2016 ANNUAL REPORT
AUTOMATED TRAFFIC ENFORCEMENT
FOR THE CITY OF COUNCIL BLUFFS

In compliance to the requirements of Administrative Rules 761-144 this report documents the Red Light ATE program in the city on the state primary highway system.

The Council Bluffs Police Department does not have the resources to assign officers to monitor intersections for red light running. ATE offers an economical and effective deterrent to red light running.

The city ATE program consists of 12 red light cameras. The city installed 7 cameras in 2005 and 6 additional cameras in 2009. One camera was ordered removed by IDOT in 2014. Currently cameras are installed on 8 of the 96 signalized intersections in the city. Over the years many cameras were temporarily turned off for months at a time due to construction activities. The city does not use speed camera ATE.

The camera locations are:
2005 installations
- -W Broadway/35th St eastbound (local roadway)
- -W Broadway/21st St westbound (local roadway)
- -W Broadway/16th St eastbound and westbound (local roadway)
- -W Broadway/8th St eastbound and westbound (local roadway)
- -S 7th St/Willow Ave southbound (local roadway)

2009 installations
- -W Broadway/25th St eastbound and westbound (local roadway)
- -S Expressway/30th Ave northbound (local roadway)
- **-Kanesville Blvd/Harrison St eastbound and westbound**

Effective May 2016 the City of Council Bluffs assumed jurisdiction of portions of US 6 and IA 192 (n 16th St) within the city. This transfer of jurisdiction removed 9 cameras from the state primary road system. The IDOT will transfer the remainder of IA 192 (S Expressway/S 6th St/S 7th ST) this coming summer removing one additional camera from the primary system. The Iowa Code requirement to provide an annual report to IDOT is only applicable to state jurisdiction roads. This report provides the data requested only for the two cameras on state jurisdiction roads: **Kanesville Blvd/Harrison St eastbound and westbound.**

All camera locations are permanently marked with advance warning signs that are in conformance to IDOT and MUTCD recommendations. Also, the Council Bluffs Police Department Traffic Unit provides information on the "Stop on Red" page of their web site.

http://ia-councilbluffs2.civicplus.com/471/Stop-on-Red-Red-Light-Cameras

The ATE data is reviewed every year to assure the program is making the streets safer in Council Bluffs.

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761-144.7(1)a. Evaluation and reporting.

(1) The red light running problem in Council Bluffs is exacerbated by the proximity to Omaha, Nebraska. Red light running (RLR) is a very common occurrence in Omaha, which does not have an ATE program. Thirteen percent of intersection crashes in Omaha are attributed to red-light running. Omaha has several fatalities from red light running each year. The city of Council Bluffs has a metro area reputation as a place "you do not run red lights, because you will get a ticket."

There was one red light running incident at Kanesville/Blvd/Harrison St in 2016, well below the pre-camera average. In the two years prior to camera installation red light running incidents averaged 3.5 per year. Total incidents for 2016 were 7 which is below the pre-camera average of 10.5 per year. The city determined that the cameras were effective at reducing red light running and improved safety.

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761-144.7(1)a.

(2) Attachment B is a list of intersections with ATE for red light enforcement. Each intersection list shows by year the number of crashes, the crash types, and the citations issued by ATE. As directed by IDOT, the numbers of crashes shown are the total at that intersection, not the number at the ATE monitored approaches.

(3) The city's ATE cameras were installed prior to the requirement of a justification report. The selection of intersections for ATE was originally based on collision history and observed measurement of red light running occurrences.

(4) See Attachment B for annual totals

(5) The city's red light camera program is photograph based therefore calibration of the system is not applicable. The determination of a violation is based on photographic evidence that the vehicle is behind the stop bar when the signal is red and a second photo of the vehicle in the intersection when the light is red. The system does perform a Certificate of Correct Functioning for every incident. Examples certificates are provided as Attachment C.

Harrison and Kanesville 2016 Motor Vehicle Accident Summary

16-005639 02/10/16 @ 15:44: Both vehicles were westbound on Kanesville. Driver #1 said he hit his brakes hard for traffic, or something, in front of him and was struck from behind. The at fault driver said she did not see any reason why the vehicle in front slammed on his brakes.

16-009802 03/09/16 @ 15:30: Both vehicles were westbound on Kanesville. The at fault driver struck the other vehicle from behind. The other driver said she was stopping for a yellow light and was struck from behind.

16-022545 06/05/16 @ 10:59: Both vehicles were northbound on 1st street at Kanesville Blvd. One vehicle was stopped for the red light when he was struck from behind. The striking vehicle driver then fled the scene however was later located and cited.

16-026027 06/27/16 @10:11: Both vehicles were eastbound on Kanesville Blvd. One vehicle was stopped for the red light when she was struck from behind.

16-033418 08/13/16 @08:50: Both vehicles were southbound on Harrison Street. One vehicle was stopped for the red light. The at fault driver stated he could not feel the brakes due to some type of health condition. He was cited and referred to the DOT for a re-evaluation.

16-037056 09/06/16 @ 07:25: One vehicle was northbound on Harrison Street and one vehicle was southbound on Harrison Street. These two vehicles had green lights and were proceeding through the intersection. The at fault driver was eastbound on Kanesville, ran the red light and struck the other two vehicles.

16-041471 10/04/16 @ 13:22: Both vehicles were westbound on Kanesville Blvd. Traffic that was approaching the intersection had slowed. The at fault driver said due to the extremely heavy rain, she was unable to stop in time and struck the vehicle in front of her.

ATTACHMENT B

Intersection: Harrison St & E. Kanesville Blvd

Year	Number of Crashes	Crash Types	RLR Violations Issued	Speed Violations Issued
2007	9	5 Ran Traffic Signal 2 FTYROW: Making Left 1 Made Improper Turn 1 Followed Too Close		
2008	12	2 Ran Traffic Signal 1 FTYROW: Making Right Turn on Red Signal 3 FTYROW: Making Left 3 Followed Too Close 1 Lost Control 1 Other: Other Improper Action 1 Unknown		
2009*	5	2 FTYROW: Making Left 1 Swerving/Evasive Action 2 Lost Control	1351	

2010	8	2 Ran Traffic Signal 3 Followed Too Close 1 Other: Other Improper Action 1 Unknown 1 Other: No Improper Action	2144	
2011	7	3 Ran Traffic Signal 1 FTYROW: Making Left 1 Made Improper Turn 1 Lost Control 1 Unknown	1939	
2012	5	1 Ran Traffic Signal 1 FTYROW: Making Right Turn on Red Signal 1 Followed Too Close 1 Lost Control 1 Other: Other Improper Action	1386	
2013	11	3 Ran Traffic Signal 3 FTYROW: Making Left 1 Made Improper Turn 1 Other: Other Improper Action	1238	

		1 Unknown 2 Other: No Improper Action		
2014	6	1 Ran Traffic Signal 2 Followed Too Close 3 Other: Other Improper Action	1343	
2015	17	4 Ran Traffic Signal 4 FTYROW: Making Left 2 Made Improper Turn 1 Improper Lane Change 3 Followed Too Close 1 Lost Control 1 Other: Other Improper Action 1 Unknown	1679	
2016	7	1 Ran Traffic Signal 1 Lost Control 4 Followed too close 1 Unknown	1676	

*Cameras activated:

A crash diagram may be included for each year in lieu of the "Crash Types" column.

AUTOMATICALLY GENERATED CERTIFICATE OF CORRECT FUNCTIONING

VIOLATION - TICKET - CITATION

Date/Time: 12/30/2016 10:04:50PM

City/State/Approach Location: COU-KAHA-01

Incident Number: 304277037

Violation/Ticket/Citation Identification No.: CR00182192

This computer generated Certificate of Correct Functioning documents that an automated verification routine was performed in the ordinary and normal course of business on the above-designated camera system and that the alarms described below were not triggered as of the time and date of the violation, ticket, or citation indicated above. The computer-automated alarm verification routine is performed automatically one (1) time per day, every day. The system would not have captured an incident if any of the alarms listed below had been triggered.

The alarms described below operate on the above-designated camera system, camera housing and containers and/or the related electronic components or computers. The computer-automated alarm verification routine detects and records a specific type of interruption, disruption, and/or stoppage of system operations which would trigger or activate the alarms.

The information and data contained herein is stored on a secured computer server owned and operated by Redflex Traffic Systems, Inc. located in Phoenix, Arizona.

ALARM DESCRIPTION AND DETECTION

ALARM DESCRIPTION:	ALARM TRIGGERED: Yes or No
1) Invalid Computer Authentication	No
2) Computer Memory Capacity Exceeded	No
3) Software Program Malfunction	No
4) Repeated Software Program Malfunction	No
5) Invalid Computer Time-Clock	No

Redflex Traffic Systems, Inc. 23751 N. 23rd Ave, Suite 150, Phoenix, Arizona 85085

AUTOMATICALLY GENERATED CERTIFICATE OF CORRECT FUNCTIONING

VIOLATION - TICKET - CITATION

Date/Time: 12/31/2016 5:15:34PM

City/State/Approach Location: COU-KAHA-02

Incident Number: 304277115

Violation/Ticket/Citation Identification No.: CR00182227

This computer generated Certificate of Correct Functioning documents that an automated verification routine was performed in the ordinary and normal course of business on the above-designated camera system and that the alarms described below were not triggered as of the time and date of the violation, ticket, or citation indicated above. The computer-automated alarm verification routine is performed automatically one (1) time per day, every day. The system would not have captured an incident if any of the alarms listed below had been triggered.

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