



ROUTE 132 & ROUTE 21 ROUTE 132 & DILLEYS RD

RED LIGHT PHOTO ENFORCEMENT 3 YEAR FOLLOW-UP REPORT

September 2023

Overview

The Village of Gurnee is required to submit a Follow-Up Evaluation report to the Illinois Department of Transportation for the intersection(s) of Route 132 & Route 21 and Route 132 & Dilleys Road one year after the installation of a Red Light Running Camera System (RLR). After the first year evaluation report is completed the Village is required to submit evaluation reports every three years to the Illinois Department of Transportation.

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:

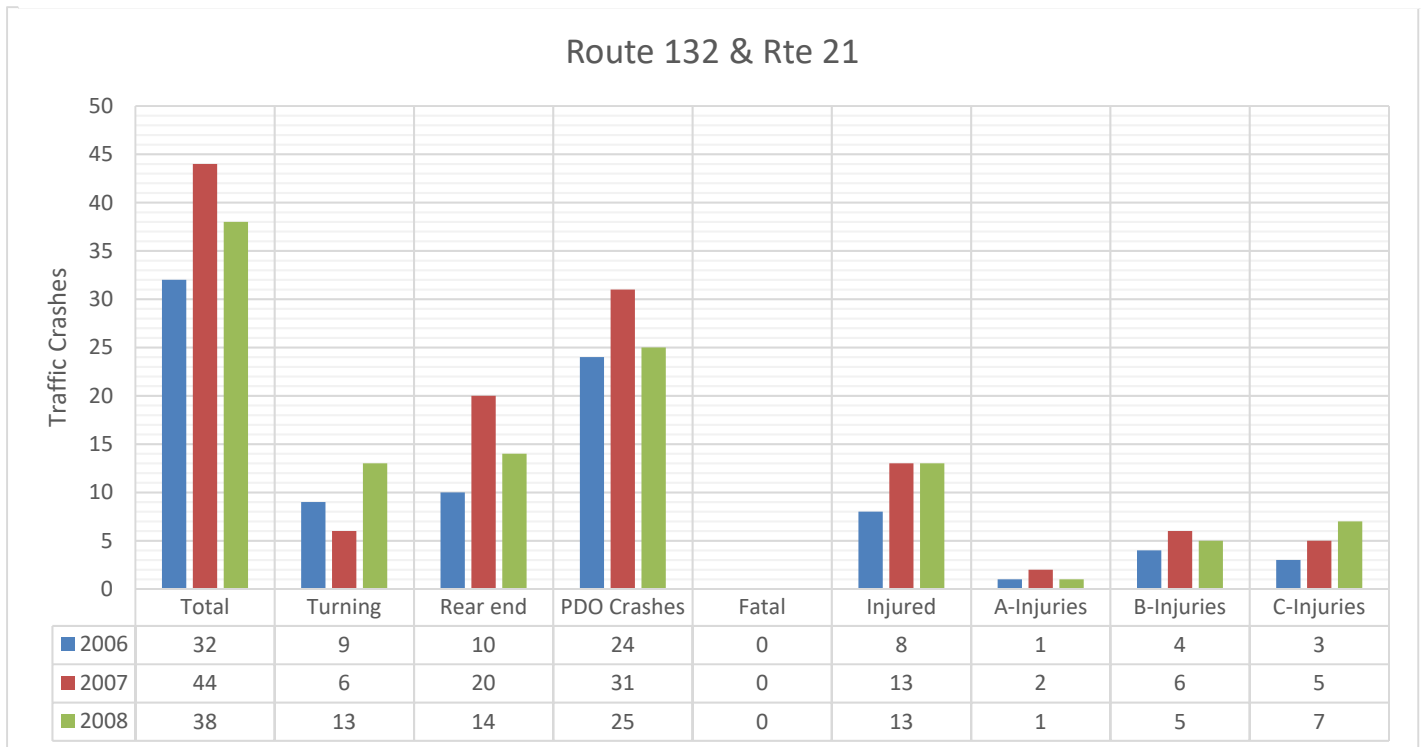
Route 132 & Route 21	05/31/2009
Route 132 & Dilleys Rd	05/31/2009

Crash Data

The crash data specific to the RLR location(s) for the 3-year period (Exhibits #1-2) prior to and for the period post (Exhibits #3-4) RLR installation.

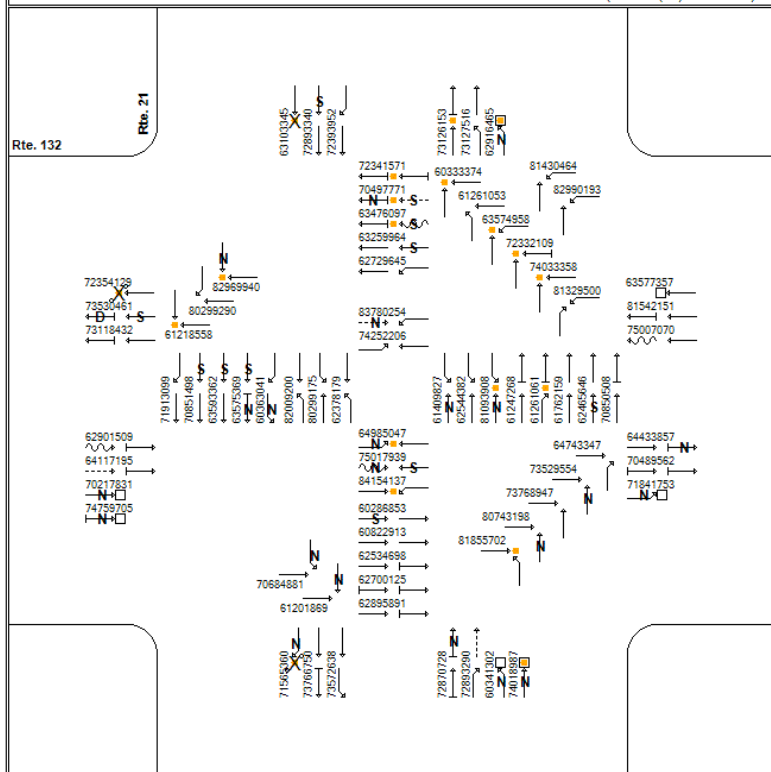
2006-2008 Crash Data

Exhibit 1

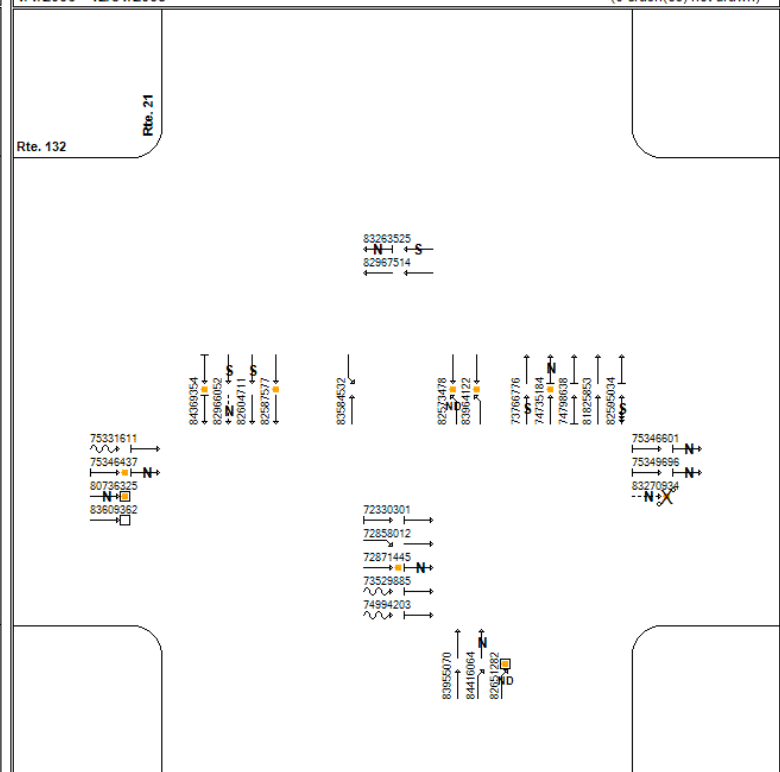


IL 132 & II Route 21
1/1/2006 - 12/31/2008

Rte. 132 / Rte. 21

76 Crashes
(1 crash(es) not drawn)IL 132 & II Route 21
1/1/2006 - 12/31/2008

Rte. 132 / Rte. 21

29 Crashes
(0 crash(es) not drawn)IL 132 & II Route 21
1/1/2006 - 12/31/2008

Rte. 132 / Rte. 21

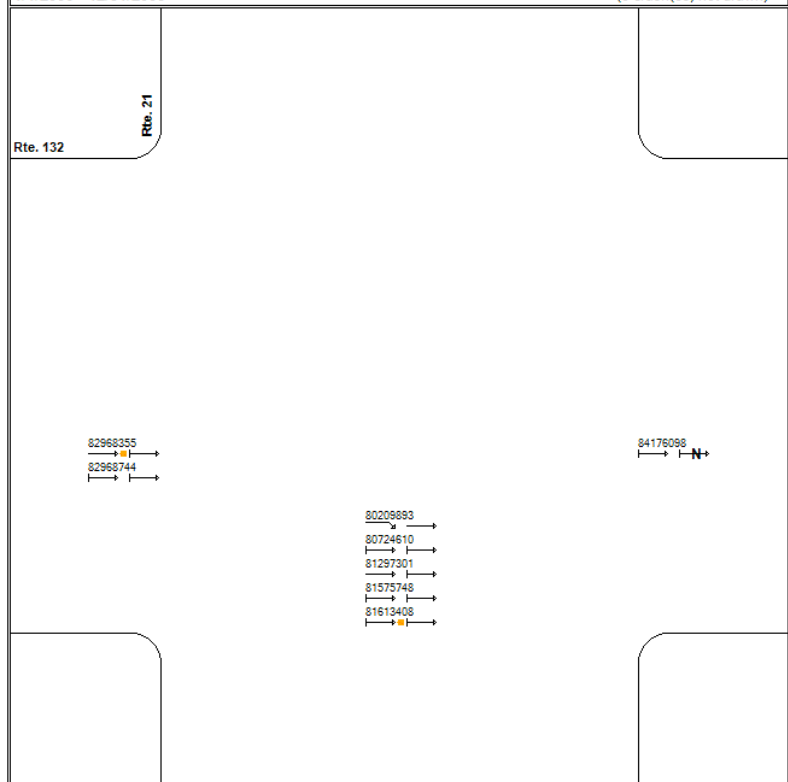
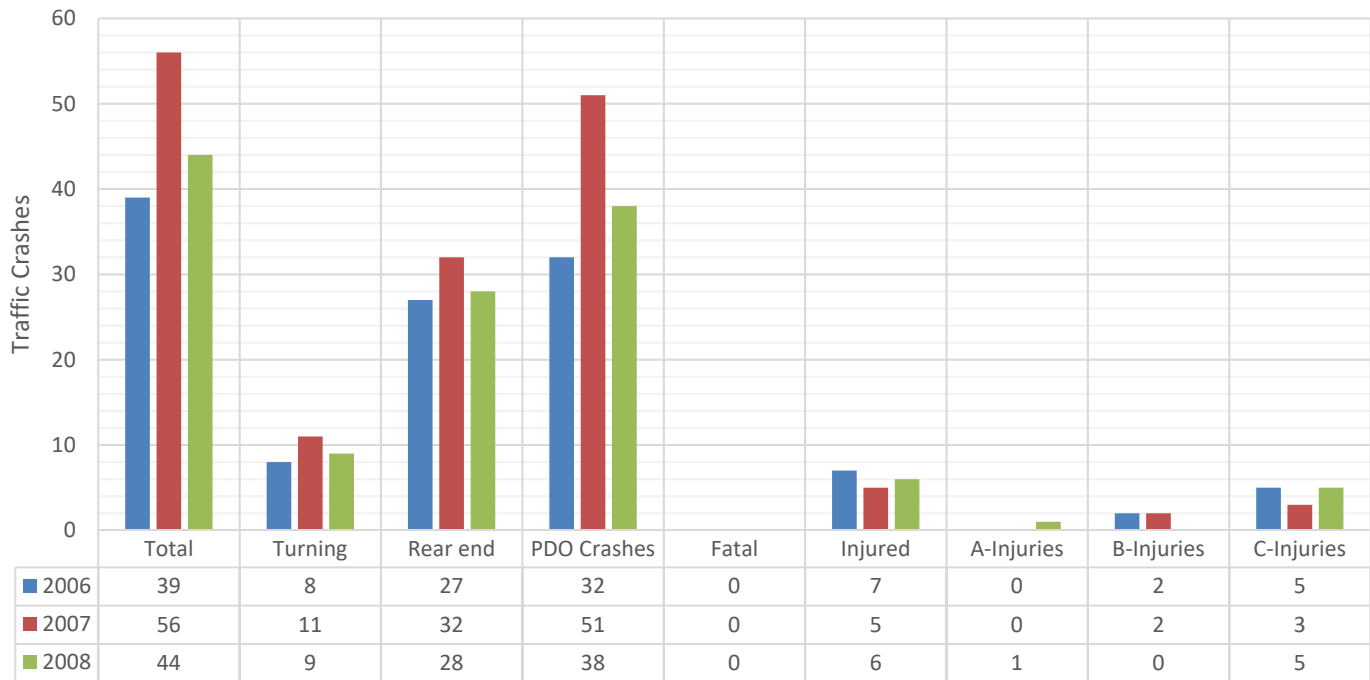
8 Crashes
(0 crash(es) not drawn)

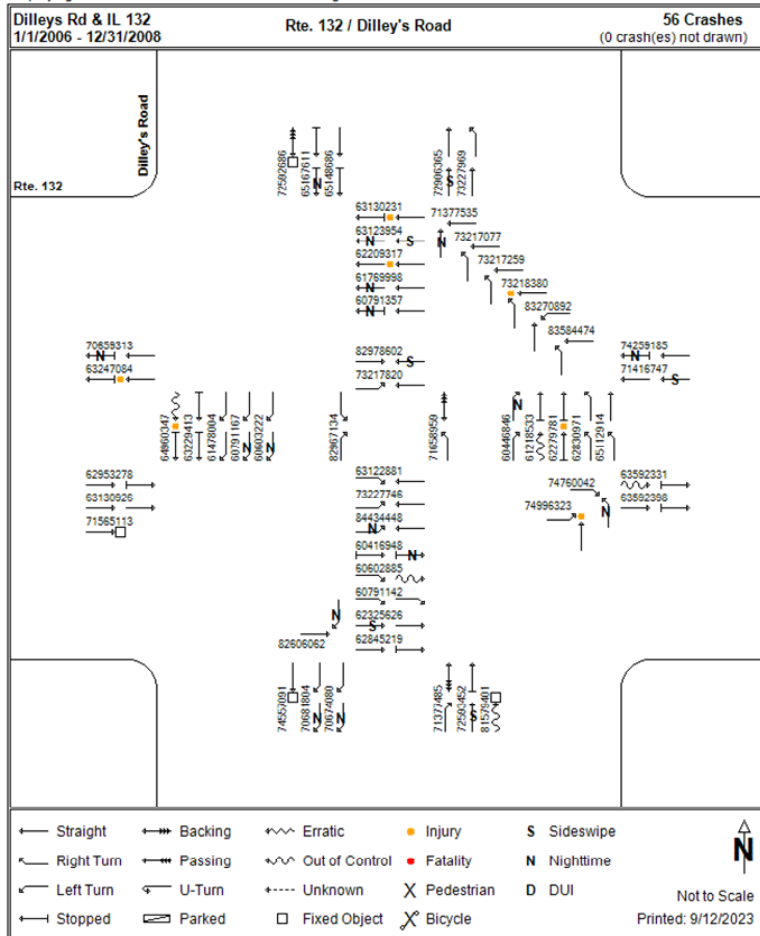
Exhibit 2

Route 132 & Dilley's Road



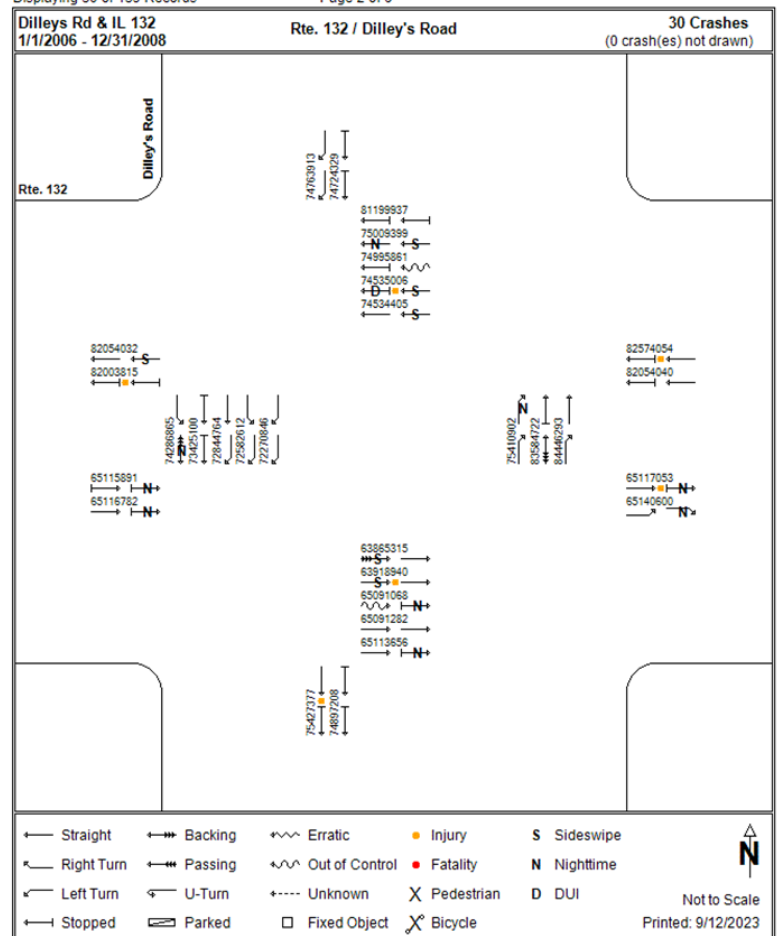
Displaying 56 of 139 Records

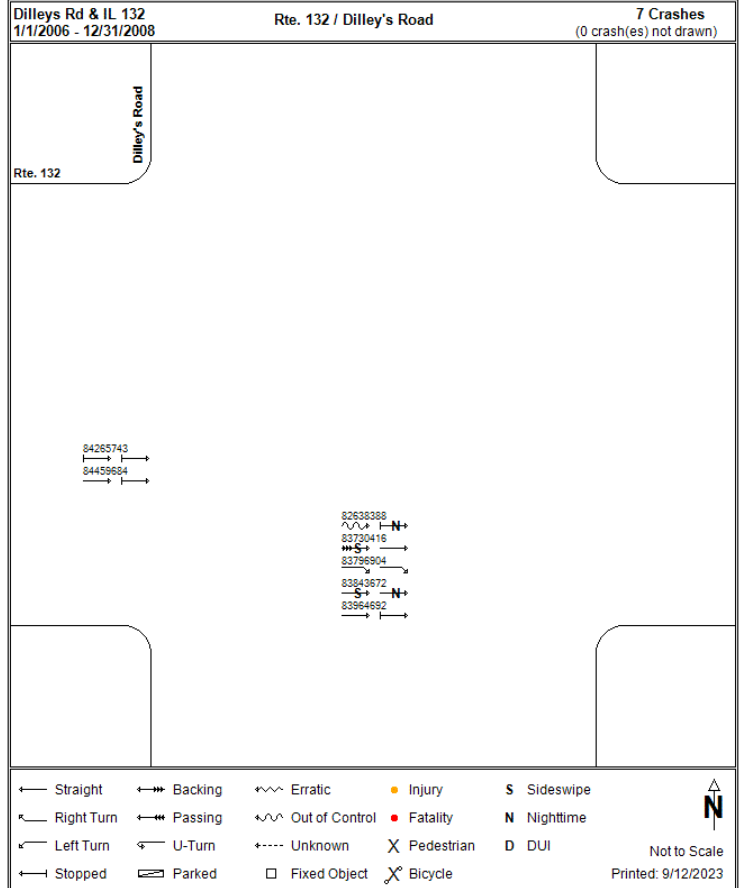
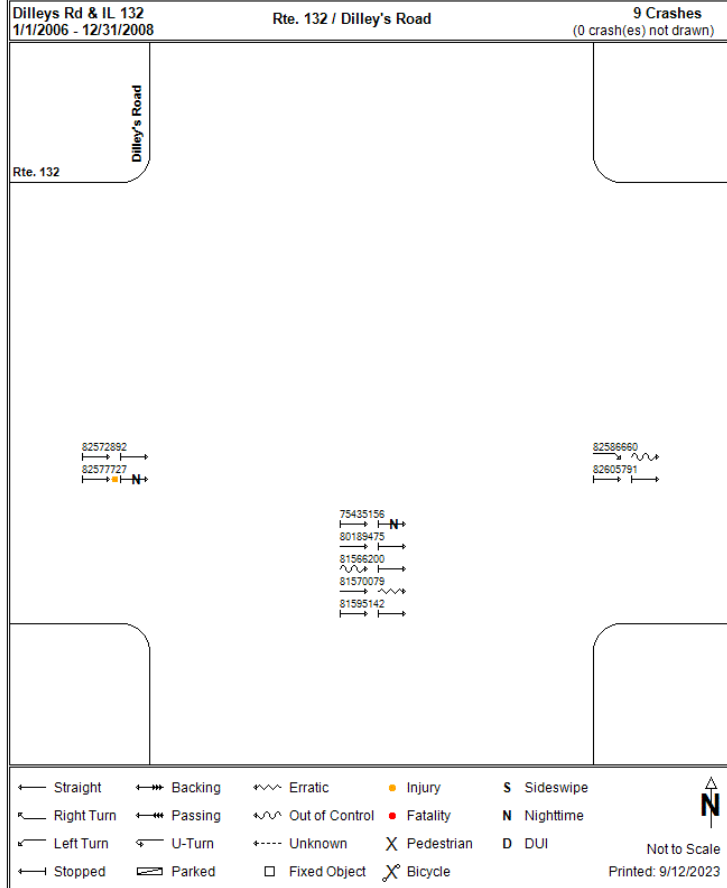
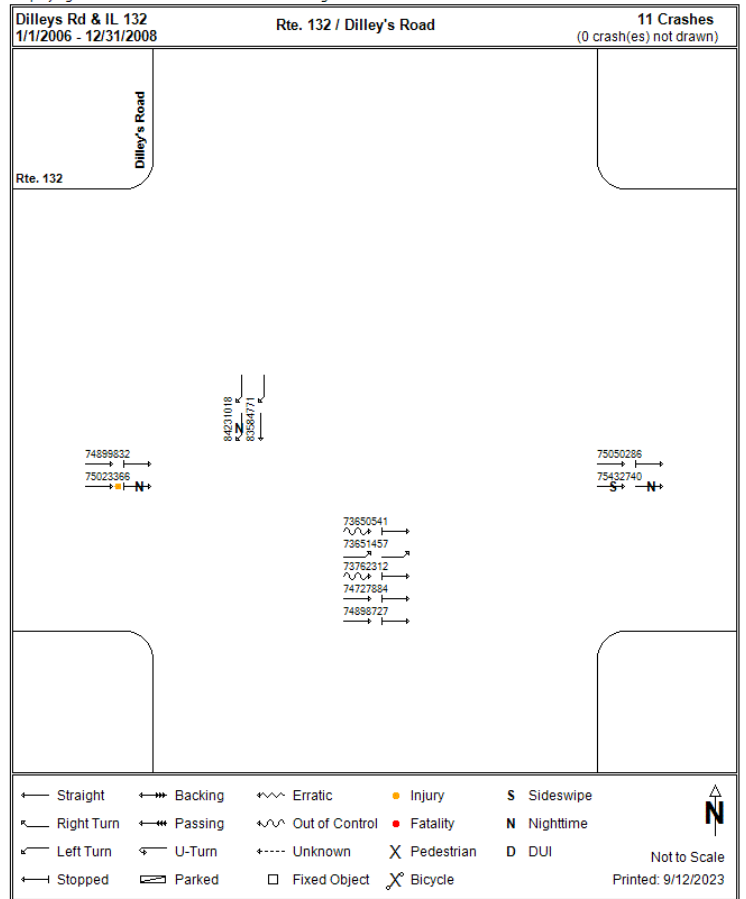
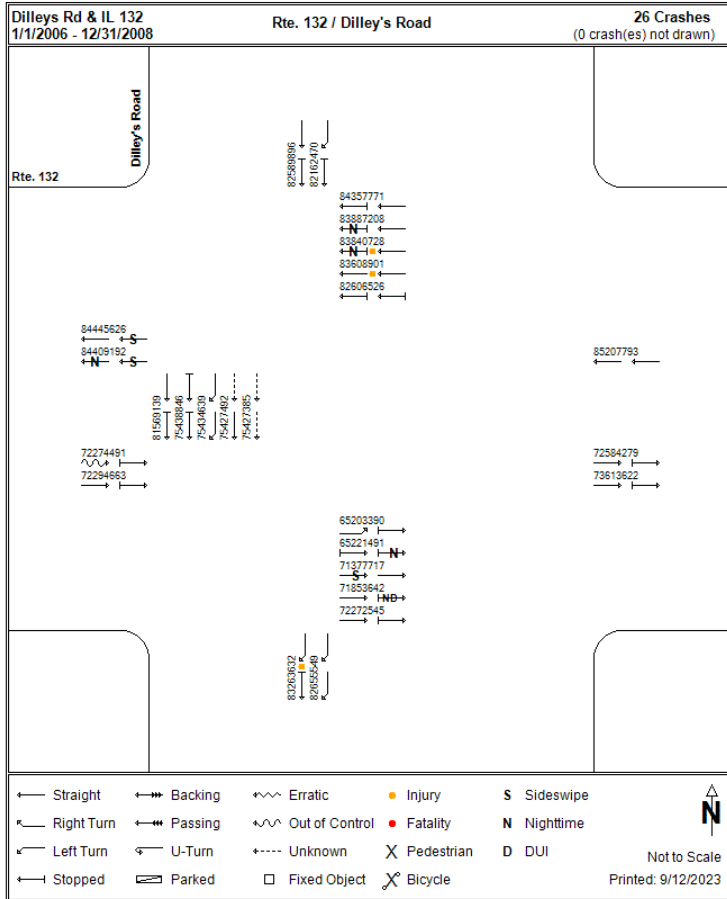
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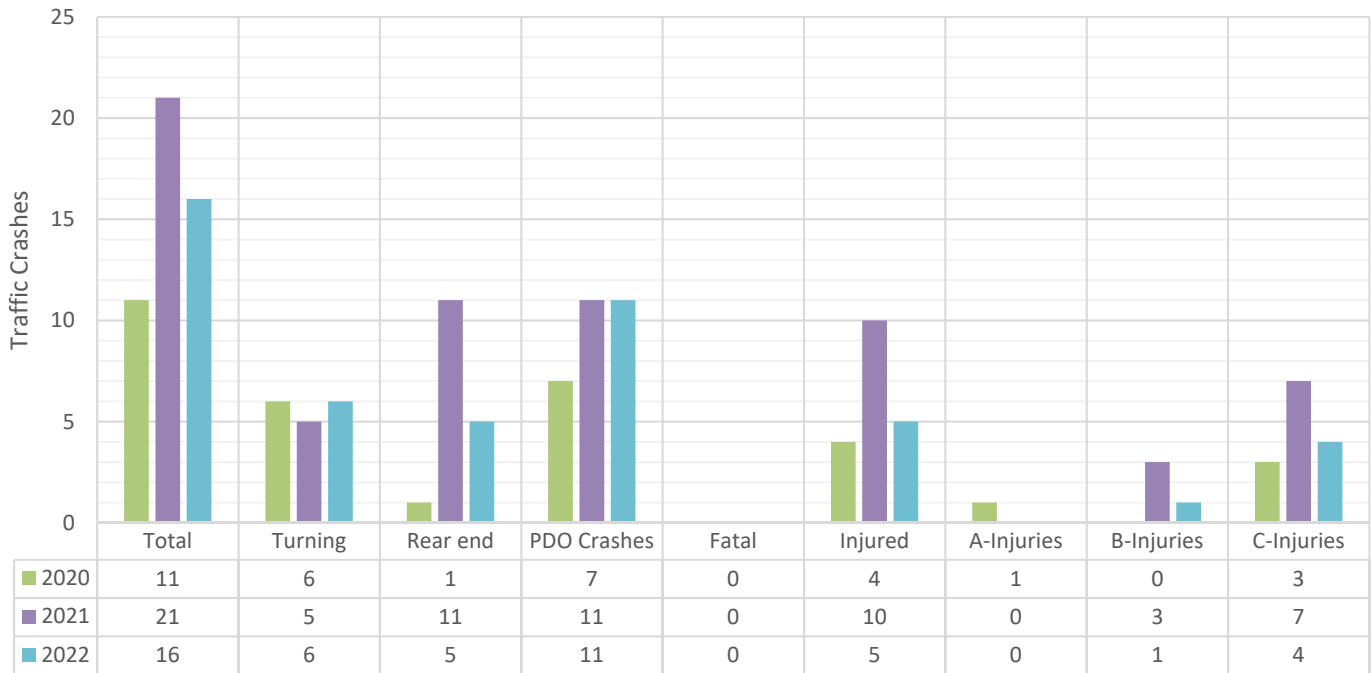




2020-2022 Crash Data

Exhibit 3

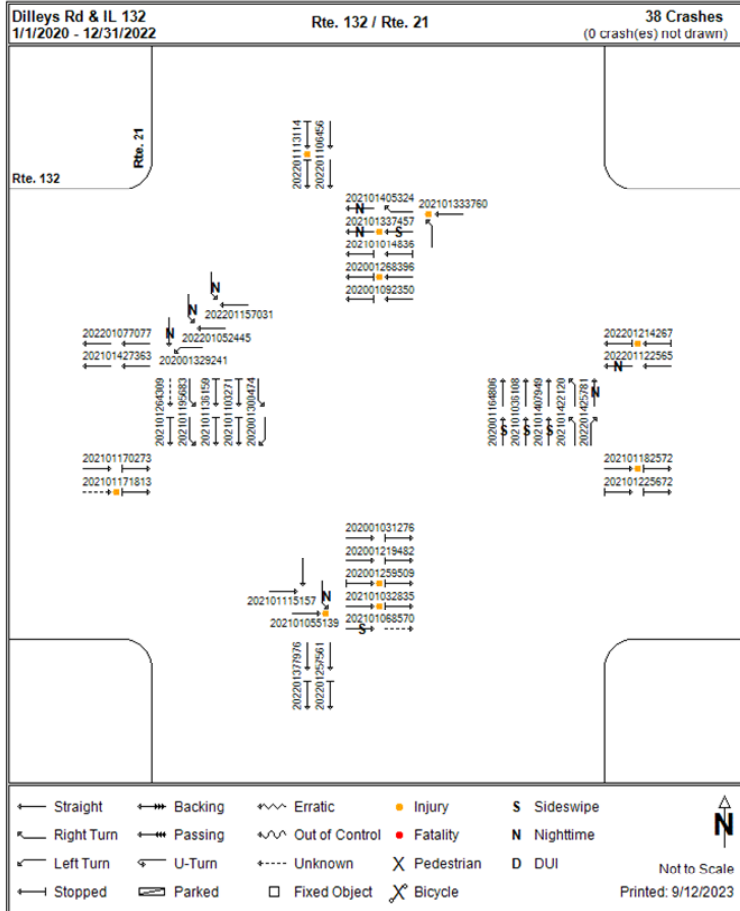
Route 132 & Rte 21



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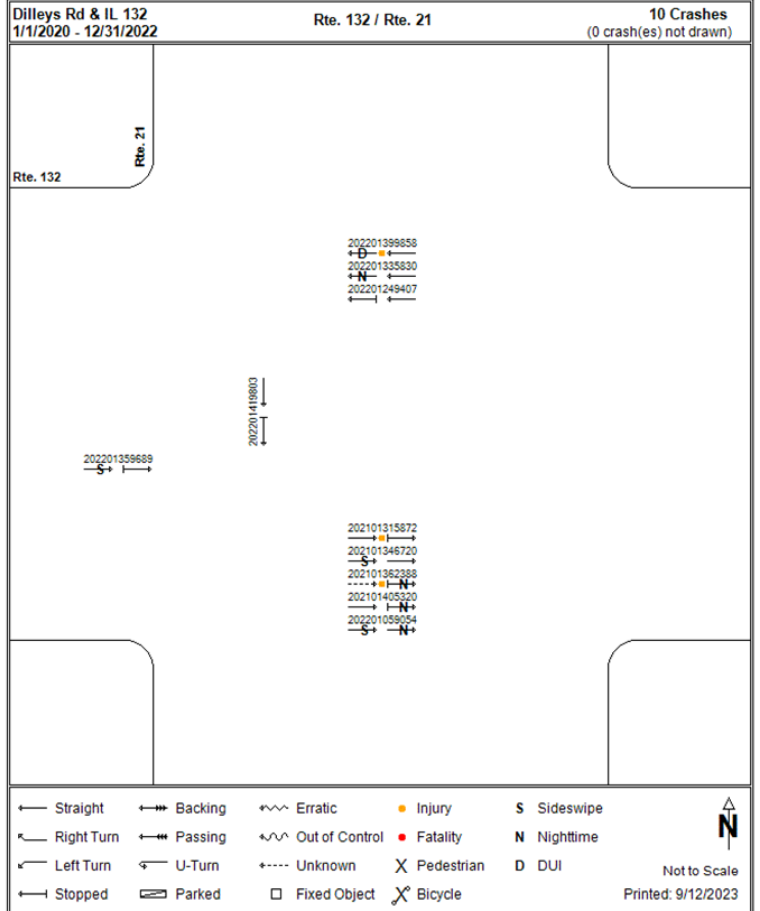
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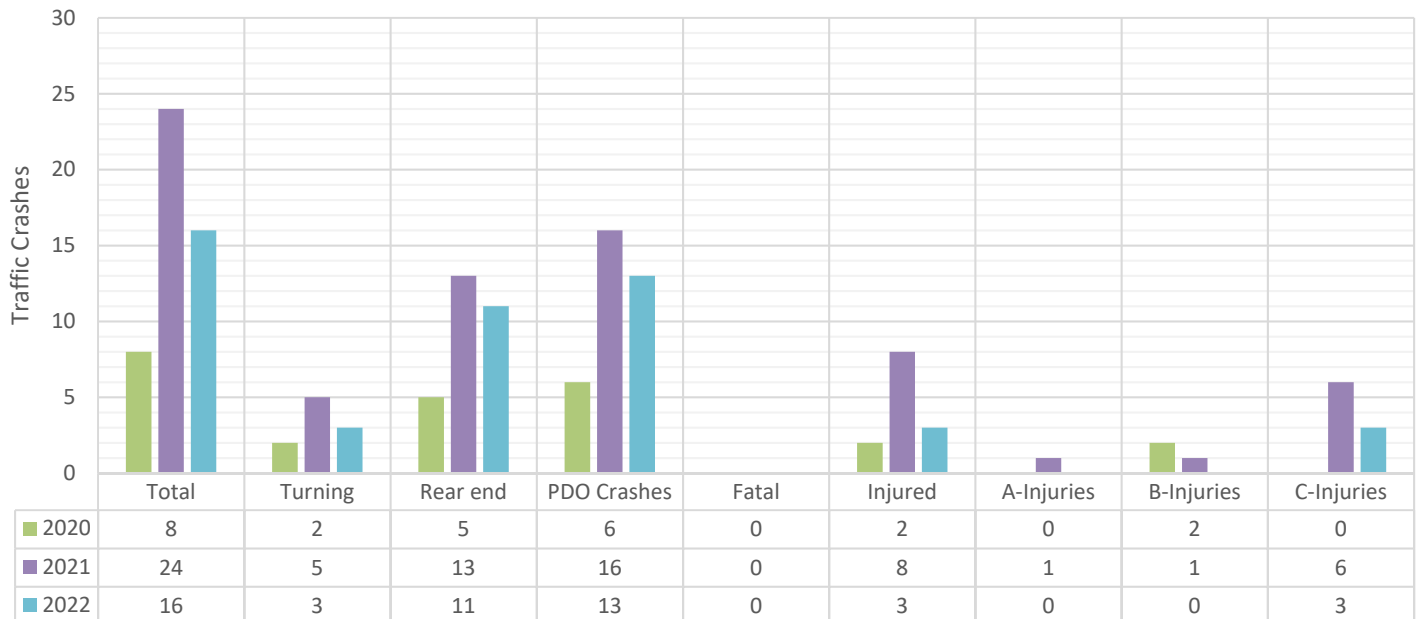
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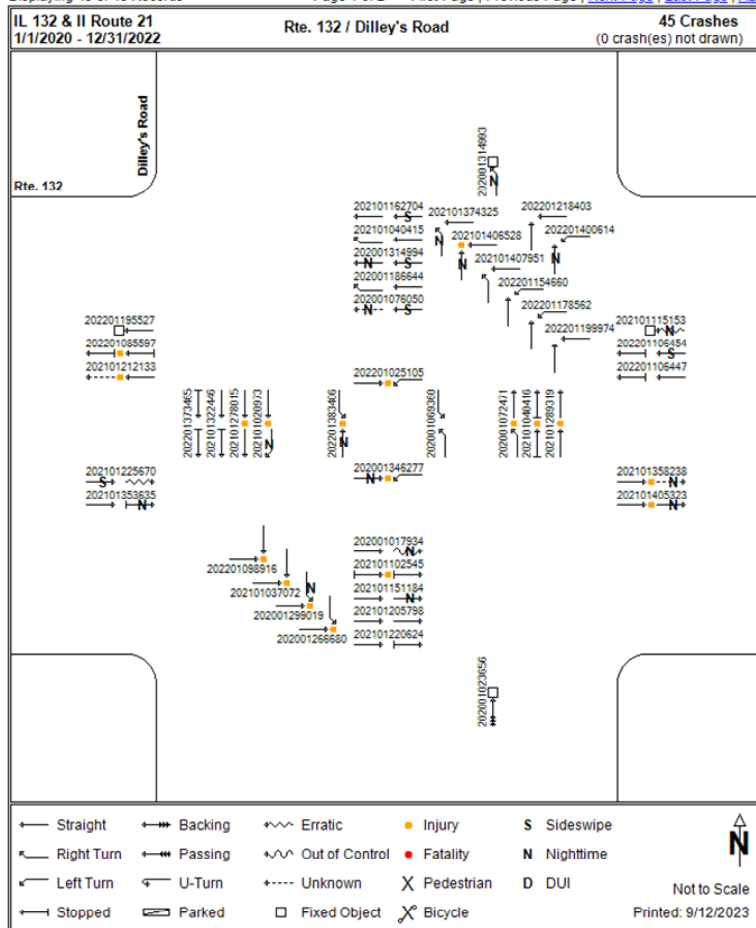
Route 132 & Dilley's Road



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Crash Data Analysis

Rte 132 / Rte 21

Year	Total	Turning	Rear end	PDO Crashes	Fatal	Injured	A-Injuries	B-Injuries	C-Injuries
2006	32	9	10	24	0	13	2	5	6
2007	44	6	20	31	0	18	3	6	9
2008	38	13	14	25	0	21	3	5	13
Total	114	28	44	80	0	52	8	16	28
Year	Total	Turning	Rear end	PDO Crashes	Fatal	Injured	A-Injuries	B-Injuries	C-Injuries
2020	11	6	1	7	0	4	1	0	3
2021	21	5	11	11	0	10	0	3	7
2022	16	6	5	11	0	5	0	1	4
Total	48	17	17	29	0	19	1	4	14
Rte 132 / Rte 21	-58%	-39%	-61%	-64%	0%	-63%	-88%	-75%	-50%
	-66	-11	-27	-51	0	-33	-7	-12	-14

Rte 132 / Dilleys

Year	Total	Turning	Rear end	PDO Crashes	Fatal	Injured	A-Injuries	B-Injuries	C-Injuries
2006	39	8	27	32	0	7	0	2	5
2007	56	11	32	51	0	7	0	4	3
2008	44	9	28	38	0	8	1	0	7
Total	139	28	87	121	0	22	1	6	15
Year	Total	Turning	Rear end	PDO Crashes	Fatal	Injured	A-Injuries	B-Injuries	C-Injuries
2020	8	2	5	6	0	2	0	2	0
2021	24	5	13	16	0	8	1	1	6
2022	16	3	11	13	0	3	0	0	3
Total	48	10	29	35	0	13	1	3	9
Rte 132 / Dilleys	-65%	-64%	-67%	-71%	0%	-41%	0%	-50%	-40%
	-91	-18	-58	-86	0	-9	0	-3	-6

	Total	Turning	Rear end	PDO Crashes	Fatal	Injured	A-Injuries	B-Injuries	C-Injuries
2006-2008 Total	253	56	131	201	0	74	9	22	43
2020-2022 Total	96	27	46	64	0	32	2	7	23

	Total	Turning	Rear end	PDO Crashes	Fatal	Injured	A-Injuries	B-Injuries	C-Injuries
Combined Average (all Intersections)	-62%	-52%	-64%	-67%	0%	-52%	-44%	-63%	-45%
	-79	-15	-43	-69	0	-21	-4	-8	-10

Crash Data Analysis

Both intersections individually experienced a large drop in both crashes and injuries compared to the previous period. The analysis below examines a combined total across both intersections.

The combined crash total of both intersections in the current period (96) was 62% lower than the combined previous period total (253).

Overall injury accidents (32) in the current period were 52% lower compared to the previous period (74). At Route 132 / Route 21 the more serious *Type-A* injury crashes in the current period (1) was 88% lower than the previous period total (8).

Rear end crashes in the current period (46) was 64% lower than the previous period average (131).

While it is believed reduced traffic due to the Covid epidemic contributed to the above drops, overall crashes remain down even as we move back towards more historic daily traffic rates.

Signal Timings

Signal timings and other settings before and after RLR camera installation.

The traffic signal timings are not under control of the Village of Gurnee. As such, we do not possess this information.

Traffic Volumes

Traffic volumes before and after RLR Camera System installation. The traffic volumes shall include both Average Daily and Peak Period traffic.

The average daily traffic counts for each approach were obtained from the Lake County Division of Transportation and Illinois Department of Transportation at:

<http://lake.ms2soft.com> or

<http://www.gettingaroundillinois.com/gai.htm?mt=aadt>.

The traffic counts below reflect the available 3-years prior and the post camera installation traffic counts (most recent). Peak period traffic was not available.

Prior Years Average

Route 132 & Route 21

eastbound – 29,000 westbound – 29,000

Route 132 & Dilleys Road

eastbound – 24,600 westbound – 29,000

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

Recommendations

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

As a majority of serious injuries often involve turning vehicles, our first recommendation is the addition of protected left turn lanes left turn lanes at Route 132 / Route 21. A protected left turn would potentially reduce accidents and reduce severity of injures.

Second: in concert with our goal to reduce the most dangerous type of crashes (angle or “T-bone”) at intersections within the Village, we recommend keeping both the eastbound and westbound photo enforcement approaches operational at both intersections and to continue to analyze the intersection crash data over the next three years.

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 574 administrative hearings related to photo enforcement citations issued system-wide. Of those hearings, 406 of those were found to be Liable including those who failed to appear at their scheduled hearing.