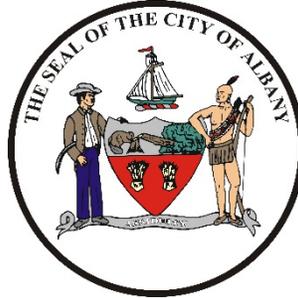


CITY OF ALBANY, NEW YORK



RED LIGHT SAFETY CAMERA PROGRAM



2015 CALENDAR YEAR ANNUAL REPORT

BRENDAN COX, CHIEF OF POLICE

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Albany Police Department

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Introduction & Purpose of this Report

The City of Albany Red Light Safety Camera program was authorized by the New York State Vehicles and Traffic Law, § 1111-D*3 enacted in 2014 and City of Albany Local Law ORD 45.92.14 as amended on October 7, 2014. These authorizing legislations permitted the installation of the red light safety cameras in the City of Albany.

The New York State legislation, which authorized the installation of the red light safety cameras, requires the City to issue an annual report which provides detailed information regarding the programs operations. This the City of Albany's first annual report, which will reflect program data for the 2015 calendar year.

As a note in this report, the City of Albany Issued a Request for Proposal (RFP) in November of 2014, received proposals on December 5, 2014, reviewed proposals including conducting interviews with five firms that responded to the RFP. As a result the City selected the best qualified firm to enter into contract for the purpose of installing Red Light Safety Camera equipment and then begin issuing Citations. Engineering work at the twenty intersections within the City of Albany began on or around May 1, 2015. After preparation of Engineering documents were progressed to a point that construction could begin, the first two Red Light Safety Cameras were activated in July 2015. In March 2016 the final cameras were activated for a total of thirty-five cameras operating at twenty intersections.

This report will address the following:

- I. Red Light Camera Locations with Activation Dates;
- II. Crash Data for intersections where Red Light Safety Cameras are selected for the calendar year prior to activation (2014);
- III. Crash Data for intersections where Red Light Safety Cameras are active for the reporting year (2015);
- IV. Number of Violations Captured by Approach at Each intersection where Red Light Safety Cameras have been installed;
- V. Number of Citations Issued by Approach at Each Intersection where Red Light Safety Cameras have been installed;
- VI. Number of Fines and Total amount of Fines Paid after First Notice of Liability Issued
- VII. Number of Fines Adjudicated and Results of Such Adjudications
- VIII. Total Amount of Revenue Realize by the City of Albany
- IX. Expensed Incurred by the City in Connection with the Red Light Camera Program

I. Red Light Camera Locations

The Albany Police Department researches and selects intersections for automated enforcement based upon a variety of factors, including the analysis of crash data available from the New York State Department of Motor Vehicles (DMV) and consideration of where red light cameras would yield the highest safety results.

All intersections that have been selected have traffic signal equipment that is owned and maintained by the City of Albany, Police Department, Traffic Engineering Division. The following chart describes the number of cameras that were activated in 2015. The totals show are inclusive total, not monthly constructed. By end of 2015, twenty-five of the scheduled thirty five cameras were active at twenty locations:

Month	Number of Active Cameras
January	0
February	0
March	0
April	0
May	0
June	0
July	0
August	2
September	9
October	17
November	25
December	25

The following chart is a list of locations, direction for enforcement and activation date for each Red Light Safety Camera activated between July of 2015 and March of 2016, 35 cameras were activated at 20 pre-determined intersections as seen in the schedule below:

Intersection	Enforcement Direction	Activation Date
Shaker Road & Northern Boulevard	Eastbound	7/30/2015
	Northbound	10/26/2015
Washington Ave & Quail Street	Westbound	7/30/2015
Central Ave & Colvin Ave	Westbound	8/28/2015
Everett Rd & Watervliet Ave Ext	Southbound	8/14/2015
	Northbound	8/14/2015
New Scotland Ave & Ontario St	Eastbound	10/13/2015
	Westbound	10/13/2015
Western Ave & Russell Rd	Eastbound	8/28/2015
	Westbound	8/28/2015
Washington Ave & N. Main Ave	Eastbound	8/28/2015
Madison Ave & N. Main Ave	Westbound	8/28/2015
Second Ave & Frisbee Ave	Eastbound	9/21/2015
	Northbound	9/21/2015
	Southbound	9/21/2015
Western Ave & Brevator Street	Eastbound	9/21/2015
	Westbound	9/21/2015
Clinton Ave & Henry Johnson	Southbound	9/21/2015
	Eastbound	9/21/2015
Holland Ave & Delaware/Morton	Eastbound	10/13/2015
Central Ave & King Ave	Eastbound	10/26/2015
	Westbound	10/26/2015
New Scotland Ave & Manning Blvd	Eastbound	2/16/2016
	Northbound	2/16/2016
Madison Ave & Quail St	Eastbound	Not Installed **
	Westbound	3/21/2016
	Northbound	2/16/2016
Central Ave & Quail St	Westbound	2/22/2016
Central Ave & Henry Johnson	Eastbound	2/16/2016
	Westbound	2/16/2016
Madison Ave & New Scotland Ave	Westbound	10/9/2015
Madison Ave & Delaware/Lark	Eastbound	2/22/2016
	Northbound	9/21/2015
	Southbound	10/9/2015
S Pearl St & Madison Ave	Southbound	2/16/2016
	Eastbound	3/14/2016

** Madison Avenue and Quail Street, eastbound camera was not installed due to a number of construction related issues. Issues encountered: lack of room underground, due to existing utility infrastructure, to install foundation at the required distance from the stop bar, number of mature trees that would be damaged by excavation for pole foundation, tree canopy that would have to be trimmed for viewing of the traffic signals by the camera equipment; lack of accessible power source from National Grid without extensive excavations and repairs**

II. Crash Data

Introduction

The Albany Police Department Traffic Engineering Division has been analyzing crash data collected from reports taken by the Departments Officers responding to each incident. The crash data included in this report depicts comparisons between years 2013, 2014, and 2015. The following charts and graphs represent the total number of crashes per year, type of collision, as well as severity of the reported crashes at intersections that have been selected for automated enforcement. Additionally, we have collected environmental factors such as weather, lighting conditions, roadway characteristics, and roadway surface conditions.

Methodology

Crash data was obtained from the Albany Police Department from NYS DMV MV104a crash reports on a monthly basis and summarized based on Red Light Camera location in order to monitor crash trends at the selected intersections.

The red light camera crash data collected described in this report was collected and analyzed for 2013, 2014 and 2015. We examined the data for each of the twenty red light camera selected intersections. Additionally we collected similar data at another forty intersections during our review of top crash intersections as well as intersections identified during our public meeting sessions.

Findings:

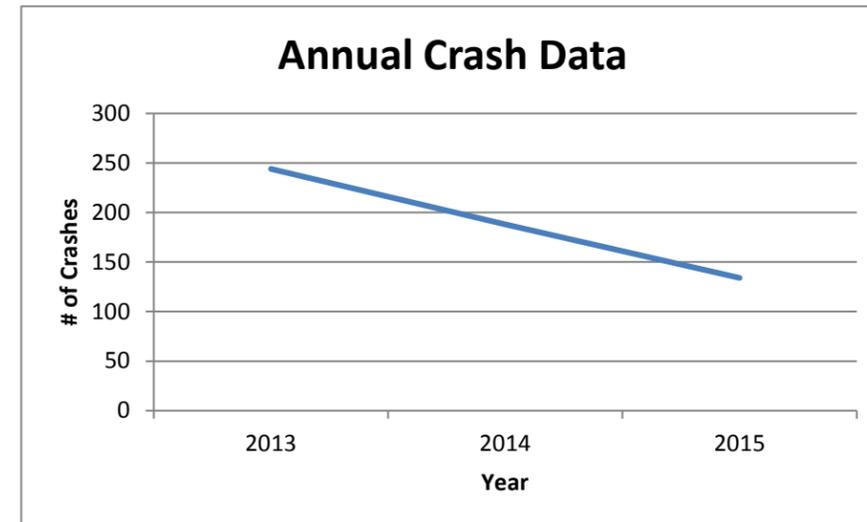
Based upon the data, motor vehicle crashes are trending downward over the three reporting years. One fatality was reported during the three year period. For this incident, Red Light Camera equipment would not have prevented the crash from occurring.

The following seven tables describe and compare the crash data collected from reports taken by Albany Police Department and reported to New York State Department of Motor Vehicles on form MV104a:

Tables/Charts

a. ANNUAL CRASH STATISTICS

Intersection	2013	2014	2015
Lark Street, Delaware Avenue, & Madison Avenue	29	19	13
Central Avenue & Colvin Avenue	29	14	16
Washington Avenue & Quail Street	19	15	8
Everett Road & Watervliet Avenue	18	12	0
Madison Avenue & Quail Street	10	18	21
Clinton Avenue & Henry Johnson Boulevard	15	15	0
Central Avenue & Henry Johnson Boulevard	13	11	20
Madison Avenue & S. Pearl Street	12	11	4
New Scotland Avenue & Manning Boulevard	8	9	7
Washington Avenue & N. Main Avenue	6	13	8
Central Avenue & Quail Street	11	7	22
Madison Avenue & New Scotland Avenue	7	9	15
Western Avenue & Russell Road	9	9	10
Madison Avenue & Main Avenue	12	5	3
Delaware Avenue, Morton Avenue & Holland Avenue	14	7	26
Second Avenue & Frisbee Avenue	4	2	0
New Scotland Avenue & Ontario Street	6	1	3
Northern Boulevard & Shaker Road	4	6	5
Central Avenue & King Avenue	12	3	6
Western Avenue & Brevator Street	6	2	4
TOTAL	244	188	191



b. COMPARISON OF 2013, 2014 AND 2015 CRASH SEVERITY

Int #	Intersection	Property Damage			Injury			Fatality		
		2013	2014	2015	2013	2014	2015	2013	2014	2015
1	Lark Street, Delaware Avenue, & Madison Avenue	28	16	12	1	3	1	0	0	0
2	Central Avenue & Colvin Avenue	26	11	14	3	3	2	0	0	0
3	Washington Avenue & Quail Street	13	15	6	6	0	2	0	0	0
4	Everett Road & Watervliet Avenue	16	8	0	2	4	0	0	0	0
5	Madison Avenue & Quail Street	7	14	17	3	4	4	0	0	0
6	Clinton Avenue & Henry Johnson Boulevard	14	11	0	1	4	0	0	0	0
7	Central Avenue & Henry Johnson Boulevard	9	9	15	4	2	5	0	0	0
8	Madison Avenue & S. Pearl Street	6	7	3	6	4	1	0	0	0
9	New Scotland Avenue & Manning Boulevard	7	9	7	1	0	0	0	0	0
10	Washington Avenue & N. Main Avenue	4	7	6	2	6	2	0	0	0
11	Central Avenue & Quail Street	8	5	18	3	2	3	0	0	1
12	Madison Avenue & New Scotland Avenue	5	5	11	2	4	4	0	0	0
13	Western Avenue & Russell Road	7	6	7	2	3	3	0	0	0
14	Madison Avenue & Main Avenue	9	4	3	3	1	0	0	0	0
15	Delaware Avenue, Morton Avenue & Holland Avenue	13	5	23	1	2	3	0	0	0
16	Second Avenue & Frisbee Avenue	1	1	0	3	1	0	0	0	0
17	New Scotland Avenue & Ontario Street	3	1	2	3	0	1	0	0	0
18	Northern Boulevard & Shaker Road	3	4	3	1	2	2	0	0	0
19	Central Avenue & King Avenue	10	3	6	2	0	0	0	0	0
20	Western Avenue & Brevator Street	5	0	4	1	2	0	0	0	0
	Totals	194	141	157	50	47	33	0	0	1

C. COMPARISON OF 2013, 2014 AND 2015 WEATHER CONDITIONS

Int #	Intersection	Clear			Cloudy			Snow			Rain			Wet			Fog		
		2013	2014	2015	2013	2014	2015	2013	2014	2015	2013	2014	2015	2013	2014	2015	2013	2014	2015
1	Lark Street, Delaware Avenue, & Madison Avenue	17	11	7	9	6	3	0	1	2	3	0	1	0	0	0	0	0	0
2	Central Avenue & Colvin Avenue	17	8	9	10	5	7	0	1	0	2	0	0	0	0	0	0	0	0
3	Washington Avenue & Quail Street	11	11	4	7	3	3	0	0	1	1	1	0	0	0	0	0	0	0
4	Everett Road & Watervliet Avenue	13	9	0	4	3	0	0	0	0	1	0	0	0	0	0	0	0	0
5	Madison Avenue & Quail Street	8	10	10	1	7	7	1	1	0	0	0	4	0	0	0	0	0	0
6	Clinton Avenue & Henry Johnson Boulevard	10	6	0	3	5	0	1	2	0	1	2	0	0	0	0	0	0	0
7	Central Avenue & Henry Johnson Boulevard	5	6	12	6	4	4	1	0	1	1	1	3	0	0	0	0	0	0
8	Madison Avenue & S. Pearl Street	5	4	1	4	5	1	0	0	0	3	2	2	0	0	0	0	0	0
9	New Scotland Avenue & Manning Boulevard	5	7	4	2	2	3	1	0	0	0	0	0	0	0	0	0	0	0
10	Washington Avenue & N. Main Avenue	4	8	5	1	4	1	1	0	0	0	1	1	0	0	0	0	0	0
11	Central Avenue & Quail Street	5	5	15	5	1	6	1	0	0	0	0	1	0	0	0	0	0	0
12	Madison Avenue & New Scotland Avenue	3	3	9	1	2	3	2	1	1	1	3	1	0	0	1	0	0	0
13	Western Avenue & Russell Road	4	5	6	3	4	3	0	0	0	2	0	1	0	0	0	0	0	0
14	Madison Avenue & Main Avenue	4	1	2	4	3	1	1	1	0	3	0	0	0	0	0	0	0	0
15	Delaware Avenue, Morton Avenue & Holland Avenue	6	3	17	4	4	7	0	0	1	3	0	0	0	0	0	0	0	1
16	Second Avenue & Frisbee Avenue	3	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17	New Scotland Avenue & Ontario Street	4	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	Northern Boulevard & Shaker Road	4	2	2	0	2	2	0	1	0	0	1	1	0	0	0	0	0	0
19	Central Avenue & King Avenue	8	1	3	4	1	2	0	1	1	0	0	0	0	0	0	0	0	0
20	Western Avenue & Brevator Street	5	2	1	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0
	Total	141	104	110	72	62	54	9	9	8	21	11	16	0	0	1	0	0	1

d. COMPARISON OF 2013, 2014 AND 2015 LIGHT CONDITIONS

Int #	Intersection	Dawn			Daylight			Dusk			Dark-Lit			Dark-Unlit		
		2013	2014	2015	2013	2014	2015	2013	2014	2015	2013	2014	2015	2013	2014	2015
1	Lark Street, Delaware Avenue, & Madison Avenue	1	1	0	19	13	8	2	0	0	7	0	5	0	0	0
2	Central Avenue & Colvin Avenue	0	0	0	23	10	10	2	1	0	4	0	6	0	0	0
3	Washington Avenue & Quail Street	0	0	0	15	9	5	0	0	0	4	0	3	0	0	0
4	Everett Road & Watervliet Avenue	0	0	0	15	8	0	0	0	0	3	0	0	0	0	0
5	Madison Avenue & Quail Street	0	0	0	9	9	10	0	0	1	1	0	10	0	0	0
6	Clinton Avenue & Henry Johnson Boulevard	0	1	0	10	11	0	0	0	0	5	0	0	0	0	0
7	Central Avenue & Henry Johnson Boulevard	0	0	1	8	2	15	0	0	0	5	0	4	0	0	0
8	Madison Avenue & S. Pearl Street	0	0	0	9	6	2	0	1	0	3	0	2	0	0	0
9	New Scotland Avenue & Manning Boulevard	0	0	0	7	9	5	0	0	1	1	0	0	0	0	1
10	Washington Avenue & N. Main Avenue	0	0	0	4	10	6	0	0	0	2	0	2	0	0	0
11	Central Avenue & Quail Street	0	0	0	8	5	16	0	0	0	3	0	6	0	0	0
12	Madison Avenue & New Scotland Avenue	0	0	0	2	6	8	0	0	0	5	0	7	0	0	0
13	Western Avenue & Russell Road	0	0	0	7	8	7	0	0	2	2	0	1	0	0	0
14	Madison Avenue & Main Avenue	0	0	0	7	5	2	0	0	0	5	0	1	0	0	0
15	Delaware Avenue, Morton Avenue & Holland Avenue	0	0	1	11	5	17	0	0	0	3	0	8	0	0	0
16	Second Avenue & Frisbee Avenue	0	0	0	3	2	0	0	0	0	1	0	0	0	0	0
17	New Scotland Avenue & Ontario Street	0	0	0	4	0	1	0	0	1	2	0	1	0	0	0
18	Northern Boulevard & Shaker Road	0	0	0	3	5	5	0	0	0	1	0	0	0	0	0
19	Central Avenue & King Avenue	0	0	0	7	2	5	0	1	0	5	0	1	0	0	0
20	Western Avenue & Brevator Street	0	0	0	4	1	4	0	0	0	2	0	0	0	0	0
	Total	1	2	2	175	126	126	4	3	5	64	0	57	0	0	1

e. COMPARISON OF 2013, 2014 AND 2015 ROADWAY CHARACTERISTICS

Int #	Intersection	Straight Level			Straight Grade			Straight Hillcrest		
		2013	2014	2015	2013	2014	2015	2013	2014	2015
1	Lark Street, Delaware Avenue, & Madison Avenue	29	19	12	0	0	1	0	0	0
2	Central Avenue & Colvin Avenue	24	13	15	5	1	1	0	0	0
3	Washington Avenue & Quail Street	18	15	8	1	0	0	0	0	0
4	Everett Road & Watervliet Avenue	17	11	0	1	1	0	0	0	0
5	Madison Avenue & Quail Street	10	18	21	0	0	0	0	0	0
6	Clinton Avenue & Henry Johnson Boulevard	9	7	0	5	7	0	1	1	0
7	Central Avenue & Henry Johnson Boulevard	11	9	15	1	0	4	1	2	0
8	Madison Avenue & S. Pearl Street	11	9	4	1	2	0	0	0	0
9	New Scotland Avenue & Manning Boulevard	7	7	7	1	2	0	0	0	0
10	Washington Avenue & N. Main Avenue	5	12	8	1	1	0	0	0	0
11	Central Avenue & Quail Street	11	6	22	0	0	0	0	0	0
12	Madison Avenue & New Scotland Avenue	4	5	12	3	4	2	0	0	1
13	Western Avenue & Russell Road	7	8	9	2	1	1	0	0	0
14	Madison Avenue & Main Avenue	12	5	3	0	0	0	0	0	0
15	Delaware Avenue, Morton Avenue & Holland Avenue	10	3	25	3	3	1	0	1	0
16	Second Avenue & Frisbee Avenue	4	2	0	0	0	0	0	0	0
17	New Scotland Avenue & Ontario Street	6	1	3	0	0	0	0	0	0
18	Northern Boulevard & Shaker Road	2	5	0	2	1	3	0	0	2
19	Central Avenue & King Avenue	10	3	5	2	0	1	0	0	0
20	Western Avenue & Brevator Street	6	2	4	0	0	0	0	0	0
	Total	213	160	173	28	23	14	2	4	3

f. COMPARISON OF 2013, 2014 AND 2015 SURFACE CONDITIONS

Int #	Intersection	Snow/Ice			Slush			Wet			Dry			Other		
		2013	2014	2015	2013	2014	2015	2013	2014	2015	2013	2014	2015	2013	2014	2015
1	Lark Street, Delaware Avenue, & Madison Avenue	1	2	2	1	1	0	4	1	2	23	14	9	0	1	0
2	Central Avenue & Colvin Avenue	0	1	1	0	0	0	6	1	2	23	12	13	0	0	0
3	Washington Avenue & Quail Street	0	1	2	0	0	0	1	5	0	18	9	6	0	0	0
4	Everett Road & Watervliet Avenue	0	0	0	0	0	0	3	2	0	15	10	0	0	0	0
5	Madison Avenue & Quail Street	1	2	3	0	0	0	0	1	6	9	14	12	0	0	0
6	Clinton Avenue & Henry Johnson Boulevard	0	2	0	1	0	0	3	3	0	11	10	0	0	0	0
7	Central Avenue & Henry Johnson Boulevard	2	1	0	0	0	0	3	3	5	8	7	15	0	0	0
8	Madison Avenue & S. Pearl Street	1	0	0	0	0	0	4	4	3	7	7	1	0	0	0
9	New Scotland Avenue & Manning Boulevard	0	1	0	0	0	0	1	1	0	7	7	7	0	0	0
10	Washington Avenue & N. Main Avenue	1	0	0	0	0	0	0	4	1	5	9	6	0	0	1
11	Central Avenue & Quail Street	1	0	0	0	0	0	1	1	3	9	5	19	0	0	0
12	Madison Avenue & New Scotland Avenue	2	1	2	0	1	1	2	3	1	3	4	11	0	0	0
13	Western Avenue & Russell Road	1	0	0	0	0	0	5	1	2	3	8	8	0	0	0
14	Madison Avenue & Main Avenue	0	1	0	0	0	0	5	0	1	7	4	2	0	0	0
15	Delaware Avenue, Morton Avenue & Holland Avenue	0	0	4	0	0	1	5	0	1	9	6	20	0	0	0
16	Second Avenue & Frisbee Avenue	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0
17	New Scotland Avenue & Ontario Street	0	0	0	0	0	0	0	1	0	6	0	3	0	0	0
18	Northern Boulevard & Shaker Road	0	0	0	0	0	0	0	1	1	4	4	4	0	0	0
19	Central Avenue & King Avenue	0	0	0	0	0	0	1	0	2	11	2	4	0	0	0
20	Western Avenue & Brevator Street	0	0	1	0	0	0	0	0	1	4	2	2	0	0	0
	Total	10	12	15	2	2	2	44	32	31	186	136	142	0	1	1

g. COMPARISON OF 2013, 2014 AND 2015 TICKETS ISSUED

Int #	Intersection	Crashes with Ticket Issued			Crashes without Ticket Issued		
		2013	2014	2015	2013	2014	2015
1	Lark Street, Delaware Avenue, & Madison Avenue	4	3	2	25	16	11
2	Central Avenue & Colvin Avenue	3	3	7	26	11	9
3	Washington Avenue & Quail Street	5	4	3	14	11	5
4	Everett Road & Watervliet Avenue	2	2	0	16	10	0
5	Madison Avenue & Quail Street	2	2	5	8	16	16
6	Clinton Avenue & Henry Johnson Boulevard	4	2	0	11	13	0
7	Central Avenue & Henry Johnson Boulevard	1	2	3	12	9	16
8	Madison Avenue & S. Pearl Street	2	0	0	10	11	4
9	New Scotland Avenue & Manning Boulevard	1	0	1	7	9	6
10	Washington Avenue & N. Main Avenue	2	4	2	4	9	6
11	Central Avenue & Quail Street	3	0	2	8	6	20
12	Madison Avenue & New Scotland Avenue	2	0	5	4	9	10
13	Western Avenue & Russell Road	2	1	1	7	8	9
14	Madison Avenue & Main Avenue	3	1	0	9	4	3
15	Delaware Avenue, Morton Avenue & Holland Avenue	1	1	4	13	6	21
16	Second Avenue & Frisbee Avenue	2	0	0	2	2	0
17	New Scotland Avenue & Ontario Street	1	0	0	5	1	3
18	Northern Boulevard & Shaker Road	1	0	1	3	6	4
19	Central Avenue & King Avenue	2	0	1	10	3	5
20	Western Avenue & Brevator Street	0	1	0	6	1	4
	Total	43	26	37	200	161	152

As recorded on MV-104a Report

III. 2015 MOTOR VEHICLE CRASH STATISTICS

a. 2015 TYPES OF CRASHES

The table below summarizes the types of crashes that occurred at intersections with red light cameras during the 2015 calendar year. There were a total of 191 crashes at the 20 monitored intersections. The average number of crashes per intersection was 9.5 although some intersections had no recorded crashes while others had over 20 events, thus indicating a large variance in crash locations. Rear end collisions were the most common followed by side swipes, composing 37% and 24% respectively of total crashes.

Int #	Intersection	# Total Crashes	Right Angle	Rear End	Side Swipe	Head On	Right Turn	Left Turn	Other Vehicle	Bicycle	Pedestrian	Other*
1	Lark St, Delaware Ave, & Madison Ave	13	2	4	3	1	1	1	0	1	0	0
2	Central Ave & Colvin Ave	16	7	5	1	0	1	2	0	0	0	0
3	Washington Ave & Quail St	8	2	1	1	0	1	1	1	0	0	1
4	Everett Rd & Watervliet Ave	0	0	0	0	0	0	0	0	0	0	0
5	Madison Ave & Quail St	21	3	7	8	0	0	3	0	0	0	0
6	Clinton Ave & Henry Johnson Blvd	0	0	0	0	0	0	0	0	0	0	0
7	Central Ave & Henry Johnson Blvd	20	1	7	3	1	1	1	0	0	3	3
8	Madison Ave & S. Pearl St	4	0	0	3	0	0	0	0	0	1	0
9	New Scotland Ave & Manning Blvd	7	0	4	2	0	1	0	0	0	0	0
10	Washington Ave & N. Main Ave	8	1	2	0	2	0	1	1	1	0	0
11	Central Ave & Quail St	22	2	2	11	0	0	3	1	0	2	1
12	Madison Ave & New Scotland Ave	15	4	4	3	1	0	1	0	1	0	1
13	Western Ave & Russell Rd	10	1	6	0	0	0	2	1	0	0	0
14	Madison Ave & Main Ave	3	0	1	2	0	0	0	0	0	0	0
15	Delaware Ave, Morton Ave & Holland Ave	26	0	17	7	0	1	0	0	0	0	1
16	Second Ave & Frisbee Ave	0	0	0	0	0	0	0	0	0	0	0
17	New Scotland Ave & Ontario St	3	1	1	0	0	0	0	0	1	0	0
18	Northern Blvd & Shaker Rd	5	0	4	1	0	0	0	0	0	0	0
19	Central Ave & King Ave	6	2	3	1	0	0	0	0	0	0	0
20	Western Ave & Brevator St	4	0	3	0	0	0	0	0	0	0	1
	Total	191	26	71	46	5	6	15	4	4	6	8

*Types of crashes in the "Other" category include collisions with light poles, signs, and curbs.

b. SEVERITY OF CRASHES

The table below depicts the severity of crashes that occurred at intersections with automated enforcement. The vast majority, 82%, of reported crashes resulted in property damage while a much smaller portion, 17%, resulted in personal injury. There was one fatality that occurred in 2015 at the intersection of Central Avenue and Quail Street.

Int #	Intersection	Property Damage	Injury	Fatality
1	Lark St, Delaware Ave, & Madison Ave	12	1	0
2	Central Ave & Colvin Ave	14	2	0
3	Washington Ave & Quail St	6	2	0
4	Everett Rd & Watervliet Ave	0	0	0
5	Madison Ave & Quail St	17	4	0
6	Clinton Ave & Henry Johnson Blvd	0	0	0
7	Central Ave & Henry Johnson Blvd	15	5	0
8	Madison Ave & S. Pearl St	3	1	0
9	New Scotland Ave & Manning Blvd	7	0	0
10	Washington Ave & N. Main Ave	6	2	0
11	Central Ave & Quail St	18	3	1
12	Madison Ave & New Scotland Ave	11	4	0
13	Western Ave & Russell Rd	7	3	0
14	Madison Ave & Main Ave	3	0	0
15	Delaware Ave, Morton Ave & Holland Ave	23	3	0
16	Second Ave & Frisbee Ave	0	0	0
17	New Scotland Ave & Ontario St	2	1	0
18	Northern Blvd & Shaker Rd	3	2	0
19	Central Ave & King Ave	6	0	0
20	Western Ave & Brevator St	4	0	0
	Total	157	33	1

c. Tickets Issued

The table below summarizes the number of tickets issued by the Albany Police Department in response to the reported crashes. Approximately 20% of crashes resulted in the issuance of a ticket. Ticket information collected from MV104a Crash Reports

Int #	Intersection	Yes	No
1	Lark St, Delaware Ave, & Madison Ave	2	11
2	Central Ave & Colvin Ave	7	9
3	Washington Ave & Quail St	3	5
4	Everett Rd & Watervliet Ave	0	0
5	Madison Ave & Quail St	5	16
6	Clinton Ave & Henry Johnson Blvd	0	0
7	Central Ave & Henry Johnson Blvd	3	16
8	Madison Ave & S. Pearl St	0	4
9	New Scotland Ave & Manning Blvd	1	6
10	Washington Ave & N. Main Ave	2	6
11	Central Ave & Quail St	2	20
12	Madison Ave & New Scotland Ave	5	10
13	Western Ave & Russell Rd	1	9
14	Madison Ave & Main Ave	0	3
15	Delaware Ave, Morton Ave & Holland Ave	4	21
16	Second Ave & Frisbee Ave	0	0
17	New Scotland Ave & Ontario St	0	3
18	Northern Blvd & Shaker Rd	1	4
19	Central Ave & King Ave	1	5
20	Western Ave & Brevator St	0	4
	Total	37	152

d. CRASH CONTRIBUTING FACTORS

The table below summarizes the factors that contributed to the crash according to the New York State Department of Motor Vehicle Police Accident Report (MV-104A). The most common contributing factor was Driver Inattention/Distraction followed by Following Too Closely and Failure to Yield Right of Way.

Int #	Intersection	Alcohol Involvement	Backing Unsafely	Driver Inattention/Distraction	Inexperience	Failure to Yield Right-of-Way	Following Too Closely	Passing or Lane Usage Improper	Pedestrian/Bicyclist/Other Pedestrian Error/Confusion	Traffic Control Disregarded	Turning Improperly	Unsafe Speed	Unsafe Lane Changing	Reaction to Other Uninvolved Vehicle	Oversized Vehicle	Windshield Inadequate	Other Vehicular	Glare	Pavement Slippery	Traffic Control Device Improper/Non-working
1	Lark St, Delaware Ave, & Madison Ave	1	1	5	1	3	3	1	0	0	0	0	0	0	0	0	0	0	1	0
2	Central Ave & Colvin Ave	2	1	3	0	8	2	2	0	0	0	0	1	0	0	0	0	2	0	0
3	Washington Ave & Quail St	1	0	4	0	2	1	1	0	1	1	0	0	0	0	0	0	0	0	0
4	Everett Rd & Watervliet Ave	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Madison Ave & Quail St	3	0	4	1	4	5	0	0	2	0	0	1	3	0	1	1	0	1	0
6	Clinton Ave & Henry Johnson Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	Central Ave & Henry Johnson Blvd	1	3	6	0	2	5	2	1	0	3	0	1	0	0	0	0	0	0	0
8	Madison Ave & S. Pearl St	0	0	1	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0
9	New Scotland Ave & Manning Blvd	0	0	4	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0
10	Washington Ave & N. Main Ave	1	0	0	0	3	2	0	0	1	1	0	0	0	0	0	0	0	0	1
11	Central Ave & Quail St	0	0	8	1	7	0	7	0	0	4	0	2	0	0	0	0	0	0	0
12	Madison Ave & New Scotland Ave	3	1	7	0	1	3	1	0	0	2	1	0	0	0	0	0	0	0	0
13	Western Ave & Russell Rd	0	0	5	0	1	2	0	0	2	1	0	0	0	0	0	0	0	1	0
14	Madison Ave & Main Ave	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
15	Delaware Ave, Morton Ave & Holland Ave	0	1	9	1	1	12	4	0	0	1	0	0	1	0	0	1	0	3	0
16	Second Ave & Frisbee Ave	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	New Scotland Ave & Ontario St	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
18	Northern Blvd & Shaker Rd	0	0	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
19	Central Ave & King Ave	0	0	1	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0
20	Western Ave & Brevator St	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
	Total	12	8	63	4	38	45	23	1	6	13	1	6	5	1	1	2	2	7	1

e. WEATHER CONDITIONS DURING CRASH EVENTS

The table below illustrates the weather conditions during each crash occurrence. A majority of crashes, 58%, occurred while the weather was clear, with the next largest portion, 28%, occurring during cloudy conditions.

Int #	Intersection	Clear	Cloudy	Snow	Rain	Wet	Fog
1	Lark St, Delaware Ave, & Madison Ave	7	3	2	1	0	0
2	Central Ave & Colvin Ave	9	7	0	0	0	0
3	Washington Ave & Quail St	4	3	1	0	0	0
4	Everett Rd & Watervliet Ave	0	0	0	0	0	0
5	Madison Ave & Quail St	10	7	0	4	0	0
6	Clinton Ave & Henry Johnson Blvd	0	0	0	0	0	0
7	Central Ave & Henry Johnson Blvd	12	4	1	3	0	0
8	Madison Ave & S. Pearl St	1	1	0	2	0	0
9	New Scotland Ave & Manning Blvd	4	3	0	0	0	0
10	Washington Ave & N. Main Ave	5	1	0	1	0	0
11	Central Ave & Quail St	15	6	0	1	0	0
12	Madison Ave & New Scotland Ave	9	3	1	1	1	0
13	Western Ave & Russell Rd	6	3	0	1	0	0
14	Madison Ave & Main Ave	2	1	0	0	0	0
15	Delaware Ave, Morton Ave & Holland Ave	17	7	1	0	0	1
16	Second Ave & Frisbee Ave	0	0	0	0	0	0
17	New Scotland Ave & Ontario St	3	0	0	0	0	0
18	Northern Blvd & Shaker Rd	2	2	0	1	0	0
19	Central Ave & King Ave	3	2	1	0	0	0
20	Western Ave & Brevator St	1	1	1	1	0	0
	Total	110	54	8	16	1	1

f. LIGHT CONDITIONS DURING CRASH EVENT

The table below identifies lighting conditions at the time of each crash. The majority of crashes, 66%, occurred during daylight. The next largest group of crashes occurred on a lit road while it was dark outside.

Int #	Intersection	Dawn	Daylight	Dusk	Dark-Lit	Dark-Unlit
1	Lark St, Delaware Ave, & Madison Ave	0	8	0	5	0
2	Central Ave & Colvin Ave	0	10	0	6	0
3	Washington Ave & Quail St	0	5	0	3	0
4	Everett Rd & Watervliet Ave	0	0	0	0	0
5	Madison Ave & Quail St	0	10	1	10	0
6	Clinton Ave & Henry Johnson Blvd	0	0	0	0	0
7	Central Ave & Henry Johnson Blvd	1	15	0	4	0
8	Madison Ave & S. Pearl St	0	2	0	2	0
9	New Scotland Ave & Manning Blvd	0	5	1	0	1
10	Washington Ave & N. Main Ave	0	6	0	2	0
11	Central Ave & Quail St	0	16	0	6	0
12	Madison Ave & New Scotland Ave	0	8	0	7	0
13	Western Ave & Russell Rd	0	7	2	1	0
14	Madison Ave & Main Ave	0	2	0	1	0
15	Delaware Ave, Morton Ave & Holland Ave	1	17	0	8	0
16	Second Ave & Frisbee Ave	0	0	0	0	0
12917	New Scotland Ave & Ontario St	0	1	1	1	0
18	Northern Blvd & Shaker Rd	0	5	0	0	0
19	Central Ave & King Ave	0	5	0	1	0
20	Western Ave & Brevator St	0	4	0	0	0
	Total	2	126	5	57	1

g. ROADWAY CHARACTER DURING CRASH EVENT

The table below explains the character of the roadway at the crash locations. All of the locations were described as straight, with the majority being level.

Int #	Intersection	Straight Level	Straight Grade	Straight Hillcrest	Straight	Grade
1	Lark St, Delaware Ave, & Madison Ave	8	1	0	4	0
2	Central Ave & Colvin Ave	13	1	0	2	0
3	Washington Ave & Quail St	8	0	0	0	0
4	Everett Rd & Watervliet Ave	0	0	0	0	0
5	Madison Ave & Quail St	17	0	0	4	0
6	Clinton Ave & Henry Johnson Blvd	0	0	0	0	0
7	Central Ave & Henry Johnson Blvd	12	4	0	3	1
8	Madison Ave & S. Pearl St	3	0	0	1	0
9	New Scotland Ave & Manning Blvd	5	0	0	2	0
10	Washington Ave & N. Main Ave	4	0	0	4	0
11	Central Ave & Quail St	16	0	0	6	0
12	Madison Ave & New Scotland Ave	9	2	1	3	0
13	Western Ave & Russell Rd	5	1	0	4	0
14	Madison Ave & Main Ave	3	0	0	0	0
15	Delaware Ave, Morton Ave & Holland Ave	17	1	0	8	0
16	Second Ave & Frisbee Ave	0	0	0	0	0
17	New Scotland Ave & Ontario St	3	0	0	0	0
18	Northern Blvd & Shaker Rd	0	3	2	0	0
19	Central Ave & King Ave	4	1	0	1	0
20	Western Ave & Brevator St	2	0	0	2	0
	Total	129	14	3	44	1

h. ROADWAY SURFACE CONDITIONS DURING CRASH EVENT

The table below summarizes the roadway surface conditions at the time of each crash. The large majority, 74%, of crashes occurred on dry pavement. Only 9% of crashes occurred during winter weather conditions (i.e. snow/ice/slush). However, this statistic should be further reviewed in comparison with snowfall given that October, November, and December of 2015 winter was particularly mild.

Int #	Intersection	Snow/Ice	Slush	Wet	Dry	Other
1	Lark St, Delaware Ave, & Madison Ave	2	0	2	9	0
2	Central Ave & Colvin Ave	1	0	2	13	0
3	Washington Ave & Quail St	2	0	0	6	0
4	Everett Rd & Watervliet Ave	0	0	0	0	0
5	Madison Ave & Quail St	3	0	6	12	0
6	Clinton Ave & Henry Johnson Blvd	0	0	0	0	0
7	Central Ave & Henry Johnson Blvd	0	0	5	15	0
8	Madison Ave & S. Pearl St	0	0	3	1	0
9	New Scotland Ave & Manning Blvd	0	0	0	7	0
10	Washington Ave & N. Main Ave	0	0	1	6	1
11	Central Ave & Quail St	0	0	3	19	0
12	Madison Ave & New Scotland Ave	2	1	1	11	0
13	Western Ave & Russell Rd	0	0	2	8	0
14	Madison Ave & Main Ave	0	0	1	2	0
15	Delaware Ave, Morton Ave & Holland Ave	4	1	1	20	0
16	Second Ave & Frisbee Ave	0	0	0	0	0
17	New Scotland Ave & Ontario St	0	0	0	3	0
18	Northern Blvd & Shaker Rd	0	0	1	4	0
19	Central Ave & King Ave	0	0	2	4	0
20	Western Ave & Brevator St	1	0	1	2	0
	Total	15	2	31	142	1

i. DRIVER GENDER

The table below identifies the gender of the drivers involved in the crash. The distribution among male and female drivers is fairly even.

Int #	Intersection	Male-Male	Male-Female	Female-Female
1	Lark Street, Delaware Avenue, & Madison Avenue	1	4	2
2	Central Avenue & Colvin Avenue	3	8	5
3	Washington Avenue & Quail Street	4	2	1
4	Everett Road & Watervliet Avenue	0	0	0
5	Madison Avenue & Quail Street	9	5	2
6	Clinton Avenue & Henry Johnson Boulevard	0	0	0
7	Central Avenue & Henry Johnson Boulevard	3	10	1
8	Madison Avenue & S. Pearl Street	0	1	1
9	New Scotland Avenue & Manning Boulevard	1	3	2
10	Washington Avenue & N. Main Avenue	4	2	0
11	Central Avenue & Quail Street	9	5	3
12	Madison Avenue & New Scotland Avenue	5	4	5
13	Western Avenue & Russell Road	1	3	5
14	Madison Avenue & Main Avenue	1	1	0
15	Delaware Avenue, Morton Avenue & Holland Avenue	8	10	4
16	Second Avenue & Frisbee Avenue	0	0	0
17	New Scotland Avenue & Ontario Street	2	0	1
18	Northern Boulevard & Shaker Road	0	4	1
19	Central Avenue & King Avenue	2	4	0
20	Western Avenue & Brevator Street	2	1	0
	Total	55	67	33

j. DRIVER AGE

The table below summarizes the age of drivers involved in each crash. There is a slight trend which indicates that age and being involved in a crash are inversely correlated.

Int #	Intersection	16-25	26-35	36-45	46-55	56-65	Over 65
1	Lark Street, Delaware Avenue, & Madison Avenue	8	5	3	3	0	1
2	Central Avenue & Colvin Avenue	7	13	3	7	0	2
3	Washington Avenue & Quail Street	6	4	2	1	2	0
4	Everett Road & Watervliet Avenue	0	0	0	0	0	0
5	Madison Avenue & Quail Street	16	5	5	7	3	0
6	Clinton Avenue & Henry Johnson Boulevard	0	0	0	0	0	0
7	Central Avenue & Henry Johnson Boulevard	5	10	5	4	8	2
8	Madison Avenue & S. Pearl Street	2	2	0	0	0	2
9	New Scotland Avenue & Manning Boulevard	3	6	1	0	3	0
10	Washington Avenue & N. Main Avenue	6	4	1	1	1	0
11	Central Avenue & Quail Street	11	10	7	3	4	4
12	Madison Avenue & New Scotland Avenue	7	12	4	4	2	0
13	Western Avenue & Russell Road	6	3	2	4	2	2
14	Madison Avenue & Main Avenue	1	0	2	0	1	1
15	Delaware Avenue, Morton Avenue & Holland Avenue	6	12	6	11	6	7
16	Second Avenue & Frisbee Avenue	0	0	0	0	0	0
17	New Scotland Avenue & Ontario Street	2	0	0	2	1	1
18	Northern Boulevard & Shaker Road	0	2	3	3	2	0
19	Central Avenue & King Avenue	2	3	2	4	1	0
20	Western Avenue & Brevator Street	3	3	1	0	0	0
	Total	91	94	47	54	36	22

IV. 2015 VIOLATIONS RECORDED

The following information has been collected from GATSO USA:

	Direction	January	February	March	April	May	June	July	August	September	October	November	December	Total
Central Avenue & Colvin Avenue	Westbound	0	0	0	0	0	0	0	0	0	6	6	28	40
Central Avenue & Henry Johnson Boulevard	Eastbound	0	0	0	0	0	0	0	0	0	0	0	0	0
Central Avenue & Henry Johnson Boulevard	Westbound	0	0	0	0	0	0	0	0	0	0	0	0	0
Central Avenue & King Avenue	Eastbound	0	0	0	0	0	0	0	0	2	2	2	0	6
Central Avenue & King Avenue	Westbound	0	0	0	0	0	0	0	0	7	2	2	10	21
Central Avenue & Quail Street	Westbound	0	0	0	0	0	0	0	0	0	0	0	0	0
Clinton Avenue & Henry Johnson Boulevard	Southbound	0	0	0	0	0	0	0	0	14	26	26	32	98
Clinton Avenue & Henry Johnson Boulevard	Eastbound	0	0	0	0	0	0	0	0	3	4	4	30	41
Delaware Avenue, Lark Street & Madison Avenue	Northbound	0	0	0	0	0	0	0	0	7	11	11	7	36
Everett Road & Watervliet Avenue Ext	Northbound	0	0	0	0	0	0	0	68	47	23	23	43	204
Everett Road & Watervliet Avenue Ext	Southbound	0	0	0	0	0	0	29	426	413	151	151	180	1350
Frisbee Avenue & Second Avenue	Northbound	0	0	0	0	0	0	0	0	21	14	14	19	68
Frisbee Avenue & Second Avenue	Southbound	0	0	0	0	0	0	0	0	6	2	2	10	20
Holland Avenue, Morton Avenue & Delaware Avenue	Eastbound	0	0	0	0	0	0	0	0	0	51	51	73	175
Lark Street, Delaware Avenue & Madison Avenue	Southbound	0	0	0	0	0	0	0	0	1	21	21	46	89
Madison Avenue & Quail Street	Northbound	0	0	0	0	0	0	0	0	0	0	0	0	0
Madison Avenue & Delaware Avenue, Lark Street	Eastbound	0	0	0	0	0	0	0	0	0	0	0	0	0
Madison Avenue & N. Main Avenue	Westbound	0	0	0	0	0	0	0	12	5	9	9	15	50
Madison Avenue & New Scotland Avenue	Westbound	0	0	0	0	0	0	0	0	24	38	38	46	146
Madison Avenue & Quail Street	Westbound	0	0	0	0	0	0	0	0	0	0	0	0	0
New Scotland Avenue & Ontario Street	Eastbound	0	0	0	0	0	0	0	0	0	34	34	83	151
New Scotland Avenue & Ontario Street	Westbound	0	0	0	0	0	0	0	0	0	17	17	21	55
New Scotland Avenue & S. Manning Boulevard	Eastbound	0	0	0	0	0	0	0	0	0	0	0	0	0
New Scotland Avenue & S. Manning Boulevard	Northbound	0	0	0	0	0	0	0	0	0	0	0	0	0
Northern Boulevard & Shaker Road	Northbound	0	0	0	0	0	0	0	0	0	0	0	18	18
S. Pearl Street & Madison Avenue	Southbound	0	0	0	0	0	0	0	0	0	0	0	0	0
S. Pearl Street & Madison Avenue	Eastbound	0	0	0	0	0	0	0	0	0	0	0	0	0
Second Avenue & Frisbee Avenue	Eastbound	0	0	0	0	0	0	0	0	16	3	3	18	40
Shaker Road & Northern Boulevard	Eastbound	0	0	0	0	0	0	4	174	169	29	29	18	423
Washington Avenue & N. Main Avenue	Eastbound	0	0	0	0	0	0	0	10	40	8	8	6	72
Washington Avenue & Quail Street	Westbound	0	0	0	0	0	0	4	77	42	12	12	16	163
Western Avenue & Brevator Street	Eastbound	0	0	0	0	0	0	0	0	59	37	37	65	198
Western Avenue & Brevator Street	Westbound	0	0	0	0	0	0	0	0	53	33	33	80	199
Western Avenue & Russell Road	Eastbound	0	0	0	0	0	0	0	74	27	27	27	59	214
Western Avenue & Russell Road	Westbound	0	0	0	0	0	0	0	103	108	53	53	207	524
Total		0	0	0	0	0	0	37	944	1064	613	613	1130	4401

V. 2015 CITATIONS ISSUED

The following information has been collected from GATSO USA:

	Direction	January	February	March	April	May	June	July	August	September	October	November	December	Total
Central Avenue & Colvin Avenue	Westbound	0	0	0	0	0	0	0	0	0	0	22	15	37
Central Avenue & Henry Johnson Boulevard	Eastbound	0	0	0	0	0	0	0	0	0	3	11	21	35
Central Avenue & Henry Johnson Boulevard	Westbound	0	0	0	0	0	0	0	0	0	20	43	12	75
Central Avenue & King Avenue	Eastbound	0	0	0	0	0	0	0	0	0	0	33	10	43
Central Avenue & King Avenue	Westbound	0	0	0	0	0	0	0	0	1	1	7	10	19
Central Avenue & Quail Street	Westbound	0	0	0	0	0	0	0	0	0	0	0	0	0
Clinton Avenue & Henry Johnson Boulevard	Southbound	0	0	0	0	0	0	0	0	0	0	0	0	0
Clinton Avenue & Henry Johnson Boulevard	Eastbound	0	0	0	0	0	0	0	0	0	0	0	0	0
Delaware Avenue, Lark Street & Madison Avenue	Northbound	0	0	0	0	0	0	0	0	4	1	13	4	22
Everett Road & Watervliet Avenue Ext	Northbound	0	0	0	0	0	0	0	20	54	27	63	22	186
Everett Road & Watervliet Avenue Ext	Southbound	0	0	0	0	0	0	0	108	498	148	353	156	1263
Frisbee Avenue & Second Avenue	Northbound	0	0	0	0	0	0	0	0	10	18	35	16	79
Frisbee Avenue & Second Avenue	Southbound	0	0	0	0	0	0	0	0	4	2	6	4	16
Holland Avenue, Morton Avenue & Delaware Avenue	Eastbound	0	0	0	0	0	0	0	0	0	8	87	77	172
Lark Street, Delaware Avenue & Madison Avenue	Southbound	0	0	0	0	0	0	0	0	0	5	41	32	78
Madison Avenue & Quail Street	Northbound	0	0	0	0	0	0	0	0	0	0	0	0	0
Madison Avenue & Delaware Avenue, Lark Street	Eastbound	0	0	0	0	0	0	0	0	0	0	0	0	0
Madison Avenue & N. Main Avenue	Westbound	0	0	0	0	0	0	0	0	0	0	0	0	0
Madison Avenue & New Scotland Avenue	Westbound	0	0	0	0	0	0	0	0	0	0	0	0	0
Madison Avenue & Quail Street	Westbound	0	0	0	0	0	0	0	0	0	0	0	0	0
New Scotland Avenue & Ontario Street	Eastbound	0	0	0	0	0	0	0	0	0	1	69	58	128
New Scotland Avenue & Ontario Street	Westbound	0	0	0	0	0	0	0	0	0	1	19	17	37
New Scotland Avenue & S. Manning Boulevard	Eastbound	0	0	0	0	0	0	0	0	0	0	0	0	0
New Scotland Avenue & S. Manning Boulevard	Northbound	0	0	0	0	0	0	0	0	0	0	0	0	0
Northern Boulevard & Shaker Road	Northbound	0	0	0	0	0	0	0	0	0	0	6	22	28
S. Pearl Street & Madison Avenue	Southbound	0	0	0	0	0	0	0	1	4	2	26	17	50
S. Pearl Street & Madison Avenue	Eastbound	0	0	0	0	0	0	0	0	0	0	0	0	0
Second Avenue & Frisbee Avenue	Eastbound	0	0	0	0	0	0	0	0	5	5	12	23	45
Shaker Road & Northern Boulevard	Eastbound	0	0	0	0	0	0	0	131	169	28	33	16	377
Washington Avenue & N. Main Avenue	Eastbound	0	0	0	0	0	0	0	0	32	3	13	4	52
Washington Avenue & Quail Street	Westbound	0	0	0	0	0	0	0	57	49	10	24	18	158
Western Avenue & Brevator Street	Eastbound	0	0	0	0	0	0	0	0	11	56	97	53	217
Western Avenue & Brevator Street	Westbound	0	0	0	0	0	0	0	0	17	33	84	62	196
Western Avenue & Russell Road	Eastbound	0	0	0	0	0	0	0	0	28	10	14	38	90
Western Avenue & Russell Road	Westbound	0	0	0	0	0	0	0	0	69	48	54	174	345
Total		0	317	955	430	1165	881	3748						

VI. 2015 CONTESTED, HEARINGS, LIABLE, NOT-LIABLE TICKETS
TREASURERS REPORT 2015 RED LIGHT CAMERA SYSTEM

The following information has been collected from GATSO USA

	Contested	Hearings	Liabe	Not-Liable	Other **
January	0	0	0	0	0
February	0	0	0	0	0
March	0	0	0	0	0
April	0	0	0	0	0
May	0	0	0	0	0
June	0	0	0	0	0
July	0	0	0	0	0
August	2	0	0	0	0
September	44	0	0	0	0
October	39	20	11	6	3
November	35	20	5	8	7
December	52	20	10	3	7
Total	172	60	26	17	17

** Other

Other category as defined by GATSO:

Other category is used for including a payment after contesting, cancelled hearing, and cancelled citation.

VII. NUMBER OF FINES ADJUDICATED AND RESULTS OF SUCH ADJUDICATION

Traffic Court Hearings for Red Light Camera Violations were not held in 2015

VIII. TOTAL AMOUNT OF REVENUE REALIZED BY THE CITY OF ALBANY

TREASURERS REPORT 2015 RED LIGHT CAMERA SYSTEM

2015 Total Number of Citations Paid: 2193

2015 Dollard based upon 2193 Paid Citations: \$116,500.00

Paid Citations received dollars are not realized as revenue by City of Albany. These dollars were reported by GATSO. Monthly per camera contract fee was greater than the dollars collected.

The balance of the monthly camera fee is negated by terms of the contract with GATSO. City does not pay above what is collected each month (budget neutral dollars not paid shown below)

IX. EXPENSES INCURRED BY THE CITY OF ALBANY IN CONNECTION WITH THE RED LIGHT CAMERA PROGRAM DURING THE 2015 CALENDAR YEAR:

GATSO Camera Contract Fee per camera per month: \$3,995.00

Cameras Activated in 2015: 25

Total Camera Contract Expense for 2015: \$0.00

Engineering Expense per project: \$0.00

Permitting Expense per intersection: \$0.00

Construction Expense per month/location: \$0.00

Equipment Expense per camera: \$0.00

Electric Service per camera: \$0.00

Maintenance Expense: \$0.00