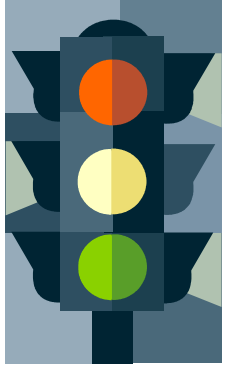
Automated Red Light Camera Enforcement

SafeLight

Dallas Stops on Red!

Presented to: Automated Red Light Enforcement Commission
Date: Tuesday, April 8, 2014



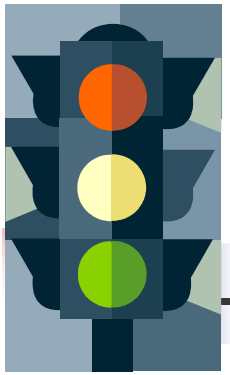
PURPOSE

- Traffic Engineer-Safety Report
- Xerox Corporate Responsibility in the Dallas Area
- Safelight Safety Update- Camera Technology
- Red Light Camera Enforcement System- Citation Process
- Performance & Program Update
- Contractual Agreement Update

TRAFFIC ENGINEER- SAFETY REPORT

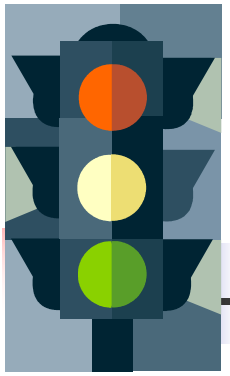
Kirk Houser, Traffic Engineer, Streets Department

Charles Stierhoff, GIS Analyst, Streets Deparment



Safety Report

- **63 Approaches enforced with cameras**
  - 33 cameras in place for 7 years
  - 11 cameras in place for 5 years
  - 8 cameras in place for 4 years
  - 11 cameras in place for 3 years



Safety Report

ACTIVE CAMERA APPROACHES REPORT

ALL Crash Types on Camera Approaches

Quantity	Duration	3 Years Before ALL Types	2 Years Before ALL Types	1 Year Before ALL Types	3 Year Before AVG	1 Year After ALL Types	2 Years After ALL Types	3 Years After ALL Types	4 Years After ALL Types	5 Years After ALL Types	6 Years After ALL Types	7 Years After ALL Types	After AVG	AVG Change	Percent Change	Reduction	No Change	Increase
33 Approaches	7 years (7/1/06 to 6/30/13)	89	217	192	**166**	168	129	124	133	155	159	150	**145**	**-21**	**-12.4%**	19	1	13
11 Approaches	5 years (7/1/08 to 6/30/13)	64	86	80	**77**	57	72	68	53	43			**59**	**-18**	**-23.6%**	9	0	2
8 Approaches	4 years (7/1/09 to 6/30/13)	87	55	71	**71**	81	67	42	25				**54**	**-17**	**-24.3%**	4	0	4
11 Approaches	3 years (7/1/10 to 6/30/13)	71	57	65	**64**	50	39	46					**45**	**-19**	**-30.1%**	10	1	0
																42	2	19

Red Light Related Crashes on Camera Approaches

Quantity	Duration	3 Years Before RLR	2 Years Before RLR	1 Year Before RLR	3 Year Before AVG	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	After AVG	AVG Change	Percent Change	Reduction	No Change	Increase	
33 Approaches	7 years (7/1/06 to 6/30/13)	39	107	99	**82**	58	34	29	29	32	36	43	**37**	**-44**	**-54.3%**	22	2	9	72.7%
11 Approaches	5 years (7/1/08 to 6/30/13)	15	21	17	**18**	12	12	12	10	3			**10**	**-8**	**-44.5%**	9	1	1	90.9%
8 Approaches	4 years (7/1/09 to 6/30/13)	22	18	13	**18**	26	14	10	8				**15**	**-3**	**-17.9%**	5	0	3	62.5%
11 Approaches	3 years (7/1/10 to 6/30/13)	13	9	12	**11**	5	3	9					**6**	**-6**	**-50.0%**	6	4	1	90.9%
																42	7	14	

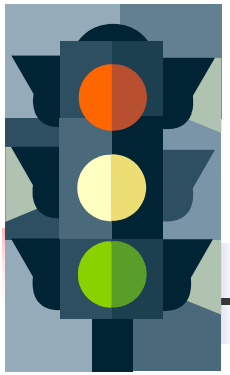
Rear-End Crashes on Camera Approaches

Quantity	Duration	3 Years Before RE	2 Years Before RE	1 Year Before RE	3 Year Before AVG	1 Year After RE	2 Years After RE	3 Years After RE	4 Years After RE	5 Years After RE	6 Years After RE	7 Years After RE	After AVG	AVG Change	Percent Change	Reduction	No Change	Increase
33 Approaches	7 years (7/1/06 to 6/30/13)	21	44	29	**31**	38	36	37	49	47	51	40	**43**	**11**	**35.9%**	10	4	19
11 Approaches	5 years (7/1/08 to 6/30/13)	21	26	25	**24**	19	29	24	16	13			**20**	**-4**	**-15.8%**	4	1	6
8 Approaches	4 years (7/1/09 to 6/30/13)	20	13	9	**14**	17	11	9	7				**11**	**-3**	**-21.4%**	4	0	4
11 Approaches	3 years (7/1/10 to 6/30/13)	29	23	19	**24**	16	15	15					**15**	**-8**	**-35.2%**	5	5	1
																23	10	30

Safety Report

ACTIVE CAMERA APPROACHES

3 Year Before AVG	After AVG	AVG Change	Percent Change	Reduction	No Change	Increase	
82	37	-44	-54.3%	22	2	9	72.7%
18	10	-8	-44.5%	9	1	1	90.9%
18	15	-3	-17.9%	5	0	3	62.5%
11	6	-6	-50.0%	6	4	1	90.9%
				42	7	14	



7 Year Post Safety Report
Crashes – Camera Approaches Only

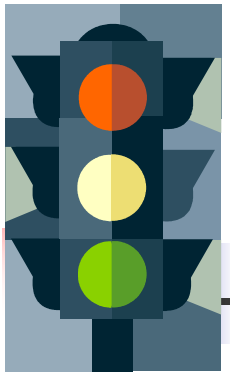
- **Post 7 year results at 33 camera approaches:**
  - 54% average reduction in crashes caused by red light running
  - 73% of these approaches showed reductions or no change in red-light related crashes

3 Year Before AVG	After AVG	AVG Change	Percent Change	Reduction	No Change	Increase	
82	37	-44	-54.3%	22	2	9	72.7%
18	10	-8	-44.5%	9	1	1	90.9%
18	15	-3	-17.9%	3	0	3	63.6%
11	6	-6	-50.0%	8	4	1	90.9%
				42	7	14	

5 Year Post Safety Report
Crashes – Camera Approaches Only

- **Post 5 year results at 11 camera approaches:**
  - 45% average reduction in crashes caused by red light running
  - 91% of these approaches showed reductions or no change in red-light related crashes

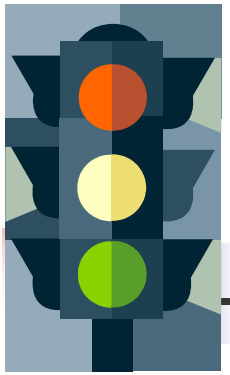
3 Year Before AVG	After AVG	AVG Change	Percent Change	Reduction	No Change	Increase	
82	37	-44	-54.9%	22	2	5	72.7%
18	10	-8	-44.5%	9	1	1	90.9%
13	15	3	17.9%	5	0	3	62.5%
11	6	-6	-50.0%	6	4	1	90.9%
				42	7	14	



4 Year Post Safety Report
Crashes – Camera Approaches Only

- **Post 4 year results at 8 camera approaches:**
  - 18% average reduction in crashes caused by red light running
  - 63% of these approaches showed reductions or no change in red-light related crashes

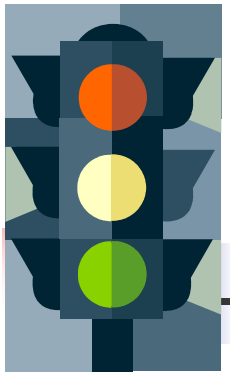
3 Year Before AVG	After AVG	AVG Change	Percent Change	Reduction	No Change	Increase	
82	37	-14	-54.3%	22	2	5	72.7%
18	10	-8	-44.5%	0	1	1	99.9%
18	15	-3	-17.9%	5	0	3	62.5%
11	6	-6	-50.0%	6	4	1	90.9%
				42	7	14	



3 Year Post Safety Report
Crashes – Camera Approaches Only

- **Post 3 year results at 11 camera approaches:**
  - 50% average reduction in crashes caused by red light running
  - 91% of these approaches showed reductions or no change in red-light related crashes

3 Year Before AVG	After AVG	AVG Change	Percent Change	Reduction	No Change	Increase	
82	37	-44	-53.7%	32	2	9	72.7%
18	10	-8	-44.5%	9	1	1	90.9%
18	15	-3	-17.9%	6	0	3	62.5%
11	6	-6	-50.0%	6	4	1	90.9%
				42	7	14	



Safety Report

ACTIVE CAMERA APPROACHES REPORT

ALL Crash Types on Camera Approaches

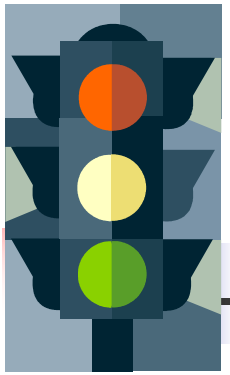
Quantity	Duration	3 Years Before ALL Types	2 Years Before ALL Types	1 Year Before ALL Types	3 Year Before AVG	1 Year After ALL Types	2 Years After ALL Types	3 Years After ALL Types	4 Years After ALL Types	5 Years After ALL Types	6 Years After ALL Types	7 Years After ALL Types	After AVG	AVG Change	Percent Change	Reduction	No Change	Increase
33 Approaches	7 years (7/1/06 to 6/30/13)	89	217	192	**166**	168	129	124	133	155	159	150	**145**	**-21**	**-12.4%**	19	1	13
11 Approaches	5 years (7/1/08 to 6/30/13)	64	86	80	**77**	57	72	68	53	43			**59**	**-18**	**-23.6%**	9	0	2
8 Approaches	4 years (7/1/09 to 6/30/13)	87	55	71	**71**	81	67	42	25				**54**	**-17**	**-24.3%**	4	0	4
11 Approaches	3 years (7/1/10 to 6/30/13)	71	57	65	**64**	50	39	46					**45**	**-19**	**-30.1%**	10	1	0
																42	2	19

Red Light Related Crashes on Camera Approaches

Quantity	Duration	3 Years Before RLR	2 Years Before RLR	1 Year Before RLR	3 Year Before AVG	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	After AVG	AVG Change	Percent Change	Reduction	No Change	Increase	
33 Approaches	7 years (7/1/06 to 6/30/13)	39	107	99	**82**	58	34	29	29	32	36	43	**37**	**-44**	**-54.3%**	22	2	9	72.7%
11 Approaches	5 years (7/1/08 to 6/30/13)	15	21	17	**18**	12	12	12	10	3			**10**	**-8**	**-44.5%**	9	1	1	90.9%
8 Approaches	4 years (7/1/09 to 6/30/13)	22	18	13	**18**	26	14	10	8				**15**	**-3**	**-17.9%**	5	0	3	62.5%
11 Approaches	3 years (7/1/10 to 6/30/13)	13	9	12	**11**	5	3	9					**6**	**-6**	**-50.0%**	6	4	1	90.9%
																42	7	14	

Rear-End Crashes on Camera Approaches

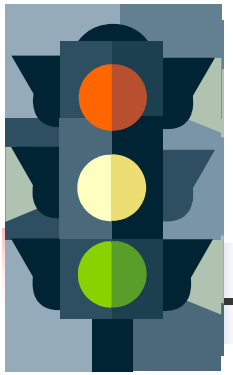
Quantity	Duration	3 Years Before RE	2 Years Before RE	1 Year Before RE	3 Year Before AVG	1 Year After RE	2 Years After RE	3 Years After RE	4 Years After RE	5 Years After RE	6 Years After RE	7 Years After RE	After AVG	AVG Change	Percent Change	Reduction	No Change	Increase
33 Approaches	7 years (7/1/06 to 6/30/13)	21	44	29	**31**	38	36	37	49	47	51	40	**43**	**11**	**35.9%**	10	4	19
11 Approaches	5 years (7/1/08 to 6/30/13)	21	26	25	**24**	19	29	24	16	13			**20**	**-4**	**-15.8%**	4	1	6
8 Approaches	4 years (7/1/09 to 6/30/13)	20	13	9	**14**	17	11	9	7				**11**	**-3**	**-21.4%**	4	0	4
11 Approaches	3 years (7/1/10 to 6/30/13)	29	23	19	**24**	16	15	15					**15**	**-8**	**-35.2%**	5	5	1
																23	10	30



Safety Report

ALL ACTIVE APPROACHES

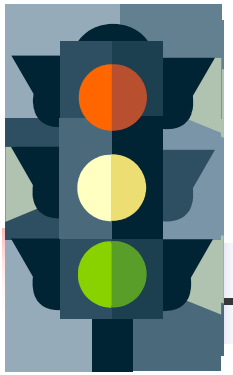
3 Year Before AVG	After AVG	AVG Change	Percent Change	Reduction	No Change	Increase	
187	113	-74	-39.6%	21	1	8	71.0%
46	29	-17	-37.4%	9	0	1	90.0%
40	32	-9	-21.3%	5	0	2	71.4%
31	14	-17	-54.3%	6	1	0	100.0%
				41	2	11	



7 Year Post Safety Report
Crashes – All Approaches

- **Post 7 year results at 31 intersections:**
  - 40% average reduction in crashes caused by red light running
  - 71% of these approaches showed reductions or no change in red-light related crashes

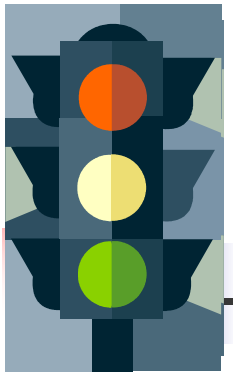
3 Year Before AVG	After AVG	AVG Change	Percent Change	Reduction	No Change	Increase	
187	113	-74	-39.6%	21	1	8	71.0%
46	29	-17	-37.4%	8	0	1	88.9%
40	32	-9	-21.3%	5	0	2	71.4%
31	14	-17	-54.3%	5	1	0	100.0%
				41	2	11	



5 Year Post Safety Report
Crashes – All Approaches

- **Post 5 year results at 10 intersections:**
  - 37% average reduction in crashes caused by red light running
  - 90% of these approaches showed reductions or no change in red-light related crashes

3 Year Before AVG	After AVG	AVG Change	Percent Change	Reduction	No Change	Increase	
187	113	-74	-39.6%	21	1	0	71.0%
46	29	-17	-37.4%	9	0	1	90.0%
40	32	-9	-21.3%	5	0	2	71.4%
31	14	-17	-54.3%	6	1	0	100.0%
				41	2	11	



4 Year Post Safety Report
Crashes – All Approaches

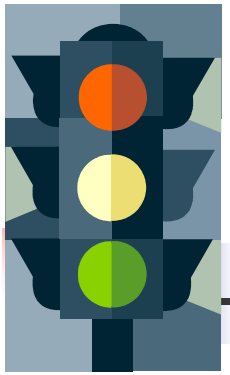
- **Post 4 year results at 7 intersections:**
  - 21% average reduction in crashes caused by red light running
  - 71% of these approaches showed reductions or no change in red-light related crashes

3 Year Before AVG	After AVG	AVG Change	Percent Change	Reduction	No Change	Increase	
187	113	-74	-39.6%	21	1	0	71.0%
46	29	-17	-37.4%	0	0	1	60.0%
40	32	-9	-21.3%	5	0	2	71.4%
31	14	-17	-54.3%	5	1	0	100.0%
				41	2	11	

3 Year Post Safety Report
Crashes – All Approaches

- **Post 3 year results at 7 intersections:**
  - 54% average reduction in crashes caused by red light running
  - 100% of these approaches showed reductions or no change in red-light related crashes

3 Year Before AVG	After AVG	AVG Change	Percent Change	Reduction	No Change	Increase	
187	113	-74	-39.6%	21	1	8	71.0%
46	29	-17	-37.4%	9	0	1	90.0%
40	32	-9	-21.3%	6	0	2	71.4%
31	14	-17	-54.3%	6	1	0	100.0%
				41	2	11	



Safety Report

FATALITY REPORT

Fatalities at ALL Approaches

Quantity	Duration	3 Years Before Fatalities	2 Years Before Fatalities	1 Year Before Fatalities	3 Year Before AVG	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	After AVG	AVG Change	Percent Change
31 Intersections	7 years (7/1/06 to 6/30/13)	1	3	1	**1.7**	1	2	0	1	1	0	0	**0.7**	**-1.0**	**-57.1%**
10 Intersections	5 years (7/1/08 to 6/30/13)	0	0	0	**0.0**	0	0	0	0	0			**0.0**	**0.00**	**#DIV/0!**
7 Intersections	4 years (7/1/09 to 6/30/13)	0	0	0	**0.0**	0	1	0	0				**0.3**	**0.25**	**#DIV/0!**
7 Intersections	3 years (7/1/10 to 6/30/13)	2	0	0	**0.7**	1	0	1					**0.7**	**0.00**	**0.0%**

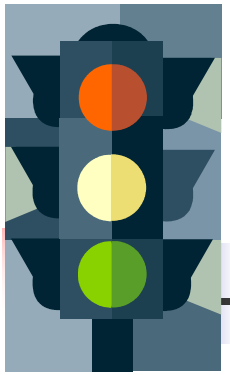
Red Light Related Fatalities at ALL Approaches

Quantity	Duration	3 Years Before Fatalaties	2 Years Before Fatalaties	1 Year Before Fatalaties	3 Year Before AVG	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	After AVG	AVG Change	Percent Change
31 Intersections	7 years (7/1/06 to 6/30/13)	0	3	0	**1.0**	0	1	0	0	0	0	0	**0.1**	**-0.9**	**-85.7%**
10 Intersections	5 years (7/1/08 to 6/30/13)	0	0	0	**0.0**	0	0	0	0	0			**0.0**	**0.00**	**#DIV/0!**
7 Intersections	4 years (7/1/09 to 6/30/13)	0	0	0	**0.0**	0	0	0	0				**0.0**	**0.00**	**#DIV/0!**
7 Intersections	3 years (7/1/10 to 6/30/13)	1	0	0	**0.3**	0	0	1					**0.3**	**0.00**	**0.0%**

7 Year Post Safety Report
Crash Injuries

- **Fewer Fatalities**
  - 86% reduction in fatalities

3 Year Before AVG	After AVG	AVG Change	Percent Change
1.0	0.1	-0.9	-85.7%
0.0	0.0	0.00	#DIV/0!
0.0	0.0	0.00	#DIV/0!
0.3	0.3	0.00	0.0%



Safety Report

INJURY REPORT

Injuries at ALL Approaches

Quantity	Duration	3 Years Before Injuries	2 Years Before Injuries	1 Year Before Injuries	3 Year Before AVG	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	After AVG	AVG Change	Percent Change	Reduction	No Change	Increase
31 Intersections	7 years (7/1/06 to 6/30/13)	267	679	601	**516**	492	378	345	422	327	332	318	**373**	**-142**	**-27.6%**	19	4	7
10 Intersections	5 years (7/1/08 to 6/30/13)	159	116	136	**137**	150	128	134	72	68			**110**	**-27**	**-19.4%**	8	0	2
7 Intersections	4 years (7/1/09 to 6/30/13)	174	116	135	**142**	186	137	78	55				**114**	**-28**	**-19.5%**	4	1	2
7 Intersections	3 years (7/1/10 to 6/30/13)	140	107	98	**115**	74	65	89					**76**	**-39**	**-33.9%**	7	0	0
																38	5	11

Red Light Related Injuries at ALL Approaches

Quantity	Duration	3 Years Before RLR	2 Years Before RLR	1 Year Before RLR	3 Year Before AVG	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	After AVG	AVG Change	Percent Change	Reduction	No Change	Increase
31 Intersections	7 years (7/1/06 to 6/30/13)	80	235	200	**172**	153	97	92	94	74	86	83	**97**	**-75**	**-43.5%**	18	3	9
10 Intersections	5 years (7/1/08 to 6/30/13)	41	19	36	**32**	40	20	41	11	15			**25**	**-7**	**-20.6%**	7	0	3
7 Intersections	4 years (7/1/09 to 6/30/13)	46	23	34	**34**	48	30	21	12				**28**	**-7**	**-19.2%**	4	1	2
7 Intersections	3 years (7/1/10 to 6/30/13)	23	18	14	**18**	4	4	12					**7**	**-12**	**-63.6%**	5	2	0
																34	6	14

Red Light Related Injuries at Camera Approaches

Quantity	Duration	3 Years Before RLR	2 Years Before RLR	1 Year Before RLR	3 Year Before AVG	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	After AVG	AVG Change	Percent Change	Reduction	No Change	Increase
33 Approaches	7 years (7/1/06 to 6/30/13)	27	95	101	**74**	53	29	25	37	25	28	41	**34**	**-40**	**-54.3%**	22	0	11
11 Approaches	5 years (7/1/08 to 6/30/13)	19	16	14	**16**	10	7	13	4	2			**7**	**-9**	**-55.9%**	8	0	3
8 Approaches	4 years (7/1/09 to 6/30/13)	24	11	9	**15**	26	14	11	7				**15**	**0**	**-1.1%**	4	2	2
11 Approaches	3 years (7/1/10 to 6/30/13)	8	6	9	**8**	0	3	7					**3**	**-4**	**-56.5%**	6	2	3
																40	4	19

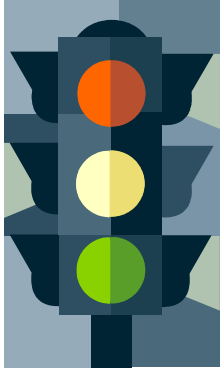
7 Year Post Safety Report
Crash Injuries

- **Fewer Injuries**
  - 54% reduction in Red Light Related person-injuries

3 Year Before AVG	After AVG	AVG Change	Percent Change	Reduction	No Change	Increase
74	34	-40	-54.3%	22	0	11
16	7	-9	-56.9%	8	0	3
16	15	0	-1.1%	4	2	2
8	3	-4	-56.6%	6	2	3
				40	4	19

XEROX CORPORATE RESPONSIBILITY IN THE DALLAS AREA

Aaron Lehmann, Business Analyst, Xerox, State & Local Solutions

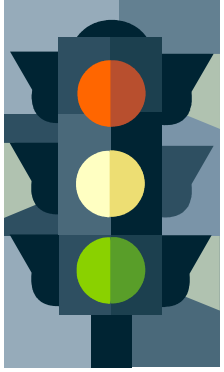


The Xerox Foundation

A Commitment to Global Citizenship

Xerox Community Involvement in the Dallas Area 2013

- American Heart Walk
  - Raised $35,275.00 with 116 walkers
  - Xerox involvement for past 5 years
- Court-Appointed Special Advocates (CASA) Christmas Drive Participation
- Special Olympics, April 2013
- Susan G. Komen Relay, Oct 2013
- Taylor's Gift Foundation $1,500 (USSP formally NARS)



The Xerox Foundation

A Commitment to Global Citizenship

Prior Xerox Community Involvement in the Dallas Area

- Genesis Women's Shelter
- Trigger's Toys Christmas Drive-Children's Hospital
- DFD Smoke Detector Blitz
- Navidad Christmas Toy Drive
- Camp Enterprise
- Nolan Moore Memorial Education Foundation Golf Tournament
- Housing Authority City of Dallas
- Housing Crisis Center
- Refugee Services of North Texas
- Barbara Jordan Elementary School Supply Drive

SAFELIGHT SAFETY UPDATE-CAMERA TECHNOLOGY

Aaron Lehmann, Business Analyst, Xerox, State & Local Solutions

XEROX

Red Light Camera Systems Technology

MCS (Multi Camera System)

This system uses three camera's mounted inside a single camera housing, with a GBU (ground base unit) off to the side. This type of site uses two types of detection Loops and LTR (Loopless Trigger Radar).
(Below is a loop site.)

XEROX

Red Light Camera Systems Technology

Gantry (with LTR's)

Only difference between a Gantry and a MCS is the camera's are mounted over the street in three separate camera housings rather than inside a housing like the MCS site's.
Both Loops and LTR's detection systems are used.

XEROX

Red Light Camera Systems Technology

GTC-D (Gatso Traffic Camera-Digital)

It only uses one camera and can only monitor a maximum of two lanes.
Both Loops and LTR's detection systems are used.

XEROX

Red Light Camera Systems Technology

GS-11

From the outside this system looks exactly the same a GTCD. The GS-11 uses one camera with a much higher resolution giving it the ability to monitor up to four lanes. Both Loops and LTR's detection systems are used.

XEROX

Red Light Camera Systems Technology

MESA (also known as RLCS1)

This is a single camera system that has a much smaller profile. The camera itself has an extremely high resolution allowing for crystal clear plates even at the largest intersections.

Loops, Laser and Sensys (pucks) detection systems are used.

RED LIGHT CAMERA ENFORCEMENT SYSTEM-CITATION PROCESS

Aaron Lehmann, Business Analyst, Xerox, State & Local Solutions

Kirk Houser, Traffic Engineer, Street Services Department

Citation Process
What is a Violation?

1st Photo must show

- vehicle's front bumper behind the stop bar while the signal light is red.

2nd Photo must show

- vehicle's rear tires beyond the trailing edge of the crosswalk while the signal light is red.

- 12 second video clip of violation is also captured.

Citation Process
How a Red Light Camera Works

The camera triggers when the following two conditions are met:

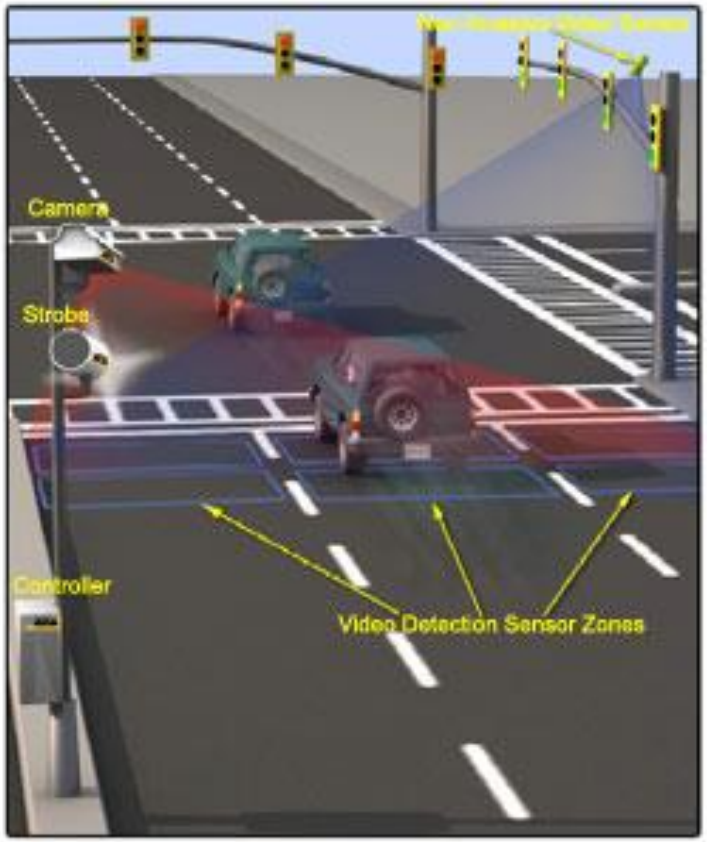
1. Vehicle sensors detect a vehicle approaching stop bar at 15+mph

2. Traffic signal controller outputs a red signal for approach

First Image: Before Shot of Violation

Second Image: Shot of Vehicle in Intersection

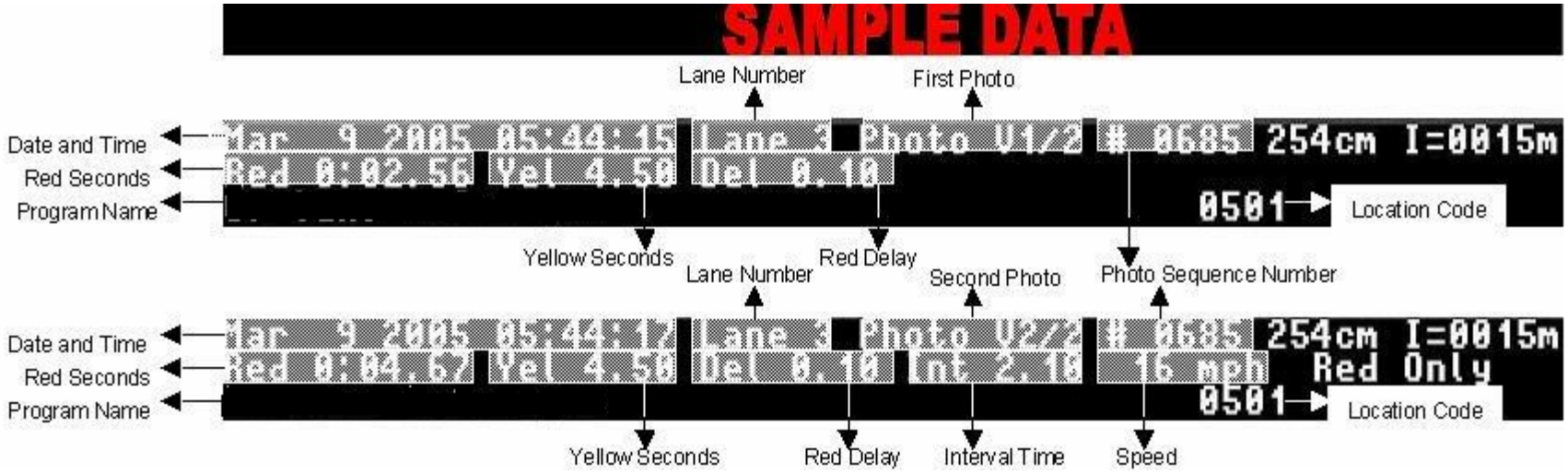
License Plat Close-Up



Note: The traffic signal controller operates separately from the camera system. Signal timings are set by city traffic engineers.

Citation Process
How a Red Light Camera Works

- Data Bar - Data captured by cameras and sensors is included on each image to assist with enforcement actions



Citation Process

Preparing the Images of Potential Violations

- Captured images are downloaded and reviewed by the contractor.
- Contractor's staff performs 2 initial reviews to assure that a violation occurred. Images may be rejected at this stage due to extenuating circumstances like an unclear license plate.
- Images passing the first two reviews are forwarded to the Department of Motor Vehicle for current license plate registration.
- Images with valid registration are forwarded to Red Light Enforcement Officers for review.

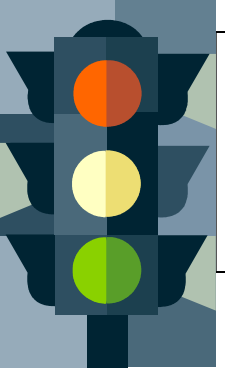
Citation Process

Review and Approval by Enforcement Officers

- City Red Light Enforcement Officers review each image to determine if a violation occurred.
- The Officers issue a notice of violation if an offense occurred
- A notice of violation is mailed to the registered owner within 30 days of the offense- $75 fine

Citation Process
After the Notice of Violation

- A Default Notice - 31 days later with a $25 penalty
- A Collection Notice - 30 days afterwards
- 2nd Collection Notice - 30 days afterwards with notice of a possible credit bureau reporting if payment is not made within 30 days. This applies to outstanding balances equal to or greater than $50



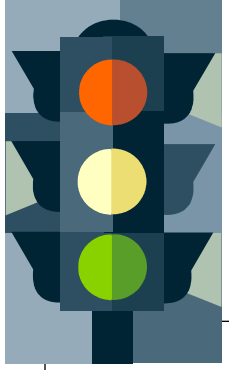
Citation Process
After the Notice of Violation

- Credit Bureau Reporting Notice - 30 days afterwards advising of the report to the credit bureau.

- If the registered owner is not the driver of the vehicle at the time of the offense, he may nominate the actual driver by providing the driver's mailing information within 30 days of the date of the offense. In this case, the noticing cycle will begin again from Default Notice

PERFORMANCE & PROGRAM UPDATE

Wendy Nalls, Manager III Contract Portfolio, Dallas Police Department Financial Contact Management

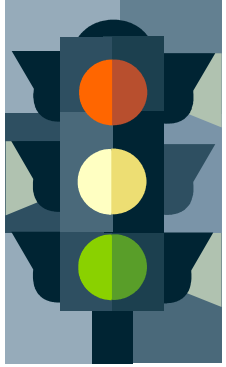


FY 13-14 Quarterly Performance

FY 13-14 Citations Issued

	OCT	NOV	DEC	1st Qtr. Total
Citations Issued 13-14	14,943	12,053	10,896	**37,894**
Citations Issued 12-13	12,107	10,843	11,345	34,295
	JAN	**FEB**	**MAR**	**2nd Qtr. Total**
Citations Issued	10,285	10,341	5,849*	**26,475**
Citations Issued 12-13	10,149	10,242	12,453	32,844
	APRIL	**MAY**	**JUNE**	**3rd Qtr. Total**
Citations Issued	-	-	-	**-**
Citations Issued 12-13	12,857	14,137	13,294	
	JULY	**AUG**	**SEPT**	**4th Qtr. Total**
Citations Issued	-	-	-	**-**
Citations Issued 12-13	13,261	14,045	12,913	
Total YTD 13-14*				**64,369**
Total YTD 12-13				147,646

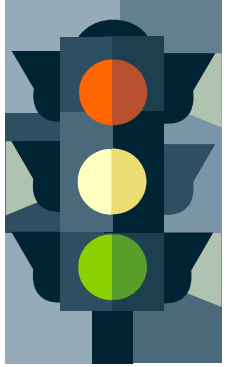
* Still processing



Public Awareness Events Scheduled for FY 13-14

UPCOMING EVENTS

- 2 Chief on the Beats
  - **May 17, 2014** North Central Patrol Division- Location TBA
  - **October 25, 2014** Southwest Patrol Division- Mattie Nash-Myrtle Davis Recreation Center, 3710 N. Hampton Rd., 75212
- 18th Annual Dallas Mayors Back to School Fair 8/1/2014
- National Stop on Red Week 8/2014



Follow Up to Questions

Houston Red Light Enforcement Program

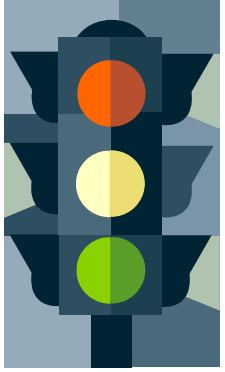
What company had the Automated Red Light Cameras contract with Houston?
Arizona Red Light Traffic Camera Operator American Traffic Solutions, original contract was trough May 2014

How many active cameras did Houston have? 50 intersections

When was Automated Red Light Camera Program eliminated?
"Houston operated cameras from September 2006 until voters banned them in November 2010. They were in use for another few weeks in July and August 2011 as that referendum vote was voided.

Though Houston's red-light cameras were shut down, motorists are still dealing with fines.

When the City Council voted in August 2011 to end the program, more than 265,000 violation notices worth about $25 million were outstanding."
http://www.houstonchronicle.com/news/houston-texas/houston/article/Opposition-putting-a-stop-to-red-light-cameras-4461447.php

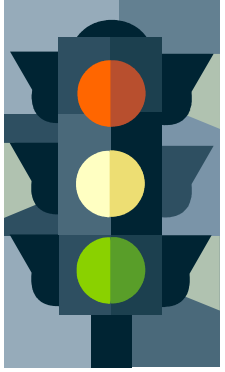


Upcoming Discussions

- Adjudication Process
- Municipal Process

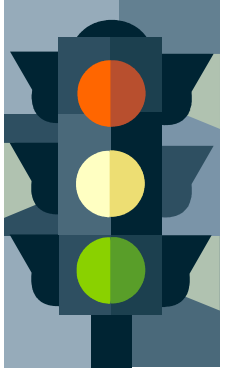
CONTRACTUAL AGREEMENT UPDATE

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



Appendices

- 2014 Approved Meeting Dates
- List of ARC Members
- Red Light Camera Map
- Red Light Camera Locations



2014 Approved Meeting Dates

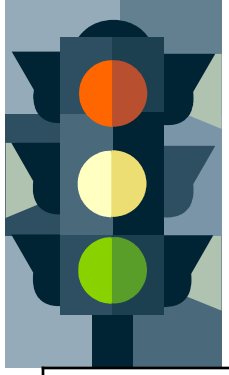
Meeting time: 9:30 am – 11:30 am

Tuesday, January 21, 2014 - 5ES

Tuesday, April 8, 2014 - 6ES

Tuesday, August 26, 2014 - 5ES

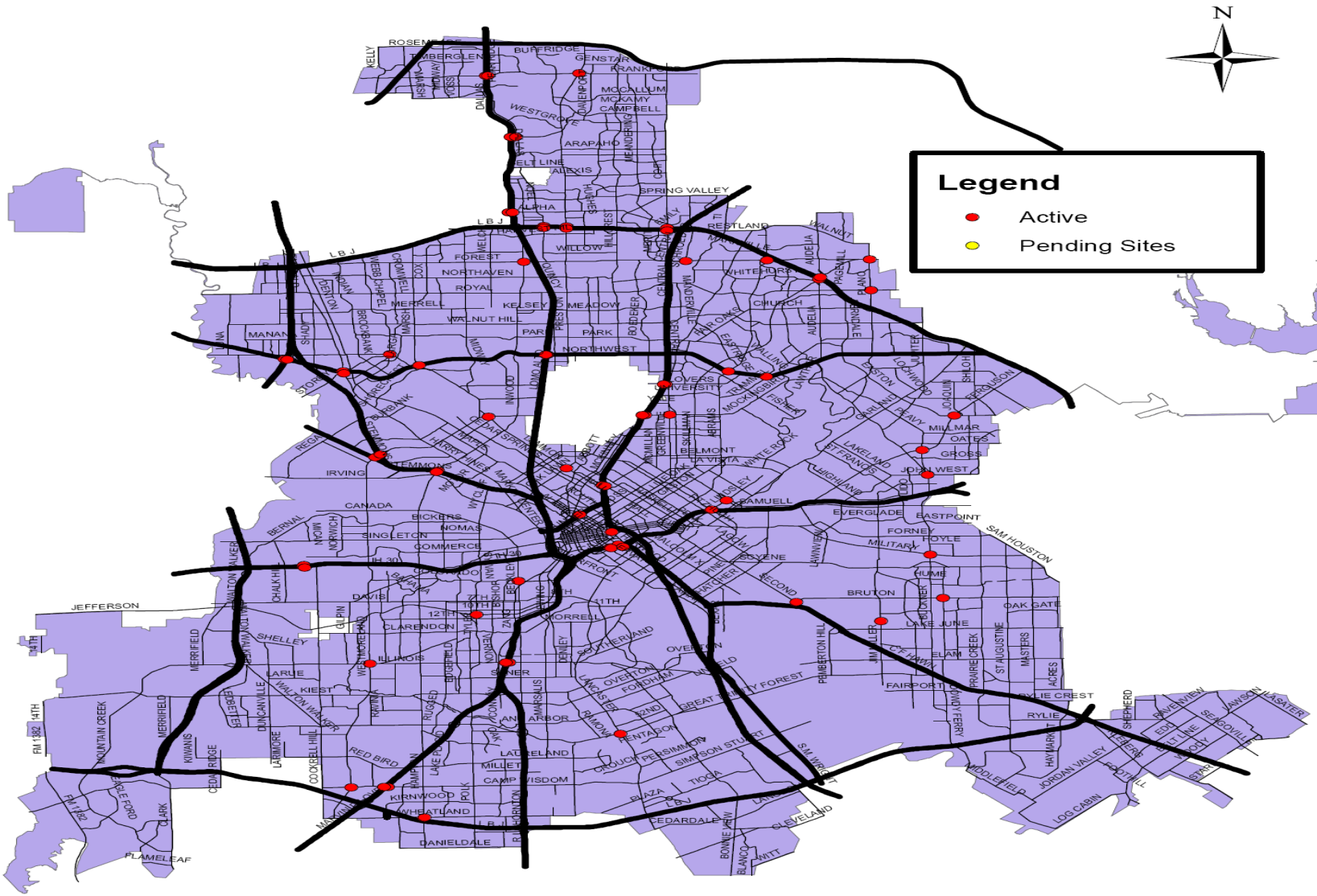
Tuesday, October 7, 2014 - 6ES



Councilmember & Commission Appointee

Chair	Carmen R. Garcia	Mayor Mike Rawlings
Vice Chair	Tarek Radjef *	City Council
District 1	Ernest P. Banda	Scotts Griggs
District 2	Woodrow W. 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	Jessica Sepulveda	Deputy Mayor Pro Tem Monica Alonzo
District 7	**VACANT**	Carolyn R. Davis
District 8	Tiffany M. Kamuche	Mayor Pro Tem Tennell Atkins
District 9	Ben Davis Sr.	Sheffie Kadane
District 10	**VACANT**	Jerry Allen
District 11	Glynn Newman	Lee. M. Kleinman
District 12	Tarek Radjef *	Sandy Greyson
District 13	Wade R. Vache	Jennifer S. Gates
District 14	Matthew N. Gobush	Phillip Kingston
Ex Officio	Kirk Houser	City Designated Representative

Red Light Camera Sites



Camera Locations 1 of 2

1	S 2nd Ave SB @ Bruton Rd	21	Graham Ave EB @ Lindsley Ave
2	Alpha Rd WB @ Dallas Pkwy	22	Greenville Ave NB @ E Mockingbird Ln
3	N Beckley Ave SB @ W Colorado Blvd	23	Griffin St W WB @ S St Paul St
4	N Buckner Blvd NB @ John West Rd	24	S Hampton Rd SB @ W Wheatland Rd
5	Inwood SB @ Stemmons Fwy	25	Harry Hines Blvd SB @ N NW Hwy
6	W Camp Wisdom Rd WB @ S Westmoreland Rd	26	W Illinois Ave EB @ RL Thornton Fwy
7	N Central Expy NB @ E Lovers Ln	27	W Jefferson Blvd EB @ S Tyler St
8	N Central Expy NB @ Lemmon Ave	28	Keller Springs Rd WB @ Knoll Trail Dr
9	N Central Serv W NB @ E Mockingbird Ln	29	I30 Frontage Rd WB @ S. Cockrell Hill Rd.
10	Coit Rd NB @ Banner Dr	30	Buckner NB @ Military Parkway
11	Commerce St EB @ S Central Expy	31	LBJ Fwy WB @ Preston Rd
12	Dallas Pkwy NB @ Keller Springs Rd	32	Lemmon Ave NB @ Oak Lawn Ave
13	Ferguson Rd EB @ Peavy Rd	33	I30 Frontage Rd EB @ S. Cockrell Hill Rd.
14	Ferguson Rd SB @ Gus Thomasson Rd	34	E Ledbetter Dr EB @ S Lancaster Rd
15	Forest Ln EB @ Abrams Rd	35	E Ledbetter Dr WB @ Lancaster Rd
16	Forest Ln EB @ Plano Rd	36	E Lovers Ln WB @ N Central Expy
17	Forest Ln WB @ Inwood Rd	37	Marvin D Love Fwy NB @ W Camp Wisdom Rd
18	Forest Ln WB @ Schroeder Rd	38	E. Northwest Hwy EB@ Trammel Dr
19	Frankford Rd EB @ Preston Rd	39	Montfort Dr SB @ LBJ Serv N
20	Frankford Rd WB @ Dallas Pkwy	40	E Mockingbird Ln WB @ N Central Serv E

Camera Locations 2 of 2

41	W Mockingbird Ln EB @ John Carpenter Fwy	54	Skillman St SB @ LBJ Fwy
42	W Mockingbird Ln WB @ N Stemmons Serv E	55	Inwood Rd NB @ Stemmons Fwy
43	S Munger Blvd NB @ Lindsley Ave	56	N Walton Walker Blvd SB @ W NW Hwy
44	E NW Hwy WB @ Avenue E / Abrams Rd	57	Webb Chapel Rd SB @ Lombardy Ln
45	N NW Hwy WB @ Dallas North Toll Way	58	S. Westmoreland Rd SB @ Illinois Rd
46	W NW Hwy EB @ Dallas North Tollway	59	Woodall Rodgers Serv S WB @ Olive St
47	W NW Hwy EB @ Marsh Ln / Lemmon Ave	60	Preston SB at Frankford
48	W NW Hwy EB @ N Walton Walker Blvd	61	Preston NB at Frankford
49	W NW Hwy WB @ Marsh Ln / Lemmon Ave	62	Camp Wisdom at Marvin D. Love
50	Preston Rd SB @ LBJ Fwy	63	S Buckner Blvd SB @ Bruton Rd.
51	E R L Thornton Serv N WB @ S Harwood St	64	N Buckner Blvd NB @ Garland Rd
52	E R L Thornton Serv S EB @ S Harwood St	65	Garland Rd EB @ N Buckner Blvd
53	Skillman St NB @ LBJ Fwy	66	Garland Rd WB @ N Buckner Blvd