

2015 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. These cameras are installed on 8 of the 90 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**

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 IA192 within the city. This transfer of jurisdiction removed 9 of the cameras from the state primary road 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 three cameras on state jurisdiction roads: **S 7th St/Willow Ave southbound, 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://www.councilbluffs-ia.gov/index.aspx?NID=471>). 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. 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."

No red light running accidents were recorded at S 7th St/Willow Ave in 2015.

There were 5 red light running incidents at Kaneshville/Blvd/Harrison St in 2015, up from 2014. A summary of all the incidents in this intersection is provided as Attachment A. In review of the red light running incident details, one was caused by sun glare and was not reported as a RLR. One incident involved vehicles that were northbound and southbound which are not enforced by cameras. Three incidents of RLR involved eastbound and westbound vehicles. This frequency of occurrence was found by the city police and public works experts to NOT warrant camera removal.

There were 12 additional incidents in the Kaneshville Blvd/Harrison St intersection which did not involve RLR. The presence or absence of camera enforcement was determined to not be a factor in the causes.

Of the 17 incidents, 5 occurred in the month of December and 3 occurred in the month of September. Both these months often experience a bump in traffic volumes due to the holiday and the return to school. These months also may include higher than normal distracted drivers accounting for the spike in incidents.

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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. An example is Attachment C.

ATTACHMENT A
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AUTOMATED TRAFFIC ENFORCEMENT PROGRAM
CITY OF COUNCIL BLUFFS

SUMMARY OF TRAFFIC INCIDENTS AT KANESVILLE BLVD/HARRISON ST INTERSECTION

15-051639: 12-23-15 at 1643 hrs: Driver at fault was wb on Kanessville. He said the sun was in his eyes and he could not see the light.

15-051297: 12-20-15 at 1939 hrs: Drivers were east and westbound on Kanessville. Both drivers had a green light. The wb driver failed to yield right of way and struck the eb driver.

15-050150: 12-11-15 at 1800 hrs: The right lane in the westbound lanes of traffic was closed due to utility work. This accident took place during or shortly after the lane shift. Driver at fault stated she had looked in her rear mirror and when she looked up the traffic in front of her stopped. She rear ended the vehicle in front. This did not take place within the intersection.

15-049761: 12-08-15 at 2258 hrs: Both drivers were WB on Kanessville at Harrison. The at fault driver was in the left lane and decided at the last second to make a right turn onto Harrison Street. The other vehicle was in the right lane and was struck by the at fault vehicle as it turned from the wrong lane. The at fault driver was arrested for OWI.

15-049451: 12-06-15 at 1644 hrs: At fault vehicle was eastbound on Kanessville. Other vehicle was WB. Both vehicles had green lights. At fault vehicle failed to yield right of way upon making a left turn onto Harrison and was struck.

15-046515: 11-14-15 at 1420 hrs: At fault vehicle was eastbound on Kanessville. Other vehicle was WB. Both vehicles had green lights. At fault vehicle failed to yield right of way upon making a left turn onto Harrison and was struck. (same scenario as above accident)

15-040845: 10-06-15 at 0719 hrs: Vehicle #1 was northbound on N. 1st waiting to turn west onto Kanessville. Vehicle #2 was southbound on Harrison. Vehicle #1 was waiting in the intersection to turn when the light turned red. Vehicle #2 ran the red light and struck vehicle #1 as it started to turn onto Kanessville.

15-038781: 09-22-15 at 0632 hrs: At fault vehicle (school bus) was eastbound turning north onto Harrison. Driver said he thought he had an arrow, however only had a green light. He turned, failing to yield to other vehicle that was westbound and went through the intersection on green light. School bus was at fault for failing to yield.

15-037577: 09-14-15 at 1009 hrs: At fault vehicle was southbound on Harrison. Other vehicle was westbound on E. Kanessville. At fault driver said his foot slipped off the clutch as he was trying to stop at the red light, entered the intersection and struck the WB vehicle.

15-036730: 09-08-15 at 1823 hrs: Vehicle #1 was eastbound in the intersection, waiting to turn north onto Kanesville. The light turned red and vehicle #1 started to turn. Vehicle #2 was WB on Kanesville, failed to stop for the red light and struck vehicle #2.

15-034439: 08-25-16 at 1415 hrs: Vehicle #1 was westbound on Kanesville. For an unknown reason the driver lost control, left the roadway and struck a fire hydrant.

15-032357: 08-11-15 at 1706 hrs: This was a 4 vehicle rear end collision. All vehicles were westbound on Kanesville. The first vehicle noticed the pedestrian countdown was at 3 seconds so he stopped at the intersection. The next two vehicles behind him were able to stop, however the third vehicle behind was not able to stop. It struck the vehicle in front of it causing a chain reaction.

15-018865: 05-15-15 at 1027 hrs: Vehicle #1 was facing northbound on N. 1st attempting to turn right onto East Kanesville and had a green light. Vehicle #2 was eastbound on Kanesville, ran the red light and struck vehicle #1.

15-016426: 04-28-15 at 1310 hrs: This one is a little confusing. Both vehicles were westbound on Kanesville. One in the left turning lane and one in the left straight lane. As an emergency vehicle approached from behind in the right lane, the vehicle in the straight lane moved to the left. The vehicle that was in the left turn lane allegedly moved to the right and the vehicles struck one another. The vehicle that was in the turn lane left the area after the accident and was not located.

15-012205: 03-29-15 at 1047 hrs: Vehicle #2 was southbound on Harrison crossing Kanesville. Vehicle #1 was eastbound on Kanesville. Vehicle #1 ran the red light and struck vehicle #2.

15-001059: 01-09-15 at 1653 hrs: Vehicle #1 westbound on Kanesville and was stopped for a red light at Harrison. When the light turned green, vehicle #1 started to move forward and was struck from behind by vehicle #2. Driver of vehicle #2 fled the scene after the collision.

ATTACHMENT B
CITY OF COUNCIL BLUFFS
REDLIGHT CAMERA DATA

Intersection: South 7th Street & Willow Ave

Year	Number of Crashes	Crash Types	RLR Violations Issued	Speed Violations Issued
2004	1	1 Followed Too Close		
2005*	1	1 FTYROW Making Left	437	
2006	1	1 Over-Correcting/Over-Steering	1027	
2007	5	1 Ran Traffic Signal 2 Made Improper Turn 1 Followed Too Close 1 Unknown	1007	
2008	3	2 Ran Traffic Signal 1 Other Improper Action	929	
2009	3	1 Ran Traffic Signal 1 Swerving/Evasive Action 1 Other: Vision Obstructed	838	
2010	5	1 Crossed Centerline 1 Made Improper Turn 1 Followed Too Close 1 Lost Control 1 Other: Other Improper Action	1071	
2011	3	1 Ran Traffic Signal 1 Over-Correcting/Over-Steering 1 Inattentive/Distracted By: Use of Phone or Other	1125	

2012	6	1 Ran Traffic Signal 1 FTYROW: Other 2 Made Improper Turn 1 Lost Control 1 Other: Other Improper Action	1487	
2013	2	1 FTYROW: Making Left 1 Made Improper Turn	1399	
2014	3	2 Made Improper Turn 1 Other: Other Improper Action	1737	
2015	1	1 Followed Too Close	2082	

* 1 Camera activated: Aug 2005

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

Intersection: Harrison St & E. Kanerville 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 1 Unknown 2 Other: No Improper Action	1238	
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	

* 2 Cameras activated: Aug 2009

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

ATTACHMENT C

AUTOMATICALLY GENERATED CERTIFICATE OF CORRECT FUNCTIONING

VIOLATION - TICKET - CITATION

Date/Time: 12/15/2015 2:22:02AM

City/State/Approach Location: COU-BR16-02

Incident Number: 301717574

Violation/Ticket/Citation Identification No.: CR00162774

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

<i>ALARM DESCRIPTION:</i>	<i>ALARM TRIGGERED: Yes or No</i>
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