



VILLAGE OF FOX LAKE

RED LIGHT RUNNING CAMERA PROGRAM

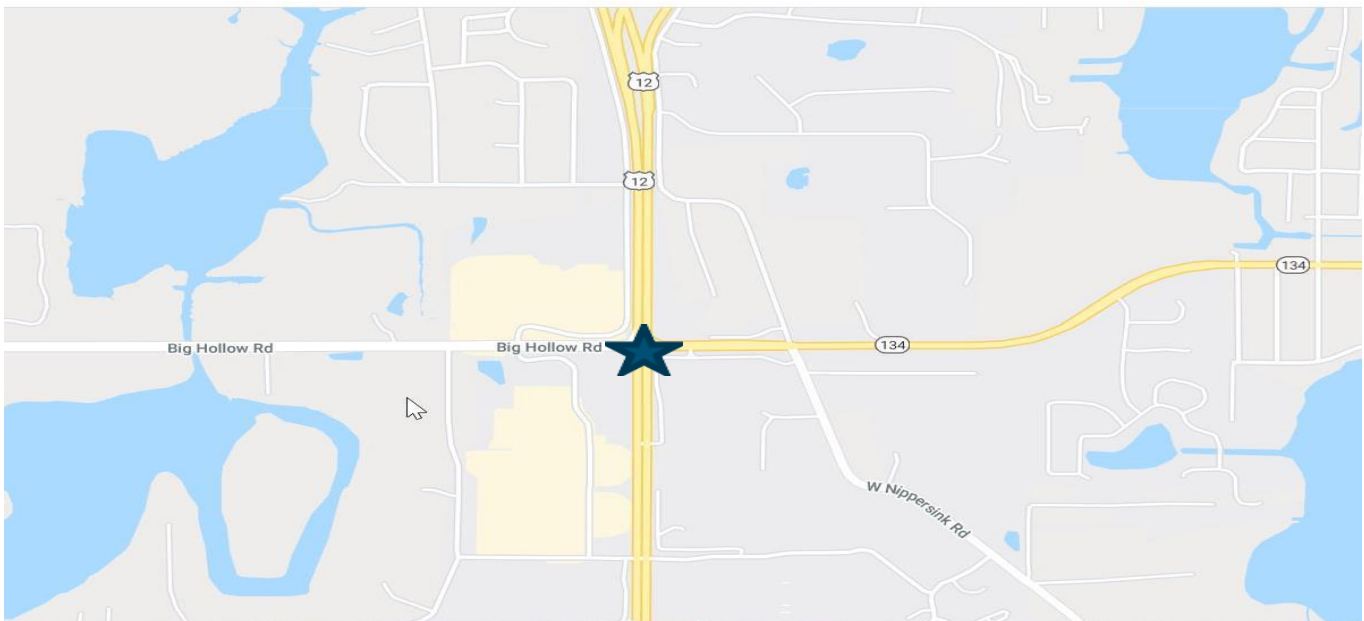


JUNE 2022

CURRENT LOCATIONS

The red light cameras are installed at the intersection of US Rte 12 and IL Rte 134. The cameras monitor the southbound and westbound approaches at that intersection.

Intersection Name	Direction	Go Live Date
US RTE 12 and IL RTE 134	SB	4/30/2010
US RTE 12 and IL RTE 134	WB	4/30/2010



RLR CAMERA PROGRAM CONTRACTOR

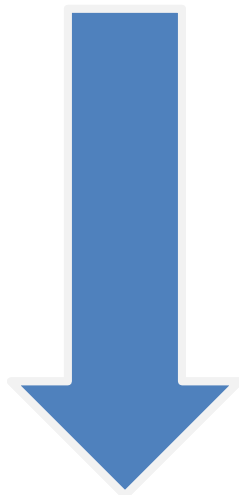
Redflex Group

5651 West Talavi Boulevard, Suite 200

Glendale AZ 85306-1893

CRASH DATA AND SAFETY RESULTS

	FATAL	INJURY	PROPERTY DAMAGE	REAR END	TURNING	ANGLE	FIXED	OVERTURN	SIDESWIPE	OTHER	TOTAL
Pre-Program Average (3 years)	0.3	7.3	22.3	20.3	7	1.7	0.3	0	0.3	0.3	30
Last 3 year average	0.3	4.3	15.3	11	4.7	0.7	0.7	0	0.7	0.3	18
Percentage Change	0%	-41%	-31.4%	-45.8%	-32.9%	-58.8%	57.1%	0%	57.1%	0%	-40%



- Total crashes DOWN 40%
- Injury crashes DOWN 41.1%
- Property damage crashes DOWN 31.4%
- Rear end crashes REDUCED by 45.8%
- Turning crashes REDUCED by 32.9%
- Angle crashes DOWN 58.8%

SIGNAL TIMING AND SETTINGS

The Village and Redflex do not have access to the signal timings and settings. The IL Department of Transportation is responsible for the control box and settings. In discussion with IDOT, we are not aware of any changes in the signal timing and settings during the reporting period.

TRAFFIC VOLUMES

Available traffic volume data through the IL Department of Transportation for the two roadways monitored are as follows:

YEAR	US RTE 12/IL RTE 59	IL RTE 134
2009		12,300
2012		11,500
2013	30,000	10,800
2015	31,000	11,100
2016		11,300
2017	31,200	11,000
2019	30,500	11,300
2021	29,600	10,500

RECOMMENDATIONS

To further reduce red light violations, severe crashes and to improve the operations of the intersection(s).

The southbound Illinois Route 12/59 approach to the intersection of Illinois Route 134/Big Hollow Road has a significant grade restricting the possible perception of the changing traffic signal (Green, Yellow, and Red) conditions at Illinois Route 12/Big Hollow Road. As a result motorists have a reduced amount of time to react to the signal changes.

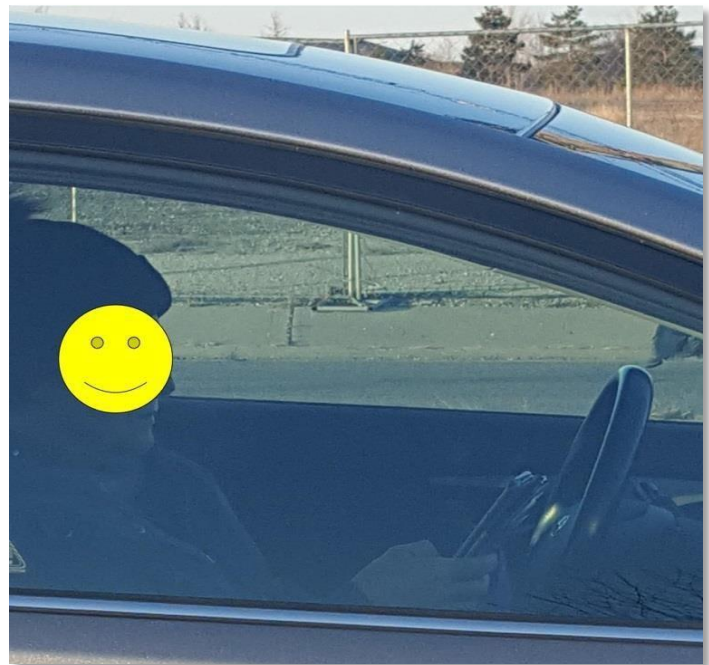
Currently a traffic warning sign indicating the signal ahead is approximately 1300 feet in advance of the intersection. Frequently similar warning signs are so prevalent, motorists seem to ignore them or not perceive them.



This sign has a continuously flashing yellow light to increase the perception of the sign by motorist. The continuous flashing reduces the impact of its presence to motorist and could be enhanced.

As Chief of Police, my first recommendation to IDOT would be to change the continuously flashing warning light to be an intermittent flashing light that would be activated when the signal sequence changes from Green to Yellow and Red, remaining active throughout the Red signal phase. Once the signal phase returns to Green, the flashing yellow warning light should be deactivated. The warning sign should indicate “Be Prepared To Stop When Flashing”. This feature is utilized at other nearby intersections and has been very effective in reducing collisions.

The southbound Illinois Route 12/59 Posted Speed Limit to the intersection of Illinois Route 134/Big Hollow Road is 50 MPH. Based on the location of the traffic signal (in a valley), the approach speed of vehicles, the driver’s possible perception and ability to react to the signal sequence is decreased. Reducing the speed limit from 50 MPH (approximately 75 feet per/second) to 35 MPH (approximately 52 feet per/second) will increase the ability of the motorist to perceive and safely stop.



As Chief of Police, my second recommendation is to reduce the southbound approach speed limit. Based on the distance to the intersection from the possible point of perception of the signal a motorist would have additional time to perceive, react, slow or stop prior to reaching the intersection.

The third recommendation would be to develop an effective method of preventing distracted driving. Cellular phones and texting has increased the number of rear-end collisions at every signalized intersection causing the distracted driver to rear-end vehicles that are starting or stopping at a traffic signal.

Many low speed impact rear-end collisions are not caused by the presence of an RLR camera, but are the result of distracted drivers. The statistical numbers of those collisions are often contributed to RLR cameras instead of distracted drivers. Each of these changes/improvements could reduce the number of collisions and red light violations being issued.

ADJUDICATION EXPERIENCE

YEAR	REQUESTED HEARINGS	DISMISSED / NOT LIABLE	PERCENTAGE
2021	62	15	24.2%
2020	84	11	13.1%
2019	152	30	19.7%

The enforcement of violations by a Red Light Camera is much safer than traditional traffic stop, more effective, and offers the violator more opportunity to contest a violation. Violations can be reviewed on-line by the motorist. If they disagree with the violation, they can contest it by mail without a required Court appearance or they can appear at a local adjudication hearing. In either case the Adjudication Hearing Officer is an independent person who decides if a person is liable or not liable.

The Adjudication Hearing Officer can also use discretion to enter a finding of not liable based on the information presented either in writing or in person. As you can see from our adjudication experience (19% Average Not Liable Finding Rate over the past 3 years), Fox Lake has a fair and impartial Adjudication Hearing Officer. Many of her findings are based on compassion when rendering a decision.

Between 2019-2021, revenue generated from Red Light Camera Violations totaled approximately \$707,380.

YEAR	TOTAL REVENUE
2021	\$185,028
2020	\$181,655
2019	\$340,697
Total	\$707,380