



ROUTE 132 & ROUTE 21  
ROUTE 132 & DILLEYS RD  
ROUTE 41 / DELANY ROAD,  
WASHINGTON ST / HUNT CLUB RD &  
WASHINGTON ST / ROUTE 21

RED LIGHT PHOTO ENFORCEMENT  
2 YEAR FOLLOW-UP REPORT

2023-2024

## Overview

The Village of Gurnee is required to submit an Evaluation report to the Illinois Department of Transportation and the Lake County Division of Transportation every two (2) years for all Red Light Running Camera System (RLR) intersections (previously 3 years).

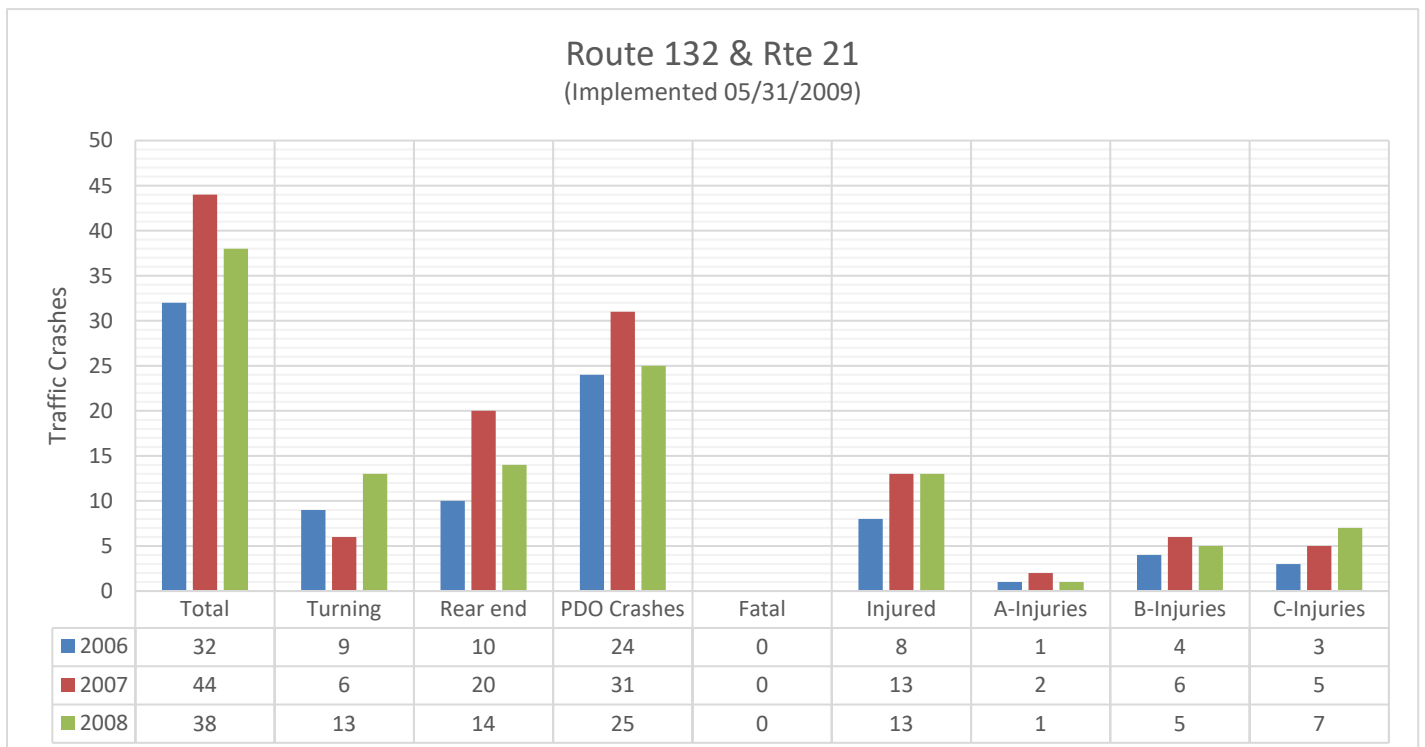
On December 3, 2007, the Village of Gurnee entered into agreement with Redflex Traffic Systems Inc. to install Red Light Running Camera Systems at several intersections throughout the Village. Once the testing and warning phase was completed the RLR Systems went fully operational with citations being issued on:

Route 132 & Route 21	05/31/2009
Route 132 & Dilleys Rd	05/31/2009
Route 41 / Delany Road	06/20/2009
Washington St / Hunt Club Rd	08/12/2012 & 02/17/2018
Washington St / Route 21	05/01/2018

## Crash Data

*The crash data specific to the RLR location(s) for the 3-year period prior to and for the most recent 2 year period post RLR installation.*

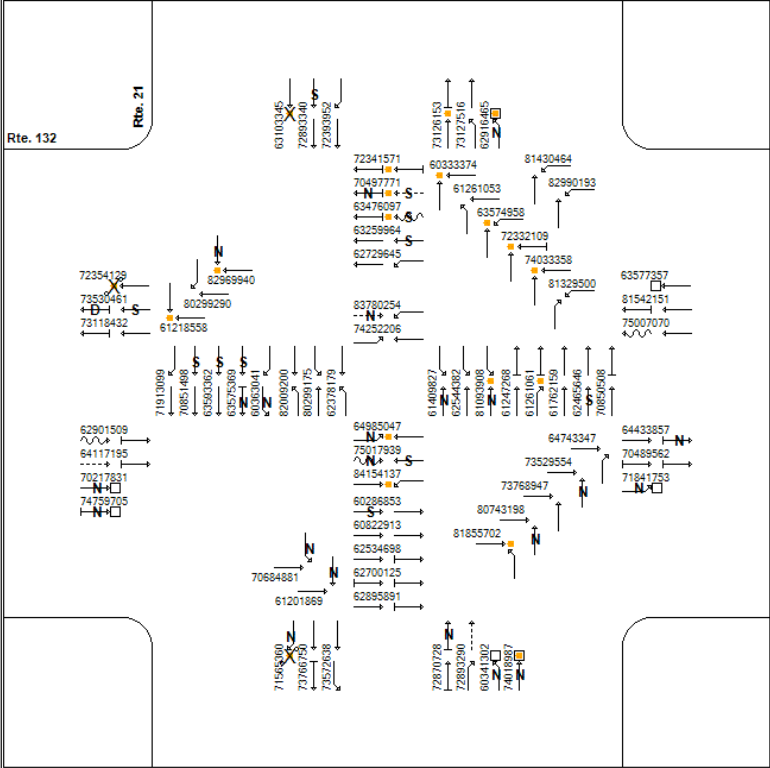
### Crash Data



IL 132 & II Route 21  
1/1/2006 - 12/31/2008

Rte. 132 / Rte. 21

76 Crashes  
(1 crash(es) not drawn)



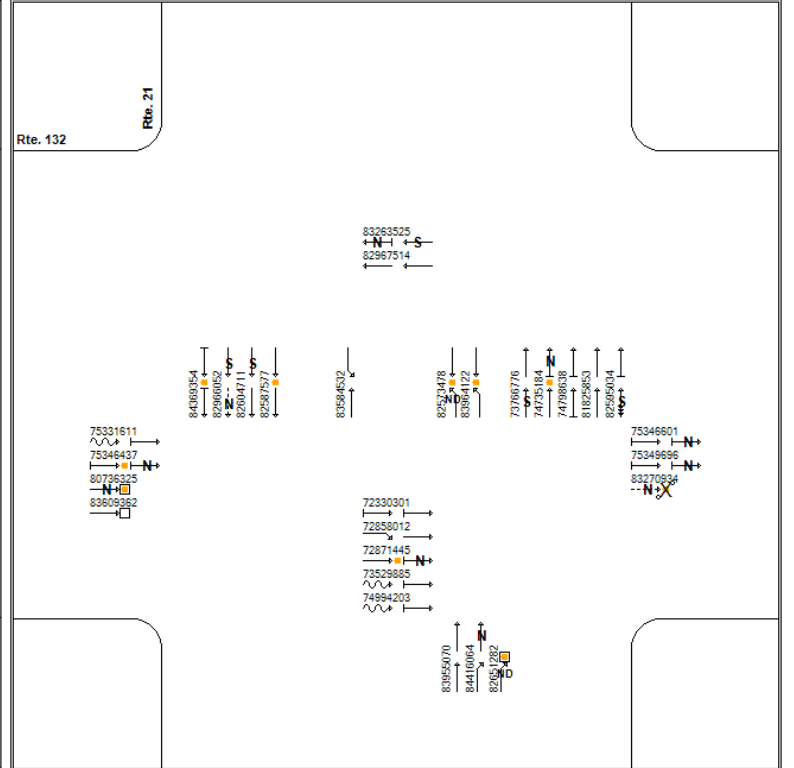
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↘ Right Turn	↔ Passing	⚡ Out of Control	● Fatality	N Nighttime
↙ Left Turn	↺ U-Turn	⋯ Unknown	X Pedestrian	D DUI
⊠ Stopped	▢ Parked	□ Fixed Object	⊗ Bicycle	

Not to Scale  
Printed: 9/12/2023

IL 132 & II Route 21  
1/1/2006 - 12/31/2008

Rte. 132 / Rte. 21

29 Crashes  
(0 crash(es) not drawn)



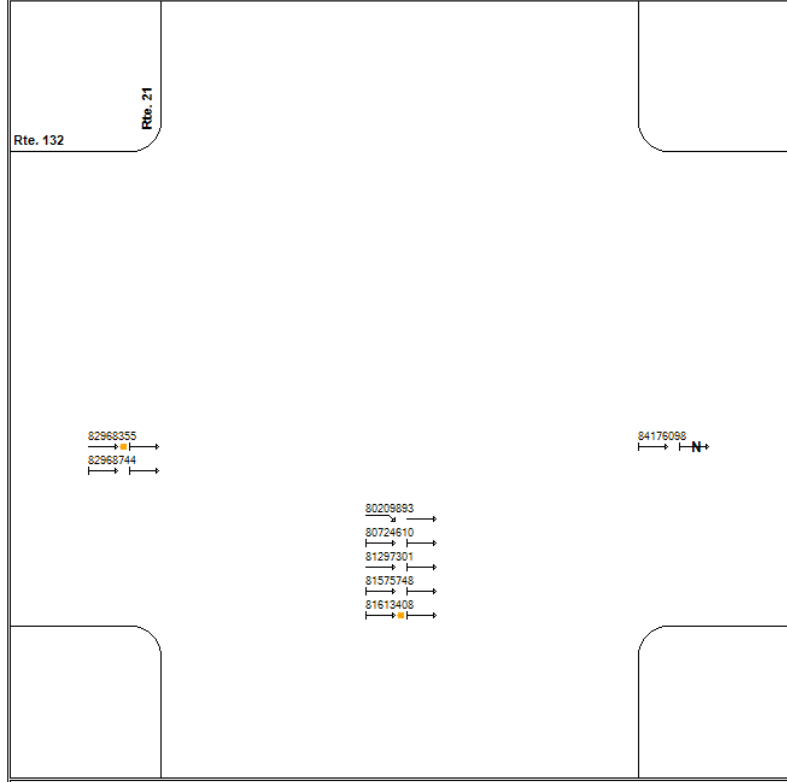
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↘ Right Turn	↔ Passing	⚡ Out of Control	● Fatality	N Nighttime
↙ Left Turn	↺ U-Turn	⋯ Unknown	X Pedestrian	D DUI
⊠ Stopped	▢ Parked	□ Fixed Object	⊗ Bicycle	

Not to Scale  
Printed: 9/12/2023

IL 132 & II Route 21  
1/1/2006 - 12/31/2008

Rte. 132 / Rte. 21

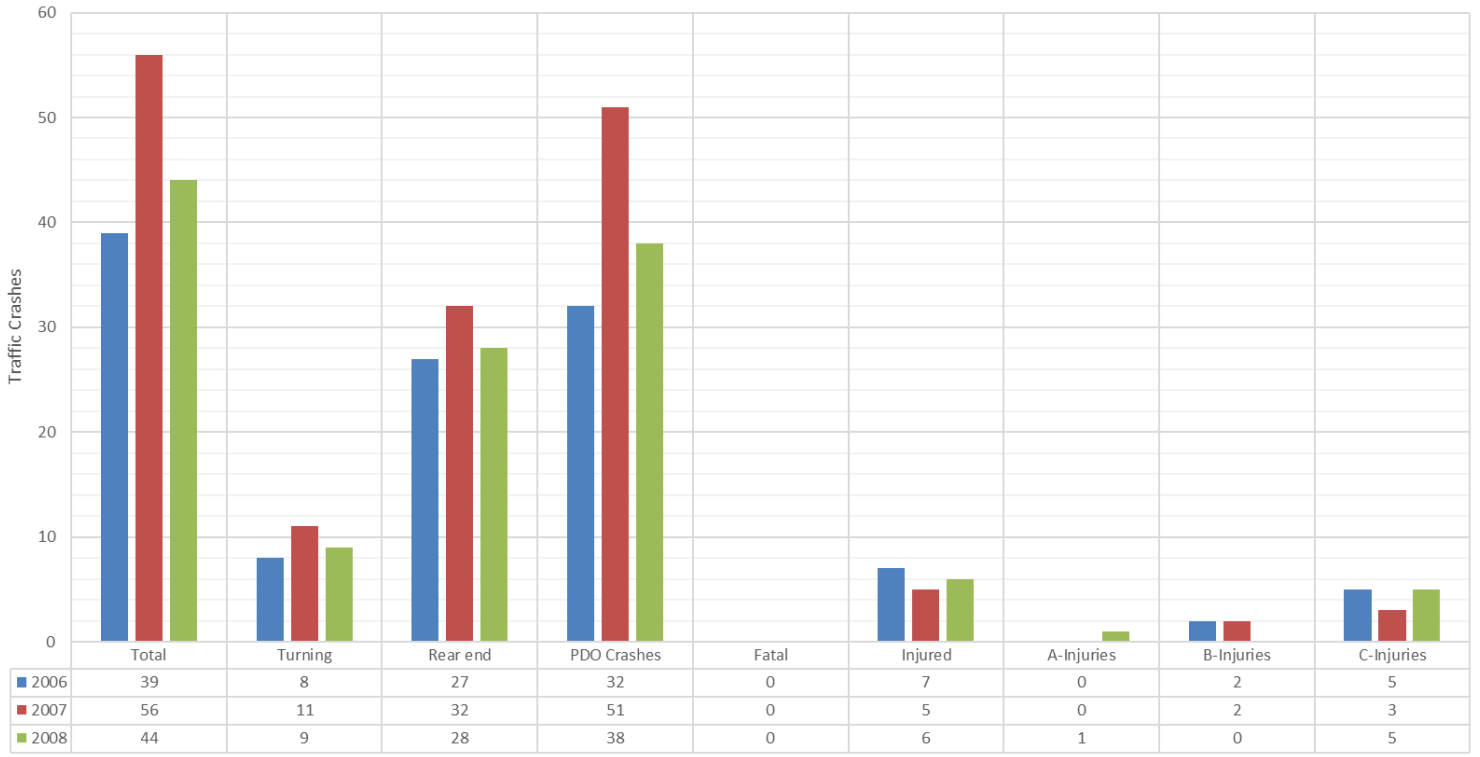
8 Crashes  
(0 crash(es) not drawn)



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↘ Right Turn	↔ Passing	⚡ Out of Control	● Fatality	N Nighttime
↙ Left Turn	↺ U-Turn	⋯ Unknown	X Pedestrian	D DUI
⊠ Stopped	▢ Parked	□ Fixed Object	⊗ Bicycle	

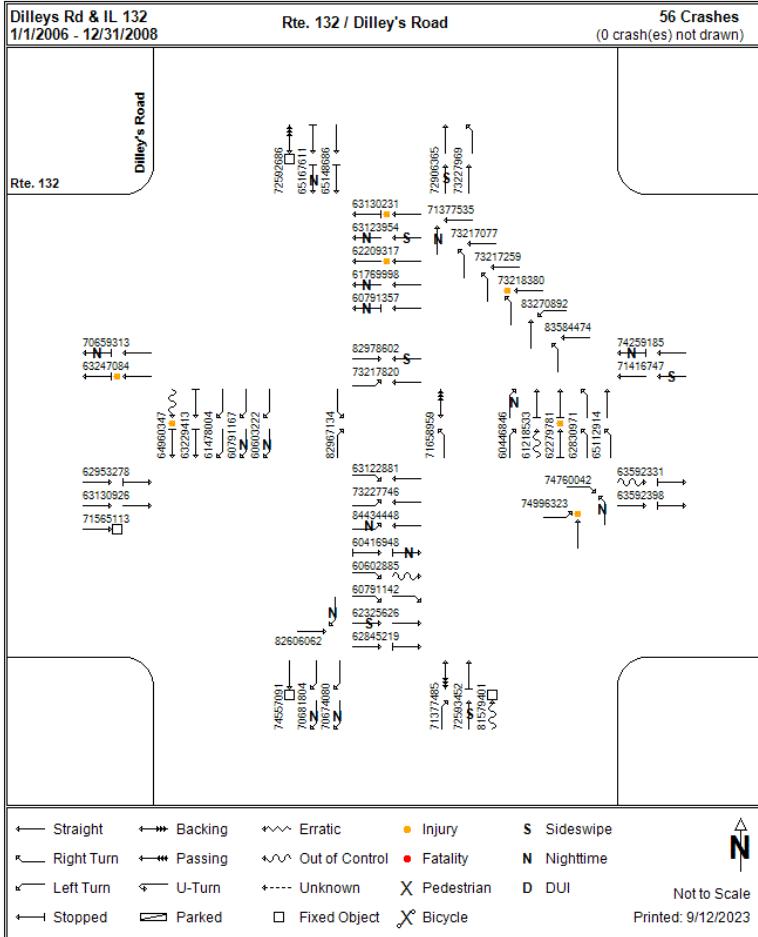
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## Route 132 & Dilley's Road (Implemented 05/31/2009)



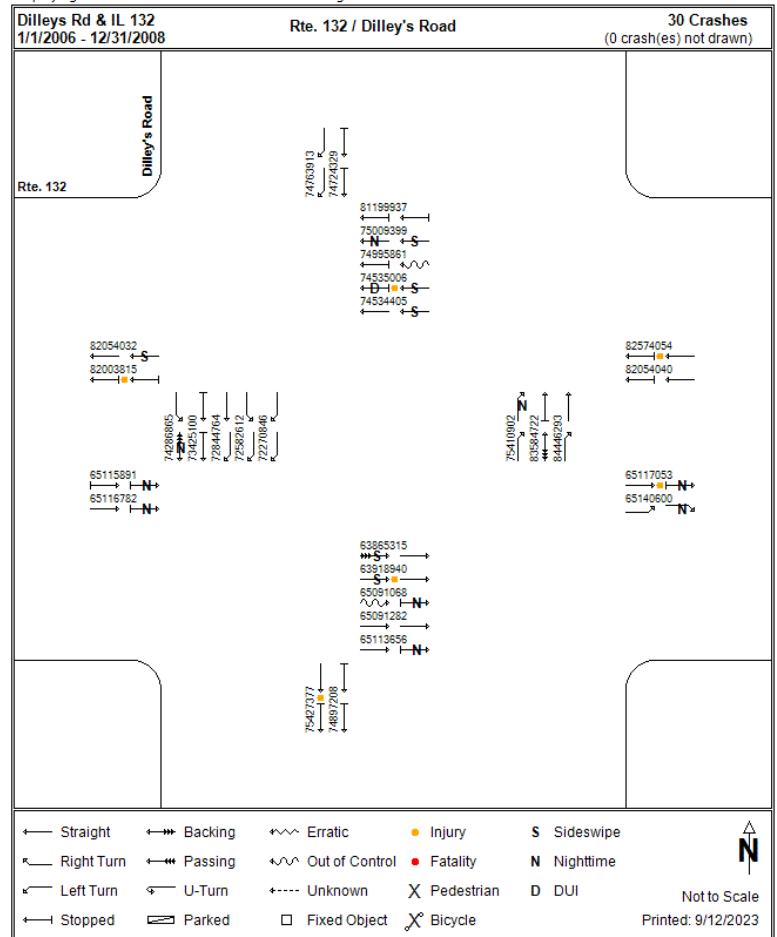
Displaying 56 of 139 Records

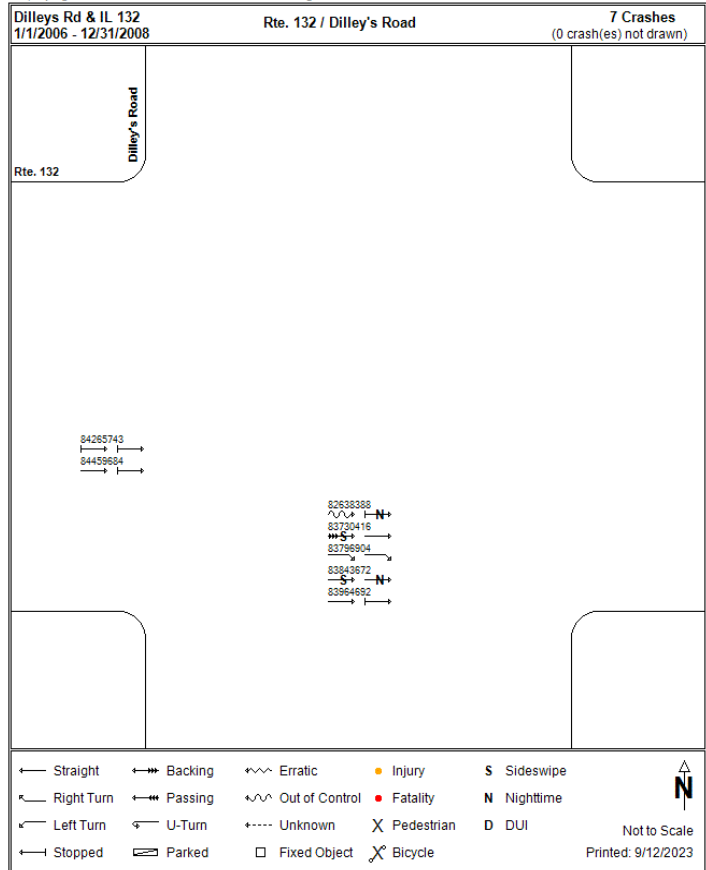
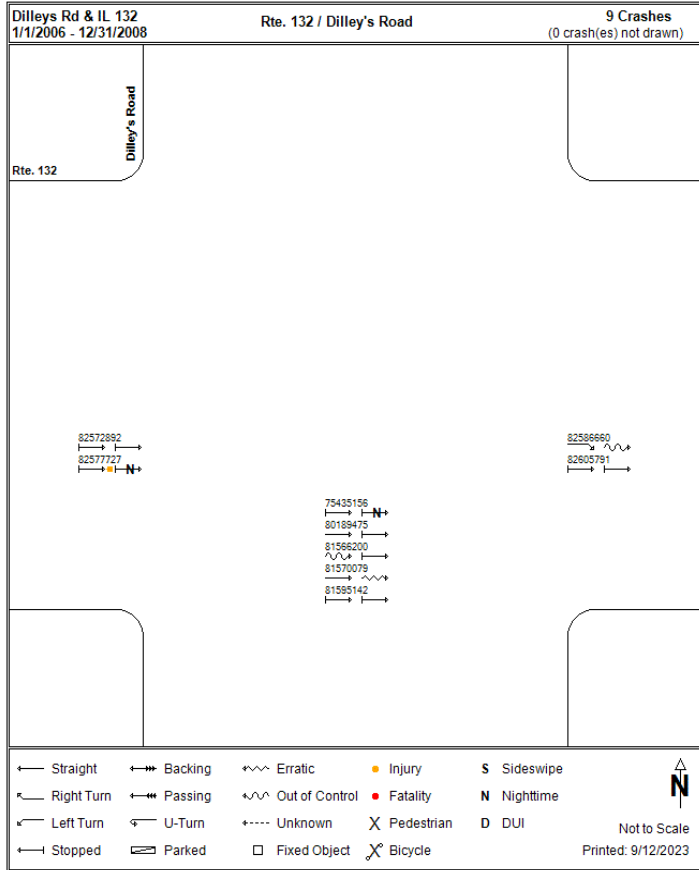
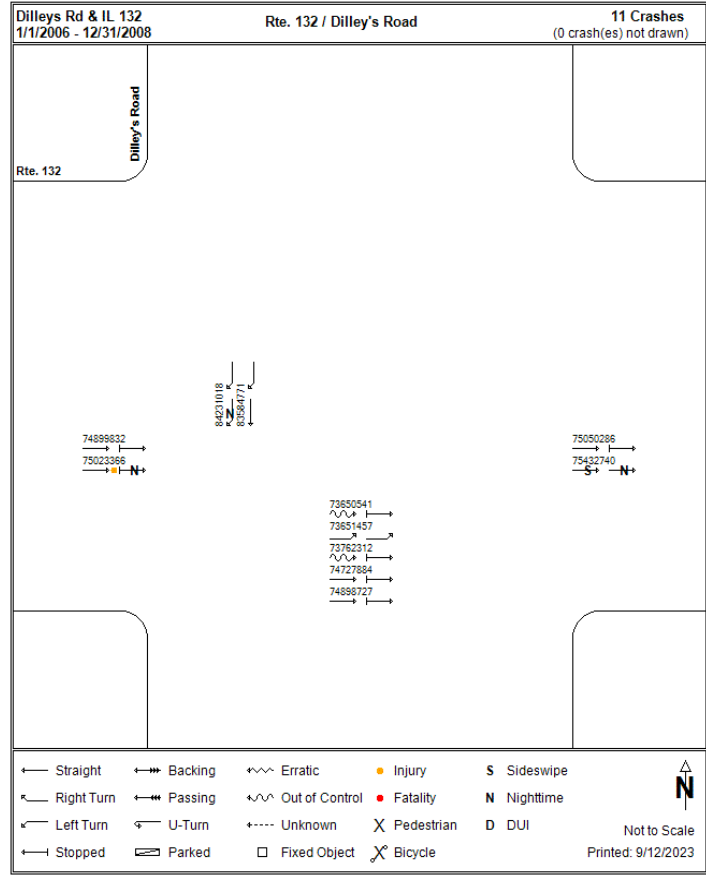
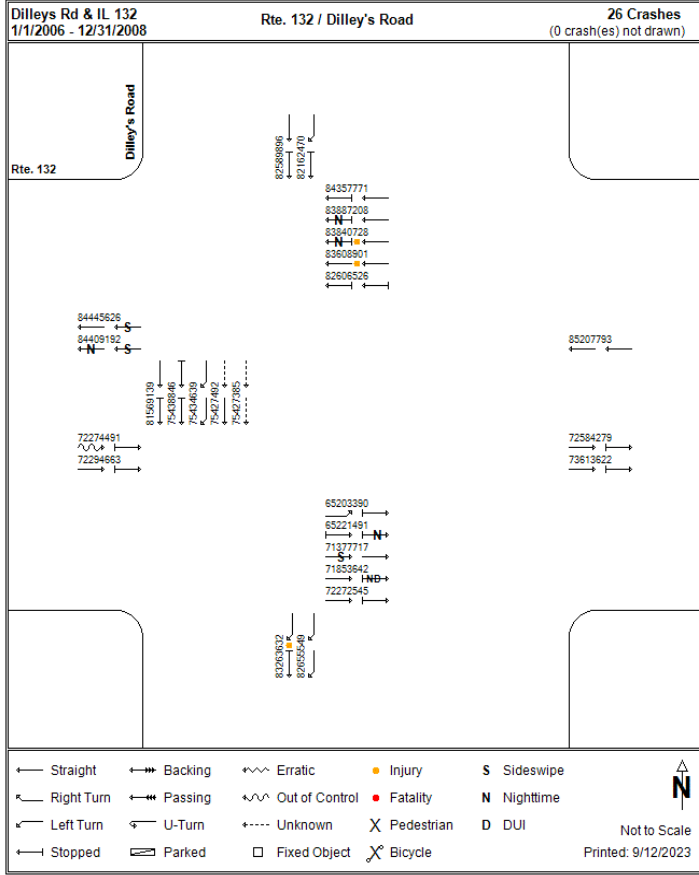
Page 1 of 6



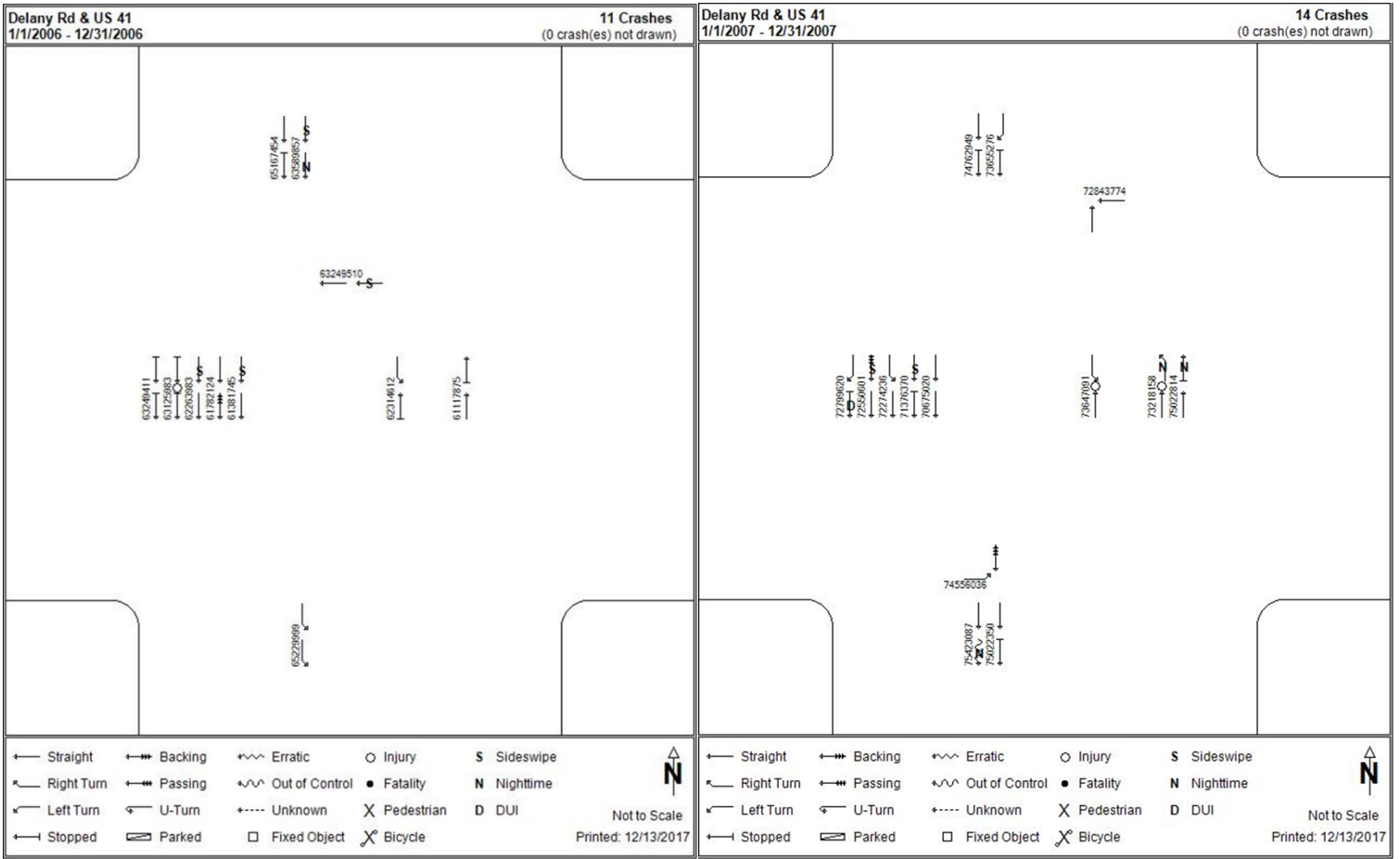
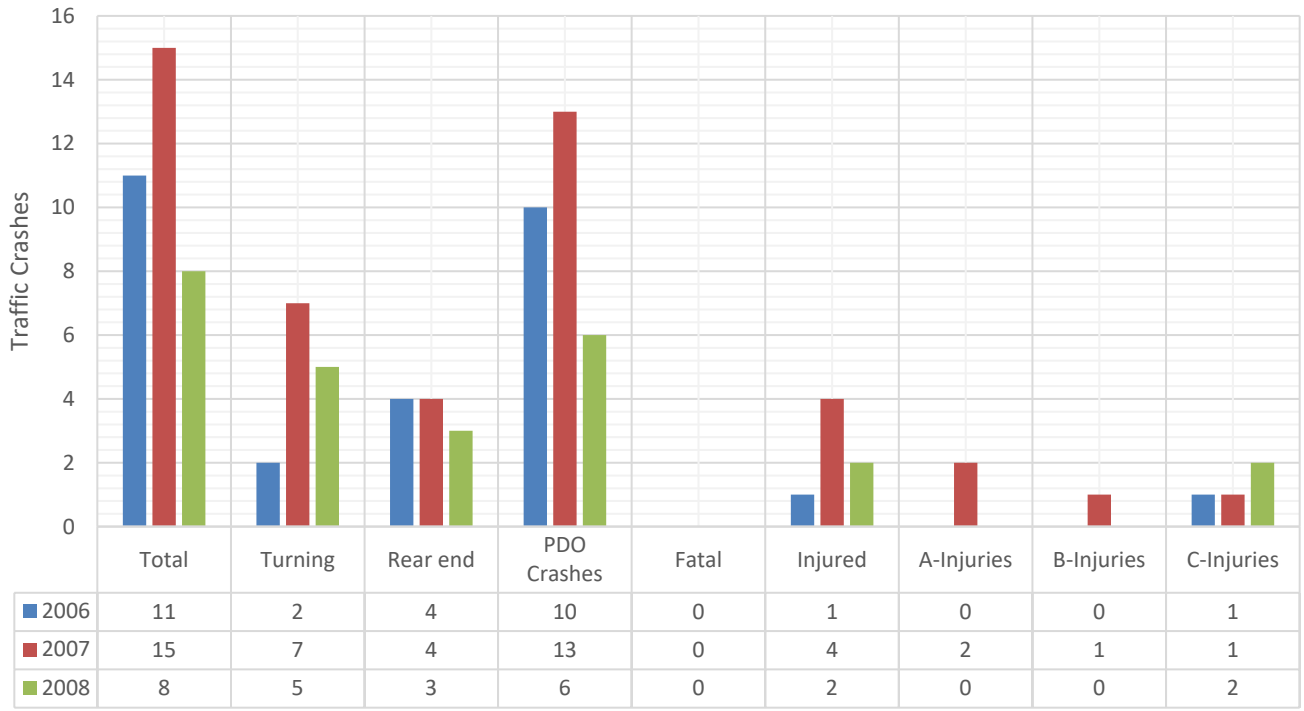
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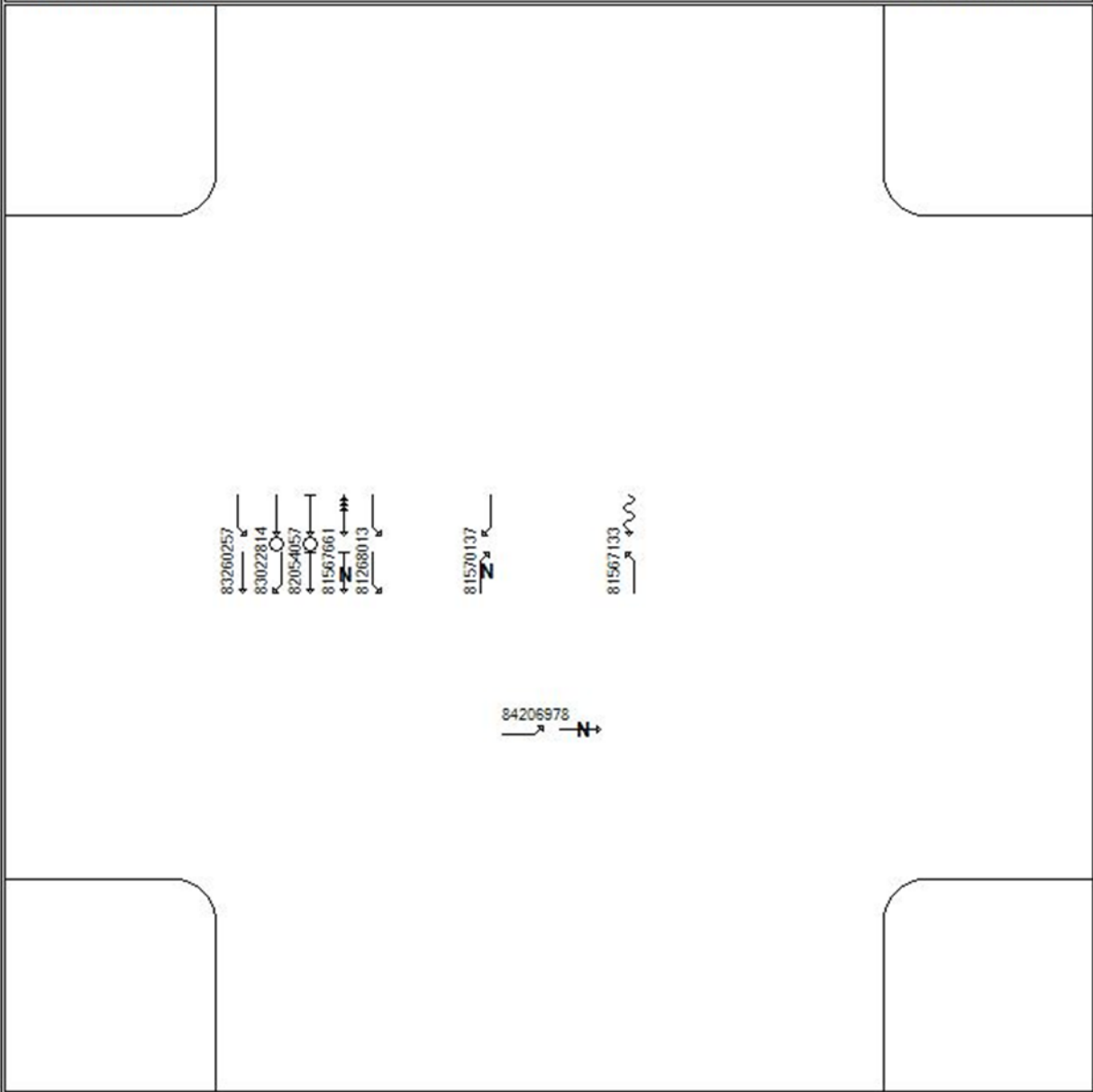
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## Route 41 / Delany Rd

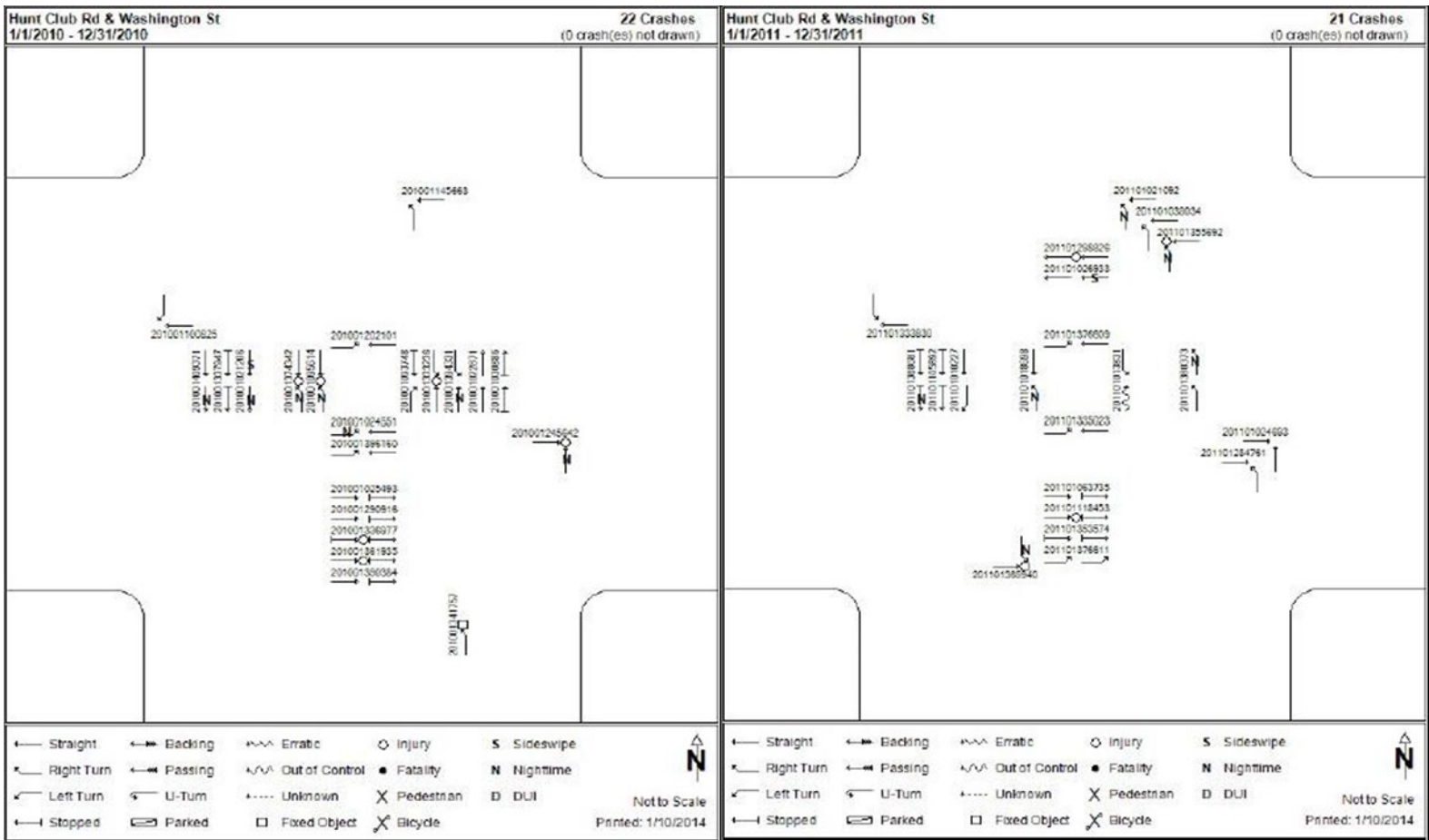
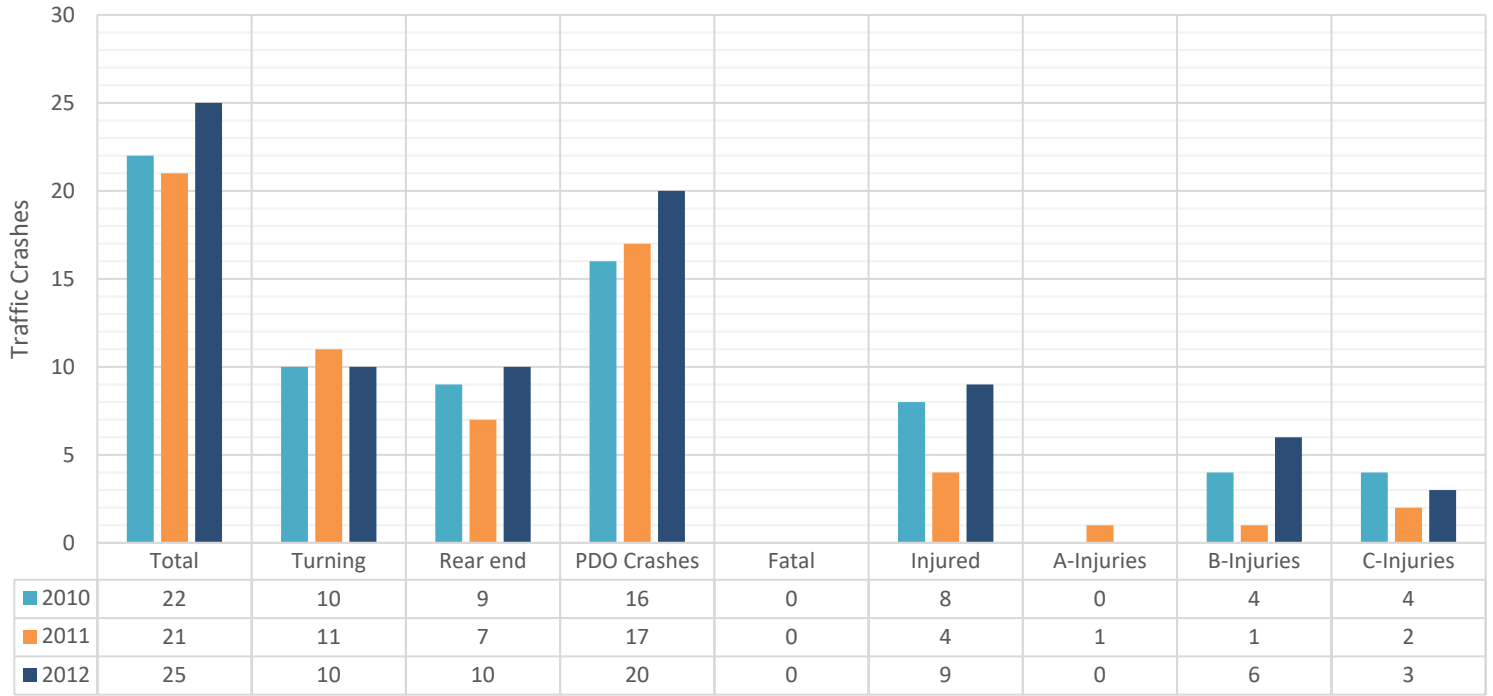


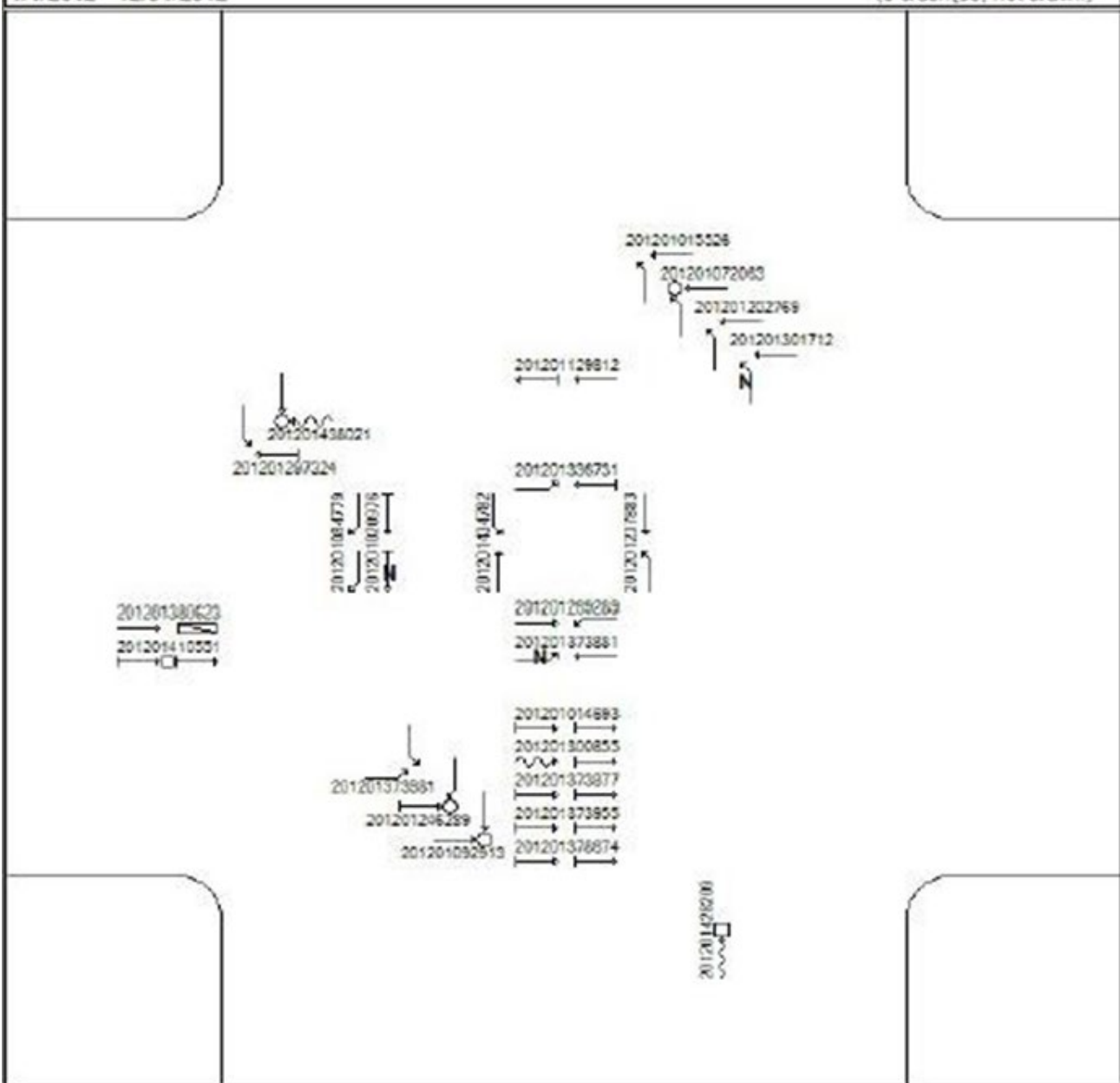


← Straight	↔ Backing	⚡ Erratic	○ Injury	S Sideswipe
↘ Right Turn	↔ Passing	⚡ Out of Control	● Fatality	N Nighttime
↙ Left Turn	↩ U-Turn	⚡ Unknown	X Pedestrian	D DUI
⏹ Stopped	🚗 Parked	□ Fixed Object	🚲 Bicycle	

  
 Not to Scale  
 Printed: 12/13/2017

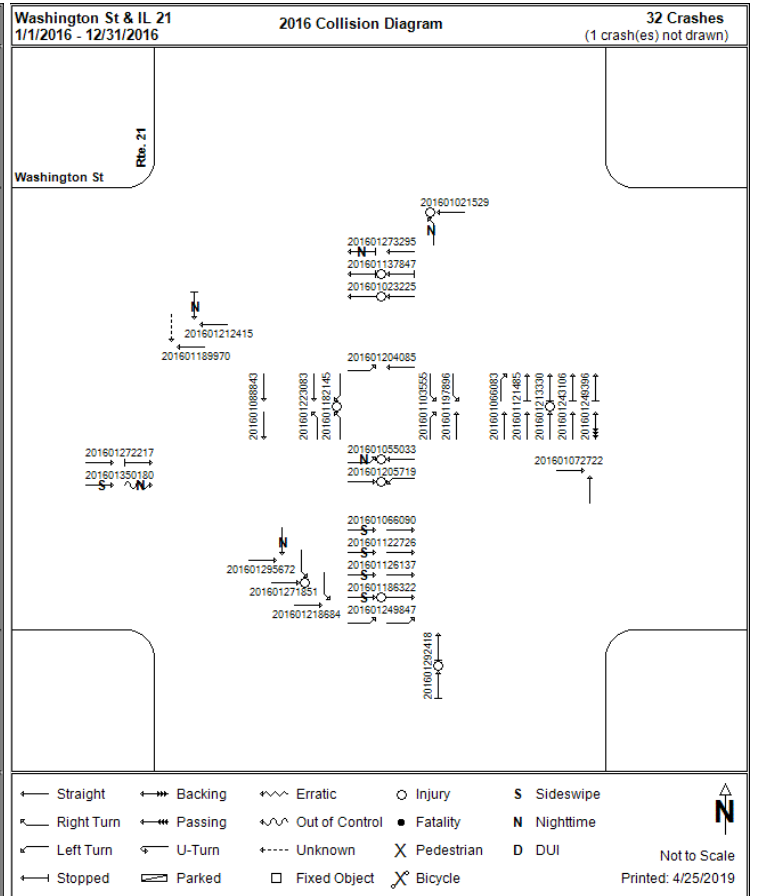
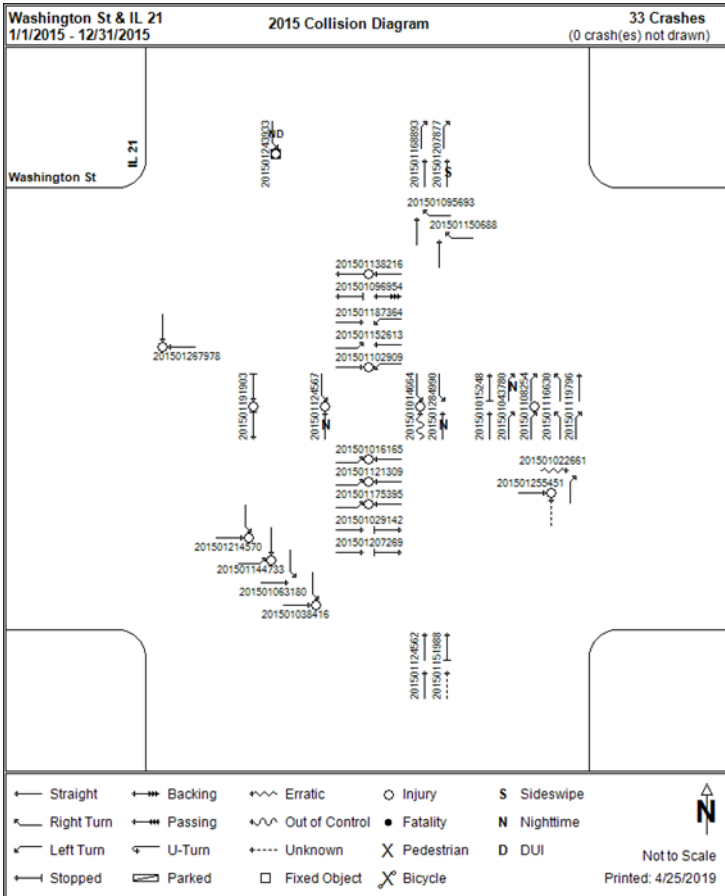
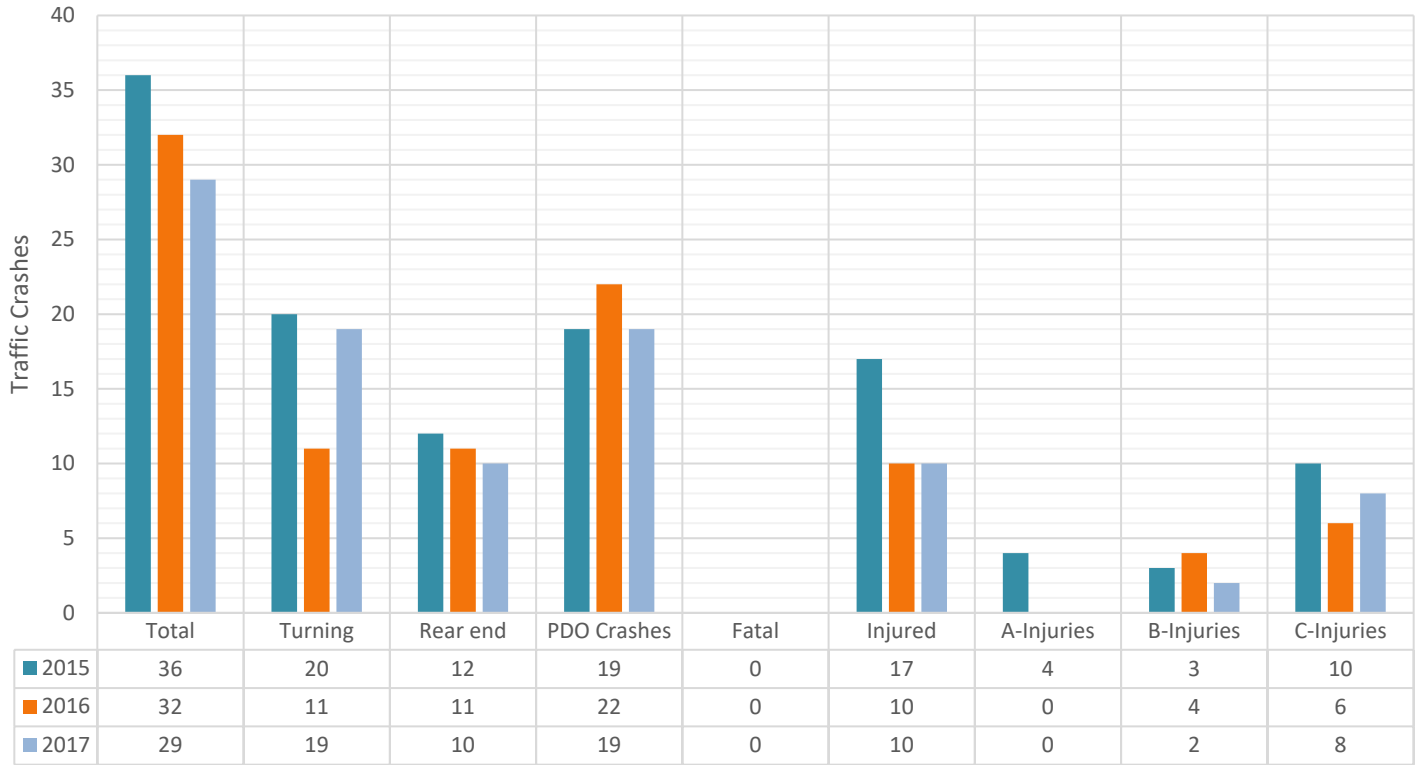
# Washington & Hunt Club Road

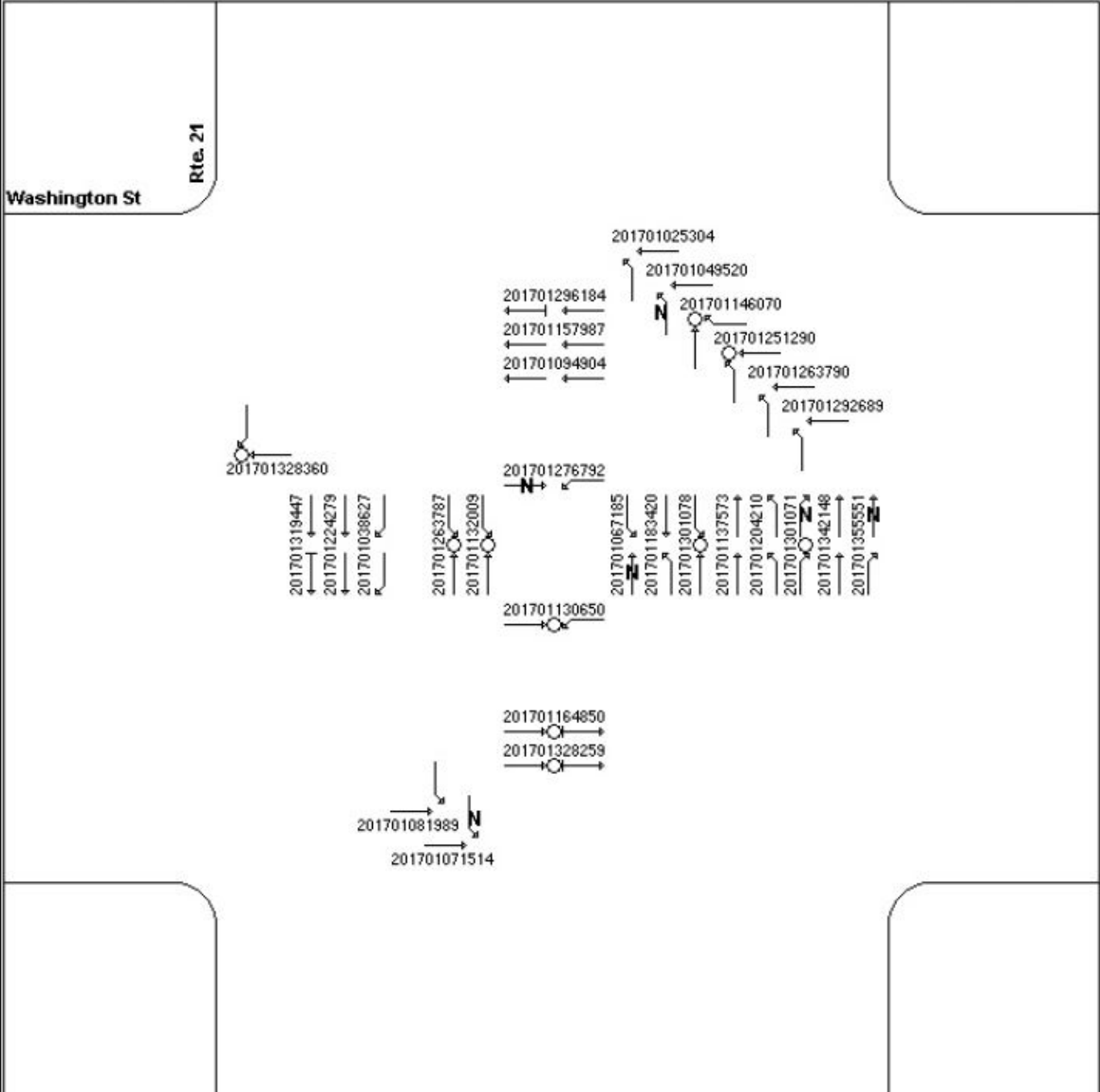





← Straight	↔ Backing	⚡ Erratic	○ Injury	S Sideswipe
↘ Right Turn	↔ Passing	⚡ Out of Control	● Fatality	N Nighttime
↙ Left Turn	↶ U-Turn	⋯ Unknown	X Pedestrian	D DUI
⊥ Stopped	🚗 Parked	□ Fixed Object	🚲 Bicycle	Not to Scale Printed: 1/10/2014

## Washington & Rte 21 (Implemented 05/01/2018)



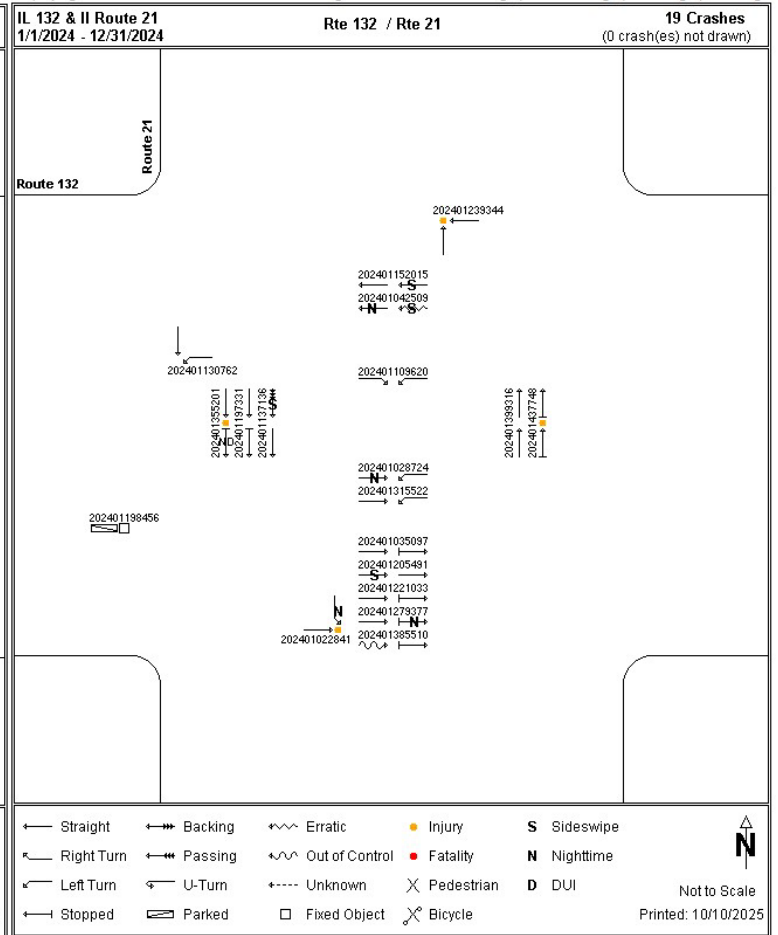
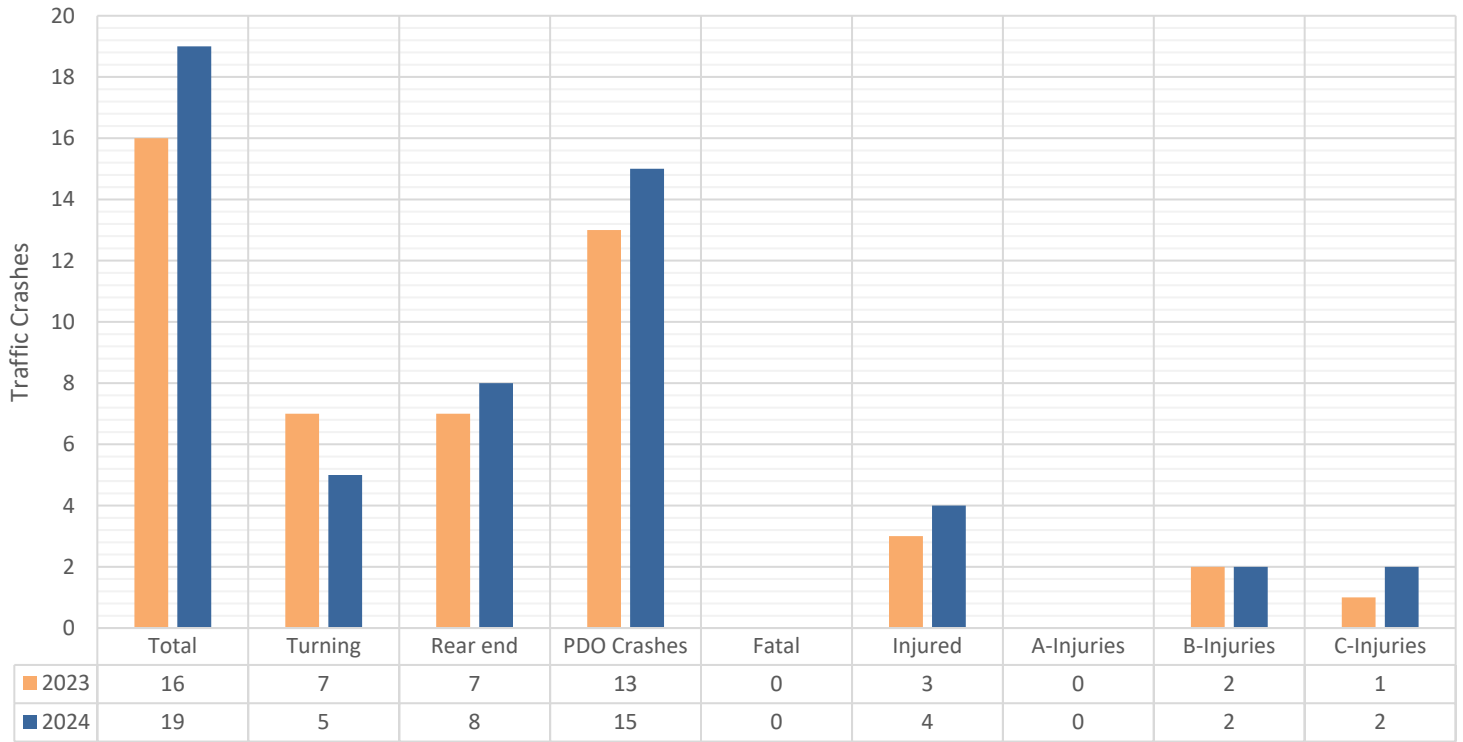


← Straight	↔ Backing	↔ Erratic	○ Injury	<b>S</b> Sideswipe
↘ Right Turn	↔ Passing	↔ Out of Control	● Fatality	<b>N</b> Nighttime
↙ Left Turn	↔ U-Turn	↔ Unknown	⊗ Pedestrian	<b>D</b> DUI
⊔ Stopped	▭ Parked	□ Fixed Object	⊗ Bicycle	

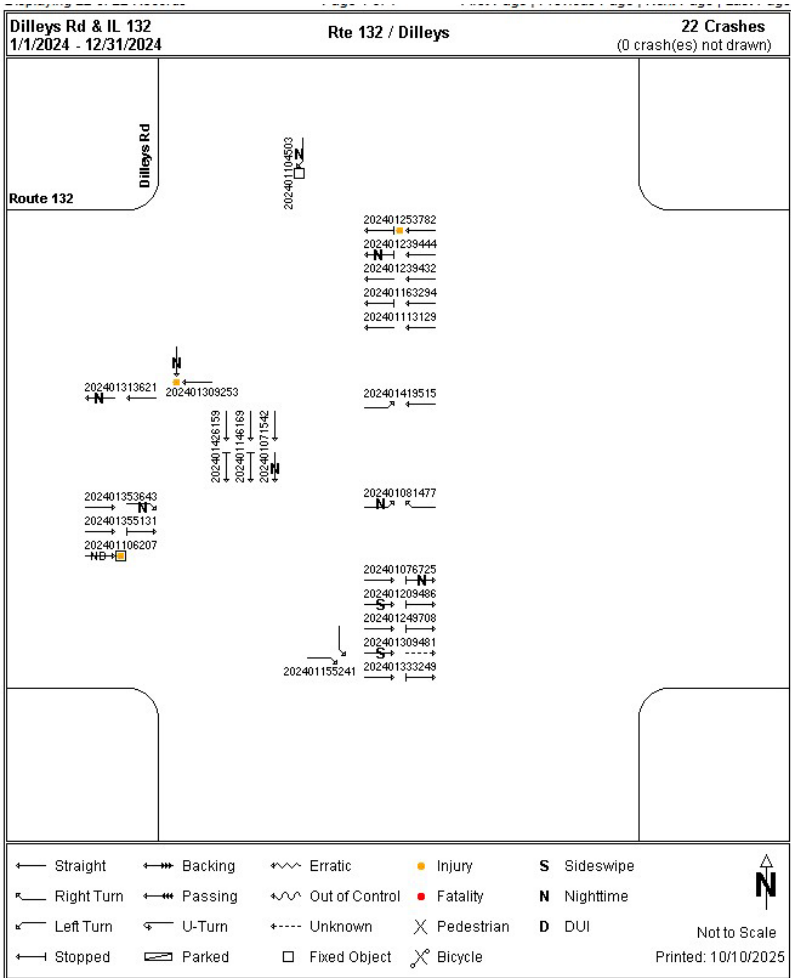
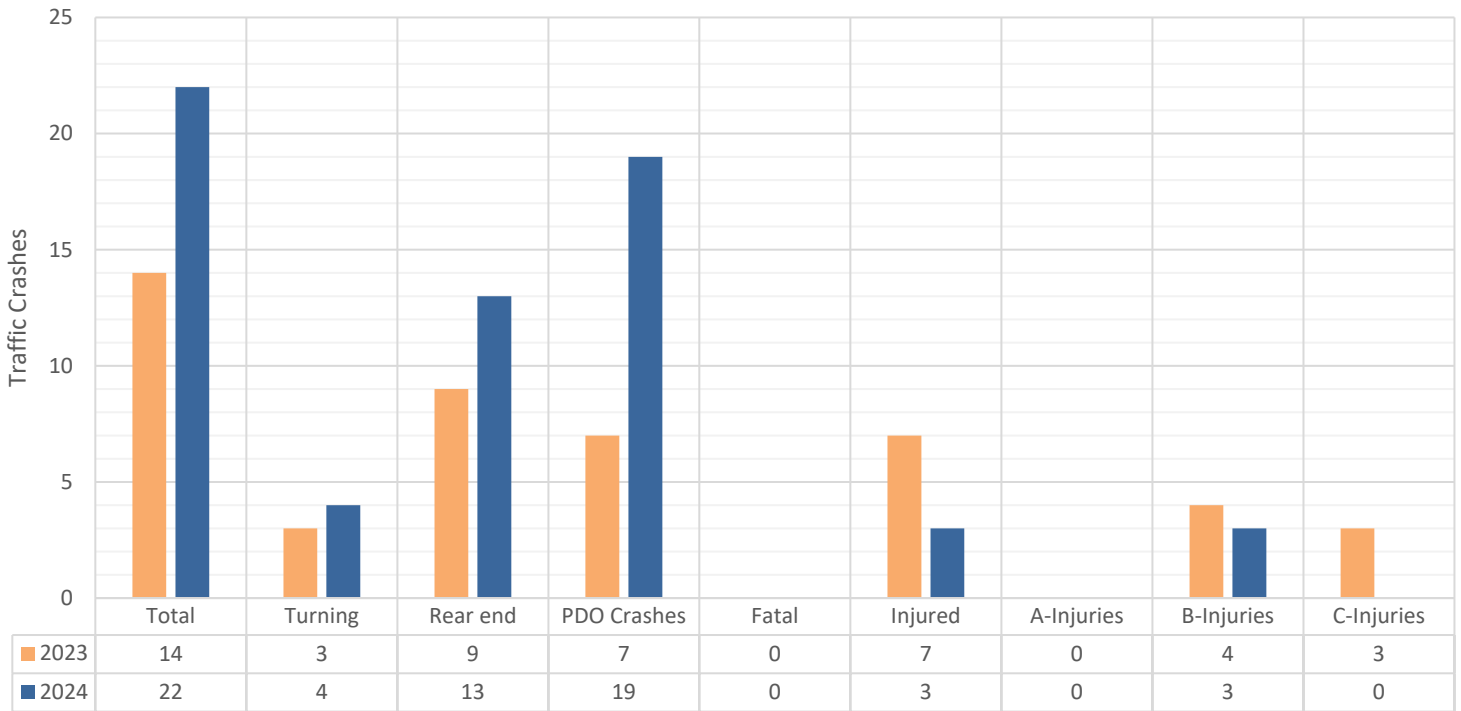
  
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 Printed: 5/8/2019

## 2023-2024 Crash Data

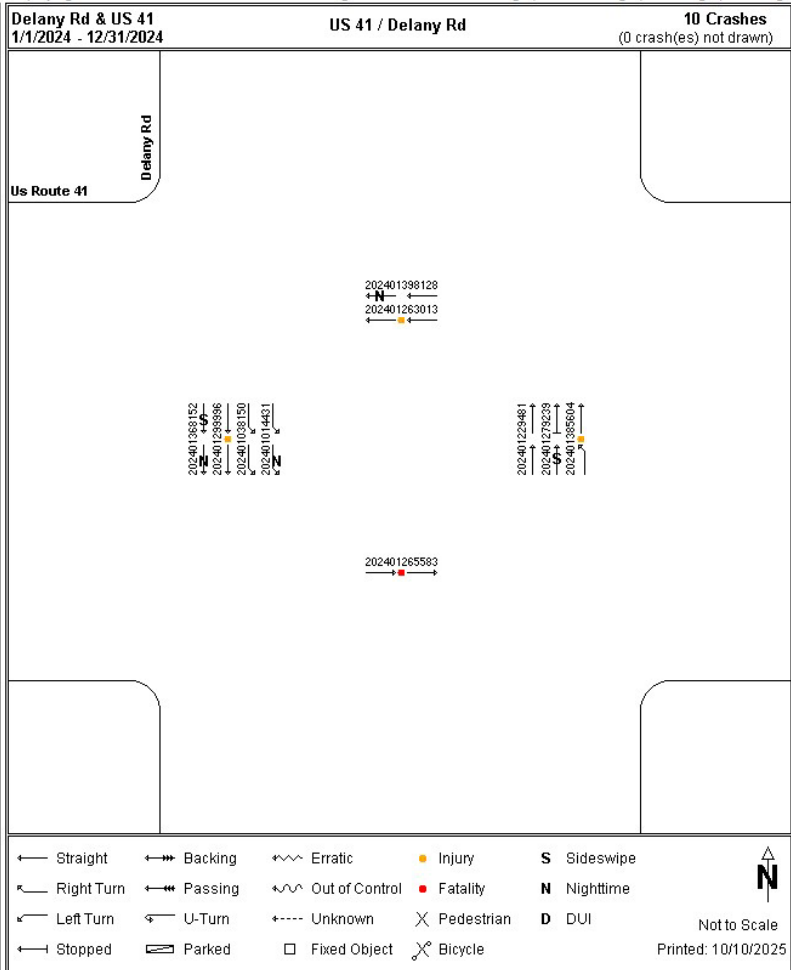
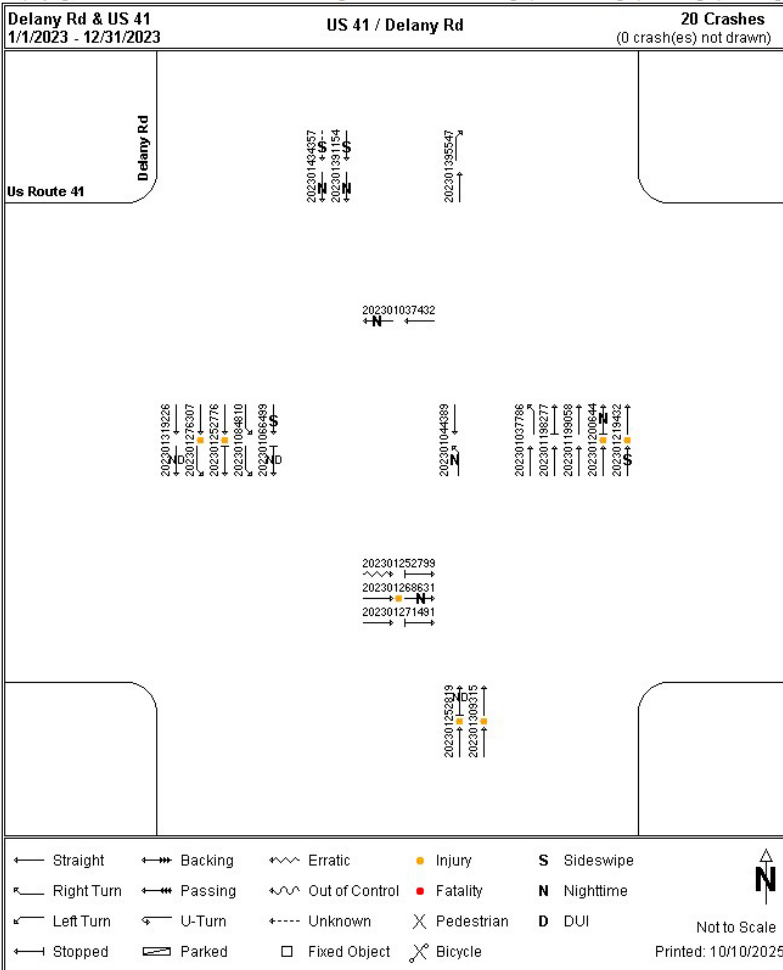
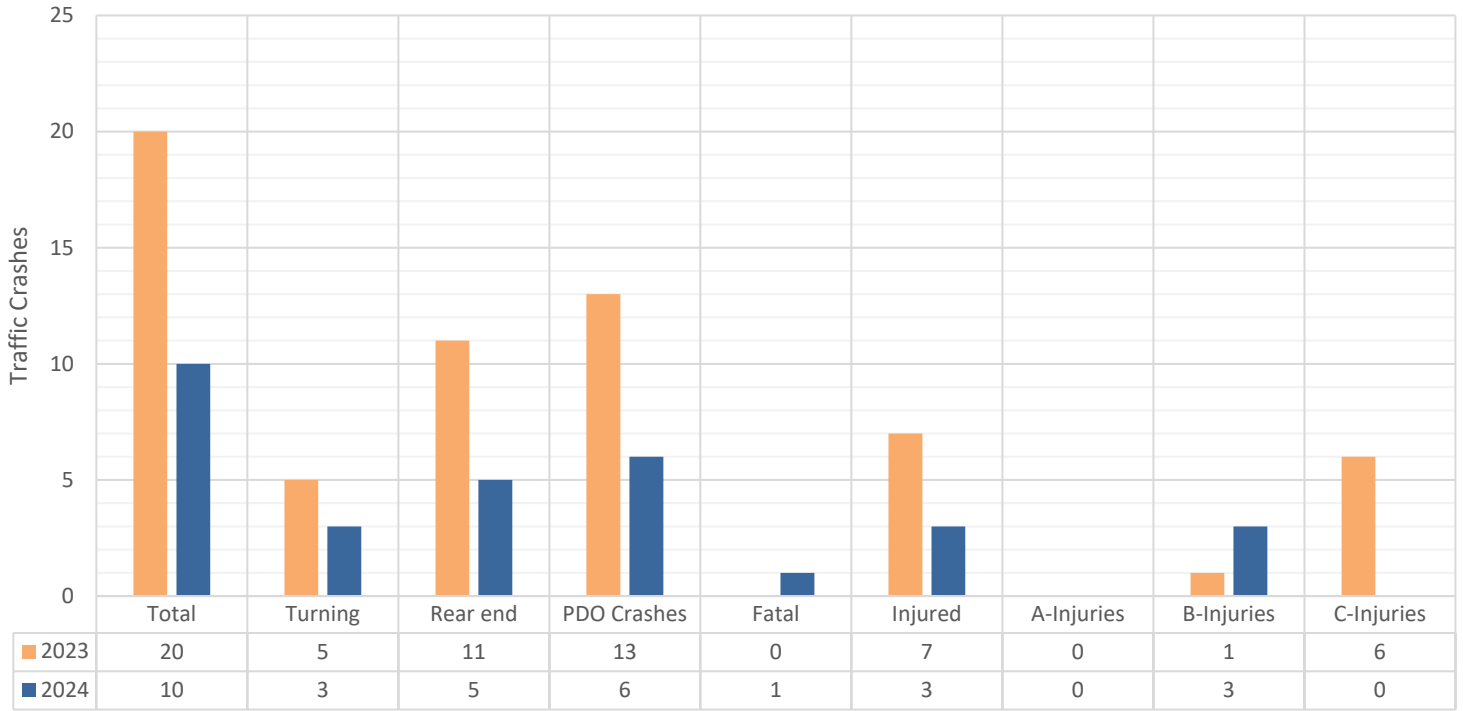
### Route 132 & Rte 21



# Route 132 & Dilley's Road

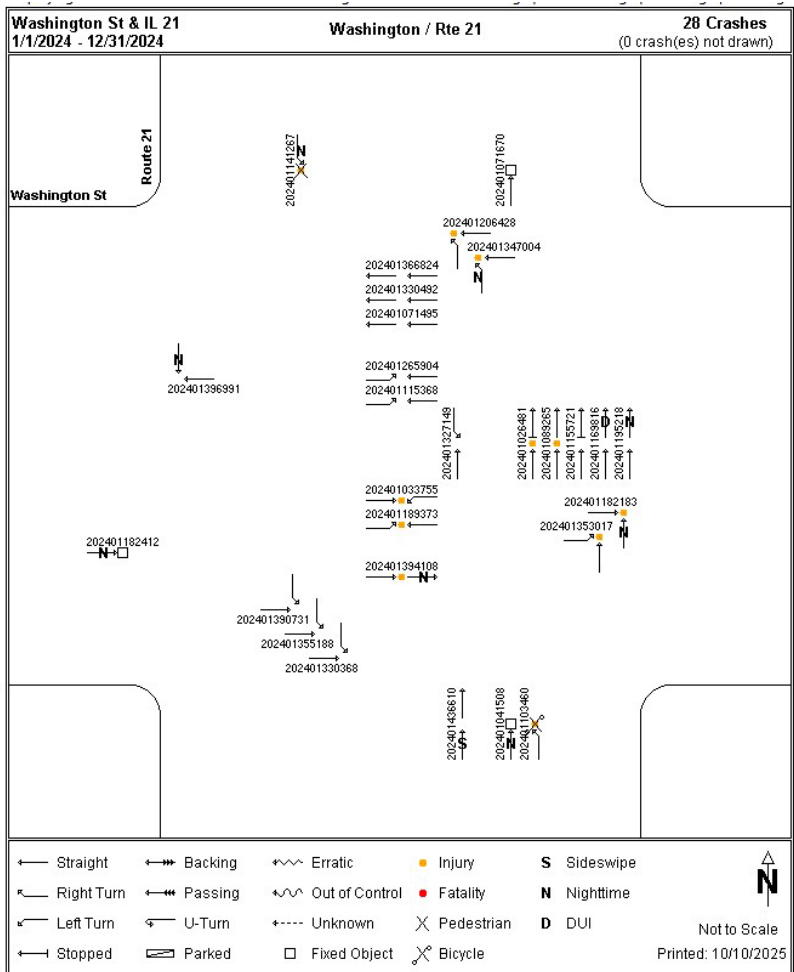
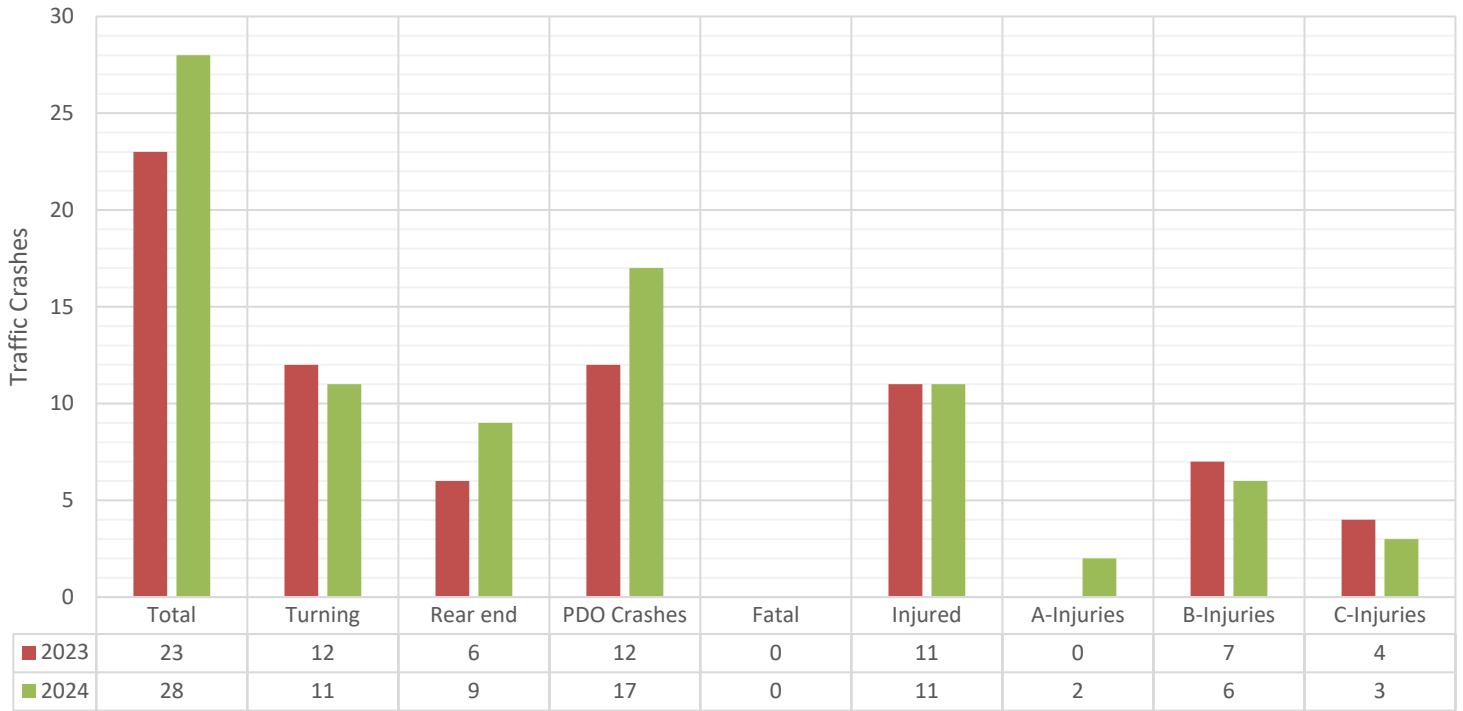


# Route 41 & Delany Road

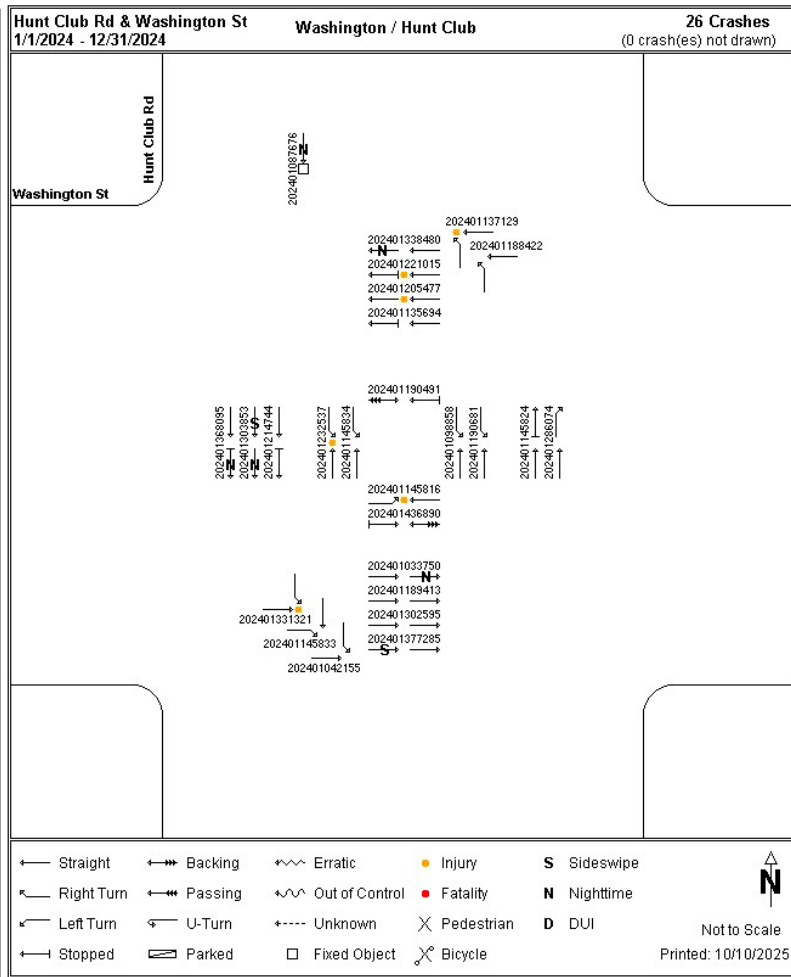
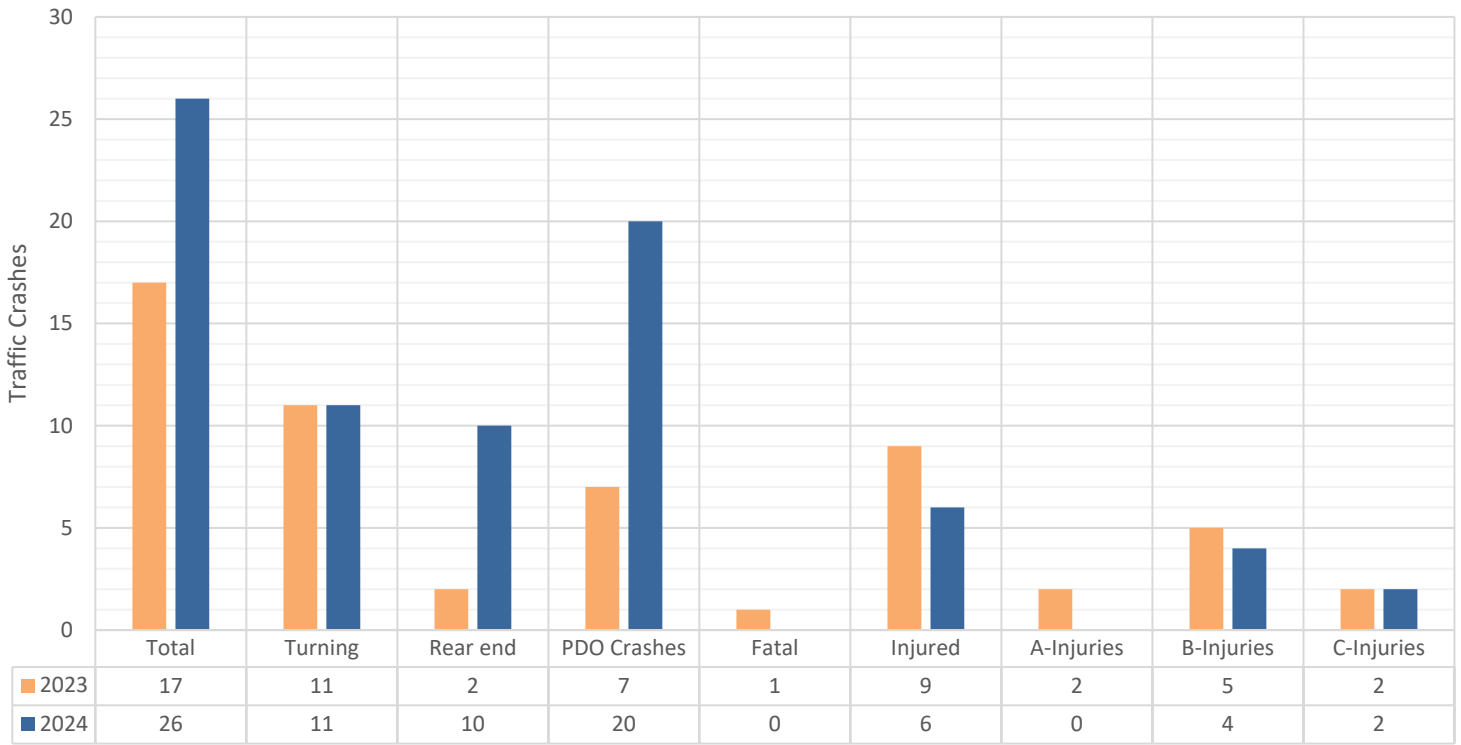


# Washington & Rte 21

(Implemented 05/01/2018)



# Washington & Hunt Club Road



## Crash Data Analysis

Washington / Rte 21									
Year	Total	Turning	Rear end	PDO Crashes	Fatal	Injured	A-Injuries	B-Injuries	C-Injuries
2016	32	11	11	22	0	10	0	4	6
2017	29	19	10	19	0	10	0	2	8
<b>Total</b>	<b>61.0</b>	<b>30.0</b>	<b>21.0</b>	<b>41.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>6.0</b>	<b>14.0</b>
Year	Total	Turning	Rear end	PDO Crashes	Fatal	Injured	A-Injuries	B-Injuries	C-Injuries
2023	23	12	6	12	0	11	0	7	4
2024	28	11	9	17	0	11	2	6	3
<b>Total</b>	<b>51</b>	<b>23</b>	<b>15</b>	<b>29</b>	<b>0</b>	<b>22</b>	<b>2</b>	<b>13</b>	<b>7</b>
<b>Washington / Rte 21</b>	<b>-16%</b>	<b>-23%</b>	<b>-29%</b>	<b>-29%</b>	<b>0%</b>	<b>10%</b>	<b>0%</b>	<b>117%</b>	<b>-50%</b>
	-10.0	-7.0	-6.0	-12.0	0.0	2.0	2.0	7.0	-7.0

Washington / Hunt Club									
Year	Total	Turning	Rear end	PDO Crashes	Fatal	Injured	A-Injuries	B-Injuries	C-Injuries
2010	22	10	9	16	0	6	0	3	3
2011	21	11	7	17	0	4	1	1	2
<b>Total</b>	<b>43</b>	<b>21</b>	<b>16</b>	<b>33</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>4</b>	<b>5</b>
Year	Total	Turning	Rear end	PDO Crashes	Fatal	Injured	A-Injuries	B-Injuries	C-Injuries
2023	17	11	2	7	1	9	2	5	2
2024	26	11	10	20	0	6	0	4	2
<b>Total</b>	<b>43</b>	<b>22</b>	<b>12</b>	<b>27</b>	<b>1</b>	<b>15</b>	<b>2</b>	<b>9</b>	<b>4</b>
<b>Washington / Hunt Club</b>	<b>0%</b>	<b>5%</b>	<b>-25%</b>	<b>-18%</b>	<b>100%</b>	<b>50%</b>	<b>100%</b>	<b>125%</b>	<b>-20%</b>
	0	1	-4	-6	1	5	1	5	-1

US 41 / Delany Rd									
Year	Total	Turning	Rear end	PDO Crashes	Fatal	Injured	A-Injuries	B-Injuries	C-Injuries
2007	15	7	4	13	0	4	2	1	1
2008	8	5	3	6	0	2	0	0	2
<b>Total</b>	<b>23</b>	<b>12</b>	<b>7</b>	<b>19</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>3</b>
Year	Total	Turning	Rear end	PDO Crashes	Fatal	Injured	A-Injuries	B-Injuries	C-Injuries
2023	20	5	11	13	0	7	0	1	6
2024	10	3	5	6	1	3	0	3	0
<b>Total</b>	<b>30</b>	<b>8</b>	<b>16</b>	<b>19</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>6</b>
<b>US 41 / Delany Rd</b>	<b>30%</b>	<b>-33%</b>	<b>129%</b>	<b>0%</b>	<b>100%</b>	<b>67%</b>	<b>-100%</b>	<b>300%</b>	<b>100%</b>
	7	-4	9	0	1	4	-2	3	3

## Rte 132 / Rte 21

Year	Total	Turning	Rear end	PDO Crashes	Fatal	Injured	A-Injuries	B-Injuries	C-Injuries
2007	44	6	20	31	0	18	3	6	9
2008	38	13	14	25	0	21	3	5	13
<b>Total</b>	<b>82</b>	<b>19</b>	<b>34</b>	<b>56</b>	<b>0</b>	<b>39</b>	<b>6</b>	<b>11</b>	<b>22</b>

Year	Total	Turning	Rear end	PDO Crashes	Fatal	Injured	A-Injuries	B-Injuries	C-Injuries
2023	16	7	7	13	0	3	0	2	1
2024	19	5	8	15	0	4	0	2	2
<b>Total</b>	<b>35</b>	<b>12</b>	<b>15</b>	<b>28</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>3</b>

<b>Rte 132 / Rte 21</b>	<b>-57%</b>	<b>-37%</b>	<b>-56%</b>	<b>-50%</b>	<b>0%</b>	<b>-82%</b>	<b>-100%</b>	<b>-64%</b>	<b>-86%</b>
	<b>-47</b>	<b>-7</b>	<b>-19</b>	<b>-28</b>	<b>0</b>	<b>-32</b>	<b>-6</b>	<b>-7</b>	<b>-19</b>

\*Preliminary agency data

## Rte 132 / Dilleys

Year	Total	Turning	Rear end	PDO Crashes	Fatal	Injured	A-Injuries	B-Injuries	C-Injuries
2007	56	11	32	51	0	7	0	4	3
2008	44	9	28	38	0	8	1	0	7
<b>Total</b>	<b>100</b>	<b>20</b>	<b>60</b>	<b>89</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>4</b>	<b>10</b>

Year	Total	Turning	Rear end	PDO Crashes	Fatal	Injured	A-Injuries	B-Injuries	C-Injuries
2023	14	3	9	7	0	7	0	4	3
2024	22	4	13	19	0	3	0	3	0
<b>Total</b>	<b>36</b>	<b>7</b>	<b>22</b>	<b>26</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>3</b>

<b>Rte 132 / Dilleys</b>	<b>-64%</b>	<b>-65%</b>	<b>-63%</b>	<b>-71%</b>	<b>0%</b>	<b>-33%</b>	<b>-100%</b>	<b>75%</b>	<b>-70%</b>
	<b>-64</b>	<b>-13</b>	<b>-38</b>	<b>-63</b>	<b>0</b>	<b>-5</b>	<b>-1</b>	<b>3</b>	<b>-7</b>

### ALL INTERSECTIONS COMBINED

	Total	Turning	Rear end	PDO Crashes	Fatal	Injured	A-Injuries	B-Injuries	C-Injuries
Pre-Red Light Cam Total	309	102	138	238	0	90	10	26	54
2023-2024 Total	195	72	80	129	2	64	4	37	23

	Total	Turning	Rear end	PDO Crashes	Fatal	Injured	A-Injuries	B-Injuries	C-Injuries
Combined Average (all Intersections)	<b>-37%</b>	<b>-29%</b>	<b>-42%</b>	<b>-46%</b>	<b>100%</b>	<b>-29%</b>	<b>-60%</b>	<b>42%</b>	<b>-57%</b>
	<b>-114</b>	<b>-30</b>	<b>-58</b>	<b>-109</b>	<b>2</b>	<b>-26</b>	<b>-6</b>	<b>11</b>	<b>-31</b>

## Summary of Red-Light Camera Intersection Crash Data (Gurnee, IL)

Comparison: Pre-Camera Baseline (309 crashes) vs. 2023–2024 Combined (195 crashes)

### Overall Crash Reduction

- Pre-Camera Total Crashes: **309**
- 2023–2024 Total Crashes: **195**
- Change: **↓37% (114 fewer crashes)**

The system continues to show a strong decrease in overall crash volume across all monitored intersections.

### Injury Crash Trends

- Pre-Camera Total Injuries: **90**
- 2023–2024 Injuries: **64**
- Overall Change: **↓29% (26 fewer injuries)**

Breakdown by severity:

- A-Injuries (Severe): **10 → 4 (↓60%)**
- B-Injuries (Moderate): **26 → 37 (↑42%)**
- C-Injuries (Minor): **54 → 23 (↓57%)**

Severe injuries dropped sharply. Minor injuries also declined significantly. The only upward movement is in moderate-level injuries, driven by a handful of outlier intersections.

### Rear-End Collision Analysis

- Pre-Camera Rear-End Crashes: **138**
- 2023–2024 Rear-End Crashes: **80**
- Change: **↓42% (58 fewer)**

Rear-end collisions, often expected to rise with automated enforcement, are substantially lower.

### Turning and PDO Crash Reductions

- Turning Crashes: **102 → 72 (↓29%)**
- Property-Damage-Only (PDO) Crashes: **238 → 129 (↓46%)**

Both movement-related crashes and minor damage crashes show major declines, reinforcing improved compliance and fewer conflict points.

### Fatal Crashes

- Pre-Camera: **0**

- 2023–2024: **2**
- Change: **Increase of 2 fatalities**

Fatal crashes remain extremely rare but did occur during this two-year window.

### Summary

Since implementation, red-light enforcement has produced consistent and meaningful reductions in total crashes, serious injuries, rear-end collisions, turning movements, and PDO crashes. Severe-injury crashes in particular show a steep decline. The data supports a sustained improvement in driver behavior and intersection safety throughout Gurnee’s monitored corridors.

### Signal Timings

The Village of Gurnee does not manage or control signal timings; those responsibilities fall under external agencies. Because of that, **no before-and-after signal timing records exist** for comparison.

### Traffic Volumes

Traffic volumes before and after the installation of the Red-Light Camera (RLR) System were reviewed to evaluate potential changes in approach volumes. Data include both average daily traffic (ADT) and, where available, peak period traffic volumes.

Average daily traffic counts for each approach were obtained from the **Lake County Division of Transportation (LCDOT)** and the **Illinois Department of Transportation (IDOT)** using publicly available data from:

- [Lake County Traffic Counts \(MS2 Portal\)](#)
- [IDOT “Getting Around Illinois” AADT Map](#)

The traffic counts summarized below represent the most recent data available following RLR system installation compared to the average of the three years prior. Peak period counts were not available, and in some cases, directional data were provided only as combined totals rather than broken out by each travel direction.

#### Prior Years Average

##### **Route 132 & Route 21**

eastbound – 29,000                      westbound – 29,000

##### **Route 132 & Dilley Road**

eastbound – 24,600                      westbound – 29,000

##### **Route 41 & Delany Rd**

eastbound – 38,200                      westbound – 38,200

##### **Washington & Rte 21**

eastbound – 27,900                      westbound – 24,000

**Washington & Hunt Club**

eastbound – 19,800                  westbound – 21,800

Post Camera Installation (most recent available)

**Route 132 & Route 21**

eastbound – 24,100                  westbound – 21,500

**Route 132 & Dilleys Road**

eastbound – 24,100                  westbound – 24,100

**Route 41 & Delany Rd**

eastbound – 30,500                  westbound – 30,500

**Washington & Rte 21**

eastbound – 20,800                  westbound – 21,300

**Washington & Hunt Club**

eastbound – 22,600                  westbound – 19,300

**Recommendations**

Recommendations to further reduce red light violations and severe crashes and to improve the operation of the intersection(s).

The Illinois Department of Transportation is currently upgrading the intersection at Washington Street and Hunt Club Road, which includes the addition of protected left-turn signals. This improvement is strongly supported, as protected left turns are known to reduce both the frequency and severity of angle and turning-related crashes.

Given that a significant portion of serious injury crashes involve turning vehicles, we recommend a similar safety enhancement at the intersection of Route 132 and Route 21. Specifically, the installation of protected left-turn lanes and signal phases at this location could substantially decrease crash rates and mitigate injury severity. Implementing this measure would improve traffic flow and intersection safety by reducing driver confusion and the risk of opposing traffic conflicts.

**Adjudication Process**

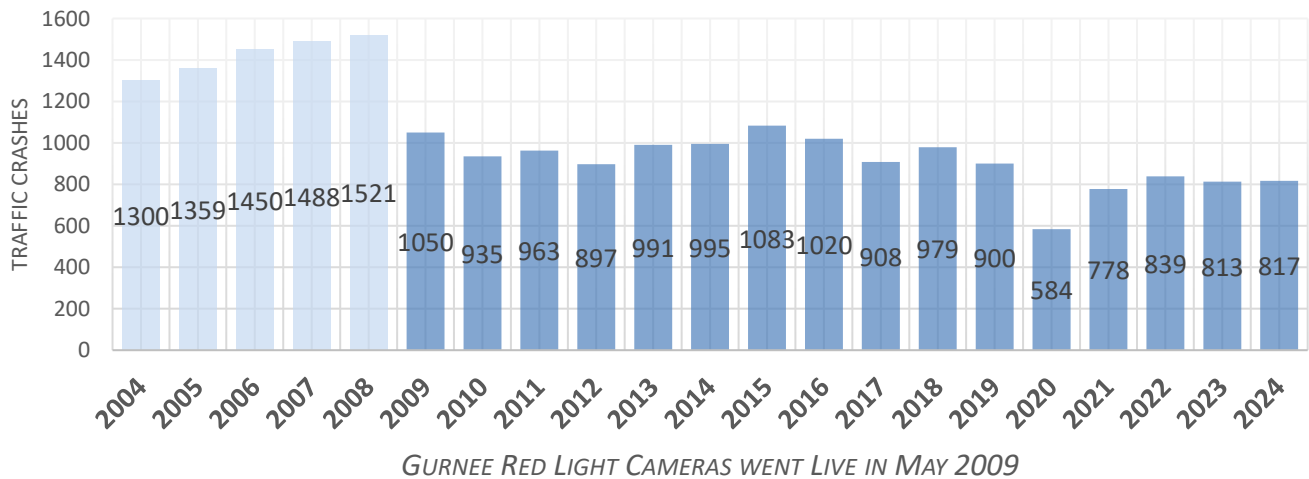
*Provide a summary of adjudication experience and results.*

Our administrative adjudication system does not segregate enforcement approaches. As such, we are unable to provide data specific to each intersection.

During the examined time period we conducted 141 administrative hearings related to photo enforcement citations issued system-wide. Of those hearings, 98 of those were found to be Liable including those who failed to appear at their scheduled hearing.

## Program Conclusion

### 2004 - 2024 Village - Wide Crashes



Red-light photo enforcement was implemented in Gurnee in **May 2009**. While the cameras were installed at select intersections, the chart above reflects **total traffic crashes across the entire village**, not just at photo-enforced locations.

In the five years prior to implementation (2004–2008), Gurnee averaged **1,424 crashes per year**, peaking at **1,521 in 2008**. In the five years following implementation (2009–2013), crashes dropped to an average of **967 per year**, a **32% reduction** from the pre-enforcement period.

This substantial decline indicates a community-wide “halo effect,” suggesting that red-light photo enforcement positively influenced driver behavior well beyond the intersections where cameras were installed.

Although crash totals have fluctuated slightly from year to year, they have consistently remained below pre-2009 levels, even as traffic volumes and commercial development have grown. This sustained improvement in roadway safety was a key factor in the Village’s decision to **conclude its contract with the red-light vendor and formally end the Gurnee Photo Enforcement Program effective July 5, 2025**.

The Village of Gurnee believes that overall driver behavior has improved to the point where automated enforcement is no longer necessary to maintain safer roadways.