

# Evaluation of 2015 Automated Traffic Enforcement Report

## City of Cedar Rapids

### **Introduction:**

Automated traffic enforcement (ATE) is one of many safety countermeasures that can be used to enhance roadway safety. Automated enforcement may involve the enforcement of red-light running violations and speed limit violations. The city of Cedar Rapids uses ATE systems to enforce red-light running and speed violations at three signalized intersections on the primary highway system. In addition, they use ATE systems to enforce speed violations at four locations along I-380.

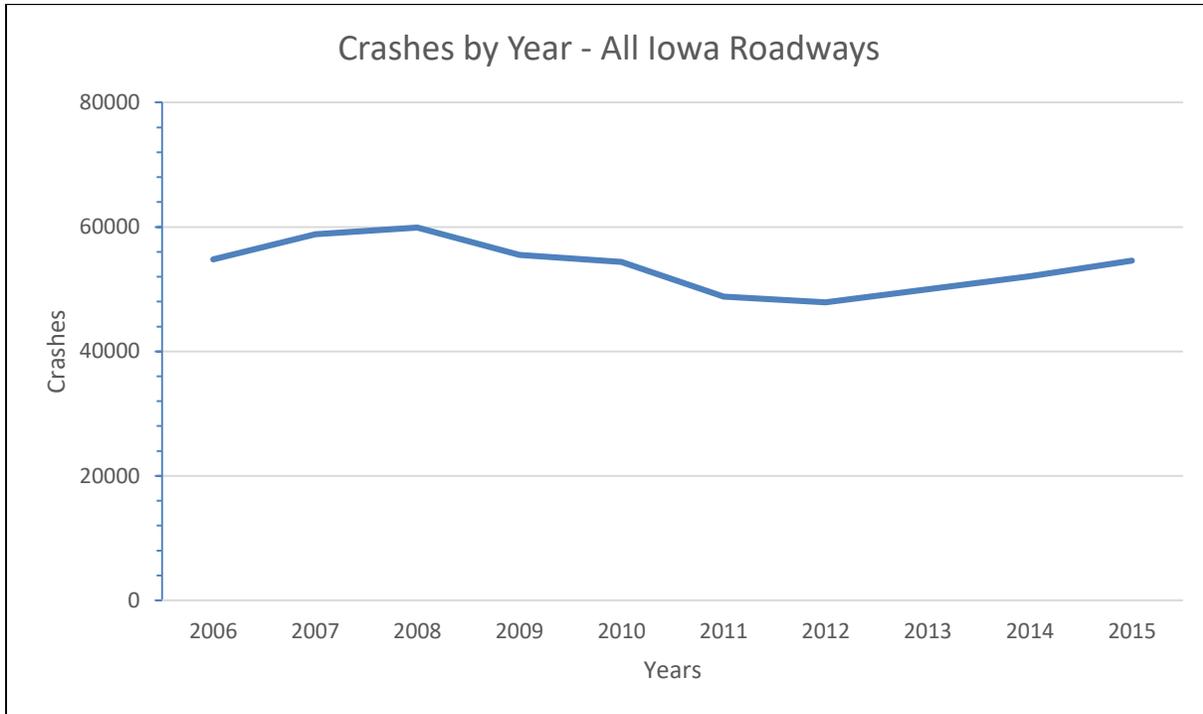
In 2012 Iowa State University developed a report titled, “Toolbox of Countermeasures to Reduce Red Light Running”. The report documented that at signalized intersections, red-light running crashes make up 24.5% of all crashes and account for 31.7% of all fatal and major injury crashes. This toolbox is to aid practitioners in ways to identify and address red-light crashes at signalized intersections. The report focuses primarily on engineering and enforcement solutions. The report has two main parts; 1.) Guidelines to identify problem intersections and the causes of red-light running, and 2.) Roadway-based and enforcement countermeasures. This second part details 20 potential safety countermeasures that can be used at signalized intersections to address these types of crashes. Automated enforcement is one of those potential countermeasures.

The National Highway Traffic Safety Administration (NHTSA) conducted one of the most comprehensive reports to date on the causation of crashes in the United States. This report titled, “National Motor Vehicle Crash Causation Survey – Report to Congress” was published in 2008 and documents the investigation of 6,950 crashes nationwide. This study involved researchers being at the crash scene to assess relatively undisturbed information pertaining to the events and factors that led up to the crash and the opportunity to discuss the circumstances of the case with drivers, passengers, and witnesses while it was still fresh in their minds. The researchers on the scene were in an ideal position to gather first-hand information related to the vehicle, the roadway, the environmental conditions, and the human behavior factors. Some of the critical findings include:

- 95% of all crashes were caused by the drivers, 2.5% were caused by the vehicles, and 2.5% were caused by roadway/weather
- Of the 95% that were attributed to drivers:
  - o 40.6% was driver recognition error (inadequate surveillance, internal/external distraction, inattention, etc.)
  - o 34.1% was driver decision error (too fast for conditions, too fast for curve, false assumptions, illegal maneuver, misjudgment, etc.)
  - o 10.3% was driver performance error (overcompensation, poor control, etc.)
  - o 7.1% was driver non-performance error (sleep, heart attack/other physical impairment, etc.)
  - o 7.9% was other/unknown driver error

This report helps us better understand the primary causation of crashes. The speed at which a driver chose to drive was a primary cause in some of the crashes. Specifically, 8.4% were driving too fast for conditions and 4.9% were driving too fast for a curve. However, speed was not the primary causation in 86.7% of crashes caused by the driver, nor the crashes caused by vehicles or roadway/weather.

The chart below shows the gradual changes in total crashes for the entire state of Iowa over the past 10 years.



#### **Review of Cedar Rapids Annual Report:**

We have completed our review of your 2015 automated traffic enforcement (ATE) report as required in Iowa Administrative Code 761--144. The following documents were considered by the DOT in connection with this review:

- "Report to Iowa Department of Transportation, City of Cedar Rapids Automated Traffic Enforcement on Primary Roadway 2015" of May 2, 2016;
- I-380 Cedar Rapids Corridor Safety Initiatives – tracking document for 2009 Safety Audit.
- Crash data obtained by the Iowa DOT using the Iowa crash database (includes all statewide reported crash reports)

### Intersection speed and red light cameras:

The city has speed and red-light violation cameras at three intersections on the primary highway system. DOT's findings and resulting action for these locations are set forth below.

#### 1<sup>st</sup> Ave and 10<sup>th</sup> St East

##### Findings:

- Cameras activated 3/14/2010.
- Eastbound and westbound approaches are subject to traffic camera enforcement.
- Crash data: 12.5 crashes/year before activation (2008 and 2009); 9.4 crashes/year after activation (2011, 2012, 2013, 2014 and 2015) – from city provided crash data, collision diagrams included.
- The westbound cameras at 1<sup>st</sup> Ave and 10<sup>th</sup> Street are located approximately 300 feet after a lower speed limit sign (35 mph to 30 mph).
  - o Iowa Administrative Code 761-144.6(1)(b)(10) provides that automated enforcement should not be placed within the first 1,000 feet of a lower speed limit.
- The previous reviews conducted by the Iowa DOT resulted in the following determination: Disable speed detection from the camera system at the 1<sup>st</sup> Ave. and 10<sup>th</sup> Street intersection for the following reason: the westbound speed camera is within the first 1,000 feet of a lower speed limit.

##### Resulting Action:

- Disable speed detection from the westbound camera system at the 1<sup>st</sup> Ave. and 10<sup>th</sup> Street intersection for the following reason: the westbound speed camera is within the first 1,000 feet of a lower speed limit.
- Continue operation of the eastbound camera enforcing speed and red-light violations and continue operation of the westbound camera enforcing red-light violations at this location.

#### Williams Blvd and 16<sup>th</sup> Ave SW

##### Findings:

- Cameras activated 12/18/10.
- Northbound and southbound approaches are subject to traffic camera enforcement.
- Crash data: 13.5 crashes/year before activation (2008 and 2009 ); 6.6 crashes/year after activation (2012, 2013, 2014 and 2015) – from city provided data, collision diagrams included.

##### Resulting Action:

- Continue operation of speed and red-light cameras at this location.

1<sup>st</sup> Ave and L St SW

Findings:

- Cameras activated 6/1/2010.
- Eastbound and westbound approaches are subject to traffic camera enforcement.
- Crash data: 15 crashes/year before activation (2008 and 2009); 9.6 crashes/year after activation (2011, 2012, 2013, 2014 and 2015) – from city provided data, collision diagrams included.

Resulting Action:

- Continue operation of this speed and red-light cameras at this location.

**Fixed Speed Cameras on I-380:**

Fixed speed cameras: The city has four sets of fixed speed cameras located on I-380; two northbound and two southbound. DOT’s findings and resulting action as to each location are set forth below.

General Findings:

- Crash data – from city provided data:

	YEAR	Number of Crashes	Injury Crashes	Fatal Crashes	Property Damage Crashes
Pre-camera Data	2007	54	21	0	33
	2008	67	32	1	35
	2009	69	32	2	37
	2010	23	7	0	16
	<b>Total</b>	<b>213</b>	<b>92</b>	<b>3</b>	<b>121</b>
Post-Camera Data	2010	12	2	0	10
	2011	32	9	0	23
	2012	36	15	0	21
	2013	38	10	0	28
	2014	46	12	0	34
	2015	46	10	0	36
<b>Total</b>	<b>210</b>	<b>58</b>	<b>0</b>	<b>152</b>	

ATE was installed and activated on I-380 on the following dates:  
 Northbound at Diagonal Dr. SW Exit on June 12, 2010  
 Northbound at J Ave NE overpass on August 27, 2010  
 Southbound at J Ave NE overpass on October 16, 2010  
 Southbound at 1<sup>st</sup> Ave. West off ramp on December 18, 2010

2010 crash numbers reflects the location and date of crash associated to the location and date of ATE activation.

- To get a better understanding of the crash history for this section of I-380 through the downtown area, the Iowa DOT summarized all crashes over 12 years. Here is that information:

**2004 - 2016\* Reportable Crash History**  
**I-380 mainline from Diagonal Drive to J Ave NE**  
**Cedar Rapids, Iowa**  
 \* 2017 Data Last Updated On 08/14/2017

Year	County	Crashes						PDO	Injuries				
		Crashes	Fatal	Major	Minor	Poss/Unk	Injuries		Fatalities	Major	Minor	Possible	Unknown
2004	Linn	30	0	1	4	9	16	20	0	1	6	11	2
2005	Linn	25	0	1	2	4	18	7	0	1	2	4	0
2006	Linn	25	2	1	4	3	15	14	2	1	4	7	0
2007	Linn	35	0	0	6	10	19	19	0	0	7	12	0
2008	Linn	45	1	1	11	8	24	24	2	1	13	8	0
2009	Linn	36	1	1	7	11	16	24	1	1	9	13	0
2010	Linn	32	0	0	4	7	21	13	0	0	4	9	0
2011	Linn	17	0	0	0	2	15	3	0	0	0	2	1
2012	Linn	31	0	2	4	4	21	12	0	2	4	6	0
2013	Linn	32	0	0	0	9	23	9	0	0	0	9	0
2014	Linn	33	0	0	5	6	22	20	0	0	7	13	0
2015	Linn	42	0	1	3	7	31	14	0	1	5	8	0

Since the cameras were activated between June and December 2010, years 2010 and 2011 were not used in the evaluation. The above crash data is summarized in the table below.

**Average Annual Number of Crashes**

	Total Crashes	Severity of Crash				
		Fatal	Major	Minor	Poss/Unk	PDO
<b>Before</b> (2004 – 2009)	32.7	0.67	0.83	5.7	7.5	18
<b>After</b> (2012 – 2014)	34.5	0.00	0.75	3.0	6.5	24

Based on the above crash information:

- Fatal, Major, Minor, and Possible/Unknown Injury crashes went down
- Total and Property Damage Only crashes went up

- Four sets of interstate cameras is a high number compared to other cities in Iowa and in the country.
  - o Des Moines has one set of cameras on I-235 and Sioux City typically uses two portable speed cameras on I-29.
  - o Iowa is the only state in the nation, that we are aware of, that has permanent speed cameras on the interstate system.
- The primary safety concern on I-380 through Cedar Rapids is the “S” curve through downtown. Most of this “S” curve is located on an elevated structure which creates some additional safety concerns. Speeding motorists *entering* an “S” curve present an increased safety risk. This same risk is not present as motorists *leave* the “S” curve.
- Iowa Administrative Code 761-144.4(1)(c) provides that automated enforcement should only be considered in extremely limited situations on interstate roads because they are the safest class of any roadway in the state and they typically carry a significant amount of non-familiar motorists.
  - o Local drivers are typically aware of speed cameras and therefore monitor their speed accordingly. Non-familiar drivers often do not see/read the photo enforced signs and therefore may not monitor their speed accordingly.
- Many safety countermeasures have been added to this section of roadway as a result of the I-380 Safety Audit conducted in late 2008 (final report March 2009), and other safety projects. Some of these include installing cable median barrier, placing a high-friction surface treatment on the west curve, replace/upgrade and/or install new warning signs including curve warning signs, upgrade pavement markings, install delineation on barriers and bridge rails, and replace burned-out roadway lighting. Because of these many safety countermeasures it is not possible to determine the safety benefit of any one safety countermeasure.

I-380 Northbound near Diagonal Dr

Findings:

- Cameras activated 6/12/10.
- The number of speed citations at this location is moderate:
  - 9,190 in 2011
  - 10,109 in 2012
  - 4,218 in 2013
  - 8,249 in 2014
  - 10,775 in 2015
- This set of cameras is located 859 feet beyond a speed limit reduction from 60 mph to 55 mph.
  - o Iowa Administrative Code 761-144.6(1)(b)(10) provides that automated enforcement should not be placed within the first 1,000 feet of a lower speed limit.
- The reviews conducted by the Iowa DOT in previous years resulted in the following determination:
  - o *This allows this camera location to comply with the 1,000 foot requirement of Iowa Administrative Code 761-144.6(1)(b)(10) and will locate the camera closer to the beginning of the critical “S” curve.*

Resulting Action:

- Move the northbound interstate speed cameras located south of Diagonal Drive to the next truss north; located near 1<sup>st</sup> Ave.
  - o This allows this camera location to comply with the 1,000 foot requirement of Iowa Administrative Code 761-144.6(1)(b)(10) and will locate the camera closer to the beginning of the critical “S” curve.

I-380 Northbound near J Ave

Findings:

- Cameras activated 8/27/10.
- This camera is located well beyond (approximately 3,800 feet) where a driver has exited the “S” curve.
- The number of speed citations at this location is extremely high and included a significant increase for 2015:
  - 36,775 in 2011
  - 35,327 in 2012
  - 36,069 in 2013
  - 39,402 in 2014
  - 62,016 in 2015
- The reviews conducted by the Iowa DOT in previous years resulted in the following determination:
  - Remove or disable the northbound I-380 cameras near J Ave.
  - o The location of the camera is well beyond the “S” curve and therefore beyond the area of concern.
  - o Iowa Administrative Code 761-144.4(1)(c). Limited use on interstate roadways.

Resulting Action:

- Remove or disable the northbound I-380 cameras near J Ave.
  - o The location of the camera is well beyond the “S” curve and therefore beyond the area of concern.
  - o Iowa Administrative Code 761-144.4(1)(c). Limited use on interstate roadways.

I-380 Southbound near J Ave

Findings:

- Cameras activated 10/16/10.
- This set of cameras is located 896 feet beyond a speed limit reduction from 60 mph to 55 mph.
- The number of speed citations at this location is extremely high:
  - 44,775 in 2011
  - 38,052 in 2012
  - 44,529 in 2013
  - 56,650 in 2014
  - 57,265 in 2015
- The reviews conducted by the Iowa DOT in previous years resulted in the following determination:
  - Move the southbound interstate speed cameras located near J Ave to the next truss south; located near G Ave.
    - o This allows this camera location to comply with the 1,000 foot requirement of Iowa Administrative Code 761-144.6(1)(b)(10) and will locate the camera closer to the beginning of the critical "S" curve.

Resulting Action:

- Move the southbound interstate speed cameras located near J Ave to the next truss south; located near G Ave.
  - o This allows this camera location to comply with the 1,000 foot requirement of Iowa Administrative Code 761-144.6(1)(b)(10) and will locate the camera closer to the beginning of the critical "S" curve.

I-380 Southbound near 1<sup>st</sup> Ave Ramp

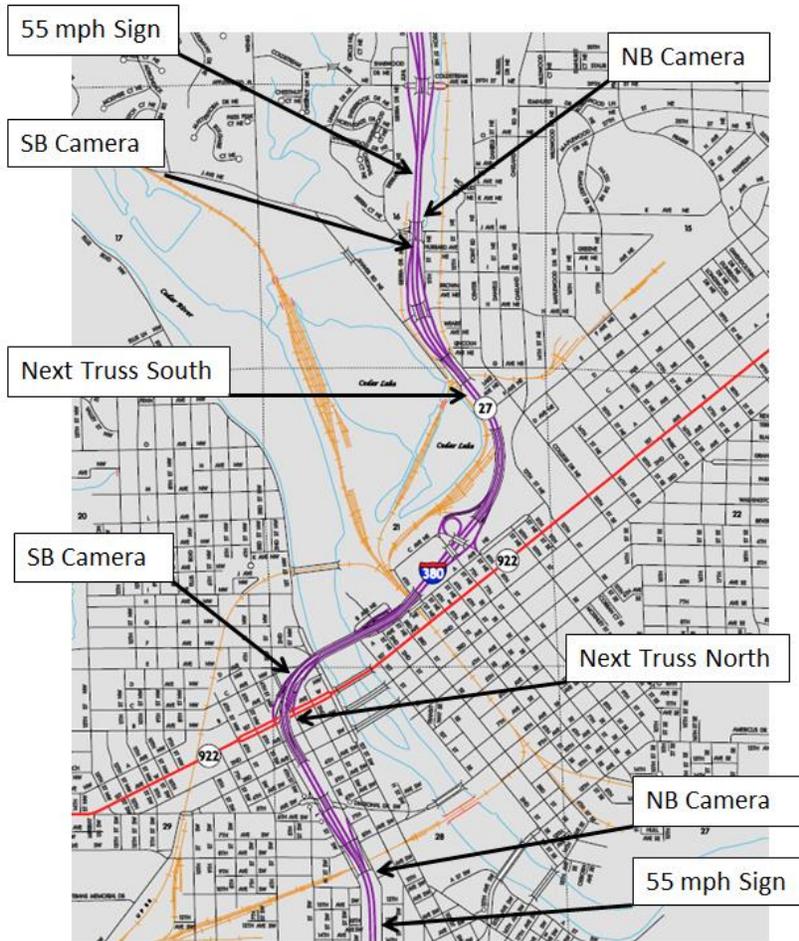
Findings:

- Cameras activated 12/18/10.
- This camera is located near where a driver exits the "S" curve.
- The number of speed citations at this location is low:
  - 1,226 in 2011
  - 986 in 2012
  - 1,234 in 2013
  - 770 in 2014
  - 1,186 in 2015
- This camera is located where a driver exits, or has exited, the "S" curve.
- The reviews conducted by the Iowa DOT in previous years resulted in the following determination:
  - Remove or disable the southbound I-380 cameras near 1<sup>st</sup> Ave. ramp.
    - o The location of the camera is beyond most of the "S" curve and therefore beyond most of the area of concern.
    - o Iowa Administrative Code 761-144.4(1)(c). Limited use on interstate roadways.

Resulting Action:

- Remove or disable the southbound I-380 cameras near 1<sup>st</sup> Ave. ramp.
  - o The location of the camera is beyond most of the “S” curve and therefore beyond most of the area of concern.
  - o Iowa Administrative Code 761-144.4(1)(c). Limited use on interstate roadways.

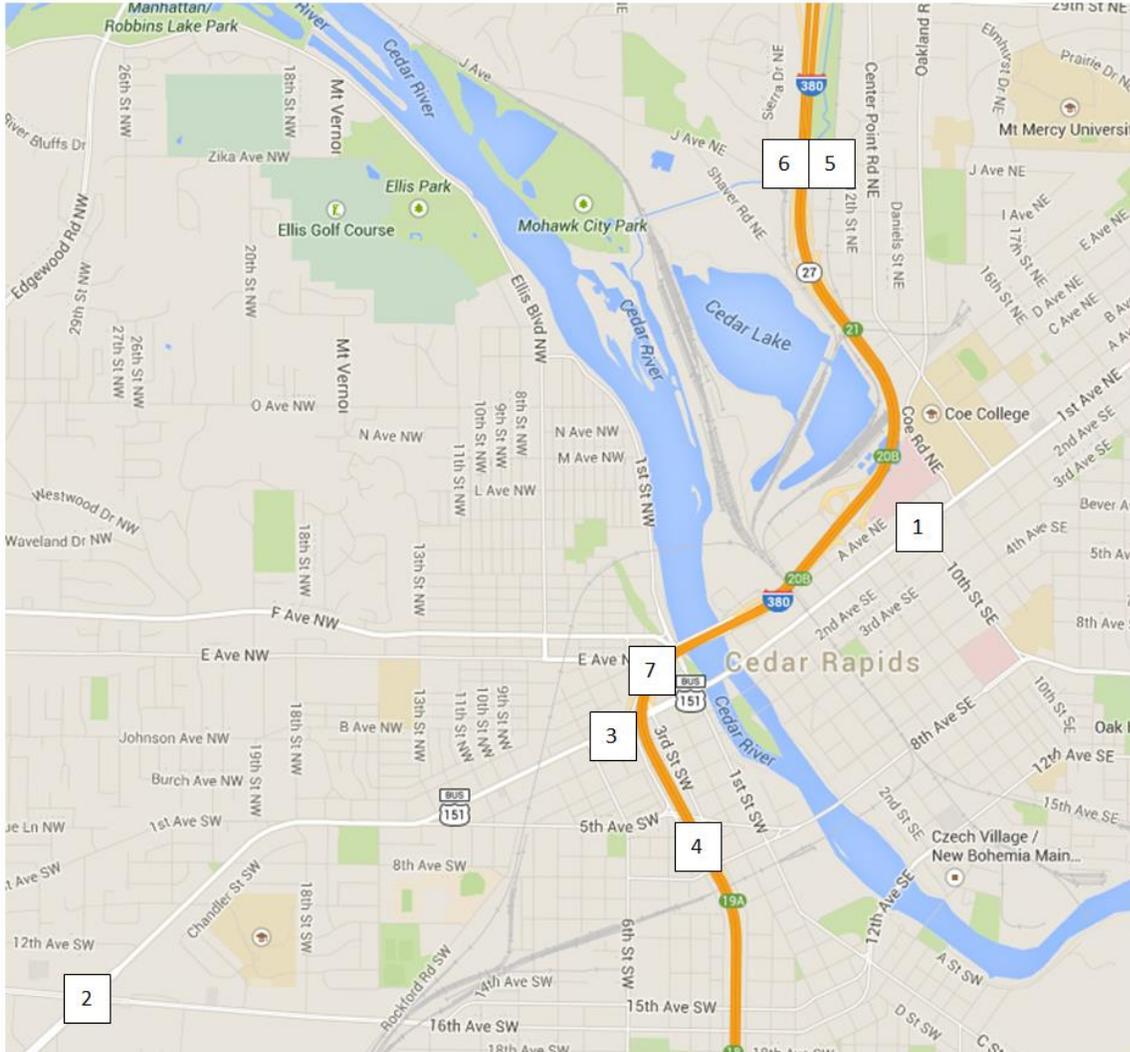
Map showing I-380 speed camera locations, existing and proposed



**Summary:**

Based on the results of this review, the speed and red-light running cameras located at Williams Blvd and 16<sup>th</sup> Ave SW, and 1<sup>st</sup> Ave and L St SW may continue to be operated in accordance with Iowa Administrative Code 761—144. Because of the pending lawsuit, the Iowa DOT will not take legal action against the City to modify, move or remove the cameras (as noted above) located at 1<sup>st</sup> Ave and 10<sup>th</sup> St East, or the four locations on I-380 until the court has rendered a final decision.

**Map of Cedar Rapids ATE systems on the primary highway system:**



1. 1<sup>st</sup> Ave and 10<sup>th</sup> St East
2. Williams Blvd and 16<sup>th</sup> Ave SW
3. 1<sup>st</sup> Ave and L St SW
4. I-380 NB near Diagonal Dr
5. I-380 NB near J Ave
6. I-380 SB near J Ave
7. I-380 SB near 1<sup>st</sup> Ave Ramp