post-installations reports).
6. All notices of revocation of any of the said automated traffic law enforcement systems sent by the Illinois Department of Transportation to your municipality.

Please provide electronic, PDF copies of these records to dclark@oakbrookterrace.net.

Thank you,



**Illinois Department
of Transportation**

Transmittal

Bureau of Traffic, Permit Section

Date: July 6, 2016

To: Mr. Frank J. Kosman, Chief of Police
Bensenville Police Department
100 N. Church Road
Bensenville, IL 60106

Phone:
Fax No:

This transmittal confirms our Verbal issuance of the following Permit Number to work within the State right of way at the location noted below.

District Permit Number: 1-T-16-0249
District Standard for Lane Closure: 701801, 701701
Lane Closure Hours: 9:00 am – 3:00 pm, Mon-Fri
Location: IL. Rte. 83 (Kingery Highway) at Grove Avenue
Plans: TRAFFIC SIGNAL MODIFICATION PLAN RED LIGHT CAMERA INSTALLATION ILLINOIS ROUTE 83 AND GROVE AVENUE BENSENVILLE, ILLINOIS. PLANS PREPARED BY CHRISTOPHER B. BURKE ENGINEERING, LTD.

A formal copy of the permit will be provided subsequently.

Comments:

This Transmittal is your authorization to proceed with the following work: Location, construction, operation, and maintenance of interim Red Light Running Camera Enforcement Systems (RLRC) and all items and appurtenances necessary to complete said installations, upon completion please restore all disturbed areas in kind. Please be advised that pursuant with the November 1, 2013 revision to The Automated Traffic Law Enforcement Systems: Red Light Running Camera Enforcement Systems (RLRC) and Automated Rail Grade Crossing Enforcement Systems, IDOT Safety Engineering Policy, the Village of Bensenville may re-install the RLRC at the said location on an interim basis and may remain in place for a period no longer than 24 months, after re-installation at which point the Village of Bensenville shall submit to the Department a safety analysis report evaluating the safety effectiveness of the interim RLRC system. This report shall include as a matter of safety performance the number of red light running violations pre- and post- safety improvement and corresponding crash data analysis. If it is determined by the Department that the RLRC system is not effective as a safety countermeasure, the RLRC System shall be removed; all to serve the Village of Bensenville, in Bensenville, DuPage County. Please contact The State's Electrical Maintenance Contractor, Meade Electric, at (773) 287-7600 to locate any State underground electrical facilities on the frontage of this property a minimum of 72 hours in advance of construction. Also, contact J.U.L.I.E at (800) 892-0123 for all other utility locates. Steel plates are to be used over pavement openings to keep the entire roadway open to traffic from 3:30 p.m. to 9:00 a.m. each day and all day on weekends, holidays, and while the concrete pavement patch is curing. **STEEL PLATES WILL NOT BE PERMITTED BETWEEN NOVEMBER 1 AND MAY 1 UNLESS OTHERWISE DIRECTED BY THIS DEPARTMENT.**

Signed:

Lisa Heaven-Baum, Acting Bureau Chief of Traffic
By MunozC

Phone Number:
Fax Number::

(847) 705-4144
(847) 705-5498



**Illinois Department
of Transportation**

Transmittal

Bureau of Traffic, Permit Section

Date: August 16, 2008

Applicant: Mr. Frank J. Kosman
Chief of Police
Bensenville Police Department
100 N. Church Road
Bensenville, IL 60106

Contractor: Meade Electric
9550 W. 55th St., Suite A
McCook, IL. 60525

This transmittal confirms our Verbal issuance of the following Permit Number to work within the State right of way at the location noted below.

District Permit Number: 1-T-08-0359
District Standard for Lane Closure: 701701, 701606
Lane Closure Hours: 9:00 Am – 3:00 Pm , Mon-Fri, Excluding Holidays
Location: IL. Route 83 @ Grove St., Bensenville, DuPage Co.
Plans: Traffic Signal Modification Plan, Red Light Running Camera Installation, sheets 1-8, dated 08/04/08, prepared by Christopher B. Burke Engineering, LTD.

A formal copy of the permit will be provided subsequently.

Comments:

This Transmittal is your authorization to proceed with the following work: a Red Light Running Camera Enforcement System installed in the south leg at the intersection of IL. Rte 83 (kingery Hwy.) and Grove St. all in accordance with the plan of record identified above, specifications and the special permit provisions. All to serve the Village of Bensenville, in DuPage Co.

Contact J.U.L.I.E at (800) 892-0123 for utility locates within the State right of way.

Signed:

Steve Travia , Bureau Chief of Traffic
By Mike Wisniewski

Phone Number:

(847) 705-4541

Fax Number::

(847) 705-5498

cc: Jennifer Wright, RedSpeed Illinois



A Red Light Running (RLR) Photo Enforcement System was installed at the intersection of IL Rte. 83 (Kingery Hwy) at Grove Ave on October 4, 2008 (northbound/westbound), after finding limited success with other attempted measures to promote safer driving and improve compliance with traffic laws. As a condition of use, both Illinois law and the Illinois Department of Transportation require periodic statistical analyses / evaluations be conducted.

Specifically, the Illinois Compiled Statutes, 625 ILCS 5/11-208.6 Automated Traffic Law Enforcement System states:

(k-7) A municipality or county operating an automated traffic law enforcement system shall conduct a statistical analysis to assess the safety impact of each automated traffic law enforcement system at an intersection following installation of the system. The statistical analysis shall be based upon the best available crash traffic and other data, and shall cover a period of time before and after installation of the system sufficient to provide a statistically valid comparison of safety impact. The statistical analysis shall be consistent with professional judgment and acceptable industry practice. The statistical analysis also shall be consistent with the data required for valid comparisons of before and after conditions and shall be conducted within a reasonable period following the installation of the automated traffic law enforcement system. The statistical analysis required by this subsection (k-7) shall be made available to the public and shall be published on the website of the municipality or county. If the statistical analysis for the 36-month period following installation of the system indicates that there has been an increase in the rate of accidents at the approach to the intersection monitored by the system, the municipality or county shall undertake additional studies to determine the cause and severity of the accidents, and may take any action that it determines is necessary or appropriate to reduce the number or severity of the accidents at that intersection.

The Illinois Department of Transportation Safety Engineering Policy Memorandum, Safety 2-13, Automated Traffic Law Enforcement Systems: Red Light Running (RLR) Camera Enforcement Systems and Automated Railroad Grade Crossing (RGC) Enforcement Systems states:

Follow Up Evaluation

An Evaluation Report shall be prepared by the Permit Applicant one year after the installation and shall be prepared every three years thereafter. The Evaluation Report shall include the following:

- *Intersection location(s);*
- *Date of implementation;*
- *RLR Camera System manufacturer and contractor name;*
- *Crash data specific to RLR location(s) for the three (3) year period prior to and for the period post RLR Camera installation;*
- *An analysis of the crash data, including a summary of any increase in crash types;*
- *Signal timing and other settings before and after RLR Camera installation;*
- *Traffic volumes before and after RLR Camera System installation; and,*
- *Summary of adjudication experience and results.*

As a condition of reinstallation following a safety improvement project, the Illinois Department of Transportation requires a safety analysis report evaluating the safety effectiveness of the RLR Camera System be conducted. Specifically, the report "shall include as a measure of safety performance the number of red-light running violations pre- and post-safety improvement and corresponding crash analysis".



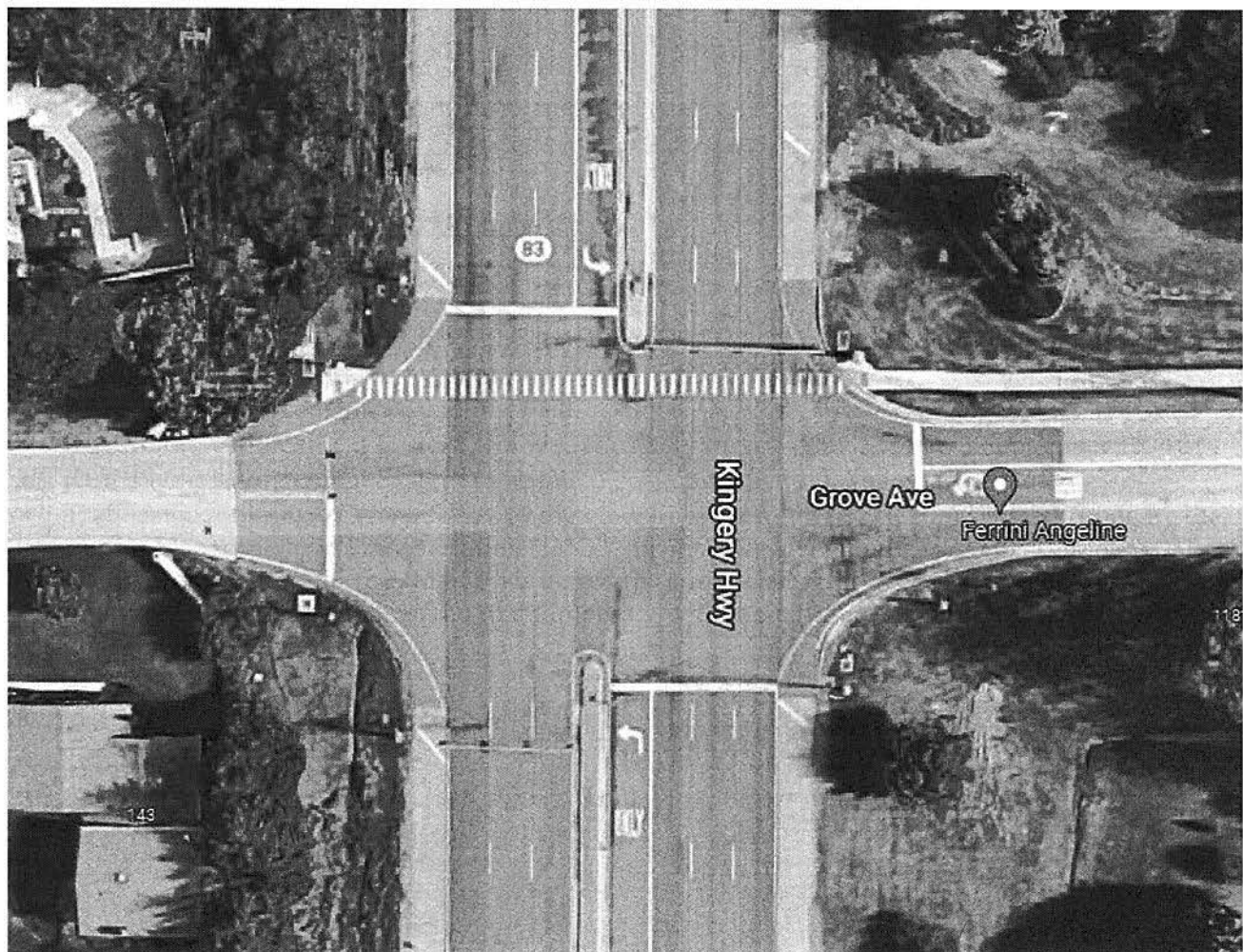
The following safety evaluation and analysis was performed through 2020.

Due to an IDOT intersection improvement project, the photo enforcement camera at IL Rte. 83 (Kingery Hwy) at Grove Ave was removed in September of 2014. The camera remained inactive from September 2014 through August 2016, when it was re-installed following the completion of the intersection improvement project.



IL Rte. 83 (Kingery Hwy) at Grove Ave **Bensenville, IL**

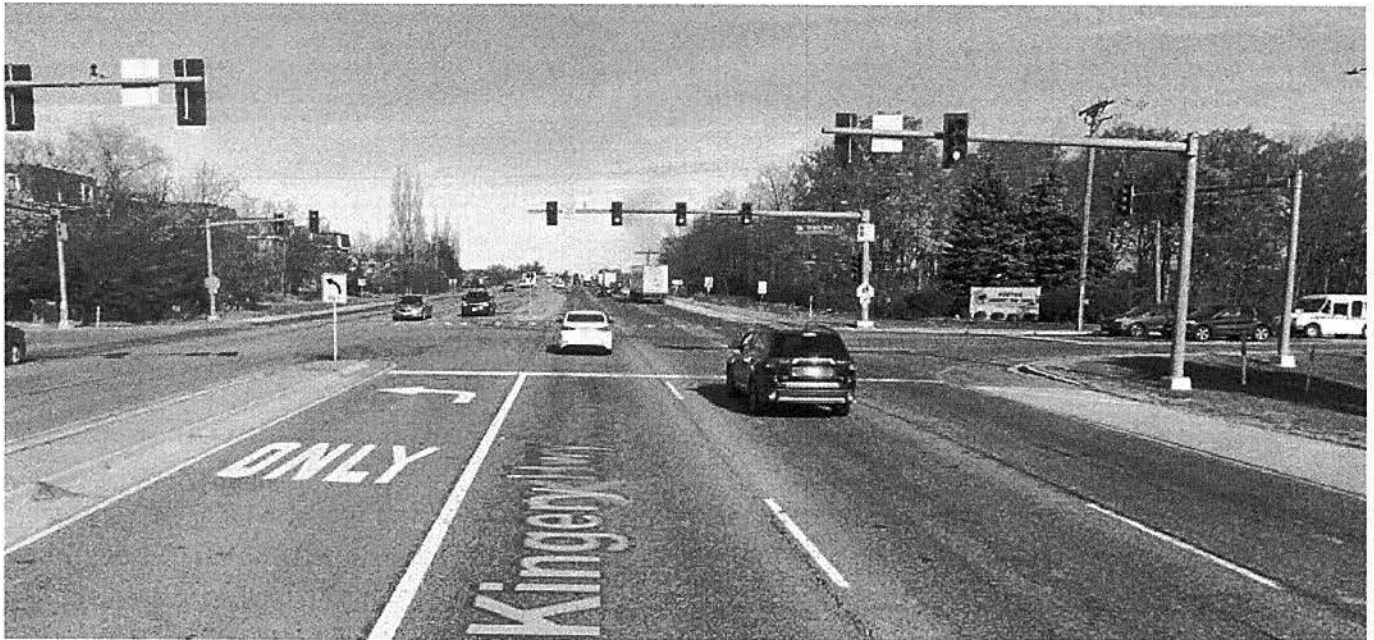
- RLR Photo Enforcement System monitors violations occurring on the northbound and westbound approach of the intersection
- RLR Photo Enforcement System installed: October 4, 2008
- RLR Photo Enforcement System removed for safety improvement project: September 15, 2014
- RLR Photo Enforcement System re-installed post-construction: August 12, 2016
- Traffic signal timing strictly adheres to the guidelines for timing of clearances established by the Illinois Department of Transportation (IDOT), in accordance with the MUTCD standards. Neither the Vendor nor the Village has access to or influence over the establishment of signal timings. Both entities understand that tampering with these timings would be a safety violation with significant consequences.





March 9, 2022

IL Rte. 83 (Kingery Hwy) at Grove Ave - Northbound Approach



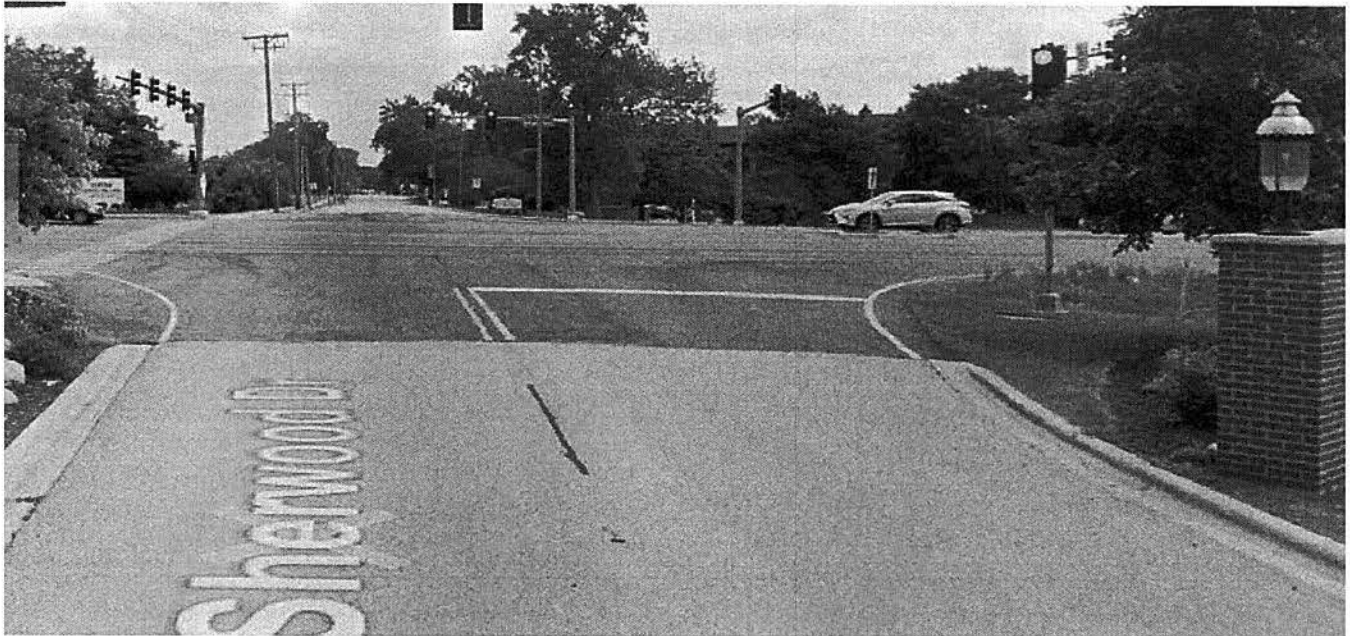
IL Rte. 83 (Kingery Hwy) at Grove Ave - Southbound Approach





March 9, 2022

IL Rte. 83 (Kingery Hwy) at Grove Ave - Eastbound Approach (Sherwood Drive)



IL Rte. 83 (Kingery Hwy) at Grove Ave - Westbound Approach



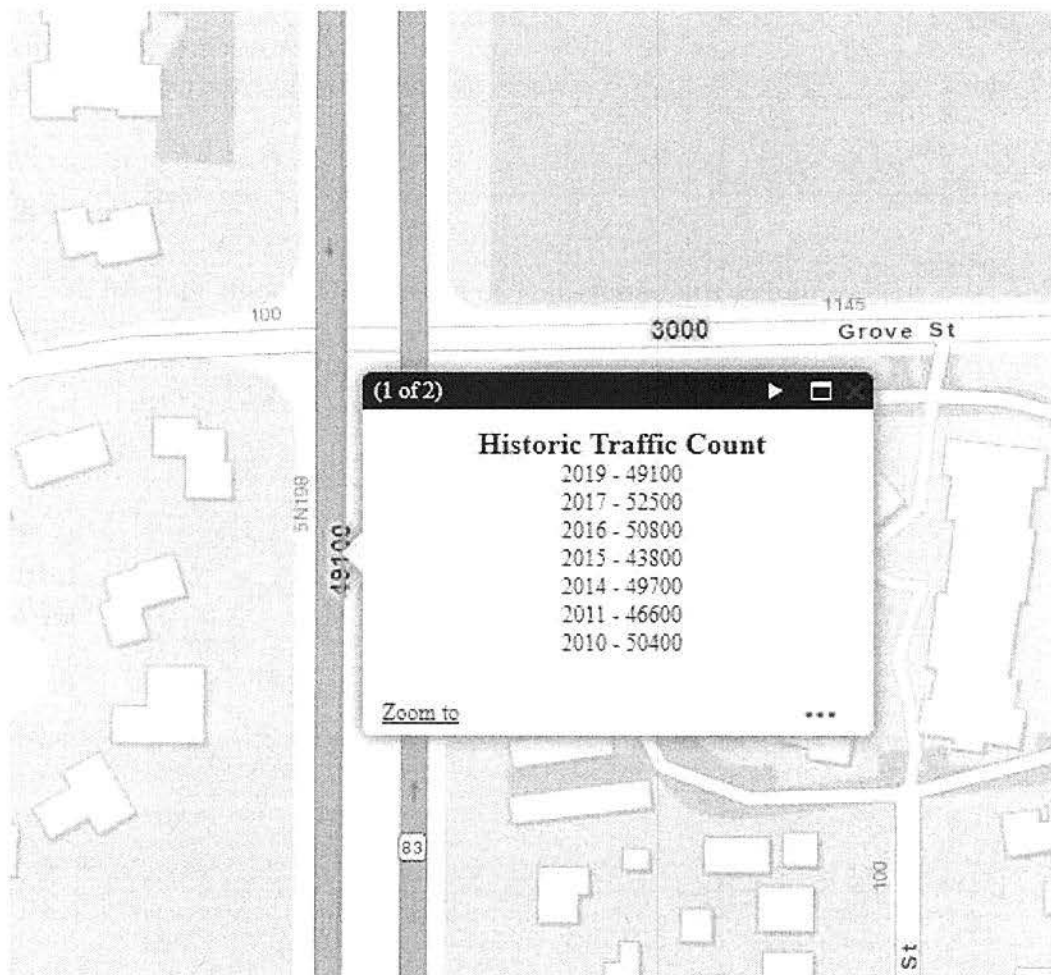


Average Daily Traffic

Data was obtained from the Illinois Department of Transportation's website
www.gettingaroundillinois.com.

IL Rte. 83 (Kingery Hwy) at Grove Ave (Northbound/Southbound)

- 50,400 (2010)
- 46,600 (2011)
- 49,700 (2014)
- 43,800 (2015)
- 50,800 (2016)
- 52,500 (2017)
- 49,100 (2019)



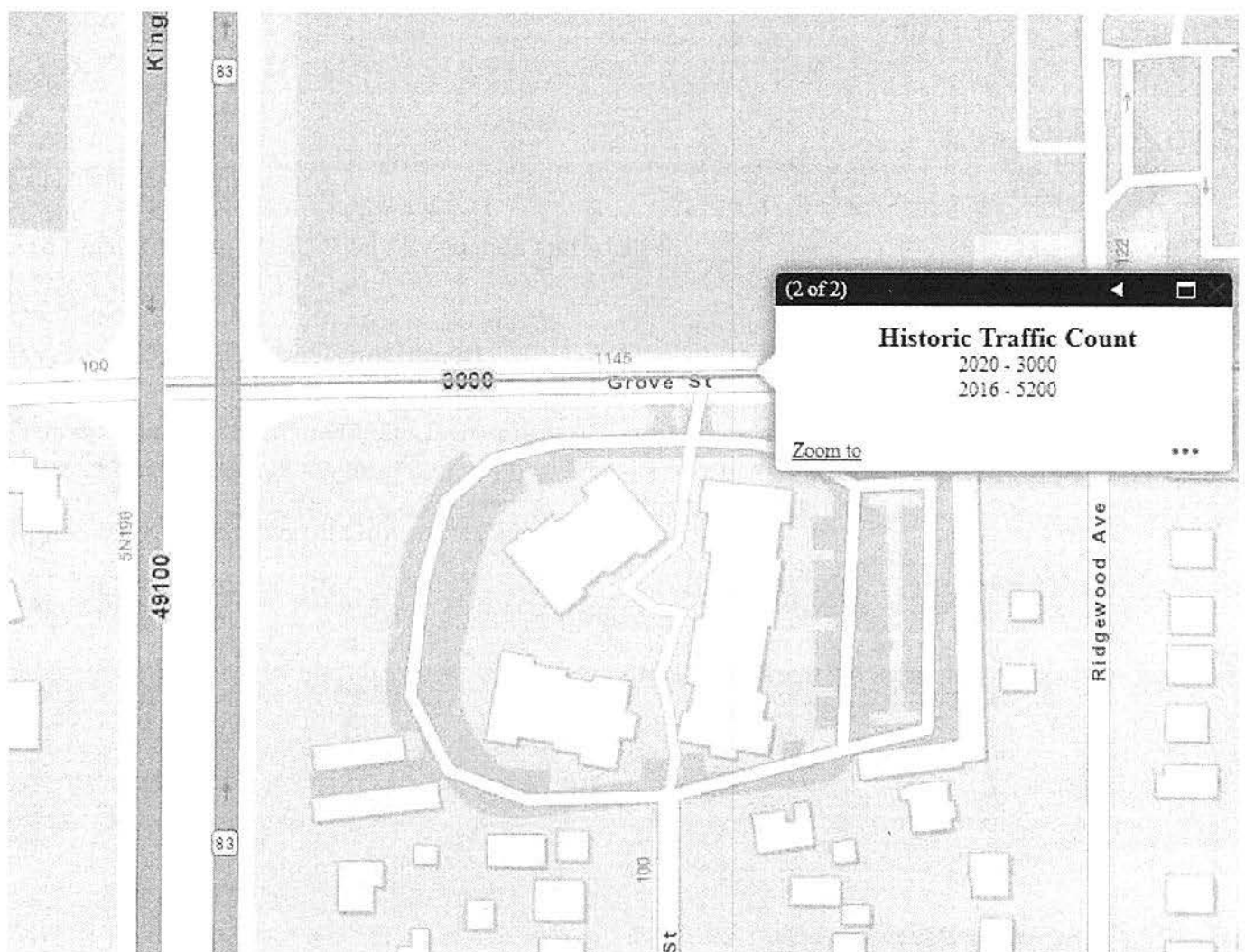


Average Daily Traffic (continued)

Data was obtained from the Illinois Department of Transportation's website
www.gettingaroundillinois.com.

IL Rte. 83 (Kingery Hwy) at Grove Ave (Westbound)

- 5,200 (2016)
- 3,000 (2020)





Adjudication Experience

RLR camera violations are contested and adjudicated through an administrative hearing conducted each month. Adjudication data for the Village's Automated Enforcement Program is shown below in Table 1. Data compiled is not intersection specific, rather totals for the program as a whole.

LOCAL ADJUDICATION FOR VILLAGE OF BENSENVILLE		
AUTOMATED PHOTO ENFORCEMENT PROGRAM*		
YEAR /TOTALS	LIABLE	NOT LIABLE
2008	67	0
2009	308	14
2010	299	5
2011	355	22
2012	313	15
2013	172	6
2014	129	7
2015	187	8
2016	97	5
2017	165	5
2018	170	8
2019	112	14
2020	168	17
2021	160	25
2022**	29	6
TOTAL:	2,731	157

*Adjudication totals include contested violations for entire program (all RLR cameras).

**2022 totals through February 2022

Table 1

The high-quality video footage and photographic evidence produced by the enforcement system is a contributing factor in a majority of the contested RLR violations being upheld by the Hearing Officer. The police officers assigned to review and approve/reject potential violations are vigilant in applying the same officer discretion and criteria they would if issuing an in-person citation, resulting in only highly prosecutable violations being mailed out.



Violation Issuance

All RLR violations are reviewed for issuance by a sworn Police Officer of the Bensenville Police Department. Annual issuance data is shown below in Table 2.

VIOLATION ISSUANCE FOR VILLAGE OF BENSENVILLE		
AUTOMATED PHOTO ENFORCEMENT PROGRAM*		
YEAR /TOTAL	NUMBER ISSUED	
	NB Camera	WB Camera
2008	409	206
2009	779	480
2010	407	297
2011	244	368
2012	319	406
2013	97	250
2014	119	131
2015	0	0
2016	372	116
2017	1,310	834
2018	1,232	1,401
2019	1,405	1,693
2020	1,577	1,486
2021	1,118	1,291
2022*	97	125
TOTAL:	9,485	9,084

**2022 totals through January 2022*

Table 2



Crash History and Analysis

- Tables 3 and 4 include crash data obtained from the Illinois Department of Transportation, detailing angle, turning, rear-end, and other type crashes occurring at the intersection pre/post RLR Photo Enforcement System installation.

ALL INTERSECTION APPROACHES

	Rear-End (% of Total)		Angle (% of Total)		Turning (% of Total)		Other (% of Total)		Total
2005	10	66.7%	1	6.7%	2	13.3%	2	13.3%	15
2006	10	71.4%	0	0.0%	4	28.6%	0	0.0%	14
2007	6	75.0%	0	0.0%	1	12.5%	1	12.5%	8
Total:	26	70.1%	1	2.7%	7	18.9%	3	8.1%	37
2005-2007 Avg:	8.6		0.3		2.3		1.0		12.3

RLR Camera Installation: 10/42008									
2008	6	85.7%	0	0.0%	0	0.0%	1	14.3%	7

2009	7	63.6%	0	0.0%	1	9.1%	3	27.3%	11
2010	10	83.4%	0	0.0%	1	8.3%	1	8.3%	12
2011	13	68.4%	0	0.0%	0	0.0%	6	31.6%	19
2012	7	77.8%	0	0.0%	0	0.0%	2	22.2%	9
2013	6	75.0%	0	0.0%	1	12.5%	1	12.5%	8
Total:	43	72.9%	0	0.0%	3	5.1%	13	22.0%	59
2009-2013 Avg:	8.6		0.0		0.6		2.6		11.8

RLR Cameras Removed for Safety Improvement Project: 9/15/2014									
2014	8	88.9%	0	0.0%	1	11.1%	0	0.0%	9
RLR Cameras Inactive: 9/15/2014 – 8/11/2016									
2015	10	66.7%	0	0.0%	3	20.0%	2	13.3%	15
RLR Cameras Re-Installed: 8/12/2016									
2016	4	50.0%	1	12.0%	2	25.0%	1	13.0%	8

2017	0	0.0%	0	0.0%	2	67.0%	1	33.0%	3
2018	8	72.7%	0	0.0%	1	9.1%	2	18.2%	11
2019	3	33.3%	1	11.1%	4	44.4%	1	11.1%	9
2020	1	33.3%	0	0.0%	1	33.3%	1	33.3%	3
Total:	12	46.1%	1	3.8%	8	30.8%	5	19.2%	26
2017-2020 Avg:	3.0		0.2		2.0		1.2		6.5

*Other indicates the following: Pedestrian, Pedal Cyclist, Fixed Object, Sideswipe, Head-On and Unknown

Table 3



Crash History and Analysis (continued)

NORTHBOUND / WESTBOUND APPROACHES ONLY (PHOTO ENFORCED APPROACHES)

	Rear-End (% of Total)		Angle (% of Total)		Turning (% of Total)		Other (% of Total)		Total
2005	8	61.5%	1	7.7%	2	15.4%	2	15.4%	13
2006	6	60.0%	0	0.0%	4	40.0%	0	0.0%	10
2007	2	50.0%	0	0.0%	1	25.0%	1	25.0%	4
Total:	16	59.2%	1	3.7%	7	25.9%	3	11.1%	27
2005-2007 Avg:	5.3		0.3		2.3		1.0		9.0

RLR Camera Installation: 10/4/2008									
2008	3	100.0%	0	0.0%	0	0.0%	0	0.0%	3

2009	6	60.0%	0	0.0%	1	10.0%	3	30.0%	10
2010	5	71.4%	0	0.0%	1	14.3%	1	14.3%	7
2011	7	70.0%	0	0.0%	0	0.0%	3	30.0%	10
2012	5	71.4%	0	0.0%	0	0.0%	2	28.6%	7
2013	4	80.0%	0	0.0%	0	0.0%	1	20.0%	5
Total:	27	69.2%	0	0.0%	2	5.1%	10	25.6%	39
2009-2013 Avg:	5.4		0.0		0.4		2.0		7.8

RLR Cameras Removed for Safety Improvement Project: 9/15/2014									
2014	5	83.3%	0	0.0%	1	16.7%	0	0.0%	6
RLR Cameras Inactive: 9/15/2014 – 8/11/2016									
2015	6	54.5%	0	0.0%	3	27.3%	2	18.2%	11
RLR Cameras Re-Installed: 8/12/2016									
2016	4	57.1%	0	0.0%	2	28.6%	1	14.3%	7

2017	0	0.0%	0	0.0%	2	66.7%	1	33.3%	3
2018	5	71.4%	0	0.0%	1	14.3%	1	14.3%	7
2019	1	16.7%	1	16.7%	4	66.6%	0	0.0%	6
2020	0	0.0%	0	0.0%	1	50.0%	1	50.0%	2
Total:	6	33.3%	1	5.5%	8	44.4%	3	16.7%	18
2017-2020 Avg:	1.5		0.2		2.0		0.7		4.5

*Other indicates the following: Pedestrian, Pedal Cyclist, Fixed Object, Sideswipe, Head-On and Unknown

Table 4

DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation, based upon information derived from multiple sources. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in prior years, since the data prior to 2015 was physically located by bureau personnel. Given the subjective nature of the reporting process, the modifications in the incident locating protocols and the changes to the crash reporting thresholds effective 2009, the Village of Bensenville acknowledges the potential for discrepancies in the final conclusions drawn.



The RLR cameras at this location was removed due to an IDOT intersection improvement project approximately just shy of 6 years following installation. Following completion of the intersection improvement project, the red-light cameras were reinstalled on 8/12/2016. During the time period of 2009-2013, comparison of annual averages demonstrates a decrease of 4.1% in crashes at the intersection for all approaches and 13.3% in crashes on the northbound/westbound approaches (photo enforced). During the time period of 2017-2020, crashes at all approaches decreased by 47.1% while the photo enforced approaches decreased by 50.0% as compared to pre-camera installation averages (2005-2007).

The US Department of Transportation Project Development and Design Manual states that turning, angle or head-on crashes have a number of probable crash causes, to include:

- Large volumes of left /right turns
- Large total intersection volume
- Excessive speed on approaches
- Inadequate traffic control devices
- Poor visibility of signals

Obviously, a red-light camera does not have the capability of directly influencing the volume of cars traveling through an intersection, the vehicle speeds or the proximity of cars following one another. That is entirely at the discretion of the driver. Red-light cameras can however improve driver compliance with traffic control devices simply by their presence, along with warning signs indicating cameras are in use. They do in fact have the capability to "change driver behavior".

Analysis of all available data indicates the Village of Bensenville's RLR Photo Enforcement Program has done just that – changed driver behavior – and has made a significant positive impact on traffic safety during both periods of camera installation. The level of violation issuance following camera reinstallation indicates the need for continued enforcement to improve and ultimately maintain RLR compliance at this location. The Village feels strongly that continued use of automated enforcement, monitoring traffic crashes and violation data is necessary to ensure the highest level of possible traffic safety is achieved.

Bensenville				
	1 Year Evaluation Submitted	3 Year Evaluation Submitted	6 Year Evaluation Submitted	24-mo Post- Construction Safety Analysis Submitted
IL 83 & Grove	February 2011	March 2013	N/A	February 2019