

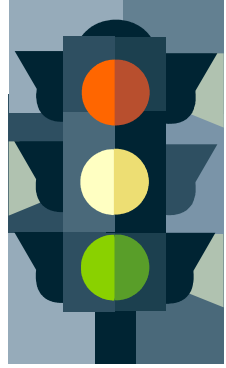


Automated Red Light Camera Enforcement

Safe **Light** 
Dallas Stops on *Red!*



Presented to: Automated Red Light Enforcement Commission
Date: Tuesday, January 20, 2015



PURPOSE

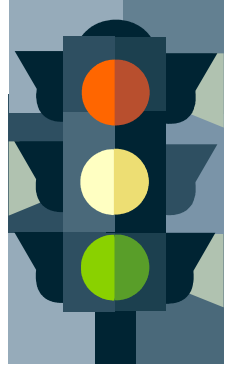
- Revise Goals and Objectives FY 14-15
- 2014 TxDOT Report & Safelight Safety Update
- Legislation, Media, Public Information & Red Light Cameras
- Performance and Program Update
 - FY 13-14 Citations Issued
 - FY 14-15 Quarterly Performance
 - Public Awareness Event Scheduled for FY 14-15
 - 2013 Achievements
- Contractual Agreement Update



REVISE GOALS AND OBJECTIVES FY 14-15



Carmen R. Garcia, Chair, Automated Red Light Enforcement Commission



Revise Goals and Objectives for FY 14-15

- Assessment of Camera Locations
- Marketing and Public Relations
- Community Engagement
- Texas Legislative Affairs



2014 TXDOT REPORT & SAFELIGHT SAFETY UPDATE



Kirk Houser, Transportation Engineer, Streets Department



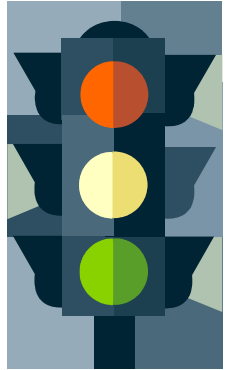
2014 TxDOT Report

State requires submittal of a Post Activation Report covering period July 1 thru June 30 each year.

The 2014 Post Activation Report has been submitted
(July 1, 2013 thru June 30, 2014)

You can view the full report at

http://ftp.dot.state.tx.us/pub/txdot-info/trf/red_light/2014-post/dallas.pdf



Safety Report

- **63 Approaches enforced with cameras**
 - 33 cameras (31 intersections) in place for 8 years
 - 11 cameras (10 intersections) in place for 6 years
 - 6 cameras (6 intersections) in place for 5 years
 - 13 cameras (8 intersections) in place for 4 years



8 and 6 Year Post Safety Report Crashes – Camera Approaches Only

- **Post 8 year results at 33 camera approaches:**
 - 66% average reduction in crashes caused by red light running
 - 73% of these approaches showed reductions or no change in red-light related crashes
- **Post 6 year results at 11 camera approaches:**
 - 53% average reduction in crashes caused by red light running
 - 91% of these approaches showed reductions or no change in red-light related crashes



5 and 4 Year Post Safety Report Crashes – Camera Approaches Only

- **Post 5 year results at 6 camera approaches:**
 - 16% average reduction in crashes caused by red light running
 - 50% of these approaches showed reductions or no change in red-light related crashes
- **Post 4 year results at 13 camera approaches:**
 - 48% average reduction in crashes caused by red light running
 - 54% of these approaches showed reductions or no change in red-light related crashes



8 and 6 Year Post Safety Report Crashes – All Approaches

- **Post 8 year results at 31 intersections:**
 - 54% average reduction in crashes caused by red light running
 - 94% of these approaches showed reductions or no change in red-light related crashes
- **Post 6 year results at 10 intersections:**
 - 32% average reduction in crashes caused by red light running
 - 70% of these approaches showed reductions or no change in red-light related crashes

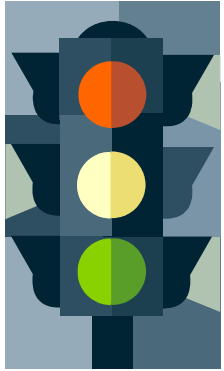


5 and 4 Year Post Safety Report Crashes – All Approaches

- **Post 5 year results at 6 intersections:**
 - 32% average reduction in crashes caused by red light running
 - 83% of these approaches showed reductions or no change in red-light related crashes
- **Post 4 year results at 8 intersections:**
 - 40% average reduction in crashes caused by red light running
 - 75% of these approaches showed reductions or no change in red-light related crashes

8 Year Post Safety Report

Crash Injuries



■ Fewer Injuries

- 80% reduction in Red Light Related fatalities (fatalities per intersection per year)
- 44% reduction in Red Light Related person-injuries (injuries per intersection per year)

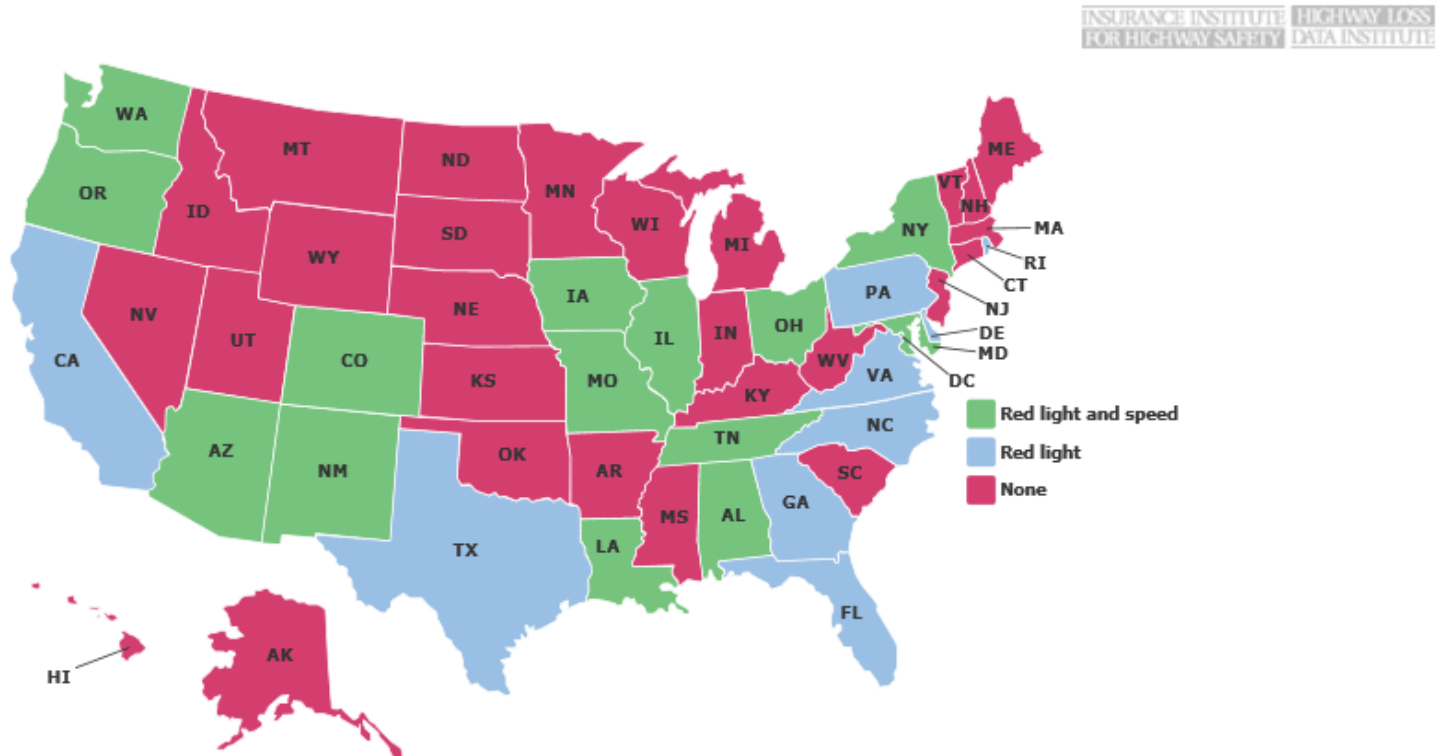
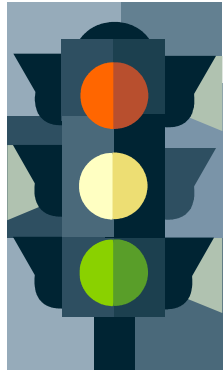


LEGISLATION, MEDIA, PUBLIC INFORMATION & REDLIGHT CAMERAS



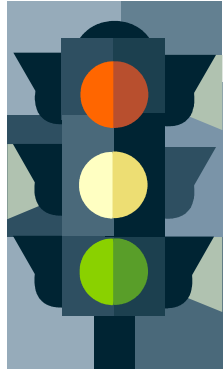
Wendy Nalls, Manager, Dallas Police Department

US RedLight Camera Programs



Number of individual communities with programs:
469

Texas RedLight Camera Programs

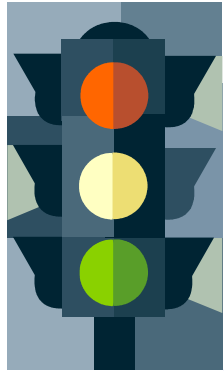


Number of individual communities with programs: 62

January 2015

Allen	Fort Worth	Mission
Amarillo	Frisco	Montgomery County
Arlington	Galveston	North Richland Hills
Austin	Garland	Oak Ridge North
Balch Springs	Grand Prairie	Plano
Balcones Heights	Granite Shoals	Port Lavaca
Bastrop	Haltom City	Richardson
Beaumont	Harlingen	Richland Hills
Bedford	Humble	Roanoke
Burleson	Huntington	Round Rock
Carrollton	Hurst	Rowlett
Cedar Hill	Hutto	Southlake
Conroe	Irving	Sugar Land
Coppell	Jersey Village	Tomball
Corpus Christi	Killeen	University Park
Dallas	Lake Jackson	
Dalworthington Gardens	Lancaster	
Denton	Lewisville	
Duncanville	Longview	
El Paso	Lufkin	

INSURANCE INSTITUTE FOR HIGHWAY SAFETY | HIGHWAY LOSS DATA INSTITUTE



Redlight Camera Legislation

Legislative Update Briefing in April:

- Information on legislation regarding Automated Redlight Cameras
- 2013 Session had 7 bills introduced (none were enacted)
- Current - HB142 (prohibits extension/new contracts after 6/1/2015)

Memorandum

To: July 30, 2013
The Red Light Camera Commission
83rd Session of the Texas Legislature Update

Subject: The 83rd Regular Session of the Texas Legislature ended on May 27, 2013. A total of 1,437 bills were passed and sent to the governor to be signed. During this session, seven bills adversely affecting Red Light Camera programs were introduced. These bills ranged in impact from placing signage at intersections with Red Light Cameras to eliminating the program all together. Thanks to the hard work by the advocates for the Red Light Camera program, none of these bills passed. The following matrix details the seven bills that were defeated.

Bill	Description	Final Status
HB 3304 by Green	Would prohibit counties from amending vehicle registration for unpaid Red Light Camera violations.	Died in Committee
HB 2420 by Elkins	Prohibits local governments from imposing a civil penalty on the owner of a vehicle that turns right at an intersection.	Died on the House Floor
HB 2421 by Elkins	Would allow individuals delinquent on payments for one year to sell their vehicle.	Died in Committee
HB 3025 by Zetter	Would have eliminated the Red Light Camera program.	Died in Committee
HB 3172 by Bohac	Would require the fine amount to be posted at all Red Light Camera intersections.	Passed the House, died in the Senate
HB 689 by Marquet	Would give cities permission to install Red Light Cameras at all railroad crossing intersections.	Died in Committee
SB 355 by Rodriguez	Companion to HB 689.	Died in Committee

The Office of Intergovernmental Services will continue to monitor the activities in Austin paying particular attention to bills that could be detrimental to city resources and services. Should you have any questions on the following bills, please feel to contact me via email at brett.wilkinson@dalinfo.org or by phone at 214-670-6797.

Sincerely,
Brett Wilkinson
Managing Director
Office of Intergovernmental Services

By: Stickland H.B. No. 142

A BILL TO BE ENTITLED
AN ACT

1 relating to the authority of the governing body of a local
2 to impose a civil penalty for certain violations recorded
3 automated traffic control system or a photographic traffic
4 enforcement system.

5

6 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

7 SECTION 1. Section 542.2035, Transportation Code, is
8 amended to read as follows:

9 Sec. 542.2035. AUTOMATED TRAFFIC CONTROL SYSTEMS
10 PROHIBITED [LIMITATION ON MUNICIPALITIES]. (a) A local authority

Text Size 12/12/2014

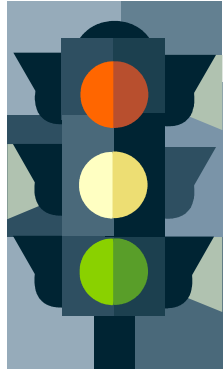
Texas bills would axe ticket cameras, 'bad driver' fines

By Keith Noble, Lead Line State Legislative Editor

After one year of Texas lawmakers have wasted into time filing bills for consideration for the upcoming regular session.

One issue that could get attention once the regular session starts next month addresses the use of automated enforcement throughout the state.

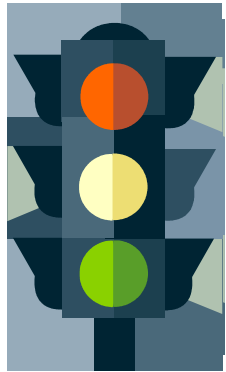
Texas state law prohibit the use of speed camera and one state prohibit the use of red-light camera, according to the Governor's Highway Safety Association. Twelve states use speed camera operating in at least one location while 24 states use red-light camera.



Redlight Camera

Example Legislation - 2013

- **HB 2420** Eliminate civil penalties for turning right at an intersection
- **HB 3025** Eliminate the safety camera program
- **HB 3172** Require the fine amount to be posted before the intersection
- **HB 2421** Eliminate vehicle registration holds for civil penalties
- **HB 3304** Eliminate vehicle registration holds for civil penalties
- **HB 689** Require a photographic traffic signal enforcement system at all railroad crossings
- **SB 335** Requires a photographic traffic signal enforcement system at all railroad crossings



Redlight Camera Media

Keeping roads safe

Facebook 148, Twitter 2, RSS, Text Size, Comments (8)



David Minton/DRC

The red light camera at the intersection of Interstate 35 and U.S. 380 (University Drive) on Sept. 26 in Denton.

By Christian McPhate
Staff Writer
dmcphate@dentonrc.com
Published: 23 December 2014

The flash han-
tale sim-



- **Several kinds of news stories:**
 - Effective Safety Measure
 - Vendor Contracts
 - Purpose: Revenue or Safety
 - Elimination of Use

Redflex "bagman" pleads guilty to red light camera contract bribe
Posted: 12/10/2014, 10:49am | Kim J.
Martin O'Malley — a key player in a contract scandal involving a guilty Wednesday to tv
O'Malley, 73, of W... when its deal v... 2003. But tv... his pal, c... contr...

Red-Light Cameras Opponents Backing Their Cause
By Ted Cox on January 6, 2015 5:36am
DOWNTOWN — A self-proclaimed "Ban the Cams" coalition is supporting 36 candidates who have signed a pledge to abolish red-light and speeding violations, a list that includes a top mayoral

Settlement offered for red-light camera tickets in Missouri
People can recover 20 percent of fine paid
Published: 10:30 AM CST Jan 06, 2015

Analysis: Charlotte's red-light cameras may have prevented serious wrecks
Posted: Jan 05, 2015 9:49 PM CST
Updated: Jan 05, 2015 9:49 PM CST
By The Charlotte Observer Staff | CONNECT

CHARLOTTE, N.C. (Gavin Ott/The Charlotte Observer) - Red-light cameras removed from Charlotte's streets in 2005 because of a state court ruling, may have prevented serious wrecks at dangerous intersections, records examined by the Observer show.

The review comes as Fayetteville prepares to reinstall its red-light cameras this summer, saying they help with traffic safety.

Charlotte, Fayetteville and a number of other cities took down cameras in 2005 when the N.C. Court of Appeals ruled that at least 90 percent of the revenue generated from fines had to go to public schools. Many city programs couldn't reach that mark because of operating costs.

Fayetteville's plan to reinstall the cameras has intrigued local officials, who said the cameras were effective — but costly — safety devices.

"We'll monitor what goes on with the Fayetteville program," said Doreen Szymanski, spokeswoman for the Charlotte Department of Transportation. "But it will be up to city officials to determine if they want to pursue them."

Red-light cameras are controversial. Critics view them as nothing more than a revenue generator. Safety advocates see them as a way to decrease high-impact crashes.

Charlotte started its red-light camera program in 1998, changing vendors five times since then. The city's red-light cameras, the Observer reviewed records dating back to 2003.

Arlington's red-light camera opponents say they can force election
By SUSAN SCHROCK - SSC@RPOD.COM@STAR-TELEGRAM.COM
01/07/2015 11:45 AM | Updated: 01/07/2015 11:45 AM

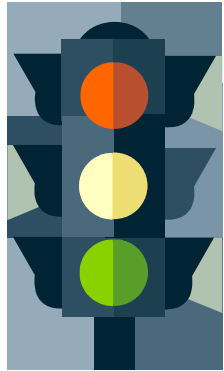
Are photo-radar and red-light cameras about safety or collecting fines?
By The Denver Post Editorial Board
POSTED: 12/20/2014 05:00:00 PM MST | UPDATED: 19 DAYS AGO

Few city programs are as effective at generating tens of millions of dollars with as little manpower as red-light and photo-radar cameras.

Now some Denver officials want to expand their use, citing safety concerns.

But taxpayers can be forgiven for suspecting the real reason is revenue. The programs generated \$34 million in less than five years and obviously could generate more if expanded. But that would be a mistake, at least for the photo-radar program, which parks vans along stretches of streets that almost no one considers dangerous or in need of such close monitoring.

63 COMMENTS



Red Light Camera Public Information

- Last year answered 170 Open Record requests



Questions Typically Asked About the Red Light Camera Program

Nationwide media outlets questions that typically arise on red light camera programs. The City has to respond frequently to misconceptions on operations of the camera program:

Question 1: Is the timing of Yellow Light being changed and if its changed is it to generate revenue?

RESPONSE: We do not and have not changed the yellow signal times to coincide with the photo system capture of violations, and revenues are not the author or the purpose of our program.

Question 2: Is the city steadily adding more cameras that can, both physically and legally/financially get you in a jam?

RESPONSE: We currently have 66 cameras and 4 are inactive. No cameras have been added since May 2011.

Question 3: Can outstanding Safelight Tickets be credit marked?

RESPONSE: Violators will receive 5 notices after 5th notice (121st day it will go to collections) and credit score will be impacted.

Question 4: Why is the car owner responsible? If the car owner wasn't in the car?

RESPONSE: By State Law the current registered owner of the vehicle as listed by the Texas Department of Transportation is responsible for the citation issued. The Citation cannot be assigned to anyone else. If before, the 30day time frame the owner can request to contest the citation.

Question 5: If you receive a violation notice and you wish to dispute it?

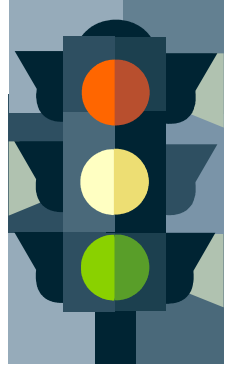
RESPONSE: There are 2 levels: Adjudication Hearings and Municipal Courts. You can view the actual incident on-line and make your own determination in the series of events prior to the appeal.



PERFORMANCE & PROGRAM UPDATE

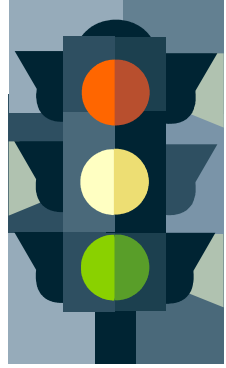


Oscar Ramos , Safelight Manager, Dallas Police Department Financial Contact Management



FY 13-14 Citations Issued

FY 13-14 Citations Issued				
	OCT	NOV	DEC	1st Qtr. Total
Citations Issued	14,943	12,055	10,896	37,894
	JAN	FEB	MAR	2nd Qtr. Total
Citations Issued	10,285	10,341	11,390	32,016
	APRIL	MAY	JUNE	3rd Qtr. Total
Citations Issued	12,211	13,579	12,708	38,498
	JULY	AUG	SEPT	4th Qtr. Total
Citations Issued	12,054	12,243	9,412	33,709
Total YTD				142,117

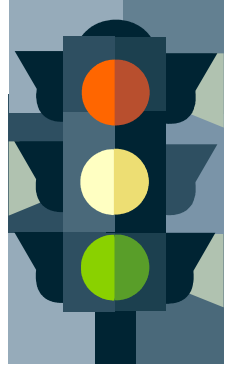


FY 14-15

Quarterly Performance

<u>FY 14-15 Citations Issued</u>				
	OCT	NOV	DEC	1st Qtr. Total
Citations Issued	12,067	9,352	9,985	31,404
	JAN	FEB	MAR	2nd Qtr. Total
Citations Issued	-	-	-	-
	APRIL	MAY	JUNE	3rd Qtr. Total
Citations Issued	-	-	-	-
	JULY	AUG	SEPT	4th Qtr. Total
Citations Issued	-	-	-	-
Total YTD				31,404

* Still processing



2014 Achievements

- Attended 5 community events educating the public about the dangers of red light running.
- Completed TxDot 2014 Post Activation Report
- Processed approximately 193,741 red light events.
- Forwarded \$1,607,522.74 to the State for Trauma Centers.
 - Distributions of Funds:
<https://www.dshs.state.tx.us/emstraumasystems/UncompensatedTraumaCareFundDist.shtm>
- 2014 Red Light Statistics 8- Year Post Implementation Review
 - 66% average reduction in accidents caused by red light running
 - 73% of these approaches showed reductions or no change in red-light related crashes

Public Awareness Event

International Mary Kay Convention
August 30-31, 2014-District 2



Major back to school Fair

Fair Park

August 1, 2014-District 7



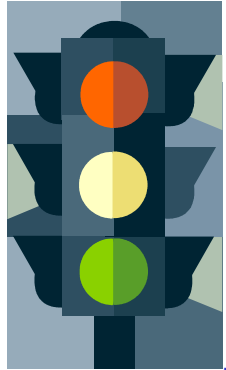


CONTRACTUAL AGREEMENT UPDATE



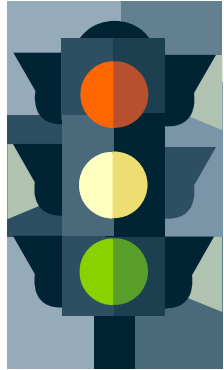
Donzell Gipson, Assistant Director, Dallas Police Department Financial Contact Management

Contract Update



- **10 year contract for camera system with Xerox**
 - Term from October 2006 to December 2016

- **Extension required:**
 - Gap in estimated service time due to early contract expiration
 - Early exhaustion of funds (June 2015 estimated exhaustion)
 - » New cameras
 - » Camera relocations
 - Program Expenses
 - Monthly camera rental fee
 - Each additional camera added or relocated shortens the length of
 - the contract as “burn” on funds



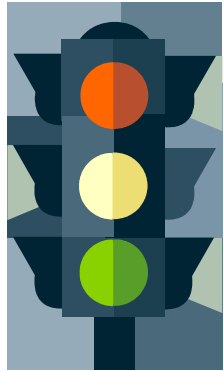
Contract Supplement Terms

■ City of Dallas

- Add funds to extend thru March 2017
- Payment based on minimum of 60 camera approaches
 - At times, the system may have less than 60 active cameras due to construction, street repairs, and utility improvements, etc.

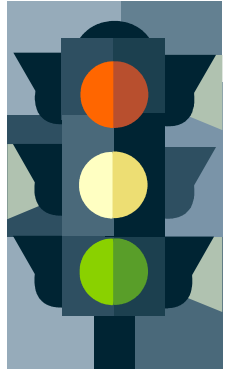
■ Xerox

- Reduction in monthly rental fee
- Upgrade equipment at 8 existing camera sites
- Add cameras for 5 new sites
- Continue support services for 3 months after expiration of contract



Negotiated Benefits

- **Reduction in monthly rental fee**
 - Fee reduced from \$3,799 to 3,600 - per camera per month
 - Estimated \$300,000 expense savings
- **Upgrade equipment at 8 existing camera sites**
 - Increase enforcement from 4 to 5 lanes
 - Estimated \$250,000 value (potential revenue)
- **Add cameras for 5 new sites**
 - Estimated \$450,000 value (\$90k each)
- **Continue support services for 3 months after expiration of contract**
 - Estimated \$378,000 in vendor support service value
 - Estimated \$450,000 in delinquent collections



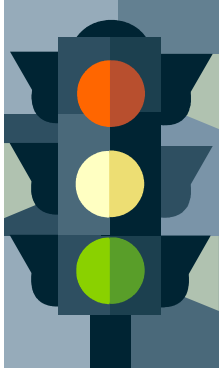
Camera Locations Update

■ Removals

- I-30 Frontage Rd EB/WB @ N Cockrell Hill Rd
- Harry Hines SB @ Northwest Hwy
- Northwest Hwy EB @ Lemmon
- W. Northwest Hwy WB @ Marsh
- Northwest Hwy EB/WB @ Dallas N Tollway

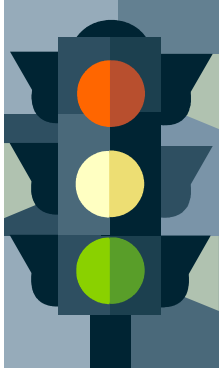
■ Possible New Sites

- HARRY HINES@WALNUT HILL (NB)
- WHEATLAND @ MD LOVE (US 67) (EB)
- LEMMON STREET @ COLE (SB)
- LEMMON EAST @ COLE (SB)
- LEMMON EAST @ COLE (WB)



Appendices

- 2015 Approved Meeting Dates
- Additional Safety Statistics to Public Safety Committee
- List of ARC Members
- Red Light Camera Map
- Red Light Camera Locations
- Additional Safety Statistics to Public Safety Committee



2015 Approved Meeting Dates

Meeting time: 9:30 am – 11:30 am

Tuesday, January **20**, 2015 – 5ES

Tuesday, April 7, 2015 – 6ES

Tuesday, August **25**, 2015 - **5ES**

Tuesday, October 6, 2015 - **6ES**

Memorandum



CITY OF DALLAS

DATE 17 October 2014

TO Honorable Members of the Public Safety Committee: Sheffie Kadane (Chair), Adam Medrano (Vice Chair), Dwaine Caraway, Jennifer S. Gates, Sandy Greyson, and Scott Griggs

SUBJECT Safelight Program (A Red-Light Photo Enforcement Safety Initiative) Follow-up to Questions asked during the October 13th Briefing

During the Public Safety Committee meeting on Monday, October 13, 2014 there were questions regarding the Safelight Program administration, contract extension, safety statistics and site selection. In response, additional information regarding the Safelight Program is provided below:

Question: Can additional safety statistics be provided related to the Safelight Program?

Response: The Safelight Program is required to provide the State of Texas an annual report on specific traffic and red-light camera enforcement related items. A detailed report of Safelight Program related safety statistics is attached.

Question: Does the red-light photo enforcement process include citations to vehicles with temporary, paper tags?

Response: The Safelight Program does not issue red-light photo enforcement citations to vehicles with temporary, paper tags.

Question: What methodology is used or what review occurs for the Safelight Program safety statistics?

Response: Safelight Program records and prepares statistics as required by Section 707.004 of the Transportation Code. The City is required to submit to the Texas Department of Transportation (TxDOT) 18 months of before crash data and annual after crash data reports via a web-based reporting system where local jurisdictions enter the crash data for each intersection approach. The required data includes the number of crashes, injury crashes and fatality crashes as well as information regarding crash types: right angle intersection crashes, rear-end injury crashes, and other intersection crashes.

The statistics are compiled by the traffic engineering section of the Streets Department based on information found in CRIS-TxDOT, Crash Records Information System Reporting for Department of Public Safety and Texas Department of Transportation. TxDOT has pre-activation and all post activation reports by Intersection with a Red-Light Camera available on the TxDOT website at <http://www.txdot.gov/driver/laws/red-light/reports.html>.

Question: Are other countermeasures used besides red-light photo enforcement to reduce red light related accidents in intersections?

Response: The traffic engineering sections uses a number of remediation methods to reduce red-light running and related crashes in intersections. Photo enforcement is one of the last remediation methods used for an intersection with a history of red-light related crashes. The traffic engineering sections reviews intersections with red-light related crashes and uses the following process:

Step 1 - Types of Sites

- Accident trend sites – Police Accident Database Query
 1. History of red light related crashes
 2. Right-angle crash trends
- Behavior modification sites
 1. High frequency of red light violations
 2. Provide geographic balance citywide

Step 2 - Engineering Study

- Countermeasures to solve red light violations before enforcement is considered
 1. Traffic signal control equipment is functioning properly
 2. Signal head must be visible & meet standards for size & placement
 3. Stop bars and crosswalks must be visible
 4. Traffic signs are visible and do not distract from signal operation
 5. Signal timing should be optimized for green time distribution
 6. Sequence of movements should be reviewed for possible changes
 7. Yellow timing conforms to standard formula recommended by Institute of Transportation Engineers
 8. Adjusted for 85 percentile (majority) speeds
 9. Accounts for steep grades approaching signal
 10. **Camera enforcement determined as appropriate countermeasure.**

Step 3 – Recommending an Intersection

- Review of list intersections deemed appropriate for camera enforcement
- Remove intersections scheduled for future or existing reconstruction
- Remove Intersections submitted for signal replacement

Step 4 – Validate Use

- Conduct 16 hour video study to determine violation issues:
 1. Review time of day violations occurring
 2. Review signal timing plan during hours with high violations for potential adjustments

Step 5 – Review for Constructability

— Cameras and flashers must be placed at optimal distances from stop bar to operate

1. Constraints
 - underground utilities
 - driveways
 - vegetation
 - sidewalk width
2. In some cases camera was constructed on different approach due to construction constraints

Question: Has the City Staff reviewed and utilized any studies or research regarding red-light photo enforcement to guide the direction of the Safelight Program?

Response: The City staff has utilized information from studies and data regarding red-light photo enforcement in Texas. See the below link for the Texas Transportation Institute (TTI) study entitled “*An Empirical Bayes Analysis of Photographic Traffic Enforcement Systems in Texas.*” In addition, the Traffic Engineering section utilizes best practices and engineering guidelines and standards in the countermeasures regarding intersections and red-light related crashes.

http://ftp.dot.state.tx.us/pub/txdot-info/trf/red_light/empirical_analysis_photo_enforce.pdf

Please feel free to contact me if you need additional information.



Eric D. Campbell
Assistant City Manager

[Attachment]

c: Honorable Mayor and Members of the City Council
A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, First Assistant City Manager

Jill A. Jordan, P.E., Assistant City Manager
Mark McDaniel, Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Sana Syed, Public Information Officer
Forest E. Turner, Assistant City Manager, Chief Wellness Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council

CRASH DATA for ACTIVE Approaches

7 YEARS Locations	All Accidents			All Red Light Related			All Right Angle			All Rear End			Red Light Related @ Camera Approach			Rear End @ Camera Approach			ALL Accidents @ Camera Approach		
	2 Years Before ALL	1 Year Before ALL	7 Years After AVG	2 Years Before RLR	1 Year Before RLR	7 Years After AVG	2 Years Before RA	1 Year Before RA	7 Years After AVG	2 Years Before RE	1 Year Before RE	7 Years After AVG	2 Years Before RLR	1 Year Before RLR	7 Years After AVG	2 Years Before RE	1 Year Before RE	7 Years After AVG	2 Years Before ALL	1 Year Before ALL	7 Years After AVG
All Active Intersections	606	528	421	259	209	113	235	187	100	140	130	117	107	99	37	44	29	43	217	192	145
Forest Lane EB @ Abrams Rd	23	16	18	6	6	4	3	5	3	7	4	5	1	1	1	4	3	2	8	7	7
Commerce St. EB @ S. Central Expressway	20	13	6	18	12	2	17	12	3	0	1	0	14	10	2	0	1	0	16	11	4
W. Camp Wisdom Rd WB @ S. Westmoreland Ave	17	4	10	4	0	1	2	0	1	4	1	3	2	0	0	0	0	1	5	0	4
W. Jefferson Blvd EB @ S. Tyler St	18	13	7	13	10	4	13	10	4	3	0	1	7	6	1	0	0	0	3	2	1
N. Beckley Ave SB @ W. Colorado Blvd	6	10	7	1	6	2	1	4	2	2	1	2	0	2	0	0	0	1	0	2	3
Ferguson Rd SB @ Gus Thomasson	14	8	12	3	2	2	3	2	3	5	0	3	1	0	0	2	0	2	5	0	5
Greenville NB @ Mockingbird	12	22	13	2	2	1	2	2	1	5	10	7	1	1	0	1	4	5	4	7	6
Coit Rd NB @ Bamber Dr	10	6	3	8	4	1	6	3	1	2	1	1	5	3	0	1	1	0	6	5	1
Lemmon Ave NB @ Oak Lawn Ave	19	22	15	6	9	3	6	6	3	5	3	5	4	3	1	0	1	1	2	5	3
Graham Blvd EB @ Lindsley Ave	10	6	3	6	4	1	6	4	1	0	0	0	0	0	0	0	0	0	3	2	1
S. Westmoreland Dr SB @ Illinois Rd	26	30	22	7	4	3	7	4	2	4	8	8	3	1	0	0	0	2	8	6	6
S. Buckner Blvd NB @ Bruton Rd	34	32	25	10	7	4	12	6	3	8	17	11	3	1	1	3	3	4	10	4	7
N. Central Expressway NB @ Lemmon Ave	27	24	29	9	14	10	9	14	10	13	5	5	4	5	1	3	0	1	8	7	4
Griffin St. W. WB @ St. Paul St	10	14	7	5	9	2	5	9	2	0	1	1	5	5	1	0	1	1	9	8	5
Ledbetter EB @ S. Lancaster Rd	10	9	15	3	7	3	2	5	2	2	1	7	0	2	0	2	1	2	2	3	4
Woodliff Rodgers Fwy WB @ Olive St	24	18	8	22	17	6	22	17	6	0	0	1	2	5	1	0	0	0	2	5	2
Harry Hiras SB @ Northwest Hwy	35	39	23	5	7	4	1	3	2	9	11	6	3	5	2	3	0	1	11	20	8
N. Buckner Blvd NB @ John West Rd	16	20	17	6	5	3	6	4	3	2	4	4	1	2	1	0	1	1	8	10	7
Lovers Ln WB @ N. Central Expy	32	21	29	29	14	11	29	14	11	0	3	7	3	10	9	0	0	0	3	10	11
N. Central Expy NB @ E. Lovers Ln	32	21	29	29	14	11	29	14	11	0	3	7	10	3	0	0	1	4	12	7	10
W. Northwest Hwy WB @ Lemmon Ave (Marsh)	26	17	23	14	4	7	12	4	7	8	4	5	3	1	2	4	2	2	9	5	8
RL Thornton Fwy WB (S) WB @ Harwood St	23	12	6	17	7	3	17	7	3	2	1	1	2	3	1	2	0	0	5	3	2
RL Thornton Fwy EB @ Harwood St	23	12	6	17	7	3	17	7	3	2	1	1	3	1	1	0	1	0	4	3	2
Northwest Hwy WB @ Dallas N. Tollway	14	13	13	4	4	2	1	2	1	4	4	4	2	3	0	2	3	2	7	8	4
Northwest Hwy EB @ Dallas N. Tollway	14	13	13	4	4	2	1	2	1	4	4	4	1	1	1	2	1	2	6	4	7
S. Hampton SB @ Wheatland Rd	6	6	11	2	2	4	2	2	3	2	1	2	1	0	1	1	0	1	2	1	4
Watson Walker SB @ Northwest Hwy	72	54	39	19	10	11	12	9	9	20	22	7	5	3	1	4	0	1	21	10	3
Northwest Hwy WB @ Abrams	18	12	14	3	2	2	4	1	1	10	6	7	0	0	1	4	2	2	5	4	5
Alpha Rd WB @ Dallas North Parkway	13	31	11	10	23	6	10	23	6	3	3	1	8	15	2	1	0	0	9	15	3
Forest Ln WB @ Inwood Ln	4	9	4	0	1	1	0	1	1	1	2	2	0	0	0	1	0	1	1	2	1
S. Munger NB @ Lindsley	27	12	8	18	9	4	18	8	4	7	0	1	12	5	3	3	0	0	16	7	4
Frankford Rd @ Preston Rd. EB	16	18	9	3	6	1	3	4	1	3	8	4	0	2	1	1	1	1	3	4	3
W. Mockingbird Ln. WB @ Stemmons Fwy.	24	17	14	6	2	3	4	2	3	9	8	4	1	0	1	0	2	1	4	5	4

CRASH DATA for ACTIVE Approaches

5 Years Locations	All Accidents			All Red Light Related			All Right Angle			All Rear End			Red Light Related @ Camera Approach			Rear End @ Camera Approach			ALL Accidents @ Camera Approach		
	2 Years Before ALL	1 Year Before ALL	5 Years After AVG	2 Years Before RLR	1 Year Before RLR	5 Years After AVG	2 Years Before RA	1 Year Before RA	5 Years After AVG	2 Years Before RE	1 Year Before RE	5 Years After AVG	2 Years Before Other	1 Year Before Other	5 Years After AVG	2 Years Before Other	1 Year Before Other	5 Years After AVG	2 Years Before Other	1 Year Before Other	5 Years After AVG
All Active Locations	176	173	134	39	44	29	32	41	22	49	41	37	21	17	10	26	25	20	86	80	58
Ferguson Rd. EB @ Peavy Rd.	12	9	7	6	6	4	4	3	3	3	3	0	2	2	1	1	3	0	3	5	2
Keller Springs WB @ Knoff Trail	5	10	2	2	5	0	2	7	0	2	0	0	1	2	0	0	0	0	2	2	1
Webb Chapel Rd. SB @ Lombardy Ln.	14	8	10	2	1	2	2	1	1	2	1	2	1	0	0	1	0	1	3	2	2
Forest Ln. WB @ Schroeder	6	8	6	2	0	1	3	0	0	2	0	2	2	0	1	2	0	1	4	4	2
Dallas Parkway NB @ Keller Springs	11	12	18	3	6	5	2	6	5	1	1	2	1	1	1	1	0	1	5	4	8
Forest Ln. EB + LT @ Plano Rd.	23	20	14	3	6	4	2	6	3	6	7	5	3	1	2	4	6	3	18	10	7
Lebbetter WB @ S. Lancaster Rd.	9	15	13	2	4	2	1	1	1	5	5	7	2	0	0	2	2	3	5	3	5
Central Expy. NB @ Mockingbird Ln.	38	27	23	3	6	2	3	6	2	19	11	7	1	2	1	6	7	4	14	11	10
Mockingbird Ln. WB @ Central Expy.	38	27	23	3	6	2	3	6	2	19	11	7	1	3	1	8	4	2	13	12	7
Shilman St. SB @ LBJ Fwy	43	45	30	9	5	8	5	6	5	8	6	5	5	2	2	1	0	3	14	17	11
MD Love Fwy NB @ Camp Wisdom Rd.	14	19	10	7	5	1	7	5	1	1	7	5	2	4	0	0	3	2	5	10	4

4 Year Locations	All Accidents			All Red Light Related			All Right Angle			All Rear End			Red Light Related @ Camera Approach			Rear End @ Camera Approach			ALL Accidents @ Camera Approach		
	2 Years Before ALL	1 Year Before ALL	4 Years After AVG	2 Years Before RLR	1 Year Before RLR	4 Years After AVG	2 Years Before RA	1 Year Before RA	4 Years After AVG	2 Years Before RE	1 Year Before RE	4 Years After AVG	2 Years Before Other	1 Year Before Other	4 Years After AVG	2 Years Before Other	1 Year Before Other	4 Years After AVG	2 Years Before Other	1 Year Before Other	4 Years After AVG
Active Locations	159	167	140	41	38	32	35	33	28	42	27	30	18	13	16	13	9	11	65	71	64
W. Northwest Hwy EB @ Lemmon Ave	22	23	20	6	6	4	10	6	5	5	3	3	5	3	4	3	3	2	9	12	12
Northwest Hwy EB @ Walton Walker	46	57	30	13	17	9	7	14	8	14	7	6	8	5	3	3	3	2	17	23	9
Frankford Rd. @ Preston Rd. NB	4	7	11	0	1	2	0	0	1	2	3	4	0	0	0	1	1	1	2	3	2
Frankford Rd. @ Preston Rd. SB	4	7	11	0	1	2	0	0	1	2	3	4	0	0	0	0	0	1	0	2	3
Skullman St. NB @ LBJ Fwy	43	45	38	9	5	10	5	6	7	8	6	7	2	2	5	4	0	3	19	22	17
Mockingbird Ln. @ Carpenter (IH183) EB	9	13	12	1	4	2	1	4	2	7	2	2	2	2	1	2	2	1	2	7	6
Frankford Rd. WB @ Dallas N. Pkwy.	20	14	22	7	4	4	7	2	4	4	4	7	3	1	1	0	0	2	5	2	4
Illinois Ave. EB @ RLT (IH35)	15	8	8	5	1	2	5	1	1	2	2	2	0	0	1	0	0	1	1	0	3

3 Year Locations	All Accidents			All Red Light Related			All Right Angle			All Rear End			Red Light Related @ Camera Approach			Rear End @ Camera Approach			ALL Accidents @ Camera Approach		
	2 Years Before ALL	1 Year Before ALL	3 Year After AVG	2 Years Before RLR	1 Year Before RLR	3 Year After AVG	2 Years Before RA	1 Year Before RA	3 Year After AVG	2 Years Before RE	1 Year Before RE	3 Year After AVG	2 Years Before Other	1 Year Before Other	3 Year After AVG	2 Years Before Other	1 Year Before Other	3 Year After AVG	2 Years Before Other	1 Year Before Other	3 Year After AVG
Active Locations	142	128	97	36	20	14	24	16	10	51	56	40	9	12	6	26	23	20	67	65	45
S. Buckner Blvd SB @ Bruton Rd	25	24	25	6	6	4	1	3	3	12	9	12	0	3	0	8	0	5	10	12	9
Camp Wisdom Rd. EB @ MD Love Fwy	6	5	13	1	1	1	1	1	1	2	2	7	0	1	1	1	1	1	1	3	3
Buckner Blvd NB @ Garland Rd	22	23	15	3	3	2	2	3	1	11	14	8	0	0	0	0	4	2	1	5	4
Garland Rd EB @ Buckner Blvd	22	23	15	3	3	2	2	3	1	11	14	8	0	3	1	4	4	2	7	8	4
Garland Rd WB @ Buckner Blvd	22	23	15	3	3	2	2	3	1	11	14	8	0	0	0	2	1	2	5	3	3
IH30 Tom Landry WB @ Cockrell Hill Rd.	26	10	5	13	4	1	13	5	1	7	1	2	2	0	0	0	0	0	1	1	1
IH30 Tom Landry WB @ Cockrell Hill Rd.	26	10	5	13	4	1	13	5	1	7	1	2	0	0	0	0	0	0	1	1	1
Inwood Rd NB @ Stemmons Fwy	20	28	11	4	4	1	4	4	1	7	11	3	1	0	0	0	4	1	2	6	4
Inwood Rd SB @ Stemmons Fwy	20	28	11	4	4	1	4	4	1	7	11	3	2	2	0	3	0	0	7	6	3
NW Hwy EB @ Tremain	7	8	4	1	0	1	1	0	0	6	8	2	1	0	0	5	5	1	6	5	2
Buckner Blvd NB @ Military Pkwy	36	30	25	8	2	4	2	0	2	6	11	7	2	2	3	3	4	4	16	14	12

FATALITIES & INJURIES

Fatalities in Crashes At Intersections with a Red light Camera

Locations	2 Years Before Fatalities	1 Year Before Fatalities	1 Year After Fatalities	2 Years After Fatalities	3 Years After Fatalities	4 Years After Fatalities	5 Years After Fatalities	6 Years After Fatalities	7 Years After Fatalities
7 Years Locations	3	1	1	2	0	1	1	0	0
5 Years Locations	0	0	0	0	0	0	0		
4 Years Locations	0	0	0	1	0	0			
3 Years Locations	0	0	1	0	1				

Fatalities in Red Light Related Crashes at Intersections with a Red Light Camera

Locations	2 Years Before Fatalities	1 Year Before Fatalities	1 Year After Fatalities	2 Years After Fatalities	3 Years After Fatalities	4 Years After Fatalities	5 Years After Fatalities	6 Years After Fatalities	7 Years After Fatalities
7 Years Locations	3	0	0	1	0	0	0	0	0
5 Years Locations	0	0	0	0	0	0	0		
4 Years Locations	0	0	0	0	0	0			
3 Years Locations	0	0	0	0	1				

Crashes with Injuries At Intersections with a Red light Camera

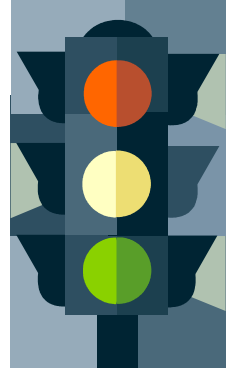
Locations	2 Years Before Injuries	1 Year Before Injuries	1 Year After Injuries	2 Years After Injuries	3 Years After Injuries	4 Years After Injuries	5 Years After Injuries	6 Years After Injuries	7 Years After Injuries
7 Years Locations	679	601	492	378	345	422	327	332	318
5 Years Locations	116	136	150	128	134	72	68		
4 Years Locations	116	135	186	137	78	55			
3 Years Locations	107	98	74	65	89				

Red Light Related Crashes with Injuries at Intersections with a Red Light Camera

Locations	2 Years Before RLR	1 Year Before RLR	1 Year After RLR	2 Years After RLR	3 Years After RLR	4 Years After RLR	5 Years After RLR	6 Years After RLR	7 Years After RLR
7 Years Locations	235	200	153	97	92	94	74	86	83
5 Years Locations	19	36	40	20	41	11	15		
4 Years Locations	23	34	48	30	21	12			
3 Years Locations	18	14	4	4	12				

Red Light Related Crashes with Injuries only for the Intersection approach with a Red Light Camera

Locations	2 Years Before RLR	1 Year Before RLR	1 Year After RLR	2 Years After RLR	3 Years After RLR	4 Years After RLR	5 Years After RLR	6 Years After RLR	7 Years After RLR
7 Years Locations	95	101	53	29	25	37	25	28	41
5 Years Locations	16	14	10	7	13	4	2		
4 Years Locations	11	9	26	14	11	7			
3 Years Locations	6	9	0	3	7				



Councilmember & Commission Appointee

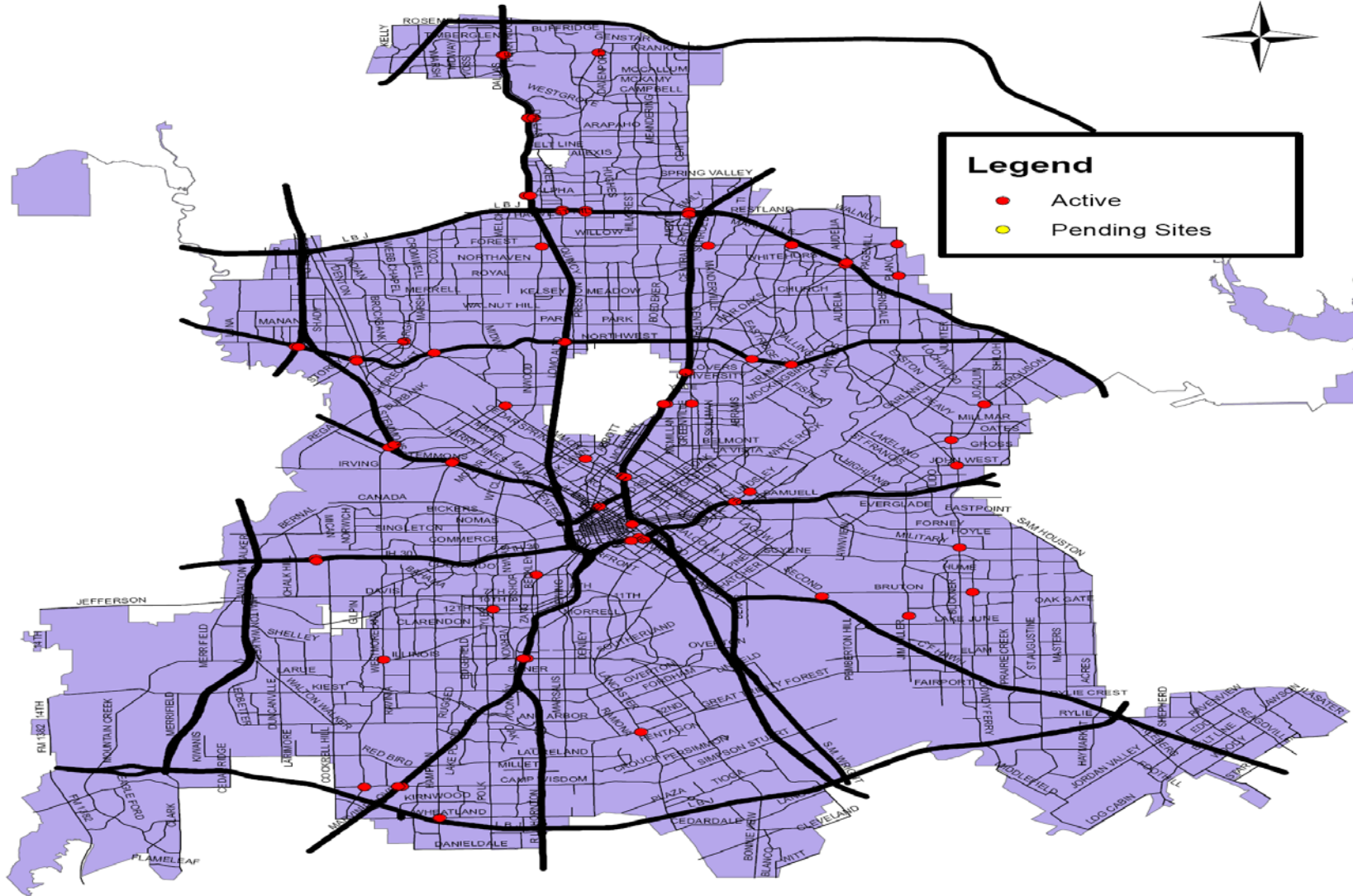
Chair	Carmen R. Garcia	Mayor Mike Rawlings
Vice Chair	Tarek Radjef	City Council
District 1	Angeles Briles	Scotts Griggs
District 2	Woodrow A. Austin	Adam Medrano
District 3	Taylor Toynes	Vonciel Jones Hill
District 4	VACANT	Dwaine R. Caraway
District 5	Jesus A. Rodriguez	Rick Callahan
District 6	VACANT	Deputy Mayor Pro Tem Monica Alonzo
District 7	VACANT	Carolyn R. Davis

Red Light Camera Sites



Legend

- Active
- Pending Sites



Camera Location 1 Of 1

Code/(District)	Direction	Approach	Status		
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504 (11)	NB	Alpha Rd NB @ Dallas Pkwy			Immediate Deactivation
N/A	EB	Audelia EB @ Forest (to be remove from list)	2015 New Camera Install		August 2015 Deactivation
431 (7)	NB	Buckner NB @ Military Pkwy			2015 New Camera Install
243 (3)	EB	Camp Wisdom EB at MD Love (67) SBSR			No Change
N/A	EB	Carlisle/Cole EB @ Lemmon	2015 New Camera Install		
N/A	WB	Carlisle/Cole WB @ Cole/Lemmon	2015 New Camera Install		
401 (11)	NB	Coit Rd NB @ Banner Dr			
203 (14)	EB	Commerce St EB @ Cesar Chavez Blvd			
121 (11)	NB	Dallas Pkwy NB @ Keller Springs Rd			
423 (3)	EB	E Ledbetter Dr EB @ S Lancaster Rd			
154 (3)	WB	E Ledbetter Dr WB @ Lancaster Rd			
214 (14)	WB	E Lovers Ln WB @ N Central Expy			
144 (14)	WB	E Mockingbird Ln WB @ N Central Serv E			
623 (9)	EB	E Northwest Hwy EB @ Trammel			
614 (14)	WB	E NW Hwy WB @ Avenue E			
804 (2)	WB	E RL Thornton Serv S WB @ S Harwood St			
133	EB	Ferguson Rd EB @ Peavy Rd			
602 (9)	SB	Ferguson Rd SB @ Gus Thomasson Rd			
103 (10)	EB	Forest Ln EB @ Abrams Rd			
123 (10)	EB	Forest Ln EB @ Plano Rd			
224 (13)	WB	Forest Ln WB @ Inwood Rd			
124 (10)	WB	Forest Ln WB @ Schroeder Rd			
903 (12)	EB	Frankford Rd EB @ Preston Rd			

Camera Location 1 Of 2

Code/(District)	Direction	Approach	Status		
234 (12)	WB	Frankford Rd WB @ Pkwy			Immediate Deactivation
913 (9)	EB	Garland Rd EB @ N Buckner Blvd			August 2015 Deactivation
914 (9)	WB	Garland Rd WB @ N Buckner Blvd			2015 New Camera Install
603 (2)	EB	Graham Ave EB @ Lindsley Ave			No Change
701 (14)	NB	Greenville Ave NB @ E Mockingbird Ln			
604 (2)	WB	Griffin St W WB @ S St Paul St			
N/A	NB	Harry Hines Blvd NB @ Walnut Hill	2015 New Camera Install		
422 (6)	SB	Harry Hines Blvd SB @ N NW Hwy	August 2015 Deactivation		
923 (3)	EB	I-30 Frontage Rd EB @ S Cockrell Hill Rd	Immeditate		
924 (3)	WB	I-30 Frontage Rd WB @ S Cockrell Hill Rd	Immeditate		
931 (6)	NB	Inwood Rd NB @ Stemmons FWY			
932 (6)	SB	Inwood Rd SB @ Stemmons FWY			
134 (11)	WB	Keller Springs Rd WB @ Knoll Trail Dr			
501 (14)	NB	Lemmon Ave NB @ Oak Lawn Ave			
N/A	SB	Lemmon Ave SB @ Carlisle/Cole	2015 New Camera Install		
181 (8)	NB	Marvin D Love Fwy NB @ W Camp Wisdom Rd			
502 (1)	SB	N Beckley Ave SB @ W Colorado Blvd			
911 (9)	NB	N Buckner Blvd NB @ Garland Rd			
511 (7)	NB	N Buckner Blvd NB @ John West Rd			
211 (14)	NB	N Central Expy NB @ E Lovers Ln			
311 (14)	NB	N Central Expy NB @ Lemon Ave			
131 (14)	NB	N Central Serv W NB @ E Mockingbird Ln			
904 (13)	WB	N NW Hwy WB @ Dallas North Toll Way	Immeditate		
612 (6)	SB	N Walton Walker Serv W SB @ W NW Hwy			
261 (12)	NB	Preston NB + NBLT at Frankford			
242 (12)	SB	Preston SB + SBLT at Frankford			

Camera Location 1 Of 3

Code/(District)	Direction	Approach	Status		
612 (6)	SB	N Walton Walker Serv W SB @ W NW Hwy			Immediate Deactivation
261 (12)	NB	Preston NB + NBLT at Frankford			August 2015 Deactivation
242 (12)	SB	Preston SB + SBLT at Frankford			2015 New Camera Install
411 (5)	NB	S Buckner Blvd NB @ Bruton Rd			No Change
322 (8)	SB	S Hampton Rd SB @ W Wheatland Rd			
813 (2)	EB	S Harwood St EB @ E RL Thornton Serv N			
801 (2)	NB	S Munger Blvd NB @ Lindsley Ave			
702 (1)	SB	S Westmoreland Rd SB @ W Illinois Ave			
412 (5)	NB	S. Buckner Blvd NB @ Bruton Rd			
231 (10)	NB	Skillman NB at IH635 EBSR			
132 (10)	SB	Skillman St SB @ LBJ Fwy			
104 (3)	WB	W Camp Wisdom Rd WB @ S Westmoreland Rd			
273 (4)	EB	W Illinois Ave EB @ RL Thornton Fwy			
303 (1)	EB	W Jefferson Blvd EB @ S Tyler St			
223 (9)	EB	W Mockingbird Ln EB @ John Carpenter Fwy			
414 (6)	WB	W Mockingbird Ln WB @ N Stemmons Serv E			
213 (13)	EB	W NW Hwy EB @ Dallas North Tollway	Immeditate		
263 (9)	EB	W NW Hwy EB @ Marsh Ln	August 2015 Deactivation		
253 (6)	EB	W NW Hwy EB @ N Walton Walker Blvd			
514 (2)	WB	W NW Hwy WB @ Marsh Ln	August 2015 Deactivation		
122 (6)	SB	Webb Chapel Rd SB @ Lombardy Ln			
704 (14)	WB	Woodall Rodgers Serv S WB @ Olive St			
1. Counts are based on dates 10/01/2013 through 9/30/2014					