



Red Light Camera Enforcement Programs

City of Davenport Case Study

Red Light Camera Locations

- **Kimberly & Welcome Way**
- **Kimberly & Elmore**
- **Harrison & 35th**
- **Division & 4th (Soon to be relocated)**
- **Kimberly & Brady**

Top Fifteen Intersections of Reported Red Light Running Crashes: January 2001 – June 2005

Intersection		2001	2002	2003	2004	Mid-2005	Average ('01-'04)
Kimberly	Welcome Way	6	11	8	7	2	8.0
Kimberly	Elmore	5	7	9	7	4	7.0
Kimberly	Main	2	7	7	9	1	6.3
53rd	Welcome Way	5	6	1	5	0	4.3
53rd	Elmore Circle	3	5	2	7	0	4.3
Harrison	35th	9	2	5	0	0	4.0
Lombard	Marquette	5	3	3	5	0	4.0
Division	4th	6	4	4	1	3	3.8
Kimberly	Marquette	5	4	3	3	1	3.8
Kimberly	Division	3	4	3	4	0	3.5
Division	36th	6	4	1	3	0	3.5
53rd	Brady	6	1	4	2	1	3.3
Kimberly	Fairmount	3	5	3	1	0	3.0
Locust	Brady	6	2	1	3	2	3.0
Kimberly	Brady	3	3	4	2	4	3.0

Direction of Violator in Red Light Crashes:

January 2002 – June 2005

Bold = current location; * = future location

Kimberly & Elmore

Direction	# of Crashes	% of Crashes
North Bound	3	11.1
East Bound	6	22.2
South Bound	3	11.1
West Bound*	7	25.9
Unknown	8	29.6

Division & 4th (to be relocated)

North Bound	4	33.3
East Bound	n/a	n/a
South Bound	3	25.0
West Bound	1	8.3
Unknown	4	33.3

Kimberly & Welcome Way

Direction	# of Crashes	% of Crashes
North Bound	n/a	n/a
East Bound	5	17.9
South Bound	13	46.4
West Bound	7	25.0
Unknown	3	10.7

Harrison & 35th

North Bound	n/a	n/a
East Bound	0	0.0
South Bound	4	57.1
West Bound	0	0.0
Unknown	3	42.9

Kimberly & Brady

North Bound	6	50.0
East Bound*	2	16.7
South Bound	n/a	n/a
West Bound*	2	16.7
Unknown	2	16.7



Kimberly Rd

WEST

NORTH

EAST



Crashes Before and After Installation of the Red Light Cameras

Before = October 2003 – June 2004

After = October 2004– June 2005

		Number of Crashes		Total Number of Crashes	
		Before	After	Before	After
Kimberly & Welcome Way	Red Light	6	5	11	13
	Rear-End	3	3		
Kimberly & Elmore	Red Light	4	4	18	14
	Rear-End	9	7		
Harrison & 35th	Red Light	3	0	6	3
	Rear-End	0	1		
Division & 4th	Red Light	1	4	5	5
	Rear-End	0	0		
Kimberly & Brady	Red Light	4	1	11	13
	Rear-End	3	8		

Crashes Before and After Installation of the Red Light Cameras at Intersections without Cameras

Before = October 2003 – June 2004

After = October 2004– June 2005

		Number of Crashes		Total Number of Crashes	
		Before	After	Before	After
Kimberly & Main	Red Light	5	5	10	10
	Rear-End	3	2		
53rd & Welcome Way	Red Light	2	1	8	6
	Rear-End	4	5		
53rd & Elmore Circle	Red Light	4	0	6	1
	Rear-End	1	1		
Kimberly & Marquette	Red Light	4	1	10	9
	Rear-End	2	2		
Kimberly & Division	Red Light	4	0	8	3
	Rear-End	2	2		

Kimberly at Brady

Number of Rear-end crashes

Before = 3

After = 8

Increase = 167%

Could it be the cameras?

Summary of the 8 rear-end crashes at Kimberly & Brady since installation of the cameras

10/18/04: Westbound crash, light already red for a few seconds, crash occurred about 6 cars back.

11/3/04: Eastbound crash, driver watched the red turn lane signal and stopped in through lane. Through lane had a green and he was hit by driver behind him.

11/23/04: Eastbound crash; driver intentionally hit car in front of him since that driver had sideswiped him at previous intersection and tried to get away.

2/4/05: Northbound crash due to brake failure.

Kimberly at Brady rear-end crashes

3/27/05: Westbound crash; first driver slowed for the upcoming red and driver behind him crashed into him.

4/22/05: Northbound crash; Light just turned green, 2nd driver went and 1st driver hadn't moved yet.

6/23/05: Northbound crash; Driver's foot slipped off brake and he hit car in front of him.

6/29/05: Eastbound crash; Driver in left turn lane started to go when light went green for through movement. Light was still red for left turn lane and he hit car in front of him.

Only 1 of the 8 rear-end crashes in these 9 months could possibly be attributed to the red light cameras.

Process

City contract with Transol (now Nestor) called for company to view violations and send them electronically to Davenport Police. Officer would review pictures and reject the borderline infractions. Transol would issue ticket with photos of violation. City would collect \$33 of the \$65 fine while Transol received \$32. Citizens can preview their infractions at the Police Station before deciding to fight the ticket in court.

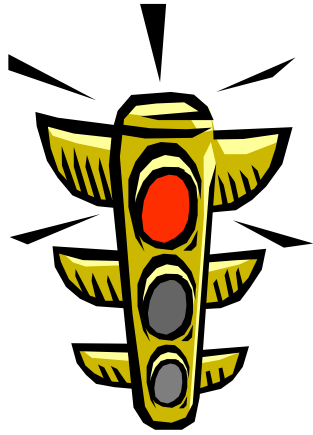
Since October 2004:

- Violations sent to Davenport for police review: 5433
- Tickets issued: 3466
- Tickets contested in court: 5
- Tickets overturned in court: 1

(Overturned ticket was a technicality. Police brought a DVD of incident to court and it didn't work with the player that the court had.)

Davenport Results

- Overall, red light crashes have decreased at most of the major problem intersections, though results have been mixed at camera locations.
- The public believes that the City has installed more than the 5 cameras that are actually in the field (possible confusion with vehicle detection cameras). This might explain why crashes have decreased significantly at some problem intersections where nothing was done.
- It is probable that publicity and awareness of the program have also helped reduce crashes at other intersections.
- It does not appear that the cameras have caused the number of rear-end crashes to increase.
- For the most part, the public has been supportive of this program.



Questions?

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