



CITY OF MIAMI SPRINGS, FLORIDA

Mayor Walter Fajet, Ed.D.

**Vice Mayor Orlando Lamas
Councilman Joseph Dion**

**Councilman Jorge Santin
Councilman Fabian Perez-Crespo**

Decorum: "Any person making impertinent or slanderous remarks or who becomes boisterous while addressing the City Council, shall be barred from further audience before the City Council by the Mayor, unless permission to continue or again address the City Council is granted by the majority vote of the City Council members present. In accordance with the foregoing, the City Council has determined that racial or ethnic slurs, personal attacks and comments unrelated to City matters or issues constitute prohibited comments from the podium."

CITY COUNCIL REGULAR MEETING AGENDA

Monday, April 27, 2026 – 7:00 PM

Council Chambers, 201 Westward Drive, Miami Springs, Florida

(In-person and virtually; See the end of the Agenda for additional information)

- 1. Call to Order/Roll Call**
- 2. Invocation:**
 - A) Offered by Councilman Fabian Perez-Crespo
- 3. Pledge of Allegiance:** Audience will lead the Pledge of Allegiance and Salute to the Flag.
- 4. Agenda/Order of Business**
- 5. Awards & Presentations**
 - A) Presentation of Recognition Awards to the students of the Miami Springs Elementary School PantherBots team
 - B) Employee Service Awards - Mercedes Valero, Payroll Administrator (10 Years of Service)
 - C) Presentation of Certificates of Recognition to homes that have celebrated over 100 years
 - D) Presentation of a Proclamation Recognizing May 17-23, 2026 as Public Works Week
 - E) Presentation by the Golf Director Kevin Morris Regarding the Curtiss Cup Scheduled for June 5, 2026
- 6. Open Forum:** Persons wishing to speak on items of general City business, may do so in

person or via email by following the instructions at the back of this agenda. The purpose of Open Forum is to encourage residents and members of the public to address their concerns and make comments on any item. **The City Council will not enter into a dialogue at this time. City staff will gladly address any question, issue, and/or comment after the meeting. The Mayor is the presiding officer of all Council meetings and shall conduct the meetings accordingly.**

7. Approval of Council Minutes

A) April 13, 2026 – Regular Meeting

8. Reports from Boards & Commissions

9. Public Hearings

A) **Ordinance - Second Reading** - An Ordinance Of The City Of Miami Springs, Florida, Amending Chapter 70, "Traffic Code" Of The City's Code Of Ordinances By Amending Section 70-02, "Red Light Camera Enforcement," Relating To The Placement And Installation Of Traffic Infraction Detectors At An Additional Eligible Intersection; Providing For Conflicts; Providing For Severability; Providing For Codification; And Providing For An Effective Date.

B) **Resolution** - A Resolution Of The Mayor And City Council Of The City Of Miami Springs, Florida, Approving A Fifth Amendment To The Professional Services Agreement With American Traffic Solutions, Inc. D/B/A Verra Mobility; Providing For Authorization; Providing For Implementation; And Providing For An Effective Date.

10. Consent Agenda

A) **Resolution** - A Resolution Of The Mayor And City Council Of The City Of Miami Springs, Florida, Urging The Florida Legislature To Consider A Real Property Tax Exemption To Fully Exempt Homesteaded Properties Owned By Individuals Who Are 65 Years And Older From Ad Valorem Taxation; Providing For Transmittal; And Providing For An Effective Date. (Santin)

11. Previous/Unfinished Business

12. New Business

A) **Resolution** - A Resolution Of The City Council Of The City Of Miami Springs, Florida, Calling A Special Election On August 18, 2026 For The Purpose Of Submitting To The Electorate Of The City Of Miami Springs, Florida, A Charter Amendment; Providing Requisite Ballot Language; Providing For Balloting And Election Procedures; Providing For Notice Of Election; Providing For Copies; Providing For Charter Amendment Election Procedures And Related Details; Providing For Inclusion In The Charter; Providing For Severability; Providing For Conflicts; And Providing For An Effective Date.

13. Other Business

14. Reports & Recommendations

- A) City Attorney
- B) City Manager
- C) City Clerk
- D) City Council

15. Adjourn



**CITY OF MIAMI SPRINGS
PUBLIC MEETING NOTICE**

The City of Miami Springs will hold a Council meeting on:

**Monday, April 27, 2026 at 7:00 PM
City Hall, Council Chambers, 201 Westward Drive, Miami Springs, Florida
(Physical Meeting Location)**

The meeting agenda is available online at: <https://www.miamisprings-fl.gov/meetings>

Elected officials and City staff will participate from the physical meeting location. Members of the public may attend the meeting in person at the physical meeting location, or, alternatively, may watch the meeting by following these instructions:

ATTEND THE MEETING IN PERSON AT THE PHYSICAL MEETING LOCATION

The meeting will be held in person at the physical meeting location stated above. Admission to the physical meeting location is on a first-come, first-serve basis and space is limited. Doors will open 30 minutes prior to the meeting start time.

WATCH AND/OR PARTICIPATE IN THE MEETING

- **YouTube:** <https://www.youtube.com/channel/UC2at9KNnqUxZRSw1UkhdHLQ/featured>
- **From your computer/mobile device:** <https://www.miamisprings-fl.gov/meetings>

Any person requiring special accommodations to access this proceeding is asked to advise the City at least 2 days before the proceeding by contacting the City Clerk at cityclerk@miamisprings-fl.gov.

PUBLIC COMMENTS WILL BE ACCEPTED BY THE FOLLOWING MEANS:

EMAILED COMMENTS: Members of the public may email their public comments to the City in advance of the meeting. Please email the City at cityclerk@miamisprings-fl.gov by 12:00 p.m. on the day of the meeting with the subject line "PUBLIC COMMENT" and the following information in the body of the email: Your Name, Address, if you are a hired Consultant or City Employee, and/or if you are engaged in Lobbying Activities and/or representing an organization. Please limit your comments to no more than 350 words. Public comments received via email may be read into the record during the public comment portion of the agenda, if any.

IN-PERSON COMMENTS: Members of the public may attend the meeting at the physical meeting location stated above and deliver their public comments in person during the public comment portion of the agenda.

Please provide the following information before delivering your comments: Your Name, Address, if you are a hired Consultant or City Employee, and/or if you are engaged in Lobbying Activities and/or representing an organization.

A time limit may be imposed for each speaker during public comment.
Your cooperation is appreciated in observing the time limit.

Any person making impertinent or slanderous remarks or who becomes boisterous while addressing the City Council, shall be barred from further audience before the City Council by the Mayor, unless permission to continue or again address the City Council is granted by the majority vote of the City Council members present. In accordance with the foregoing, the City Council has determined that

racial or ethnic slurs, personal attacks and comments unrelated to City matters or issues constitute prohibited comments when addressing the Council during public comments.

PUBLIC RECORDS

The meeting will be recorded for later viewing and is a public record. The virtual chat, if any, will be saved and is a public record. Minutes of the meeting will be taken and will be made available.

NOTICE PURSUANT TO §286.0105, FLORIDA STATUTES

IF A PERSON DECIDES TO APPEAL ANY DECISION MADE BY THE BOARD, AGENCY, OR COMMISSION WITH RESPECT TO ANY MATTER CONSIDERED AT THIS MEETING OR HEARING, HE OR SHE WILL NEED A RECORD OF THE PROCEEDINGS, AND FOR SUCH PURPOSE, HE OR SHE MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

AMERICANS WITH DISABILITIES ACT

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this proceeding is asked to advise the City at least 2 days before the proceeding by contacting the City Clerk's Office at 305-805-5006.

LOBBYING ACTIVITIES

In accordance with Section 33-01 of the City Code, adopting Section 2-11.1(s) of the Miami-Dade County Code, any person engaging in lobbying activities, as defined therein, must register at the City Clerk's Office before addressing the City Council on the agenda items or engaging in lobbying activities. Specifically, all persons, firms or corporations employed or retained by a principal who seeks to encourage the passage, defeat, or modifications of (1) ordinance, resolution, action or decision of the City Council; (2) any action, decision, recommendation of any City Board or Committee; or (3) any action, decision or recommendation of City personnel during the time period of the entire decision-making process on such action, decision or recommendation which will be heard or reviewed by the City Council, or a City Board or Committee shall register with the City before engaging in any lobbying activities on forms prepared for this purpose and shall state under oath his or her name, business address, the name and business address of each person or entity which has employed said registrant to lobby, and the specific issue on which he or she has been employed to lobby. A copy of the lobbyist registration form is available from the Office of the City Clerk and online at: <https://www.miamisprings-fl.gov/cityclerk/lobbyist-registration-form-0>.

Have questions or need additional information?

Write: cityclerk@miamisprings-fl.gov

Call: 305-805-5006

Mail: 201 Westward Drive, Miami Springs, FL 33166

The MSE Robotics Team develops strong critical thinking skills through the process of building and programming a robot to compete in a game-based challenge. This student-centered program consists of team members working collaboratively to brainstorm problems and solutions, design and build a robot with the features needed to score points, and document their progress in a detailed engineering notebook. Teamwork is essential as they complete every task together, constantly innovating and refining their designs to overcome challenges.

Students apply coding skills to program their robot to function autonomously, developing both technical knowledge and problem-solving abilities. The team consists of students in grades 3–5, along with a few enthusiastic “PANTHERBOTS in Training” who are eager and fully capable of rising to the challenge.

The VEX IQ Robotics program thrives because of strong support from parents, school administrators, district leaders, and the broader STEAM community. Families actively contribute in many ways, while school leadership and our dedicated Science Coach ensure the team has the resources and recognition needed to succeed. Our success is further strengthened by the collaborative VEX IQ community throughout South Florida, where coaches, teams, and regional leaders consistently support one another, share ideas, and work together to overcome challenges throughout the season.

From: [Janai Pomaes](#)
To: [Erika Gonzalez-Santamaria](#)
Subject: April 27th 100 Year Homes
Date: Wednesday, April 22, 2026 1:31:30 PM

Hi Erika,

Here is a list of the confirmed 100 Year Homes for the April 27, 2026 Council Meeting:

- 869 Pinecrest Drive
- 230 Springs Avenue
- 31 Hunting Lodge Court
- 564 Minola Drive

Thank you.

Best regards,



Janai Pomaes
Assistant to the City Clerk
Office of the City Clerk
City of Miami Springs, FL
201 Westward Drive
Miami Springs, FL 33166
Phone: (305) 805-5005
pomaesj@miamisprings-fl.gov
www.miamisprings-fl.gov



City of Miami Springs, Florida

City Council Meeting

Regular Meeting Minutes

Monday, April 13, 2026 at 7:00 p.m.

Community Center, 1401 Westward Drive, 2nd Floor, Miami Springs, Florida
In-Person/Virtual Council Meeting

1. **Call to Order/Roll Call:** The meeting was called to order by the Mayor at 7:00 p.m.

Present were the following:

Mayor Walter Fajet, Ed.D.

Vice Mayor Orlando Lamas

Councilman Jorge Santin

Councilman Joseph Dion

Councilman Fabian Perez-Crespo

City Manager JC Jimenez

City Clerk Erika Gonzalez, MMC

City Attorney Haydee Sera

Assistant City Manager Omar Luna

Police Chief Matthew Castillo

Public Works Juan Pena

2. **Invocation:** Offered by Vice Mayor Orlando Lamas
3. **Pledge of Allegiance:** The audience led in the pledge.
4. **Agenda / Order of Business:**

Councilman Dion pulled item 10B from Consent for further discussion. There were no further changes at this time. Councilman Dion moved to set the agenda. Vice Mayor Lamas seconded the motion, which carried 5-0 on voice vote. The vote was as follows: Vice Mayor Lamas, Councilman Santin, Councilman Dion, Councilman Perez-Crespo and Mayor Fajet voting Yes.

5. **Awards & Presentations:**

A) Presentation of Arbor Day 2026 Proclamation to the Public Works Department

The Mayor presented the Arbor Day 2026 Proclamation to the Public Works Director, Juan Pena. Mr. Pena provided a brief overview of Arbor Day activities, noting that the City continues its efforts toward maintaining Tree City USA status and has planted over 70 trees, with additional plantings planned. The Mayor proclaimed April

24, 2026 as Arbor Day in the City of Miami Springs and encouraged residents to support community forestry efforts.

B) Presentation of Certificates of Recognition to homes that have celebrated over 100 years

Mayor Fajet recognized homes exceeding 100 years in age. The following families were recognized: Roman Family (348 Whitethorn Drive) Urban Family (218 Springs Avenue) Dinoco Family (632 La Villa Drive). Residents provided brief remarks regarding the history of their homes and their connection to the community. The Mayor and City Council expressed appreciation for their role in preserving the historic character of Miami Springs.

C) Presentation of the Yard of the Month Award for April 2026 to the property located at 208 Lenape Drive - Skafidas Family

The Mayor announced the Yard of the Month Award for April 2026 to the property located at 208 Lenape Drive (Skafidas Family). The recipients were not present.

6. Open Forum: The following members of the public addressed the City Council: Alex Aguiar, 810 Swan Avenue.

7. Approval of Council Minutes:

A) March 30, 2026 – Regular Meeting

Vice Mayor Dion moved to approve the minutes of the Regular Council Meeting on March 30, 2026. Councilman Santin seconded the motion, which carried 5-0 on voice vote. The vote was as follows: Vice Mayor Lamas, Councilman Santin, Councilman Dion, Councilman Perez-Crespo and Mayor Fajet voting Yes.

8. Reports from Boards & Commissions: None at this time.

9. Public Hearings: None at this time.

10. Consent Agenda:

A) **Resolution** - A Resolution Of The Mayor And City Council Of The City Of Miami Springs, Florida, Approving The Purchase Of One (1) Pendar X10 Handheld Chemical Narcotics Detection Device From Pendar Technologies LLC In An Amount Not To Exceed \$75,500; Providing For Authorization; And Providing For An Effective Date.

B) **Resolution** - A Resolution Of The Mayor And The City Council Of The City Of Miami Springs, Florida, Approving An Agreement With Marsden South, L.L.C. For Janitorial Services For The City's Municipal Facilities Utilizing The Terms And Conditions Of The Texas Region 10 Education Service Center Vendor Contract And

General Terms And Conditions Pursuant To Section 31-11(E)(5) Of The City Code; Providing For Authorization; Providing For Implementation; And Providing For An Effective Date.

C) **Resolution** - A Resolution Of The Mayor And City Council Of The City Of Miami Springs, Florida, Authorizing The City Manager To Issue A Change Order To The Construction Contract With Roadway Construction, LLC Relating To The Oakwood Drive And East Drive Stormwater And Roadway Improvements Project In An Amount Not To Exceed \$48,720.62; Providing For Implementation; And Providing For An Effective Date.

D) Recommendation by the Police Department that Council approve an expenditure not to exceed the amount of \$130,137.50 for fifty (50) Panasonic Toughbook laptop to CDWG, utilizing Florida Panasonic NVP Computer Equipment GOV ONLY Contract 43210000-23 NASPO-ACS

City Clerk Erika Gonzalez, read pulled Consent Agenda Item 10B by title. Councilman Dion requested clarification regarding the vetting process and pricing. The City Manager explained that the vendor has been providing services to the City for approximately three years and the contract is being renewed and expanded to include additional services. After discussion, Councilman Dion moved to approve the Consent Agenda Item 10B. Councilman Perez-Crespo seconded the motion, which carried 5-0 on voice vote. The vote was as follows: Vice Mayor Lamas, Councilman Santin, Councilman Dion, Councilman Perez-Crespo and Mayor Fajet voting Yes.

Councilman Dion made a motion to approve the remaining items in the Consent Agenda, 10A, 10C, and 10D. Councilman Santin seconded the motion, which carried 5-0 on voice vote. The vote was as follows: Vice Mayor Lamas, Councilman Santin, Councilman Dion, Councilman Perez-Crespo and Mayor Fajet voting Yes.

11. Previous/Unfinished Business: None at this time.

12. New Business:

A) **Ordinance - First Reading** - An Ordinance Of The City Of Miami Springs, Florida, Amending Chapter 70, "Traffic Code" Of The City's Code Of Ordinances By Amending Section 70-02, "Red Light Camera Enforcement," Relating To The Placement And Installation Of Traffic Infraction Detectors At An Additional Eligible Intersection; Providing For Conflicts; Providing For Severability; Providing For Codification; And Providing For An Effective Date.

City Clerk Erika Gonzalez, read the ordinance by title. The City Manager and Police Chief explained the proposed camera location on the northbound lane of LeJeune Road at NW 36th Street and a study identified approximately 855 violations within a 12-hour period.

Councilman Dion made a motion to approve the Ordinance on first reading. Vice Mayor Lamas seconded the motion, which carried 5-0 on voice vote. The vote was as follows: Vice Mayor Lamas, Councilman Santin, Councilman Dion, Councilman Perez-Crespo and Mayor Fajet voting Yes.

13. Other Business:

A) Request by Councilman Santin to discuss possible action regarding drafting a proposed resolution expressing the City's support for property tax reform and urging the Florida Legislature to advance measures that provide relief for senior citizens.

Councilman Santin introduced a discussion regarding drafting a resolution expressing the City's support for property tax reform providing relief for senior citizens. He highlighted that rising property taxes may be a financial strain on senior residents and that expressing the desire to communicate the City's position to state legislators is needed for some change. The City Attorney advised that a draft resolution would be prepared and presented at a future meeting for Council consideration. The City Council reached general consensus to move forward with drafting a resolution for future consideration.

B) Discussion regarding the NW 36th Street corridor initiatives

The Mayor initiated the discussion regarding the NW 36th Street Corridor Initiative. The discussion focused on providing clarity in ballot language, including defining district boundaries and height limitations, as well as consideration of restoring prior zoning allowances. Councilmembers discussed maintaining consistency with existing development patterns, addressing community concerns, and the potential benefits of allowing residential development in the corridor. Staff indicated that additional analysis is ongoing and the City Attorney will present revised language at the next Council meeting.

14. Reports & Recommendations:

A) City Attorney

City Attorney Haydee Sera reported that she had provided the Council with an update via email regarding a code enforcement case handled by the City. She advised that the City was successful in obtaining a favorable outcome in the case, in which a resident had been found in violation of the City Code and subsequently appealed the decision. The court dismissed the case, resulting in a victory for the City. The City Attorney further noted that the property owner has since requested that the court revisit its decision, and the City will continue to monitor the matter and provide updates as necessary. She also advised that there are only a few additional cases currently being handled on behalf of the City.

B) City Manager

City Manager Jimenez provided an update regarding parking initiatives within the City. He reported that staff has been evaluating parking conditions and identifying opportunities to alleviate congestion in impacted areas. Temporary use of available parking by the Police Department has helped reduce some of the parking strain. The City Manager further advised that staff is conducting an inventory of all City-owned parking lots, including those near commercial areas, to evaluate opportunities to maximize available space. He emphasized that prior to implementing any residential parking permit or decal program, it is necessary to first identify appropriate parking zones and ensure adequate parking inventory is available.

Assistant City Manager Luna provided brief remarks recognizing City staff for their continued efforts and dedication. He highlighted the work of the Public Works Department and Parks Department in maintaining City operations and delivering essential services to the community.

C) City Clerk

City Clerk Erika Gonzalez had no report at this time.

D) City Council

Councilman Santin reported that a River Cities Regatta was successful and well attended, highlighting its strong community atmosphere and expressing appreciation to staff. He provided an update on Centennial activities, noting that the exhibit at MIA on the first floor has concluded and that efforts are underway to relocate it, while an additional exhibit remains on display in Concourse J. Councilman Santin also outlined upcoming events, including a library event, the City's birthday celebration, the Centennial golf tournament on June 5, and the anticipated unveiling of the statue on August 22. He noted that Public Works projects remain on schedule with no anticipated delays.

Councilman Dion expressed appreciation to the Police Department, Public Works, and Parks staff for their efforts in organizing the River Cities Festival, noting the positive feedback from the community and the condition of the City following the event. He also announced that Miami Springs Senior High School has hired a new head football coach and shared information regarding an upcoming fundraiser at the golf course, encouraging residents to support the team. Councilman Dion concluded by congratulating Mikey on a recent lecture at church.

Vice Mayor Lamas expressed appreciation to all who participated in and attended the River Cities Festival, noting it was a successful community event.

Councilman Perez-Crespo expressed appreciation to the Public Works Department for addressing a large pothole near Papa John's. He also raised concerns regarding ongoing

traffic safety issues on Curtiss Parkway related to wrong-way drivers and noted that staff is coordinating with the County on potential improvements. He further recognized Scouts Troop 2334 for their annual canal cleanup efforts and commended organizers of the River Cities Regatta for hosting a successful community event. He also acknowledged a proclamation received in recognition of the event. Councilman Perez-Crespo additionally announced upcoming community events hosted by the Miami Springs Women's Club, including a spaghetti dinner fundraiser on April 24 and a Garden Club meeting, both open to the public.

Mayor Fajet reported on the success of the recent River Cities Festival, noting strong community participation and positive feedback from residents. He highlighted the return of several traditional activities, including the fishing tournament, chili cook-off, and expanded children's area, which contributed to the event's success. The Mayor expressed appreciation to all departments and organizations involved, including the Police Department, Public Works, Parks and Recreation, and community groups, for their efforts in organizing and supporting the event. He also noted anticipation for upcoming Centennial celebrations, including the City's 100th anniversary event scheduled for August 22, with additional details to be provided at a later date.

15. Adjourn

There being no further business to be discussed the meeting was adjourned at 9:20 p.m.

Respectfully submitted:

*Erika Gonzalez, MMC
City Clerk*

*Adopted by the City Council on
This 27th day of April, 2026.*

Dr. Walter Fajet, Mayor

PURSUANT TO FLORIDA STATUTES 286.0105, THE CITY HEREBY ADVISES THE PUBLIC THAT IF A PERSON DECIDES TO APPEAL ANY DECISION MADE BY THIS COUNCIL WITH RESPECT TO ANY MATTER CONSIDERED AT ITS MEETING OR HEARING, HE OR SHE WILL NEED A RECORD OF THE PROCEEDINGS, AND THAT FOR SUCH PURPOSE, THE AFFECTED PERSON MAY NEED TO ENSURE THAT VERBATIM RECORD OF THE PROCEEDING IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED THIS NOTICE DOES NOT CONSTITUTE CONSENT BY THE CITY FOR THE INTRODUCTION OR ADMISSION OF OTHERWISE INADMISSIBLE OR IRRELEVANT EVIDENCE, NOR DOES IT AUTHORIZE CHALLENGES OR APPEALS NOT OTHERWISE ALLOWED BY LAW.



AGENDA MEMORANDUM

Meeting Date: April 13, 2026

To: The Honorable Mayor Walter Fajet and Members of the City Council

Via: J.C. Jimenez, City Manager

From: Matthew Castillo, Chief of Police

Subject: Ordinance – Addition of Red Light Camera Enforcement Approach at NW 42 Avenue & NW 36 Street

Recommendation: Recommendation by the Police Department that Council authorize approval to support the amendment of our city ordinance approving the addition of a Red Light Camera (RLC) enforcement approach at the intersection of NW 42 Avenue and NW 36 Street. This intersection is already an authorized and active location under the City’s Traffic Infraction Detector Program, with enforcement currently in place for other directions of travel. However, violations occurring northbound on NW 42 Avenue are not currently captured, creating a gap in enforcement coverage. Advancements in technology now allow the City to expand enforcement capabilities to include this approach.

Background and Justification: In accordance with Section 316.0083, Florida Statutes (Mark Wandall Traffic Safety Program), the City of Miami Springs conducted a traffic study on March 18 (6:00 a.m. to 6:00 p.m.) to evaluate conditions at this intersection.

The study identified a substantial number of violations, including:

- 867 stop bar violations
- 751 red light violations

These findings provide clear, data-driven evidence that this intersection—specifically the northbound approach—constitutes a heightened safety risk, as required by statute.

The volume and frequency of violations indicate a pattern of non-compliance that significantly increases the likelihood of angle crashes and high-speed collisions, which are among the most dangerous types of roadway incidents. The absence of enforcement in this direction further exacerbates this risk.

Final Note: Although this intersection is already included in the City’s program, the addition of a new enforcement approach (northbound) requires formal authorization to ensure compliance with statutory requirements and to formally designate this approach within the City’s ordinance. Based on the traffic study results and the demonstrated heightened safety risk, it is recommended that the Mayor and City Council approve the ordinance authorizing the addition of a northbound Red Light Camera enforcement approach at NW 42 Avenue and NW 36 Street.

Submission Date and Time: 4/6/2026 1:31 PM

| | | |
|--|--|---|
| <p style="text-align: center;"><u>Submitted by:</u></p> <p>Department: <u>Police Department</u></p> <p>Prepared by: <u>Albert Sandoval</u></p> <p>Attachments: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Budgeted/Funded <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> | <p style="text-align: center;"><u>Approved by (sign as applicable):</u></p> <p>Dept. Head: _____</p> <p>Procurement: _____</p> <p>Asst. City Mgr.: _____</p> <p>City Manager: _____</p> | <p style="text-align: center;"><u>Funding:</u></p> <p>Dept./ Desc _____</p> <p>Account No.: _____</p> <p>Additional Funding: _____</p> <p>Amount previously approved: \$ _____</p> <p>Current request: \$ _____</p> <p>Total vendor amount: \$ _____</p> |
|--|--|---|

72 identified below, which intersections were determined to constitute a heightened
73 safety risk that warrant additional enforcement measures:

74 (i) Northwest 36th Street and Sheridan Drive (southbound traffic), as
75 supported in the “*Intersection Analysis Video Survey Report*” dated April
76 16, 2025, and prepared by Redspeed Florida, LLC.

77 (ii) Northwest 36th Street and East Drive (westbound and southbound
78 traffic), as supported in the “*Intersection Analysis Video Survey Report*”
79 dated March 3, 2025, and prepared by Redspeed Florida, LLC.

80 (iii) Northwest 36th Street and NW 42nd Avenue (northbound traffic), as
81 supported in the “*Red Light Violation Study*” dated March 18, 2026, and
82 prepared by National Data and Surveying Services.

83 * * *

84 **Section 3. Conflicts.** All Sections or parts of Sections of the Code of
85 Ordinances, all ordinances or parts of ordinances, and all Resolutions, or parts of
86 Resolutions, in conflict with this Ordinance are repealed to the extent of such conflict.

87 **Section 4. Severability.** That the provisions of this Ordinance are declared to
88 be severable and if any section, sentence, clause or phrase of this Ordinance shall for
89 any reason be held to be invalid or unconstitutional, such decision shall not affect the
90 validity of the remaining sections, sentences, clauses, and phrases of this Ordinance but
91 they shall remain in effect, it being the legislative intent that this Ordinance shall stand
92 notwithstanding the invalidity of any part.

93 **Section 5. Codification.** That it is the intention of the City Council and it is
94 hereby ordained that the provisions of this Ordinance shall become and be made a part
95 of the City Code, that the sections of this Ordinance may be renumbered or relettered to
96 accomplish such intentions, and that the word Ordinance shall be changed to Section or
97 other appropriate word.

98 **Section 6. Effective Date.** That this Ordinance shall become effective
99 immediately upon adoption on second reading.

100 **PASSED ON FIRST READING** on the _____ day of _____, 2026, on a
101 motion made by _____ and seconded by _____.

102 **PASSED AND ADOPTED ON SECOND READING** this ___ day of _____, 2026,
103 on a motion made by _____ and seconded by _____. Upon being put to
104 a roll call vote, the vote was as follows:

105 Mayor Dr. Walter Fajet _____
106 Vice Mayor Orlando Lamas _____
107 Councilmember Joseph Dion _____

108
109
110
111
112
113
114
115
116
117
118
119
120
121
122
123
124
125
126
127
128

Councilmember Fabian Perez-Crespo _____
Councilmember Jorge Santin _____

DR. WALTER FAJET
MAYOR

ATTEST:

ERIKA GONZALEZ, MMC
CITY CLERK

APPROVED AS TO FORM AND LEGAL SUFFICIENCY
FOR THE USE AND RELIANCE OF THE CITY OF MIAMI SPRINGS ONLY:

WEISS SEROTA HELFMAN COLE & BIERMAN, P.L.
CITY ATTORNEY

Prepared by National Data & Surveying Services
Volume Study by Lane Separation

Location: NW 42nd Ave/S Le Jeune Rd/SR 953 (NS) & NW 36th St/SR 948 (EW)
 City: Miami Springs
 Date: 3/18/2026
 Day: Wednesday
 Approach: Northbound
 Hours: 6 AM - 6 PM

| Interval | Approach - Northbound | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------|-----------------------|----------|----------|-----------|--------------|-----------|----------|----------|--------------|-------------|----------|----------|--------------|-------------|----------|----------|--------------|-------------|----------|----------|--------------|-------------|----------|----------|--------------|-------------|-----------|----------|--------------|----------|-------------|----------|
| | Lane 1 NL | | | | Lane 2 NL | | | | Lane 3 NT | | | | Lane 4 NT | | | | Lane 5 NT | | | | Lane 6 NT | | | | Lane 7 NT | | | | Lane 8 NR | | | |
| | Left | Thru | Right | Uturn | Left | Thru | Right | Uturn | Left | Thru | Right | Uturn | Left | Thru | Right | Uturn | Left | Thru | Right | Uturn | Left | Thru | Right | Uturn | Left | Thru | Right | Uturn | Left | Thru | Right | Uturn |
| 6:00 AM | 24 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 76 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 30 | 1 | 0 | 0 | 0 | 47 | 0 |
| 6:15 AM | 26 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 95 | 0 | 0 | 0 | 74 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 1 | 45 | 0 |
| 6:30 AM | 35 | 0 | 0 | 0 | 38 | 1 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 107 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 37 | 1 | 0 | 0 | 0 | 42 | 0 |
| 6:45 AM | 29 | 0 | 0 | 0 | 36 | 2 | 0 | 0 | 0 | 76 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 82 | 0 | 0 | 0 | 62 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 57 | 0 |
| 7:00 AM | 49 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 74 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 28 | 1 | 0 | 0 | 0 | 54 | 0 |
| 7:15 AM | 49 | 0 | 0 | 0 | 52 | 1 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 88 | 0 | 0 | 0 | 69 | 0 | 0 | 0 | 36 | 1 | 0 | 0 | 0 | 52 | 0 |
| 7:30 AM | 43 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 84 | 0 | 0 | 0 | 55 | 0 | 0 | 0 | 30 | 2 | 0 | 0 | 0 | 44 | 0 |
| 7:45 AM | 44 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 82 | 0 | 0 | 0 | 55 | 1 | 0 | 0 | 39 | 1 | 0 | 0 | 0 | 49 | 0 |
| 8:00 AM | 62 | 0 | 0 | 0 | 63 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | 86 | 0 | 0 | 0 | 58 | 1 | 0 | 0 | 35 | 1 | 0 | 0 | 0 | 74 | 0 |
| 8:15 AM | 48 | 0 | 0 | 0 | 41 | 1 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 88 | 0 | 0 | 0 | 49 | 1 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 59 | 0 |
| 8:30 AM | 45 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 72 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 32 | 1 | 0 | 0 | 0 | 41 | 0 |
| 8:45 AM | 53 | 0 | 0 | 1 | 59 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 0 | 59 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 31 | 1 | 0 | 0 | 0 | 41 | 0 |
| 9:00 AM | 42 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 80 | 1 | 0 | 0 | 57 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 32 | 0 |
| 9:15 AM | 44 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 41 | 0 |
| 9:30 AM | 43 | 0 | 0 | 1 | 46 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 58 | 1 | 0 | 0 | 48 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 39 | 0 |
| 9:45 AM | 27 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 22 | 1 | 0 | 0 | 0 | 28 | 0 |
| 10:00 AM | 44 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 72 | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 80 | 0 | 0 | 0 | 64 | 0 | 0 | 0 | 41 | 1 | 0 | 0 | 0 | 34 | 0 |
| 10:15 AM | 39 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 79 | 0 | 0 | 0 | 64 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 1 | 38 | 0 |
| 10:30 AM | 39 | 0 | 0 | 1 | 46 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 54 | 0 | 0 | 0 | 74 | 0 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 40 | 0 |
| 10:45 AM | 36 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 62 | 0 | 0 | 0 | 64 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 33 | 1 | 0 | 0 | 0 | 24 | 0 |
| 11:00 AM | 40 | 0 | 0 | 0 | 34 | 2 | 0 | 0 | 0 | 61 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 64 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 33 | 0 |
| 11:15 AM | 39 | 0 | 0 | 1 | 45 | 2 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 72 | 0 | 0 | 0 | 54 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 42 | 0 |
| 11:30 AM | 42 | 0 | 0 | 1 | 49 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 77 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 34 | 0 |
| 11:45 AM | 35 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 59 | 0 | 0 | 0 | 69 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 35 | 0 |
| 12:00 PM | 54 | 0 | 0 | 1 | 54 | 1 | 0 | 0 | 0 | 78 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 81 | 0 | 0 | 0 | 71 | 0 | 0 | 0 | 40 | 1 | 0 | 0 | 0 | 40 | 0 |
| 12:15 PM | 43 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 69 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 83 | 1 | 0 | 0 | 69 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 33 | 0 |
| 12:30 PM | 48 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 77 | 0 | 0 | 0 | 75 | 0 | 0 | 0 | 61 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 40 | 0 |
| 12:45 PM | 36 | 0 | 0 | 2 | 49 | 0 | 0 | 0 | 0 | 69 | 0 | 0 | 0 | 83 | 0 | 0 | 0 | 93 | 0 | 0 | 0 | 75 | 0 | 0 | 0 | 36 | 1 | 0 | 0 | 0 | 32 | 0 |
| 1:00 PM | 48 | 0 | 0 | 1 | 52 | 0 | 0 | 0 | 0 | 72 | 0 | 0 | 0 | 75 | 0 | 0 | 0 | 105 | 0 | 0 | 0 | 82 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 37 | 0 |
| 1:15 PM | 45 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 2 | 48 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 72 | 0 | 0 | 0 | 59 | 0 | 0 | 0 | 43 | 2 | 0 | 0 | 0 | 30 | 0 |
| 1:30 PM | 60 | 0 | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 84 | 0 | 0 | 0 | 96 | 0 | 0 | 0 | 76 | 0 | 0 | 0 | 69 | 0 | 0 | 0 | 38 | 3 | 0 | 0 | 0 | 37 | 0 |
| 1:45 PM | 54 | 0 | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 0 | 76 | 0 | 0 | 0 | 76 | 0 | 0 | 0 | 80 | 0 | 0 | 0 | 45 | 1 | 0 | 0 | 1 | 40 | 0 |
| 2:00 PM | 40 | 0 | 0 | 1 | 38 | 0 | 0 | 0 | 1 | 78 | 0 | 0 | 0 | 105 | 0 | 0 | 0 | 72 | 0 | 0 | 0 | 69 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 29 | 0 |
| 2:15 PM | 49 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 3 | 73 | 0 | 0 | 0 | 111 | 0 | 0 | 0 | 78 | 0 | 0 | 0 | 88 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 24 | 0 |
| 2:30 PM | 33 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 2 | 91 | 0 | 0 | 0 | 115 | 0 | 0 | 0 | 72 | 0 | 0 | 0 | 87 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 33 | 0 |
| 2:45 PM | 43 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 84 | 0 | 0 | 0 | 105 | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 88 | 0 | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 15 | 0 |
| 3:00 PM | 36 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 1 | 91 | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 88 | 0 | 0 | 0 | 89 | 0 | 0 | 0 | 50 | 1 | 0 | 0 | 0 | 26 | 0 |
| 3:15 PM | 42 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 1 | 76 | 0 | 0 | 0 | 83 | 0 | 0 | 0 | 76 | 0 | 0 | 0 | 86 | 0 | 0 | 0 | 51 | 1 | 0 | 0 | 1 | 25 | 0 |
| 3:30 PM | 41 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 90 | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 90 | 0 | 0 | 0 | 54 | 1 | 0 | 0 | 0 | 20 | 0 |
| 3:45 PM | 45 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 1 | 87 | 0 | 0 | 0 | 88 | 0 | 0 | 0 | 88 | 0 | 0 | 0 | 83 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 23 | 0 |
| 4:00 PM | 46 | 0 | 0 | 2 | 53 | 0 | 0 | 0 | 2 | 73 | 0 | 0 | 0 | 83 | 0 | 0 | 0 | 87 | 0 | 0 | 0 | 97 | 0 | 0 | 0 | 56 | 1 | 0 | 0 | 0 | 29 | 0 |
| 4:15 PM | 41 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 74 | 0 | 0 | 0 | 82 | 0 | 0 | 0 | 86 | 0 | 0 | 0 | 93 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 14 | 0 |
| 4:30 PM | 52 | 0 | 0 | 0 | 44 | 1 | 0 | 0 | 2 | 79 | 0 | 0 | 0 | 96 | 0 | 0 | 0 | 81 | 0 | 0 | 0 | 84 | 1 | 0 | 0 | 69 | 0 | 0 | 0 | 0 | 19 | 0 |
| 4:45 PM | 50 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 1 | 75 | 0 | 0 | 0 | 92 | 0 | 0 | 0 | 82 | 0 | 0 | 0 | 86 | 0 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 20 | 0 |
| 5:00 PM | 52 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 1 | 86 | 0 | 0 | 0 | 112 | 0 | 0 | 0 | 80 | 0 | 0 | 0 | 97 | 0 | 0 | 0 | 63 | 0 | 0 | 0 | 0 | 19 | 0 |
| 5:15 PM | 41 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 0 | 82 | 0 | 0 | 0 | 95 | 0 | 0 | 0 | 108 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 18 | 0 |
| 5:30 PM | 46 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 0 | 74 | 0 | 0 | 0 | 87 | 0 | 0 | 0 | 89 | 0 | 0 | 0 | 64 | 1 | 0 | 0 | 0 | 14 | 0 |
| 5:45 PM | 46 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 1 | 78 | 0 | 0 | 0 | 97 | 0 | 0 | 0 | 103 | 0 | 0 | 0 | 92 | 0 | 0 | 0 | 84 | 2 | 0 | 0 | 0 | 10 | 0 |
| TOTALS | 2068 | 0 | 0 | 12 | 2208 | 11 | 0 | 0 | 18 | 3186 | 0 | 0 | 0 | 3476 | 0 | 0 | 0 | 3841 | 3 | 0 | 0 | 3383 | 4 | 0 | 0 | 2091 | 28 | 0 | 0 | 4 | 1652 | 0 |

Prepared by National Data & Surveying Services
Red Light Violation Study

Location: NW 42nd Ave/5 Le Jeune Rd/SR 953 (NS) & NW 36th St/SR 948 (EW)
 City: Miami Springs
 Date: 3/18/2026
 Day: Wednesday
 Approach: Northbound
 Hours: 6 AM - 6 PM

| Time Stamp of Red Light | Potential Movements on Red Light | Time Stamp of Violation | Violation Direction | Approach - Northbound | | | | | | | | Violation Type | Notes |
|-------------------------|----------------------------------|-------------------------|---------------------|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------|--------------------------------------|
| | | | | Lane 1 NL | Lane 2 NL | Lane 3 NT | Lane 4 NT | Lane 5 NT | Lane 6 NT | Lane 7 NT | Lane 8 NR | | |
| 06:01:06.140 | NL | | | | | | | | | | | | |
| 06:02:03.976 | NL/NT/NR | 06:02:44.980 | NR | | | | | | | | | 1 | Stop Bar violation Car ran red light |
| 06:02:03.976 | NL/NT/NR | 06:02:59.980 | NR | | | | | | | | | 1 | Stop Bar violation Car ran red light |
| 06:02:03.976 | NL/NT/NR | 06:03:04.242 | NR | | | | | | | | | 1 | Stop Bar violation Car ran red light |
| 06:03:03.226 | NT/NR | 06:03:10.892 | NR | | | | | | | | | 1 | Stop Bar violation |
| 06:03:18.230 | NL/NT/NR | | | | | | | | | | | | |
| 06:03:29.230 | NL | | | | | | | | | | | | |
| 06:04:26.980 | NL/NT/NR | | | | | | | | | | | | |
| 06:05:28.234 | NT/NR | | | | | | | | | | | | |
| 06:05:49.230 | NL/NT/NR | 06:05:51.238 | NT | | | 1 | | | | | | | Stop Bar violation |
| 06:05:52.488 | NL | | | | | | | | | | | | |
| 06:06:47.896 | NL/NT/NR | 06:07:07.488 | NR | | | | | | | | | 1 | Stop Bar violation Car ran red light |
| 06:06:47.896 | NL/NT/NR | 06:07:42.140 | NT | | | | 1 | | | | | | Stop Bar violation Car ran red light |
| 06:07:48.230 | NT/NR | 06:07:52.640 | NR | | | | | | | | | 1 | Stop Bar violation Car ran red light |
| 06:07:48.230 | NT/NR | 06:07:56.234 | NR | | | | | | | | | 1 | Stop Bar violation Car ran red light |
| 06:07:48.230 | NT/NR | 06:08:07.412 | NR | | | | | | | | | 1 | Stop Bar violation Car ran red light |
| 06:08:09.238 | NL | | | | | | | | | | | | |
| 06:09:06.984 | NL/NT/NR | 06:10:07.988 | NR | | | | | | | | | 1 | Stop Bar violation Car ran red light |
| 06:10:08.238 | NT/NR | 06:10:11.484 | NR | | | | | | | | | 1 | Stop Bar violation Car ran red light |
| 06:10:08.238 | NT/NR | 06:10:23.980 | NR | | | | | | | | | 1 | Stop Bar violation Car ran red light |
| 06:10:29.480 | NL/NT/NR | | | | | | | | | | | | |
| 06:10:30.480 | NL | | | | | | | | | | | | |
| 06:11:27.480 | NL/NT/NR | 06:11:27.480 | NR | | | | | | | | | 1 | Stop Bar violation Car ran red light |
| 06:12:22.980 | NT/NR | | | | | | | | | | | | |
| 06:12:43.640 | NL | | | | | | | | | | | | |
| 06:13:46.230 | NL/NT/NR | 06:14:37.476 | NR | | | | | | | | | 1 | Stop Bar violation Car ran red light |
| 06:14:48.128 | NT/NR | 06:14:48.128 | NR | | | | | | | | | 1 | Stop Bar violation Car ran red light |
| 06:15:09.226 | NL/NT/NR | 06:15:09.226 | NL | 1 | | | | | | | | | Stop Bar violation Car ran red light |
| 06:15:12.226 | NL | | | | | | | | | | | | |
| 06:16:06.226 | NL/NT/NR | 06:16:20.726 | NR | | | | | | | | | 1 | Stop Bar violation Car ran red light |
| 06:17:08.226 | NT/NR | | | | | | | | | | | | |
| 06:17:29.226 | NL/NT/NR | | | | | | | | | | | | |
| 06:17:33.228 | NL | | | | | | | | | | | | |
| 06:18:26.226 | NL/NT/NR | | | | | | | | | | | | |
| 06:19:28.226 | NT/NR | | | | | | | | | | | | |
| 06:19:49.004 | NL | | | | | | | | | | | | |
| 06:20:46.000 | NL/NT/NR | 06:20:59.754 | NR | | | | | | | | | 1 | Stop Bar Violation Car ran red light |
| 06:20:46.000 | NL/NT/NR | 06:21:41.254 | NR | | | | | | | | | 1 | Stop Bar Violation Car ran red light |
| 06:21:48.254 | NT/NR | | | | | | | | | | | | |
| 06:22:09.408 | NL/NT/NR | | | | | | | | | | | | |
| 06:22:12.230 | NL | | | | | | | | | | | | |
| 06:23:06.940 | NL/NT/NR | 06:23:30.004 | NR | | | | | | | | | 1 | Stop Bar Violation Car ran red light |
| 06:23:06.940 | NL/NT/NR | 06:23:54.476 | NR | | | | | | | | | 1 | Stop Bar Violation Car ran red light |
| 06:24:08.480 | NT/NR | 06:24:09.734 | NR | | | | | | | | | 1 | Stop Bar Violation Car ran red light |
| 06:24:08.480 | NT/NR | 06:24:20.008 | NR | | | | | | | | | 1 | Stop Bar Violation Car ran red light |
| 06:24:29.258 | NL/NT/NR | 06:24:32.473 | NR | | | | | | | | | 1 | Stop Bar Violation |
| 06:24:32.734 | NL | | | | | | | | | | | | |
| 06:25:26.980 | NL/NT/NR | 06:25:29.500 | NR | | | | | | | | | 1 | Stop Bar Violation Car ran red light |
| 06:25:26.980 | NL/NT/NR | 06:25:42.152 | NR | | | | | | | | | 1 | Stop Bar Violation Car ran red light |
| 06:25:26.980 | NL/NT/NR | 06:26:08.380 | NR | | | | | | | | | 1 | Stop Bar Violation Car ran red light |
| 06:26:28.480 | NT/NR | 06:26:31.408 | NR | | | | | | | | | 1 | Stop Bar Violation Car ran red light |
| 06:26:49.262 | NL/NT/NR | 06:26:49.262 | NT | | | | | | | | | 1 | Stop Bar Violation |
| 06:26:50.238 | NL | | | | | | | | | | | | |
| 06:27:46.984 | NL/NT/NR | 06:28:06.234 | NR | | | | | | | | | 1 | Stop Bar Violation Car ran red light |
| 06:28:48.230 | NT/NR | | | | | | | | | | | | |
| 06:29:09.226 | NL/NT/NR | 06:29:10.226 | NR | | | | | | | | | 1 | Stop Bar Violation |
| 06:29:12.230 | NL | | | | | | | | | | | | |
| 06:30:06.980 | NL/NT/NR | 06:30:06.980 | NR | | | | | | | | | 1 | Stop Bar Violation Car ran red light |
| 06:30:06.980 | NL/NT/NR | 06:30:10.234 | NR | | | | | | | | | 1 | Stop Bar Violation Car ran red light |
| 06:31:08.226 | NT/NR | | | | | | | | | | | | |
| 06:31:29.226 | NL/NT/NR | | | | | | | | | | | | |
| 06:31:32.480 | NL | | | | | | | | | | | | |
| 06:32:30.980 | NL/NT/NR | | | | | | | | | | | | |
| 06:33:33.480 | NT/NR | | | | | | | | | | | | |
| 06:33:54.230 | NL | | | | | | | | | | | | |
| 06:34:48.230 | NL/NT/NR | 06:34:48.734 | NR | | | | | | | | | 1 | Stop Bar Violation Car ran red light |
| 06:35:31.242 | NT/NR | | | | | | | | | | | | |
| 06:35:56.984 | NL | | | | | | | | | | | | |
| 06:36:58.484 | NL/NT/NR | 06:37:13.988 | NR | | | | | | | | | 1 | Stop Bar Violation Car ran red light |
| 06:36:58.484 | NL/NT/NR | 06:37:45.488 | NR | | | | | | | | | 1 | Stop Bar Violation Car ran red light |
| 06:36:58.484 | NL/NT/NR | 06:37:50.392 | NR | | | | | | | | | 1 | Stop Bar violation Car ran red light |
| 06:36:58.484 | NL/NT/NR | 06:38:01.988 | NR | | | | | | | | | 1 | Stop Bar violation Car ran red light |
| 06:38:04.992 | NT/NR | | | | | | | | | | | | |
| 06:38:25.488 | NL | 06:38:27.769 | NL | | | 1 | | | | | | | Stop Bar violation Car ran red light |
| 06:39:30.996 | NL/NT/NR | 06:40:19.742 | NR | | | | | | | | | 1 | Stop Bar violation Car ran red light |
| 06:39:30.996 | NL/NT/NR | 06:40:25.242 | NR | | | | | | | | | 1 | Stop Bar violation Car ran red light |
| 06:39:30.996 | NL/NT/NR | 06:40:37.742 | NR | | | | | | | | | 1 | Stop Bar violation Car ran red light |
| 06:40:52.246 | NT/NR | | | | | | | | | | | | |
| 06:41:17.992 | NL | 06:41:18.515 | NL | | | 1 | | | | | | | Stop Bar violation Car ran red light |
| 06:42:20.992 | NL/NT/NR | 06:42:21.238 | NT | | | | | | | | | 1 | Stop Bar Violation Car ran red light |
| 06:42:20.992 | NL/NT/NR | 06:43:19.896 | NR | | | | | | | | | 1 | Stop Bar Violation Car ran red light |
| 06:42:20.992 | NL/NT/NR | 06:43:22.492 | NR | | | | | | | | | 1 | Stop Bar Violation Car ran red light |

| Legend | |
|---------------------------------------|---|
| NL | North Left |
| NT | North Thru |
| NR | North Right |
| NU | North U-Turn |
| | Same Vehicle 2 Violations |
| | Same Vehicle 2 Violations |
| (Alternated color to show separation) | |
| Stop Bar Violation | The front tire of the vehicle must completely pass over the stop bar. |

| | | | | | | | | | | | | |
|--------------|----------|--------------|----|--|--|--|--|--|---|---|--------------------|-------------------|
| 06:43:42.246 | NT/NR | 06:43:47.400 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 06:44:07.996 | NL | | | | | | | | | | | |
| 06:45:10.992 | NL/NT/NR | 06:45:12.996 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 06:45:10.992 | NL/NT/NR | 06:45:15.246 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 06:45:10.992 | NL/NT/NR | 06:45:18.746 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 06:45:10.992 | NL/NT/NR | 06:45:26.496 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 06:45:10.992 | NL/NT/NR | 06:45:33.746 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 06:45:10.992 | NL/NT/NR | 06:46:31.008 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 06:46:32.258 | NT/NR | 06:46:34.758 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 06:46:32.258 | NT/NR | 06:46:39.758 | NR | | | | | | | 1 | Stop Bar Violation | |
| 06:46:57.000 | NL | | | | | | | | | | | |
| 06:48:00.250 | NL/NT/NR | 06:48:02.007 | NT | | | | | | 1 | | Stop Bar Violation | Car ran red light |
| 06:48:00.250 | NL/NT/NR | 06:48:04.004 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 06:48:00.250 | NL/NT/NR | 06:48:48.416 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 06:49:22.258 | NT/NR | | | | | | | | | | | |
| 06:49:47.004 | NL | | | | | | | | | | | |
| 06:50:50.254 | NL/NT/NR | 06:51:23.480 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 06:50:50.254 | NL/NT/NR | 06:51:37.254 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 06:50:50.254 | NL/NT/NR | 06:51:50.004 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 06:50:50.254 | NL/NT/NR | 06:51:57.254 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 06:50:50.254 | NL/NT/NR | 06:52:01.504 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 06:50:50.254 | NL/NT/NR | 06:52:10.754 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 06:52:12.258 | NT/NR | 06:52:13.004 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 06:52:37.008 | NL | | | | | | | | | | | |
| 06:53:40.730 | NL/NT/NR | | | | | | | | | | | |
| 06:55:02.262 | NT/NR | 06:55:05.504 | NR | | | | | | | 1 | Stop Bar Violation | |
| 06:55:27.008 | NL | | | | | | | | | | | |
| 06:56:30.920 | NL/NT/NR | 06:56:54.008 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 06:56:30.920 | NL/NT/NR | 06:57:50.508 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 06:57:52.234 | NT/NR | 06:57:55.234 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 06:57:52.234 | NT/NR | 06:57:59.896 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 06:58:17.730 | NL | | | | | | | | | | | |
| 06:59:20.230 | NL/NT/NR | 06:59:32.888 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 06:59:20.230 | NL/NT/NR | 07:00:41.388 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 07:00:42.234 | NT/NR | 07:00:45.734 | NR | | | | | | | 1 | Stop Bar Violation | |
| 07:01:07.984 | NL | | | | | | | | | | | |
| 07:02:10.980 | NL/NT/NR | 07:02:18.730 | NR | | | | | | | 1 | Stop Bar violation | Car ran red light |
| 07:02:10.980 | NL/NT/NR | 07:02:55.734 | NR | | | | | | | 1 | Stop Bar violation | Car ran red light |
| 07:03:32.484 | NT/NR | 07:03:34.984 | NR | | | | | | | 1 | Stop Bar violation | Car ran red light |
| 07:03:32.484 | NT/NR | 07:03:38.234 | NR | | | | | | | 1 | Stop Bar violation | Car ran red light |
| 07:03:57.984 | NL | | | | | | | | | | | |
| 07:05:00.992 | NL/NT/NR | 07:05:03.730 | NR | | | | | | | 1 | Stop Bar violation | Car ran red light |
| 07:05:00.992 | NL/NT/NR | 07:05:09.730 | NR | | | | | | | 1 | Stop Bar violation | Car ran red light |
| 07:06:22.230 | NT/NR | | | | | | | | | | | |
| 07:06:47.234 | NL | | | | | | | | | | | |
| 07:07:50.234 | NL/NT/NR | 07:07:50.234 | NR | | | | | | | 1 | Stop Bar violation | Car ran red light |
| 07:07:50.234 | NL/NT/NR | 07:08:06.738 | NR | | | | | | | 1 | Stop Bar Violation | |
| 07:09:12.238 | NT/NR | | | | | | | | | | | |
| 07:09:37.988 | NL | | | | | | | | | | | |
| 07:10:40.234 | NL/NT/NR | 07:10:43.238 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 07:10:40.234 | NL/NT/NR | 07:10:50.488 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 07:10:40.234 | NL/NT/NR | 07:10:55.238 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 07:10:40.234 | NL/NT/NR | 07:11:21.392 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 07:13:02.242 | NT/NR | | | | | | | | | | | |
| 07:13:27.992 | NL | | | | | | | | | | | |
| 07:13:30.242 | NL/NT/NR | 07:13:31.492 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 07:13:30.242 | NL/NT/NR | 07:13:35.992 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 07:13:30.242 | NL/NT/NR | 07:13:41.492 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 07:13:30.242 | NL/NT/NR | 07:14:24.408 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 07:13:30.242 | NL/NT/NR | 07:14:36.152 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 07:13:30.242 | NL/NT/NR | 07:14:43.492 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 07:14:52.246 | NT/NR | | | | | | | | | | | |
| 07:15:17.996 | NL | | | | | | | | | | | |
| 07:16:20.416 | NL/NT/NR | 07:16:37.908 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 07:16:20.416 | NL/NT/NR | 07:17:36.496 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 07:16:20.416 | NL/NT/NR | 07:17:41.246 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 07:17:42.746 | NT/NR | | | | | | | | | | | |
| 07:18:07.996 | NL | 07:18:07.996 | NL | | | | | | 1 | | Stop Bar Violation | Car ran red light |
| 07:19:10.000 | NL/NT/NR | 07:20:26.500 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 07:20:32.250 | NT/NR | | | | | | | | | | | |
| 07:20:57.000 | NL | | | | | | | | | | | |
| 07:22:00.250 | NL/NT/NR | | | | | | | | | | | |
| 07:23:22.254 | NT/NR | | | | | | | | | | | |
| 07:23:47.004 | NL | | | | | | | | | | | |
| 07:24:50.258 | NL/NT/NR | 07:24:51.250 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 07:24:50.258 | NL/NT/NR | 07:24:55.504 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 07:24:50.258 | NL/NT/NR | 07:25:00.254 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 07:24:50.258 | NL/NT/NR | 07:26:01.004 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 07:24:50.258 | NL/NT/NR | 07:26:08.500 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 07:26:11.254 | NT/NR | 07:26:12.750 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 07:26:11.254 | NT/NR | 07:26:17.504 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 07:26:36.234 | NL | 07:26:36.234 | NL | | | | | | 1 | | Stop Bar Violation | Car ran red light |
| 07:26:36.234 | NL | 07:26:38.996 | NL | | | | | | 1 | | Stop Bar Violation | Car ran red light |
| 07:27:40.996 | NL/NT/NR | 07:27:48.246 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 07:27:40.996 | NL/NT/NR | 07:28:16.504 | NR | | | | | | | 1 | Stop Bar violation | Car ran red light |
| 07:27:40.996 | NL/NT/NR | 07:28:51.484 | NR | | | | | | | 1 | Stop Bar violation | Car ran red light |
| 07:29:02.254 | NT/NR | 07:29:02.254 | NR | | | | | | | 1 | Stop Bar violation | Car ran red light |
| 07:29:27.984 | NL | | | | | | | | | | | |
| 07:30:30.258 | NL/NT/NR | 07:30:30.258 | NT | | | | | | 1 | | Stop Bar violation | |
| 07:30:30.258 | NL/NT/NR | 07:31:24.762 | NR | | | | | | | 1 | Stop Bar violation | Car ran red light |
| 07:30:30.258 | NL/NT/NR | 07:31:32.004 | NR | | | | | | | 1 | Stop Bar violation | Car ran red light |
| 07:30:30.258 | NL/NT/NR | 07:31:42.758 | NR | | | | | | | 1 | Stop Bar violation | Car ran red light |
| 07:31:52.492 | NT/NR | 07:32:11.242 | NR | | | | | | | 1 | Stop Bar violation | |
| 07:32:17.416 | NL | | | | | | | | | | | |
| 07:33:20.758 | NL/NT/NR | 07:34:10.242 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 07:34:42.516 | NT/NR | 07:34:45.488 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 07:34:42.516 | NT/NR | 07:34:48.988 | NR | | | | | | | 1 | Stop Bar Violation | |

| | | | | | | | | | | | | |
|--------------|----------|--------------|----|--|--|--|--|--|--|---|--------------------|-------------------|
| 08:30:00.258 | NL/NT/NR | 08:30:08.012 | NR | | | | | | | 1 | Stop Bar Violation | |
| 08:31:22.512 | NT/NR | | | | | | | | | | | |
| 08:31:47.176 | NL | | | | | | | | | | | |
| 08:32:50.262 | NL/NT/NR | 08:32:55.766 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:32:50.262 | NL/NT/NR | 08:33:57.479 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:32:50.262 | NL/NT/NR | 08:34:11.020 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:34:12.270 | NT/NR | 08:34:16.996 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:34:12.270 | NT/NR | 08:34:27.512 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:34:36.774 | NL | | | | | | | | | | | |
| 08:35:40.428 | NL/NT/NR | 08:36:37.753 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:37:02.516 | NT/NR | | | | | | | | | | | |
| 08:37:27.924 | NL | | | | | | | | | | | |
| 08:38:30.180 | NL/NT/NR | 08:38:31.275 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:38:30.180 | NL/NT/NR | 08:39:02.020 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:38:30.180 | NL/NT/NR | 08:39:16.734 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:38:30.180 | NL/NT/NR | 08:39:52.016 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:39:52.770 | NT/NR | 08:39:56.164 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:39:52.770 | NT/NR | 08:40:02.676 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:40:17.274 | NL | 08:40:17.988 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:40:17.274 | NL | 08:40:19.908 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:41:20.516 | NL/NT/NR | | | | | | | | | | | |
| 08:42:42.496 | NT/NR | 08:42:47.684 | NR | | | | | | | 1 | Stop Bar Violation | |
| 08:43:07.260 | NL | 08:43:07.260 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:44:10.270 | NL/NT/NR | 08:45:08.508 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:45:32.524 | NT/NR | 08:45:45.004 | NR | | | | | | | 1 | Stop Bar Violation | |
| 08:45:57.006 | NL | 08:45:57.006 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:45:57.006 | NL | 08:45:57.900 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:45:57.006 | NL | 08:45:59.524 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:47:00.500 | NL/NT/NR | 08:47:00.500 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:47:00.500 | NL/NT/NR | 08:47:15.050 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:48:22.512 | NT/NR | | | | | | | | | | | |
| 08:48:47.262 | NL | 08:48:47.950 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:49:50.488 | NL/NT/NR | | | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:51:12.516 | NT/NR | 08:51:15.738 | NR | | | | | | | 1 | Stop Bar Violation | |
| 08:51:37.238 | NL | 08:51:37.238 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:51:37.238 | NL | 08:51:37.365 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:52:40.488 | NL/NT/NR | | | | | | | | | | | |
| 08:54:02.742 | NT/NR | | | | | | | | | | | |
| 08:54:27.988 | NL | 08:54:27.988 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:54:27.988 | NL | 08:54:29.738 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:54:27.988 | NL | 08:54:30.738 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:55:31.242 | NL/NT/NR | 08:55:39.504 | NR | | | | | | | 1 | Stop Bar Violation | |
| 08:56:53.992 | NT/NR | | | | | | | | | | | |
| 08:57:18.936 | NL | | | | | | | | | | | |
| 08:58:20.500 | NL/NT/NR | 08:59:12.500 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:58:20.500 | NL/NT/NR | 08:59:16.750 | NR | | | | | | | 1 | Stop Bar Violation | |
| 08:58:20.500 | NL/NT/NR | 08:59:33.656 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:58:20.500 | NL/NT/NR | 08:59:40.636 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:59:42.742 | NT/NR | 08:59:46.242 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:59:51.242 | NL/NT/NR | 08:59:51.242 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:59:51.242 | NL/NT/NR | 08:59:53.242 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 08:59:51.242 | NL/NT/NR | 08:59:53.493 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:00:01.996 | NL | | | | | | | | | | | |
| 09:01:10.508 | NL/NT/NR | 09:01:14.988 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:01:10.508 | NL/NT/NR | 09:01:25.413 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:01:10.508 | NL/NT/NR | 09:02:10.992 | NR | | | | | | | 1 | Stop Bar Violation | |
| 09:01:10.508 | NL/NT/NR | 09:02:25.758 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:01:10.508 | NL/NT/NR | 09:02:31.258 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:02:32.254 | NT/NR | | | | | | | | | | | |
| 09:02:57.003 | NL | 09:02:57.003 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:04:00.242 | NL/NT/NR | | | | | | | | | | | |
| 09:05:22.758 | NT/NR | 09:05:23.746 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:05:22.758 | NT/NR | 09:05:28.160 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:05:47.258 | NL | | | | | | | | | | | |
| 09:06:50.664 | NL/NT/NR | 09:07:03.500 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:08:12.762 | NT/NR | 09:08:13.928 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:08:12.762 | NT/NR | 09:08:23.754 | NR | | | | | | | 1 | Stop Bar Violation | |
| 09:08:37.500 | NL | | | | | | | | | | | |
| 09:09:40.503 | NL/NT/NR | 09:09:49.280 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:11:02.508 | NT/NR | | | | | | | | | | | |
| 09:11:27.660 | NL | | | | | | | | | | | |
| 09:12:30.912 | NL/NT/NR | 09:12:30.912 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:12:30.912 | NL/NT/NR | 09:13:31.738 | NR | | | | | | | 1 | Stop Bar Violation | |
| 09:12:30.912 | NL/NT/NR | 09:13:40.735 | NR | | | | | | | 1 | Stop Bar Violation | |
| 09:12:30.912 | NL/NT/NR | 09:13:41.258 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:13:51.270 | NT/NR | | | | | | | | | | | |
| 09:14:16.916 | NL | | | | | | | | | | | |
| 09:15:20.496 | NL/NT/NR | 09:15:20.560 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:15:20.496 | NL/NT/NR | 09:15:47.512 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:15:20.496 | NL/NT/NR | 09:15:55.416 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:15:20.496 | NL/NT/NR | 09:16:32.003 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:16:42.913 | NT/NR | | | | | | | | | | | |
| 09:17:06.488 | NL | 09:17:07.988 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:18:10.508 | NL/NT/NR | | | | | | | | | | | |
| 09:19:32.746 | NT/NR | | | | | | | | | | | |
| 09:19:57.496 | NL | | | | | | | | | | | |
| 09:21:00.500 | NL/NT/NR | 09:21:21.480 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:21:00.500 | NL/NT/NR | 09:22:03.500 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:21:00.500 | NL/NT/NR | 09:22:08.325 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:21:00.500 | NL/NT/NR | 09:22:20.404 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:22:27.754 | NT/NR | | | | | | | | | | | |
| 09:22:47.480 | NL | 09:22:48.007 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:23:50.480 | NL/NT/NR | 09:24:07.500 | NR | | | | | | | 1 | Stop Bar Violation | |
| 09:23:50.480 | NL/NT/NR | 09:24:22.754 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:25:12.754 | NT/NR | 09:25:41.250 | NR | | | | | | | 1 | Stop Bar Violation | |
| 09:25:37.420 | NL | | | | | | | | | | | |
| 09:26:40.480 | NL/NT/NR | 09:27:39.492 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |

| | | | | | | | | | | | |
|--------------|----------|--------------|----|--|--|---|--|---|---|--------------------|-------------------|
| 09:28:02.765 | NT/NR | 09:28:04.738 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:28:27.480 | NL | | | | | | | | | | |
| 09:29:30.484 | NL/NT/NR | 09:29:33.754 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:29:30.484 | NL/NT/NR | 09:30:48.734 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:30:52.726 | NT/NR | 09:30:55.242 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:31:03.234 | NL/NT/NR | 09:31:04.476 | NL | | | 1 | | | | Stop Bar Violation | Car ran red light |
| 09:31:11.730 | NL | | | | | | | | | | |
| 09:32:19.258 | NL/NT/NR | 09:32:25.980 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:33:18.738 | NT/NR | | | | | | | | | | |
| 09:33:41.730 | NL | | | | | | | | | | |
| 09:35:11.484 | NL/NT/NR | | | | | | | | | | |
| 09:36:14.480 | NT/NR | | | | | | | | | | |
| 09:36:38.390 | NL | 09:36:38.484 | NL | | | 1 | | | | Stop Bar Violation | Car ran red light |
| 09:36:38.390 | NL | 09:36:38.734 | NL | | | 1 | | | | Stop Bar Violation | Car ran red light |
| 09:36:38.390 | NL | 09:36:40.746 | NL | | | | | 1 | | Stop Bar Violation | Car ran red light |
| 09:36:38.390 | NL | 09:36:51.234 | NL | | | | | 1 | | Stop Bar Violation | |
| 09:37:41.488 | NL/NT/NR | | | | | | | | | | |
| 09:38:44.730 | NT/NR | | | | | | | | | | |
| 09:39:08.734 | NL | | | | | | | | | | |
| 09:40:11.492 | NL/NT/NR | | | | | | | | | | |
| 09:41:15.980 | NT/NR | 09:41:21.230 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:41:38.746 | NL | | | | | | | | | | |
| 09:42:41.500 | NL/NT/NR | 09:42:49.738 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:42:41.500 | NL/NT/NR | 09:43:28.484 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:42:41.500 | NL/NT/NR | 09:43:35.483 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:43:44.750 | NT/NR | 09:43:45.500 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:43:44.750 | NT/NR | 09:43:50.734 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:43:44.750 | NT/NR | 09:43:58.389 | NR | | | | | | 1 | Stop Bar Violation | |
| 09:44:09.948 | NL | | | | | | | | | | |
| 09:45:11.500 | NL/NT/NR | | | | | | | | | | |
| 09:46:14.746 | NT/NR | 09:46:20.746 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:46:14.746 | NT/NR | 09:46:27.508 | NT | | | | | | 1 | Stop Bar Violation | |
| 09:46:38.242 | NL | | | | | | | | | | |
| 09:47:41.500 | NL/NT/NR | | | | | | | | | | |
| 09:48:44.758 | NT/NR | | | | | | | | | | |
| 09:49:09.005 | NL | 09:49:09.035 | NL | | | 1 | | | | Stop Bar Violation | Car ran red light |
| 09:50:11.750 | NL/NT/NR | 09:50:24.664 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:50:11.750 | NL/NT/NR | 09:50:46.416 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:50:11.750 | NL/NT/NR | 09:51:09.750 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:50:11.750 | NL/NT/NR | 09:51:14.754 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:51:15.004 | NT/NR | 09:51:17.754 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:51:15.004 | NT/NR | 09:51:21.500 | NR | | | | | | 1 | Stop Bar Violation | |
| 09:51:38.750 | NL | | | | | | | | | | |
| 09:52:41.500 | NL/NT/NR | 09:53:04.160 | NT | | | | | | 1 | Stop Bar Violation | |
| 09:52:41.500 | NL/NT/NR | 09:53:06.040 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:52:41.500 | NL/NT/NR | 09:53:22.754 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 09:53:44.754 | NT/NR | | | | | | | | | | |
| 09:54:09.234 | NL | | | | | | | | | | |
| 09:55:11.504 | NL/NT/NR | | | | | | | | | | |
| 09:56:14.754 | NT/NR | | | | | | | | | | |
| 09:56:38.754 | NL | | | | | | | | | | |
| 09:57:41.776 | NL/NT/NR | | | | | | | | | | |
| 09:58:44.762 | NT/NR | | | | | | | | | | |
| 09:59:08.734 | NL | | | | | | | | | | |
| 10:00:11.095 | NL/NT/NR | 10:01:04.550 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:01:16.844 | NT/NR | | | | | | | | | | |
| 10:01:38.848 | NL | | | | | | | | | | |
| 10:02:41.080 | NL/NT/NR | | | | | | | | | | |
| 10:03:45.088 | NT/NR | | | | | | | | | | |
| 10:04:09.080 | NL | 10:04:11.477 | NL | | | 1 | | | | Stop Bar Violation | |
| 10:05:11.804 | NL/NT/NR | | | | | | | | | | |
| 10:06:15.848 | NT/NR | | | | | | | | | | |
| 10:06:39.848 | NL | | | | | | | | | | |
| 10:07:41.320 | NL/NT/NR | 10:08:29.259 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:07:41.320 | NL/NT/NR | 10:08:35.469 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:07:41.320 | NL/NT/NR | 10:08:39.219 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:07:41.320 | NL/NT/NR | 10:08:43.966 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:08:44.352 | NT/NR | 10:08:46.190 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:08:44.352 | NT/NR | 10:08:50.312 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:08:53.062 | NL/NT/NR | 10:08:55.960 | NL | | | 1 | | | | Stop Bar Violation | Car ran red light |
| 10:09:03.734 | NL | | | | | | | | | | |
| 10:10:11.336 | NL/NT/NR | 10:10:59.331 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:10:11.336 | NL/NT/NR | 10:11:13.072 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:11:15.572 | NT/NR | 10:11:17.219 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:11:15.572 | NT/NR | 10:11:34.761 | NR | | | | | | 1 | Stop Bar Violation | |
| 10:11:38.304 | NL | 10:11:39.480 | NL | | | 1 | | | | Stop Bar Violation | Car ran red light |
| 10:12:41.812 | NL/NT/NR | 10:12:57.820 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:12:41.812 | NL/NT/NR | 10:13:42.832 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:13:45.812 | NT/NR | 10:13:51.820 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:14:08.820 | NL | | | | | | | | | | |
| 10:15:11.066 | NL/NT/NR | 10:15:37.306 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:15:11.066 | NL/NT/NR | 10:16:13.032 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:16:14.336 | NT/NR | 10:16:20.820 | NR | | | | | | 1 | Stop Bar Violation | |
| 10:16:38.392 | NL | | | | | | | | | | |
| 10:17:41.571 | NL/NT/NR | 10:17:46.287 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:18:45.812 | NT/NR | 10:18:49.824 | NR | | | | | | 1 | Stop Bar Violation | |
| 10:19:08.844 | NL | | | | | | | | | | |
| 10:20:11.068 | NL/NT/NR | 10:20:30.064 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:20:11.068 | NL/NT/NR | 10:20:53.320 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:21:15.824 | NT/NR | 10:21:16.320 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:21:15.824 | NT/NR | 10:21:20.820 | NR | | | | | | 1 | Stop Bar Violation | |
| 10:21:38.080 | NL | | | | | | | | | | |
| 10:22:41.576 | NL/NT/NR | 10:23:07.732 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:23:39.836 | NT/NR | 10:23:43.832 | NR | | | | | | 1 | Stop Bar Violation | |
| 10:24:03.247 | NL | | | | | | | | | | |
| 10:25:11.750 | NL/NT/NR | 10:25:32.840 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:25:11.750 | NL/NT/NR | 10:26:10.328 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |

| | | | | | | | | | | | | |
|--------------|----------|--------------|----|---|--|--|--|--|---|---|--------------------|-------------------|
| 10:26:16.084 | NT/NR | 10:26:17.084 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:26:16.084 | NT/NR | 10:26:27.336 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:26:39.004 | NL | 10:26:39.254 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 10:27:41.576 | NL/NT/NR | 10:27:54.832 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:27:41.576 | NL/NT/NR | 10:28:13.500 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:28:45.340 | NT/NR | 10:28:58.584 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:29:08.080 | NL | 10:29:09.762 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 10:30:11.840 | NL/NT/NR | 10:31:04.072 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:31:16.340 | NT/NR | | | | | | | | | | | |
| 10:31:38.092 | NL | | | | | | | | | | | |
| 10:32:41.572 | NL/NT/NR | 10:32:48.324 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:32:41.572 | NL/NT/NR | 10:33:54.072 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:32:41.572 | NL/NT/NR | 10:33:42.004 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:33:45.005 | NT/NR | 10:33:45.504 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:33:45.005 | NT/NR | 10:33:51.352 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:34:09.936 | NL | | | | | | | | | | | |
| 10:35:11.076 | NL/NT/NR | 10:35:13.080 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:35:11.076 | NL/NT/NR | 10:35:37.088 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:36:15.592 | NT/NR | | | | | | | | | | | |
| 10:36:39.844 | NL | | | | | | | | | | | |
| 10:37:41.841 | NL/NT/NR | 10:37:43.266 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:37:41.841 | NL/NT/NR | 10:38:29.320 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:38:37.816 | NT/NR | 10:38:38.072 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:38:37.816 | NT/NR | 10:38:43.580 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:39:02.348 | NL | | | | | | | | | | | |
| 10:40:11.316 | NL/NT/NR | 10:40:56.576 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:40:11.316 | NL/NT/NR | 10:41:05.072 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:40:11.316 | NL/NT/NR | 10:41:09.400 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:41:15.484 | NT/NR | 10:41:18.816 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:41:39.516 | NL | | | | | | | | | | | |
| 10:42:41.527 | NL/NT/NR | 10:42:45.840 | NT | | | | | | 1 | | Stop Bar Violation | |
| 10:42:41.527 | NL/NT/NR | 10:42:46.311 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:43:41.527 | NL/NT/NR | 10:42:50.072 | NT | | | | | | 1 | | Stop Bar Violation | |
| 10:42:41.527 | NL/NT/NR | 10:42:52.068 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:42:41.527 | NL/NT/NR | 10:43:43.012 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:43:45.021 | NT/NR | 10:43:47.848 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:43:45.021 | NT/NR | 10:43:54.332 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:44:09.072 | NL | 10:44:09.262 | NL | | | | | | 1 | | Stop Bar Violation | Car ran red light |
| 10:45:11.572 | NL/NT/NR | 10:45:58.096 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:45:11.572 | NL/NT/NR | 10:46:04.362 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:45:11.572 | NL/NT/NR | 10:46:09.762 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:45:11.572 | NL/NT/NR | 10:46:13.076 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:46:15.076 | NT/NR | | | | | | | | | | | |
| 10:46:38.044 | NL | | | | | | | | | | | |
| 10:47:41.738 | NL/NT/NR | 10:48:29.473 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:47:41.738 | NL/NT/NR | 10:48:41.472 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:48:44.804 | NT/NR | | | | | | | | | | | |
| 10:49:09.808 | NL | | | | | | | | | | | |
| 10:50:11.560 | NL/NT/NR | 10:50:15.476 | NT | | | | | | 1 | | Stop Bar Violation | |
| 10:51:07.332 | NT/NR | | | | | | | | | | | |
| 10:51:33.832 | NL | | | | | | | | | | | |
| 10:52:41.005 | NL/NT/NR | 10:52:41.832 | NT | | | | | | 1 | | Stop Bar Violation | |
| 10:52:41.005 | NL/NT/NR | 10:53:23.060 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:53:44.808 | NT/NR | | | | | | | | | | | |
| 10:54:08.724 | NL | | | | | | | | | | | |
| 10:55:09.724 | NL/NT/NR | 10:55:24.548 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:56:14.568 | NT/NR | | | | | | | | | | | |
| 10:56:37.546 | NL | | | | | | | | | | | |
| 10:57:39.800 | NL/NT/NR | 10:58:19.013 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 10:58:45.312 | NT/NR | | | | | | | | | | | |
| 10:59:08.320 | NL | | | | | | | | | | | |
| 11:00:09.072 | NL/NT/NR | 11:00:14.580 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:00:09.072 | NL/NT/NR | 11:00:45.072 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:01:12.333 | NT/NR | | | | | | | | | | | |
| 11:01:36.339 | NL | | | | | | | | | | | |
| 11:02:39.324 | NL/NT/NR | 11:02:43.244 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:03:44.321 | NT/NR | | | | | | | | | | | |
| 11:04:06.312 | NL | | | | | | | | | | | |
| 11:05:09.072 | NL/NT/NR | 11:05:29.808 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:05:09.072 | NL/NT/NR | 11:05:57.560 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:05:09.072 | NL/NT/NR | 11:06:03.820 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:06:13.816 | NT/NR | 11:06:16.232 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:06:21.320 | NL/NT/NR | 11:06:22.490 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:06:21.320 | NL/NT/NR | 11:06:23.244 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:06:32.804 | NL | | | | | | | | | | | |
| 11:07:39.040 | NL/NT/NR | 11:07:40.970 | NT | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:07:39.040 | NL/NT/NR | 11:08:13.324 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:07:39.040 | NL/NT/NR | 11:08:31.572 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:07:39.040 | NL/NT/NR | 11:08:35.820 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:08:43.316 | NT/NR | 11:08:46.076 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:09:06.820 | NL | 11:09:07.820 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:10:09.068 | NL/NT/NR | 11:10:35.234 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:11:13.508 | NT/NR | 11:11:17.821 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:11:37.580 | NL | | | | | | | | | | | |
| 11:12:39.584 | NL/NT/NR | 11:12:45.076 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:13:44.560 | NT/NR | 11:13:45.560 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:14:06.808 | NL | | | | | | | | | | | |
| 11:15:10.328 | NL/NT/NR | 11:15:46.568 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:15:10.328 | NL/NT/NR | 11:15:59.820 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:15:10.328 | NL/NT/NR | 11:16:10.084 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:16:15.072 | NT/NR | 11:16:29.344 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:16:37.604 | NL | | | | | | | | | | | |
| 11:17:39.600 | NL/NT/NR | 11:17:39.600 | NT | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:17:39.600 | NL/NT/NR | 11:18:33.860 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:18:44.000 | NT/NR | | | | | | | | | | | |
| 11:19:06.344 | NL | | | | | | | | | | | |
| 11:20:09.856 | NL/NT/NR | 11:20:20.848 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |

| | | | | | | | | | | | | |
|--------------|----------|--------------|----|---|--|---|---|---|--|---|--------------------|-------------------|
| 11:20:09.856 | NL/NT/NR | 11:21:09.112 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:21:14.100 | NT/NR | 11:21:14.528 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:21:37.012 | NL | | | | | | | | | | | |
| 11:23:39.332 | NL/NT/NR | 11:23:36.340 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:23:44.364 | NT/NR | | | | | | | | | | | |
| 11:24:07.364 | NL | 11:24:09.778 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 11:25:09.092 | NL/NT/NR | 11:25:39.616 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:25:09.092 | NL/NT/NR | 11:26:01.852 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:25:09.092 | NL/NT/NR | 11:26:06.832 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:25:09.092 | NL/NT/NR | 11:26:10.500 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:26:14.008 | NT/NR | | | | | | | | | | | |
| 11:26:36.940 | NL | | | | | | | | | | | |
| 11:27:39.360 | NL/NT/NR | | | | | | | | | | | |
| 11:28:43.084 | NT/NR | | | | | | | | | | | |
| 11:29:07.560 | NL | | | | | | | | | | | |
| 11:30:10.000 | NL/NT/NR | 11:30:12.580 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:30:10.000 | NL/NT/NR | 11:30:18.112 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:30:10.000 | NL/NT/NR | 11:30:36.848 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:30:10.000 | NL/NT/NR | 11:30:48.580 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:31:13.580 | NT/NR | 11:31:15.828 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:31:37.588 | NL | | | | | | | | | | | |
| 11:32:39.376 | NL/NT/NR | 11:33:19.072 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:32:39.376 | NL/NT/NR | 11:33:31.832 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:33:44.832 | NT/NR | | | | | | | | | | | |
| 11:34:06.404 | NL | | | | | | | | | | | |
| 11:35:09.080 | NL/NT/NR | 11:36:03.832 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:35:09.080 | NL/NT/NR | 11:36:12.548 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:36:13.844 | NT/NR | 11:36:17.254 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:36:13.844 | NT/NR | 11:36:20.754 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:36:38.008 | NL | | | | | | | | | | | |
| 11:37:39.092 | NL/NT/NR | 11:37:46.592 | NT | | | | 1 | | | | Stop Bar Violation | |
| 11:37:39.092 | NL/NT/NR | 11:37:55.824 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:37:39.092 | NL/NT/NR | 11:38:33.826 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:38:44.254 | NT/NR | | | | | | | | | | | |
| 11:39:07.320 | NL | 11:39:09.051 | NL | | | | | 1 | | | Stop Bar Violation | |
| 11:39:07.320 | NL | 11:39:10.978 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 11:40:09.753 | NL/NT/NR | 11:40:39.334 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:40:09.753 | NL/NT/NR | 11:40:44.524 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:40:09.753 | NL/NT/NR | 11:40:54.072 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:40:09.753 | NL/NT/NR | 11:40:57.504 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:40:09.753 | NL/NT/NR | 11:41:01.854 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:40:09.753 | NL/NT/NR | 11:41:04.240 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:41:13.823 | NT/NR | | | | | | | | | | | |
| 11:41:37.254 | NL | | | | | | | | | | | |
| 11:42:39.754 | NL/NT/NR | 11:42:58.088 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:42:39.754 | NL/NT/NR | 11:43:14.596 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:42:39.754 | NL/NT/NR | 11:43:23.028 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:43:43.322 | NT/NR | | | | | | | | | | | |
| 11:44:08.012 | NL | | | | | | | | | | | |
| 11:45:09.580 | NL/NT/NR | 11:45:24.084 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:45:09.580 | NL/NT/NR | 11:46:00.596 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:45:09.580 | NL/NT/NR | 11:46:05.520 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:46:13.072 | NT/NR | | | | | | | | | | | |
| 11:46:38.820 | NL | | | | | | | | | | | |
| 11:47:39.096 | NL/NT/NR | | | | | | | | | | | |
| 11:48:43.575 | NT/NR | | | | | | | | | | | |
| 11:49:08.824 | NL | | | | | | | | | | | |
| 11:50:09.312 | NL/NT/NR | 11:50:44.824 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:50:09.312 | NL/NT/NR | 11:50:49.320 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:50:09.312 | NL/NT/NR | 11:51:07.320 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:51:13.320 | NT/NR | 11:51:13.828 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:51:37.832 | NL | 11:51:38.460 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 11:51:37.832 | NL | 11:51:38.826 | NL | | | 1 | | | | | Stop Bar Violation | Car ran red light |
| 11:52:39.828 | NL/NT/NR | 11:52:42.564 | NT | | | | | 1 | | | Stop Bar Violation | Car ran red light |
| 11:53:44.820 | NT/NR | 11:53:47.584 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:54:07.832 | NL | | | | | | | | | | | |
| 11:55:09.820 | NL/NT/NR | 11:55:45.060 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:56:13.328 | NT/NR | | | | | | | | | | | |
| 11:56:21.312 | NL/NT/NR | 11:56:22.312 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:56:21.312 | NL/NT/NR | 11:56:23.328 | NL | 1 | | | | | | | Stop Bar Violation | |
| 11:56:21.312 | NL/NT/NR | 11:56:29.258 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:56:32.008 | NL | | | | | | | | | | | |
| 11:57:39.552 | NL/NT/NR | 11:57:47.560 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:57:39.552 | NL/NT/NR | 11:58:32.080 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 11:58:43.084 | NT/NR | | | | | | | | | | | |
| 11:59:07.512 | NL | | | | | | | | | | | |
| 12:00:09.332 | NL/NT/NR | 12:00:17.336 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:00:09.332 | NL/NT/NR | 12:01:06.824 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:01:13.584 | NT/NR | | | | | | | | | | | |
| 12:01:33.340 | NL | | | | | | | | | | | |
| 12:02:39.584 | NL/NT/NR | 12:02:40.262 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:02:39.584 | NL/NT/NR | 12:03:03.320 | NT | | | | | 1 | | | Stop Bar Violation | |
| 12:03:44.580 | NT/NR | | | | | | | | | | | |
| 12:04:07.832 | NL | 12:04:09.324 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 12:05:13.080 | NL/NT/NR | 12:05:35.804 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:05:13.080 | NL/NT/NR | 12:05:58.840 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:05:13.080 | NL/NT/NR | 12:06:11.812 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:06:18.016 | NT/NR | 12:06:18.016 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:06:18.016 | NT/NR | 12:06:20.336 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:06:43.840 | NL | | | | | | | | | | | |
| 12:07:43.734 | NL/NT/NR | 12:08:18.064 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:07:43.734 | NL/NT/NR | 12:08:22.996 | NR | | | | | 1 | | | Stop Bar Violation | Car ran red light |
| 12:07:43.734 | NL/NT/NR | 12:08:25.460 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:07:43.734 | NL/NT/NR | 12:08:29.996 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:08:47.560 | NT/NR | 12:08:48.560 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:08:47.560 | NT/NR | 12:08:50.604 | NT | | | | 1 | | | | Stop Bar Violation | |
| 12:09:11.060 | NL | | | | | | | | | | | |

| | | | | | | | | | | | | |
|--------------|----------|--------------|----|--|--|--|---|--|---|---|--------------------|-------------------|
| 12:10:13.616 | NL/NT/NR | 12:10:47.060 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:10:13.616 | NL/NT/NR | 12:11:06.312 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:11:17.888 | NT/NR | 12:11:20.312 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:11:17.888 | NT/NR | 12:11:24.312 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:11:17.888 | NT/NR | 12:11:30.238 | NR | | | | | | | 1 | Stop Bar Violation | |
| 12:11:42.312 | NL | | | | | | | | | | | |
| 12:12:43.812 | NL/NT/NR | 12:12:54.820 | NT | | | | 1 | | | | Stop Bar Violation | |
| 12:12:43.812 | NL/NT/NR | 12:13:26.056 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:12:43.812 | NL/NT/NR | 12:13:42.056 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:13:47.234 | NT/NR | | | | | | | | | | | |
| 12:14:11.556 | NL | | | | | | | | | | | |
| 12:15:14.306 | NL/NT/NR | | | | | | | | | | | |
| 12:16:17.320 | NT/NR | 12:16:20.200 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:16:17.320 | NT/NR | 12:16:24.816 | NR | | | | | | | 1 | Stop Bar Violation | |
| 12:16:41.808 | NL | | | | | | | | | | | |
| 12:17:43.560 | NL/NT/NR | | | | | | | | | | | |
| 12:18:47.308 | NT/NR | 12:18:57.056 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:19:11.056 | NL | | | | | | | | | | | |
| 12:20:13.064 | NL/NT/NR | | | | | | | | | | | |
| 12:21:18.328 | NT/NR | | | | | | | | | | | |
| 12:21:42.821 | NL | | | | | | | | | | | |
| 12:22:44.565 | NL/NT/NR | | | | | | | | | | | |
| 12:23:48.328 | NT/NR | | | | | | | | | | | |
| 12:24:11.564 | NL | | | | | | | | | | | |
| 12:25:14.568 | NL/NT/NR | 12:26:06.572 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:26:17.812 | NT/NR | | | | | | | | | | | |
| 12:26:41.420 | NL | 12:27:42.322 | NL | | | | 1 | | | | Stop Bar Violation | |
| 12:27:44.568 | NL/NT/NR | 12:28:28.076 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:28:47.031 | NT/NR | | | | | | | | | | | |
| 12:29:11.496 | NL | | | | | | | | | | | |
| 12:30:13.336 | NL/NT/NR | | | | | | | | | | | |
| 12:31:17.996 | NT/NR | 12:31:29.052 | NT | | | | | | 1 | | Stop Bar Violation | |
| 12:31:41.264 | NL | | | | | | | | | | | |
| 12:32:44.576 | NL/NT/NR | 12:33:33.328 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:32:44.576 | NL/NT/NR | 12:33:41.579 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:32:44.576 | NL/NT/NR | 12:33:46.504 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:33:47.230 | NT/NR | 12:33:54.504 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:34:11.832 | NL | | | | | | | | | | | |
| 12:35:13.580 | NL/NT/NR | 12:35:14.984 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:36:17.320 | NT/NR | | | | | | | | | | | |
| 12:36:42.584 | NL | | | | | | | | | | | |
| 12:37:43.312 | NL/NT/NR | 12:37:56.587 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:38:48.254 | NT/NR | 12:38:49.320 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:38:48.254 | NT/NR | 12:38:59.830 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:39:11.254 | NL | | | | | | | | | | | |
| 12:40:13.080 | NL/NT/NR | 12:40:58.328 | NR | | | | | | | | | |
| 12:40:13.080 | NL/NT/NR | 12:41:00.328 | NT | | | | | | 1 | 1 | Stop Bar Violation | Car ran red light |
| 12:40:13.080 | NL/NT/NR | 12:41:15.552 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:41:17.048 | NT/NR | 12:41:19.234 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:41:17.048 | NT/NR | 12:41:23.230 | NR | | | | | | | 1 | Stop Bar Violation | |
| 12:41:41.008 | NL | | | | | | | | | | | |
| 12:42:44.328 | NL/NT/NR | 12:42:46.240 | NT | | | | | | 1 | | Stop Bar Violation | |
| 12:43:47.008 | NT/NR | 12:43:47.828 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:43:47.008 | NT/NR | 12:43:52.080 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:43:47.008 | NT/NR | 12:43:56.000 | NR | | | | | | | 1 | Stop Bar Violation | |
| 12:44:12.980 | NL | | | | | | | | | | | |
| 12:45:14.819 | NL/NT/NR | 12:45:21.530 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:45:14.819 | NL/NT/NR | 12:46:06.052 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:45:14.819 | NL/NT/NR | 12:46:13.073 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:46:17.152 | NT/NR | 12:46:19.152 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:46:42.024 | NL | | | | | | | | | | | |
| 12:47:44.104 | NL/NT/NR | | | | | | | | | | | |
| 12:48:47.828 | NT/NR | | | | | | | | | | | |
| 12:49:12.352 | NL | | | | | | | | | | | |
| 12:50:14.072 | NL/NT/NR | 12:50:59.090 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:50:14.072 | NL/NT/NR | 12:51:06.270 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:50:14.072 | NL/NT/NR | 12:51:13.832 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:51:17.000 | NT/NR | | | | | | | | | | | |
| 12:51:41.100 | NL | | | | | | | | | | | |
| 12:52:44.323 | NL/NT/NR | 12:53:31.575 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:53:48.567 | NT/NR | 12:53:51.500 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:54:12.568 | NL | | | | | | | | | | | |
| 12:55:14.596 | NL/NT/NR | | | | | | | | | | | |
| 12:56:19.250 | NT/NR | 12:56:24.832 | NR | | | | | | | 1 | Stop Bar Violation | |
| 12:56:42.000 | NL | 12:57:20.328 | NL | | | | | | | | | |
| 12:57:44.332 | NL/NT/NR | 12:58:46.087 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 12:58:47.603 | NT/NR | | | | | | | | | | | |
| 12:59:12.347 | NL | | | | | | | | | | | |
| 13:00:14.568 | NL/NT/NR | 13:00:45.324 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:00:14.568 | NL/NT/NR | 13:01:05.575 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:01:17.000 | NT/NR | | | | | | | | | | | |
| 13:01:41.080 | NL | | | | | | | | | | | |
| 13:02:44.324 | NL/NT/NR | 13:03:29.824 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:02:44.324 | NL/NT/NR | 13:03:35.250 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:03:47.381 | NT/NR | | | | | | | | | | | |
| 13:04:12.327 | NL | | | | | | | | | | | |
| 13:05:14.072 | NL/NT/NR | | | | | | | | | | | |
| 13:06:17.336 | NT/NR | | | | | | | | | | | |
| 13:06:42.584 | NL | | | | | | | | | | | |
| 13:07:43.088 | NL/NT/NR | 13:07:45.025 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:07:43.088 | NL/NT/NR | 13:07:48.580 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:07:43.088 | NL/NT/NR | 13:07:52.358 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:07:43.088 | NL/NT/NR | 13:08:40.484 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:07:43.088 | NL/NT/NR | 13:08:46.096 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:08:47.831 | NT/NR | 13:08:52.016 | NR | | | | | | | 1 | Stop Bar Violation | |
| 13:09:12.096 | NL | | | | | | | | | | | |
| 13:10:14.012 | NL/NT/NR | 13:10:56.599 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |

| | | | | | | | | | | | |
|--------------|----------|--------------|----|---|--|---|--|---|---|--------------------|-------------------|
| 13:11:17.866 | NT/NR | 13:11:24.061 | NR | | | | | | 1 | Stop Bar Violation | |
| 13:11:42.336 | NL | 13:11:43.258 | NL | 1 | | | | | | Stop Bar Violation | Car ran red light |
| 13:12:44.584 | NL/NT/NR | 13:12:55.820 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:13:44.584 | NL/NT/NR | 13:13:35.590 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:13:48.016 | NT/NR | 13:13:52.031 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:14:11.862 | NL | | | | | | | | | | |
| 13:15:14.579 | NL/NT/NR | | | | | | | | | | |
| 13:16:17.567 | NT/NR | | | | | | | | | | |
| 13:16:26.824 | NL/NT/NR | 13:16:28.000 | NL | 1 | | | | | | Stop Bar Violation | Car ran red light |
| 13:16:36.750 | NL | 13:17:05.099 | NL | | | 1 | | | | Stop Bar Violation | |
| 13:17:43.815 | NL/NT/NR | 13:17:57.576 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:17:43.815 | NL/NT/NR | 13:18:42.259 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:18:47.734 | NT/NR | 13:18:51.800 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:19:12.242 | NL | 13:19:13.742 | NL | | | | | 1 | | Stop Bar Violation | Car ran red light |
| 13:20:14.740 | NL/NT/NR | | | | | | | | | | |
| 13:21:17.996 | NT/NR | 13:21:23.496 | NR | | | | | | 1 | Stop Bar Violation | |
| 13:21:42.469 | NL | 13:21:42.750 | NL | | | | | 1 | | Stop Bar Violation | Car ran red light |
| 13:21:42.469 | NL | 13:21:44.250 | NL | | | | | 1 | | Stop Bar Violation | Car ran red light |
| 13:22:44.746 | NL/NT/NR | 13:23:28.572 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:22:44.746 | NL/NT/NR | 13:23:35.750 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:23:47.996 | NT/NR | 13:23:53.411 | NR | | | | | | 1 | Stop Bar Violation | |
| 13:24:11.500 | NL | 13:24:11.500 | NL | | | | | 1 | | Stop Bar Violation | Car ran red light |
| 13:24:11.500 | NL | 13:24:12.250 | NL | 1 | | | | | | Stop Bar Violation | Car ran red light |
| 13:25:13.696 | NL/NT/NR | | | | | | | | | | |
| 13:26:17.003 | NT/NR | | | | | | | | | | |
| 13:26:26.726 | NL/NT/NR | 13:26:27.825 | NL | 1 | | | | | | Stop Bar Violation | Car ran red light |
| 13:26:26.726 | NL/NT/NR | 13:26:27.950 | NL | | | | | 1 | | Stop Bar Violation | Car ran red light |
| 13:26:26.726 | NL/NT/NR | 13:26:32.152 | NL | | | | | 1 | | Stop Bar Violation | Car ran red light |
| 13:26:36.003 | NL | | | | | | | | | | |
| 13:27:44.430 | NL/NT/NR | 13:28:42.266 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:28:47.984 | NT/NR | 13:28:48.900 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:28:52.004 | NL/NT/NR | 13:29:01.901 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:29:12.788 | NL | 13:29:12.980 | NL | | | | | 1 | | Stop Bar Violation | Car ran red light |
| 13:30:13.758 | NL/NT/NR | 13:30:32.704 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:30:13.758 | NL/NT/NR | 13:30:53.008 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:31:17.253 | NT/NR | 13:31:21.484 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:31:17.253 | NT/NR | 13:31:32.638 | NR | | | | | | 1 | Stop Bar Violation | |
| 13:31:42.943 | NL | 13:31:42.943 | NL | 1 | | | | | | Stop Bar Violation | Car ran red light |
| 13:32:43.734 | NL/NT/NR | 13:33:28.758 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:32:43.734 | NL/NT/NR | 13:33:36.753 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:32:43.734 | NL/NT/NR | 13:33:41.415 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:33:47.496 | NT/NR | | | | | | | | | | |
| 13:34:11.258 | NL | 13:34:11.508 | NL | 1 | | | | | | Stop Bar Violation | Car ran red light |
| 13:35:14.758 | NL/NT/NR | 13:36:04.226 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:35:14.758 | NL/NT/NR | 13:36:16.734 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:36:18.480 | NT/NR | | | | | | | | | | |
| 13:36:42.948 | NL | 13:36:42.948 | NL | | | | | 1 | | Stop Bar Violation | Car ran red light |
| 13:36:42.948 | NL | 13:36:43.893 | NL | | | | | 1 | | Stop Bar Violation | Car ran red light |
| 13:37:43.734 | NL/NT/NR | 13:37:50.738 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:37:43.734 | NL/NT/NR | 13:38:13.976 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:37:43.734 | NL/NT/NR | 13:38:37.920 | NR | | | | | | 1 | Stop Bar Violation | |
| 13:38:47.230 | NT/NR | | | | | | | | | | |
| 13:39:12.992 | NL | 13:39:12.999 | NL | | | | | 1 | | Stop Bar Violation | Car ran red light |
| 13:40:14.145 | NL/NT/NR | 13:41:05.420 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:40:14.145 | NL/NT/NR | 13:41:11.156 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:40:14.145 | NL/NT/NR | 13:41:15.172 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:41:17.242 | NT/NR | | | | | | | | | | |
| 13:41:41.734 | NL | 13:41:41.734 | NL | | | | | 1 | | Stop Bar Violation | Car ran red light |
| 13:42:44.734 | NL/NT/NR | 13:43:27.234 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:42:44.734 | NL/NT/NR | 13:43:33.988 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:43:47.966 | NT/NR | | | | | | | | | | |
| 13:44:12.746 | NL | 13:44:12.746 | NL | 1 | | | | | | Stop Bar Violation | Car ran red light |
| 13:44:12.746 | NL | 13:44:13.230 | NL | | | | | 1 | | Stop Bar Violation | Car ran red light |
| 13:44:12.746 | NL | 13:44:13.325 | NL | 1 | | | | | | Stop Bar Violation | Car ran red light |
| 13:45:14.988 | NL/NT/NR | 13:45:45.738 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:45:14.988 | NL/NT/NR | 13:45:57.400 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:46:17.030 | NT/NR | | | | | | | | | | |
| 13:46:42.492 | NL | 13:46:42.742 | NL | 1 | | | | | | Stop Bar Violation | Car ran red light |
| 13:47:43.742 | NL/NT/NR | | | | | | | | | | |
| 13:48:47.250 | NT/NR | 13:48:52.750 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:48:47.250 | NT/NR | 13:48:58.648 | NR | | | | | | 1 | Stop Bar Violation | |
| 13:49:11.746 | NL | 13:49:11.746 | NL | 1 | | | | | | Stop Bar Violation | Car ran red light |
| 13:49:11.746 | NL | 13:49:11.820 | NL | | | | | 1 | | Stop Bar Violation | Car ran red light |
| 13:49:11.746 | NL | 13:49:12.496 | NL | 1 | | | | | | Stop Bar Violation | Car ran red light |
| 13:50:14.905 | NL/NT/NR | | | | | | | | | | |
| 13:51:17.180 | NT/NR | | | | | | | | | | |
| 13:51:45.012 | NL | | | | | | | | | | |
| 13:52:43.168 | NL/NT/NR | 13:53:13.680 | NR | | | | | | 1 | Stop Bar Violation | |
| 13:53:47.266 | NT/NR | | | | | | | | | | |
| 13:54:15.512 | NL | | | | | | | | | | |
| 13:55:13.750 | NL/NT/NR | 13:55:37.500 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:56:17.005 | NT/NR | | | | | | | | | | |
| 13:56:42.254 | NL | 13:56:42.254 | NL | 1 | | | | | | Stop Bar Violation | Car ran red light |
| 13:57:44.762 | NL/NT/NR | 13:57:53.423 | NT | | | | | 1 | | Stop Bar Violation | |
| 13:57:44.762 | NL/NT/NR | 13:58:22.908 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:57:44.762 | NL/NT/NR | 13:58:30.004 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:57:44.762 | NL/NT/NR | 13:58:41.176 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:58:47.508 | NT/NR | 13:58:50.746 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 13:58:47.508 | NT/NR | 13:58:57.910 | NR | | | | | | 1 | Stop Bar Violation | |
| 13:59:12.254 | NL | 13:59:12.365 | NL | | | | | 1 | | Stop Bar Violation | Car ran red light |
| 14:00:14.898 | NL/NT/NR | 14:00:57.551 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:01:17.504 | NT/NR | | | | | | | | | | |
| 14:01:42.254 | NL | | | | | | | | | | |
| 14:03:11.758 | NL/NT/NR | 14:03:12.144 | NT | | | | | 1 | | Stop Bar Violation | Car ran red light |
| 14:03:11.758 | NL/NT/NR | 14:03:12.242 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:03:11.758 | NL/NT/NR | 14:04:06.392 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:04:35.258 | NT/NR | 14:04:38.758 | NR | | | | | | 1 | Stop Bar Violation | Car ran red light |

| | | | | | | | | | | | | |
|--------------|----------|--------------|----|---|--|--|--|--|---|---|--------------------|-------------------|
| 14:04:35.258 | NT/NR | 14:04:54.488 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:04:56.488 | NL | | | | | | | | | | | |
| 14:04:59.049 | NL/NT/NR | 14:04:59.049 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 14:06:10.242 | NL/NT/NR | 14:06:56.396 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:07:32.258 | NT/NR | 14:07:33.008 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:07:32.258 | NT/NR | 14:07:35.758 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:07:32.258 | NT/NR | 14:07:41.754 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:07:53.754 | NL | 14:07:53.754 | NL | | | | | | 1 | | Stop Bar Violation | Car ran red light |
| 14:07:53.754 | NL | 14:07:54.768 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 14:07:53.754 | NL | 14:07:58.234 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 14:09:07.762 | NL/NT/NR | 14:09:23.508 | NR | | | | | | | 1 | Stop Bar Violation | |
| 14:10:31.258 | NT/NR | | | | | | | | | | | |
| 14:10:42.508 | NL/NT/NR | 14:10:44.730 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 14:10:42.508 | NL/NT/NR | 14:10:45.980 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 14:10:42.508 | NL/NT/NR | 14:10:45.999 | NL | | | | | | 1 | | Stop Bar Violation | Car ran red light |
| 14:10:42.508 | NL/NT/NR | 14:10:47.730 | NL | | | | | | 1 | | Stop Bar Violation | Car ran red light |
| 14:10:42.508 | NL/NT/NR | 14:10:47.980 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 14:10:52.057 | NL | | | | | | | | | | | |
| 14:12:06.516 | NL/NT/NR | 14:12:07.980 | NT | | | | | | 1 | | Stop Bar Violation | Car ran red light |
| 14:12:06.516 | NL/NT/NR | 14:12:45.396 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:12:06.516 | NL/NT/NR | 14:13:04.892 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:13:31.276 | NT/NR | | | | | | | | | | | |
| 14:13:54.266 | NL | | | | | | | | | | | |
| 14:15:06.812 | NL/NT/NR | 14:15:43.726 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:15:06.812 | NL/NT/NR | 14:15:58.476 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:16:31.496 | NT/NR | | | | | | | | | | | |
| 14:16:54.234 | NL | 14:17:42.136 | NL | | | | | | | 1 | Stop Bar Violation | |
| 14:18:07.972 | NL/NT/NR | | | | | | | | | | | |
| 14:19:31.222 | NT/NR | | | | | | | | | | | |
| 14:19:54.000 | NL | 14:19:54.000 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 14:19:54.000 | NL | 14:19:55.012 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 14:19:54.000 | NL | 14:20:41.420 | NL | | | | | | 1 | | Stop Bar Violation | |
| 14:21:07.896 | NL/NT/NR | 14:21:08.980 | NT | | | | | | | | Stop Bar Violation | |
| 14:21:07.896 | NL/NT/NR | 14:21:32.726 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:22:31.988 | NT/NR | | | | | | | | | | | |
| 14:22:54.234 | NL | 14:22:54.526 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 14:24:07.972 | NL/NT/NR | 14:24:30.128 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:25:31.970 | NT/NR | | | | | | | | | | | |
| 14:25:54.632 | NL | 14:25:55.496 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 14:27:06.726 | NL/NT/NR | 14:28:10.230 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:28:31.980 | NT/NR | | | | | | | | | | | |
| 14:28:54.152 | NL | 14:28:54.152 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:28:54.152 | NL | 14:28:56.746 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 14:28:54.152 | NL | 14:30:03.742 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:30:07.976 | NL/NT/NR | 14:31:02.230 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:30:07.976 | NL/NT/NR | 14:31:09.980 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:31:31.480 | NT/NR | 14:31:14.480 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:31:54.144 | NL | | | | | | | | | | | |
| 14:33:07.989 | NL/NT/NR | 14:34:03.648 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:33:07.989 | NL/NT/NR | 14:34:16.734 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:34:31.980 | NT/NR | | | | | | | | | | | |
| 14:34:54.984 | NL | 14:34:54.984 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:34:54.984 | NL | 14:34:55.738 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:36:08.734 | NL/NT/NR | 14:36:50.742 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:36:08.734 | NL/NT/NR | 14:36:57.148 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:36:08.734 | NL/NT/NR | 14:37:22.242 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:36:08.734 | NL/NT/NR | 14:37:30.496 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:37:33.238 | NT/NR | | | | | | | | | | | |
| 14:37:56.396 | NL | 14:37:56.396 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:37:56.396 | NL | 14:37:56.439 | NR | | | | | | | 1 | Stop Bar Violation | |
| 14:39:09.615 | NL/NT/NR | | | | | | | | | | | |
| 14:40:30.496 | NT/NR | | | | | | | | | | | |
| 14:40:39.742 | NL/NT/NR | 14:40:41.496 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 14:40:39.742 | NL/NT/NR | 14:40:41.746 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:40:51.996 | NL | | | | | | | | | | | |
| 14:42:08.654 | NL/NT/NR | 14:43:21.754 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:43:32.742 | NT/NR | | | | | | | | | | | |
| 14:43:56.492 | NL | 14:43:56.492 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:43:56.492 | NL | 14:43:56.768 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 14:43:56.492 | NL | 14:43:56.989 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:43:56.492 | NL | 14:43:58.738 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:45:08.152 | NL/NT/NR | 14:45:33.648 | NT | | | | | | | 1 | Stop Bar Violation | |
| 14:45:08.152 | NL/NT/NR | 14:45:52.476 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:46:33.000 | NT/NR | | | | | | | | | | | |
| 14:46:56.904 | NL | 14:46:56.904 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 14:48:07.750 | NL/NT/NR | 14:49:03.230 | NT | | | | | | | 1 | Stop Bar Violation | |
| 14:48:07.750 | NL/NT/NR | 14:49:09.480 | NT | | | | | | | 1 | Stop Bar Violation | |
| 14:49:30.000 | NT/NR | | | | | | | | | | | |
| 14:49:53.734 | NL | 14:49:57.980 | NL | 1 | | | | | | | Stop Bar Violation | |
| 14:51:05.730 | NL/NT/NR | 14:51:07.980 | NT | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:52:30.004 | NT/NR | | | | | | | | | | | |
| 14:53:53.288 | NL | | | | | | | | | | | |
| 14:54:06.410 | NL/NT/NR | | | | | | | | | | | |
| 14:55:30.025 | NT/NR | | | | | | | | | | | |
| 14:55:39.508 | NL/NT/NR | | | | | | | | | | | |
| 14:55:51.168 | NL | | | | | | | | | | | |
| 14:57:05.758 | NL/NT/NR | 14:57:30.484 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:57:05.758 | NL/NT/NR | 14:57:43.488 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:58:30.762 | NT/NR | | | | | | | | | | | |
| 14:58:43.176 | NL | 14:58:43.176 | NL | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 14:58:43.176 | NL | 14:58:54.246 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 15:00:05.730 | NL/NT/NR | 15:00:05.730 | NT | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 15:00:05.730 | NL/NT/NR | 15:00:05.730 | NT | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 15:00:05.730 | NL/NT/NR | 15:00:24.762 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 15:00:05.730 | NL/NT/NR | 15:01:16.242 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 15:00:05.730 | NL/NT/NR | 15:01:22.144 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |

| | | | | | | | | | | | | |
|---------------|----------|--------------|----|------------|------------|-----------|----------|-----------|-----------|-----------|--------------------|-------------------|
| 17:10:32.488 | NT/NR | 17:10:37.234 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:10:55.238 | NL | 17:10:55.238 | NL | | 1 | | | | | | Stop Bar Violation | Car ran red light |
| 17:10:55.238 | NL | 17:10:55.238 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 17:12:08.982 | NL/NR | 17:12:36.984 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:13:32.234 | NT/NR | | | | | | | | | | | |
| 17:13:55.004 | NL | 17:13:55.004 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 17:15:08.575 | NL/NT/NR | 17:15:08.575 | NT | | | | | 1 | | | Stop Bar Violation | Car ran red light |
| 17:15:08.575 | NL/NT/NR | 17:15:21.996 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:15:08.575 | NL/NT/NR | 17:15:39.988 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:15:08.575 | NL/NT/NR | 17:16:26.928 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:16:32.496 | NT/NR | | | | | | | | | | | |
| 17:16:44.250 | NL | 17:16:44.250 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 17:16:44.250 | NL | 17:16:44.250 | NL | | 1 | | | | | | Stop Bar Violation | Car ran red light |
| 17:16:44.250 | NL | 17:16:45.758 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 17:16:44.250 | NL | 17:16:46.508 | NL | | | 1 | | | | | Stop Bar Violation | Car ran red light |
| 17:16:44.250 | NL | 17:16:46.988 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 17:18:08.408 | NL/NT/NR | 17:18:08.408 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:18:08.408 | NL/NT/NR | 17:18:37.500 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:19:32.996 | NT/NR | | | | | | | | | | | |
| 17:19:55.160 | NL | 17:19:55.160 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 17:21:08.000 | NL/NT/NR | 17:21:08.000 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:21:08.000 | NL/NT/NR | 17:21:34.990 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:22:32.000 | NT/NR | | | | | | | | | | | |
| 17:22:55.160 | NL | | | | | | | | | | | |
| 17:24:08.004 | NL/NT/NR | 17:24:14.496 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:24:08.004 | NL/NT/NR | 17:24:53.154 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:24:08.004 | NL/NT/NR | 17:25:31.500 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:25:32.500 | NT/NR | 17:25:49.266 | NT | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:25:55.004 | NL | 17:25:55.004 | NL | | | 1 | | | | | Stop Bar Violation | Car ran red light |
| 17:25:55.004 | NL | 17:25:55.004 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 17:27:08.696 | NL/NT/NR | 17:27:08.696 | NT | | | | 1 | | | | Stop Bar Violation | Car ran red light |
| 17:27:08.696 | NL/NT/NR | 17:27:08.764 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:27:08.696 | NL/NT/NR | 17:27:08.764 | NT | | | | | 1 | | | Stop Bar Violation | Car ran red light |
| 17:27:08.696 | NL/NT/NR | 17:28:11.920 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:28:32.180 | NT/NR | 17:28:33.770 | NT | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:28:55.250 | NL | 17:28:56.746 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 17:30:08.208 | NL/NT/NR | 17:31:08.504 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:31:32.254 | NT/NR | | | | | | | | | | | |
| 17:31:55.952 | NL | 17:31:56.607 | NL | | | 1 | | | | | Stop Bar Violation | Car ran red light |
| 17:33:08.004 | NL/NT/NR | 17:33:19.004 | NT | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:33:08.004 | NL/NT/NR | 17:33:47.504 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:34:32.266 | NT/NR | | | | | | | | | | | |
| 17:34:55.258 | NL | 17:34:56.238 | NL | | | 1 | | | | | Stop Bar Violation | Car ran red light |
| 17:36:08.008 | NL/NT/NR | 17:37:19.016 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:36:08.008 | NL/NT/NR | 17:37:30.364 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 17:37:32.250 | NT/NR | | | | | | | | | | | |
| 17:37:55.270 | NL | 17:37:57.128 | NL | | | 1 | | | | | Stop Bar Violation | Car ran red light |
| 17:39:08.944 | NL/NT/NR | 17:39:08.944 | NT | | | | | | 1 | | Stop Bar Violation | Car ran red light |
| 17:39:08.944 | NL/NT/NR | 17:39:11.758 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:39:08.944 | NL/NT/NR | 17:39:34.208 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:40:32.512 | NT/NR | 17:40:33.606 | NT | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:40:32.512 | NT/NR | 17:40:36.188 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:40:32.512 | NT/NR | 17:40:41.012 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:40:55.246 | NL | 17:40:55.246 | NL | | | 1 | | | | | Stop Bar Violation | Car ran red light |
| 17:40:55.246 | NL | 17:40:56.730 | NT | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:40:55.246 | NL | 17:41:00.980 | NL | | | 1 | | | | | Stop Bar Violation | Car ran red light |
| 17:42:08.020 | NL/NT/NR | 17:42:08.020 | NT | | | | | 1 | | | Stop Bar Violation | Car ran red light |
| 17:43:32.242 | NT/NR | | | | | | | | | | | |
| 17:43:55.012 | NL | 17:43:55.012 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 17:45:08.012 | NL/NT/NR | 17:45:09.262 | NT | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:46:32.246 | NT/NR | 17:46:47.112 | NT | | | | | 1 | | | Stop Bar Violation | Car ran red light |
| 17:46:55.992 | NL | 17:46:56.584 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 17:46:55.992 | NL | 17:46:56.620 | NL | | | 1 | | | | | Stop Bar Violation | Car ran red light |
| 17:48:08.786 | NL/NT/NR | 17:48:14.776 | NT | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:49:32.488 | NT/NR | | | | | | | | | | | |
| 17:49:55.280 | NL | 17:49:55.280 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 17:49:55.280 | NL | 17:49:55.472 | NL | | | 1 | | | | | Stop Bar Violation | Car ran red light |
| 17:49:55.280 | NL | 17:49:57.262 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 17:49:55.280 | NL | 17:49:57.512 | NL | | | 1 | | | | | Stop Bar Violation | Car ran red light |
| 17:51:08.784 | NL/NT/NR | 17:52:02.718 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:52:32.488 | NT/NR | | | | | | | | | | | |
| 17:52:55.488 | NL | 17:52:56.758 | NL | | | 1 | | | | | Stop Bar Violation | Car ran red light |
| 17:52:55.488 | NL | 17:52:56.800 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 17:54:08.520 | NL/NT/NR | 17:54:08.520 | NT | | | | | | 1 | | Stop Bar Violation | Car ran red light |
| 17:54:08.520 | NL/NT/NR | 17:54:41.496 | NR | | | | | | | 1 | Stop Bar Violation | Car ran red light |
| 17:55:32.040 | NT/NR | | | | | | | | | | | |
| 17:55:55.008 | NL | 17:55:56.000 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 17:57:08.240 | NL/NT/NR | | | | | | | | | | | |
| 17:58:32.024 | NT/NR | | | | | | | | | | | |
| 17:58:44.272 | NL | 17:58:44.272 | NL | | | 1 | | | | | Stop Bar Violation | Car ran red light |
| 17:58:44.272 | NL | 17:58:44.272 | NL | 1 | | | | | | | Stop Bar Violation | Car ran red light |
| 17:58:44.272 | NL | 17:58:45.238 | NL | | | 1 | | | | | Stop Bar Violation | Car ran red light |
| Totals | | | | 117 | 117 | 15 | 7 | 12 | 17 | 23 | 558 | |

Red Light Violation Study

Location: NW 42nd Ave/S Le Jeune Rd/SR 953 (NS) & NW 36th St/SR 948 (EW)

City: Miami Springs

Date: 3/18/2026

Day: Wednesday

Approach: Northbound

Hours 6 AM - 6 PM

| Total Vehicle Count by Lane | | | | | | | | |
|-----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------|
| Lane 1 NL | Lane 2 NL | Lane 3 NT | Lane 4 NT | Lane 5 NT | Lane 6 NT | Lane 7 NT | Lane 8 NR | Total |
| 2080 | 2219 | 3204 | 3476 | 3844 | 3387 | 2119 | 1656 | 21985 |
| 98% | 105% | 151% | 164% | 181% | 160% | 100% | 78% | |

| Total Vehicle Count by Lane | | | | | | | | |
|-----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------|
| Lane 1 NL | Lane 2 NL | Lane 3 NT | Lane 4 NT | Lane 5 NT | Lane 6 NT | Lane 7 NT | Lane 8 NR | Total |
| 117 | 117 | 15 | 7 | 12 | 17 | 23 | 558 | 866 |
| 6% | 6% | 1% | 0% | 1% | 1% | 1% | 26% | |

| 50th Violation TIMESTAMP | | | | | | | |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Lane 1 NL | Lane 2 NL | Lane 3 NT | Lane 4 NT | Lane 5 NT | Lane 6 NT | Lane 7 NT | Lane 8 NR |
| 13:44:12.746 | 13:49:11.820 | NA | NA | NA | NA | NA | 06:46:39.758 |

| Violation by 1 Tenth of a Second | | | | | | | | | | |
|----------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|------------|-------|
| 1/10th | 2/10th | 3/10th | 4/10th | 5/10th | 6/10th | 7/10th | 8/10th | 9/10th | > 1 Second | Total |
| 0.199 | 0.299 | 0.399 | 0.499 | 0.599 | 0.699 | 0.799 | 0.899 | 0.999 | 0.999 | 867 |
| 116 | 15 | 4 | 7 | 7 | 8 | 9 | 7 | 13 | 681 | |
| 13% | 2% | 0% | 1% | 1% | 1% | 1% | 1% | 1% | 79% | |

| Type of Violation | Number of Violations |
|--------------------|----------------------|
| Stop Bar Violation | 867 |
| Car Ran Red Light | 751 |

Hourly Summary of Violation Lane-wise

Location: NW 42nd Ave/S Le Jeune Rd/SR 953 (NS) & NW 36th St/SR 948 (EW)
 City: Miami Springs
 Date: 3/18/2026
 Day: Wednesday
 Approach: Northbound
 Hours 6 AM - 6 PM

| Approach - Northbound | | | | | | | | |
|-----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Interval | Lane 1 NL | Lane 2 NL | Lane 3 NT | Lane 4 NT | Lane 5 NT | Lane 6 NT | Lane 7 NT | Lane 8 NR |
| 6:00 AM | 1 | 2 | 1 | 2 | 1 | 1 | 0 | 64 |
| 7:00 AM | 8 | 8 | 0 | 0 | 2 | 0 | 0 | 62 |
| 8:00 AM | 18 | 15 | 0 | 0 | 1 | 2 | 1 | 46 |
| 9:00 AM | 2 | 7 | 0 | 0 | 0 | 1 | 5 | 44 |
| 10:00 AM | 5 | 1 | 0 | 1 | 1 | 1 | 1 | 62 |
| 11:00 AM | 6 | 4 | 1 | 0 | 1 | 1 | 2 | 61 |
| 12:00 PM | 2 | 1 | 1 | 0 | 1 | 2 | 3 | 50 |
| 1:00 PM | 14 | 12 | 1 | 0 | 0 | 1 | 0 | 53 |
| 2:00 PM | 16 | 13 | 4 | 0 | 2 | 1 | 3 | 30 |
| 3:00 PM | 11 | 21 | 5 | 2 | 0 | 4 | 1 | 32 |
| 4:00 PM | 15 | 15 | 0 | 0 | 0 | 0 | 3 | 28 |
| 5:00 PM | 19 | 18 | 2 | 2 | 3 | 3 | 4 | 26 |
| Totals | 117 | 117 | 15 | 7 | 12 | 17 | 23 | 558 |

15-Min Summary of Violation Lane-wise

Location: NW 42nd Ave/S Le Jeune Rd/SR 953 (NS) & NW 36th St/SR 948 (EW)

City: Miami Springs

Date: 3/18/2026

Day: Wednesday

Approach: Northbound

Hours 6 AM - 6 PM

| Approach - Northbound | | | | | | | | |
|-----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Interval | Lane 1 NL | Lane 2 NL | Lane 3 NT | Lane 4 NT | Lane 5 NT | Lane 6 NT | Lane 7 NT | Lane 8 NR |
| 6:00 AM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 14 |
| 6:15 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 14 |
| 6:30 AM | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 13 |
| 6:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 23 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 7:15 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:30 AM | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 17 |
| 7:45 AM | 5 | 6 | 0 | 0 | 1 | 0 | 0 | 10 |
| 8:00 AM | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:15 AM | 6 | 3 | 0 | 0 | 1 | 2 | 0 | 10 |
| 8:30 AM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:45 AM | 7 | 5 | 0 | 0 | 0 | 0 | 1 | 11 |
| 9:00 AM | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 12 |
| 9:15 AM | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 13 |
| 9:30 AM | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 9 |
| 10:00 AM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:15 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:30 AM | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 21 |
| 10:45 AM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 9 |
| 11:00 AM | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 14 |
| 11:15 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| 11:30 AM | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 22 |
| 11:45 AM | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 12 |
| 12:00 PM | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 19 |
| 12:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 15 |
| 12:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 1:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 1:15 PM | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 10 |
| 1:30 PM | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 17 |
| 1:45 PM | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 11 |
| 2:00 PM | 6 | 3 | 1 | 0 | 1 | 0 | 0 | 12 |
| 2:15 PM | 5 | 1 | 2 | 0 | 0 | 1 | 0 | 5 |
| 2:30 PM | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 10 |
| 2:45 PM | 3 | 1 | 0 | 0 | 1 | 0 | 3 | 3 |
| 3:00 PM | 1 | 6 | 1 | 1 | 0 | 2 | 0 | 13 |
| 3:15 PM | 3 | 4 | 1 | 0 | 0 | 1 | 0 | 8 |
| 3:30 PM | 3 | 5 | 1 | 1 | 0 | 1 | 1 | 7 |
| 3:45 PM | 4 | 6 | 2 | 0 | 0 | 0 | 0 | 4 |
| 4:00 PM | 3 | 4 | 0 | 0 | 0 | 0 | 1 | 10 |
| 4:15 PM | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:30 PM | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 3 |
| 4:45 PM | 4 | 2 | 0 | 0 | 0 | 0 | 1 | 8 |
| 5:00 PM | 5 | 3 | 0 | 0 | 1 | 0 | 0 | 5 |
| 5:15 PM | 6 | 3 | 0 | 1 | 1 | 2 | 1 | 12 |
| 5:30 PM | 2 | 6 | 1 | 1 | 1 | 0 | 1 | 7 |
| 5:45 PM | 6 | 6 | 1 | 0 | 0 | 1 | 2 | 2 |
| Totals | 117 | 117 | 15 | 7 | 12 | 17 | 23 | 558 |

RESOLUTION NO. 2025-____

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF MIAMI SPRINGS, FLORIDA, APPROVING A FIFTH AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH AMERICAN TRAFFIC SOLUTIONS, INC. D/B/A VERRA MOBILITY; PROVIDING FOR AUTHORIZATION; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, on August 26, 2011, the City of Miami Springs (the “City”) entered into a Professional Services Agreement (the “Agreement”) with American Traffic Solutions, Inc. d/b/a Verra Mobility (the “Consultant”) for equipment and services relating to the monitoring and enforcement of red light traffic violations (the “Services”); and

WHEREAS, the City has entered into four amendments to the Agreement since its original term to reflect changes in law, revised Services, and pricing, among other things; and

WHEREAS, the City and Consultant desire to enter into a Fifth Amendment (the “Fifth Amendment”) to the Agreement for the provision of the Services for northbound traffic at the intersection at Northwest 36 Street and Lejeune Road (NW 42nd Avenue) and to reflect changes in law; and

WHEREAS, the City Council desires to approve the Fifth Amendment to the Agreement and authorize the City Manager to negotiate and execute the Fifth Amendment in substantially the form attached hereto as Exhibit “A”; and

WHEREAS, the City Council finds that this Resolution is in the best interest and welfare of the residents of the City.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF MIAMI SPRINGS, FLORIDA, AS FOLLOWS:

Section 1. Recitals. That the above recitals are confirmed, adopted, and incorporated herein and made a part hereof by reference.

Section 2. Approval. That the City Council hereby approves the Fifth Amendment to the Agreement.

Section 3. Authorization. That the City Council hereby authorizes the City Manager to negotiate and execute the Fifth Amendment in substantially the form attached

hereto as Exhibit "A," subject to approval by the City Attorney as to form, content, and legal sufficiency.

Section 4. Implementation. That the City Manager is further authorized to issue and execute any purchase order or required documentation for the purchases described in this Resolution, subject to approval by the City Attorney as to form and legality, and to take any action that is reasonably necessary to implement the purpose of this Resolution.

Section 5. Effective Date. That this Resolution shall be effective immediately upon adoption.

The foregoing Resolution was offered by _____ who moved its adoption. The motion was seconded by _____ and upon being put to a vote, the vote was as follows:

- Mayor Dr. Walter Fajet
Vice Mayor Orlando Lamas
Councilmember Joseph Dion
Councilmember Fabian Perez-Crespo
Councilmember Jorge Santin

PASSED AND ADOPTED this ___ day of _____, 2026.

Dr. Walter Fajet
MAYOR

ATTEST:

ERIKA GONZALEZ, MMC
CITY CLERK

APPROVED AS TO FORM AND LEGAL SUFFICIENCY
FOR THE USE AND RELIANCE OF THE CITY OF MIAMI SPRINGS ONLY:

WEISS SEROTA HELFMAN COLE & BIERMAN, P.L.
CITY ATTORNEY

**FIFTH AMENDMENT
TO PROFESSIONAL SERVICES AGREEMENT**

This Fifth Amendment ("Fifth Amendment") is dated this ___ day of _____ 2026 ("Effective Date"), and is entered into between the City of Miami Springs, Florida ("City"), a municipal corporation of the State of Florida, and American Traffic Solutions, Inc., doing business as Verra Mobility ("Verra Mobility") (each individually a "Party" and collectively the "Parties").

RECITALS

WHEREAS, the City and Verra Mobility entered into a Professional Services Agreement, effective August 26, 2011 (the "Original Agreement"), which was amended by that certain First Amendment to Original Services Agreement effective July 10, 2013 ("First Amendment"), that certain Second Amendment to Original Agreement effective November 15, 2016 ("Second Amendment"), that certain Third Amendment to Original Services Agreement November 30, 2021 ("Third Amendment"), and that certain Fourth Amendment to the Original Agreement dated August 12, 2025 ("Fourth Amendment"); and

WHEREAS, City and Verra Mobility mutually desire to amend Agreement to reflect changes in State Law relating to the placement and installation of cameras at designated intersections; and

WHEREAS, City and Verra Mobility mutually desire to enter into this Fifth Amendment to Original Agreement (the "Fifth Amendment") (the Original Agreement, First Amendment, Second Amendment, Third Amendment, and Fourth Amendment are collectively referred to as the "Agreement")

NOW THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the City and Verra Mobility agree as follows:

- 1. Amending Section 6 of the Agreement.** That Section 6, "Intersection and Violation Rate Analysis," of the Agreement is hereby amended as follows: ¹

6. INTERSECTION AND VIOLATION RATE ANALYSIS:

Upon written request by the City and Pprior to implementing the Axis System, ATS ~~may~~ shall conduct an analysis of each intersection Approach being considered for a Camera System. If ATS deems necessary, ATS will use the Site Selection Analysis assessment model or other tool or means to complete the analysis. The Customer will be provided a report on violations

¹ Coding: ~~Strikethrough~~ words are deletions to the existing words. Underlined words are additions to the existing words.

recorded at each monitored approach. For any intersection Approach recommended by the Customer, ATS ~~may~~ shall only install a Camera System upon full compliance with the requirements of Sections 316.008(8) and Section 316.0083 of the Florida Statutes, including, specifically, the enactment of an ordinance authorizing the placement and installation of a Camera System and a determination that the intersection where such Camera System(s) are to be placed constitute a heightened safety risk that warrants additional enforcement measures. ~~However, ATS may elect not to install a Camera System where traffic violation data does not support installation of the Axis System.~~

Refer to Exhibit C, “Designated Intersections,” for the ~~identified~~ intersection approaches that the City has authorized for the placement and installation of Camera Systems for the enforcement of violations of Sections 316.074(1) and 316.075(1), Florida Statutes ~~for first phase of project.~~

2. Exhibit Amended. That Exhibit “C” to the Agreement is hereby deleted in its entirety and replaced with Exhibit “A” to this Fifth Amendment.

3. Merger and Integration. The provisions of the Agreement, as modified by this Fifth Amendment, including the recitals, comprise all of the terms, conditions, agreements, and representations of the Parties with respect to the subject matter hereof. No other representations or promises made by any Party to another, whether in writing or orally, concerning the subject matter of this Fifth Amendment, exist except as expressed in the Agreement and the Fifth Amendment. Except as expressly amended or modified by the terms of this Fifth Amendment, all terms of the Agreement shall remain in full force and effect. In the event of a conflict between the terms of this Fifth Amendment and the Agreement, the terms of this Fifth Amendment shall prevail and control.

EXHIBIT A
DESIGNATED INTERSECTIONS

Customer will enact ordinance(s) authorizing the placement and installation of cameras at designated intersections after a determination that the intersection where such camera(s) are to be placed constitute a heightened safety risk that warrant additional enforcement measures.

ATS shall make its best efforts to install a camera system within thirty (30) days of permits being granted and power delivered for each agreed upon approach, providing that Customer has received permission for all implementations in writing from any third-party sources.

Pursuant to Section 70-02 of the City Code of Ordinances, the City authorizes ATS to install and operate cameras at the following designated intersections:

1. Eastbound Northwest 36 Street at Northwest South River Drive
2. Northbound Northwest 36 Street At Lejeune Road (NW 42nd Avenue)
3. Southbound Northwest 36 Street At Lejeune Road (NW 42nd Avenue)
4. Westbound Northwest 36 Street At Lejeune Road (NW 42nd Avenue)
5. Northwest 36th Street and Sheridan Drive (westbound traffic)
6. Westbound Northwest 36 Street at Curtiss Parkway

Implementation and installation of any approach is subject to full compliance with the requirements of Florida Law, a site selection analysis, law enforcement, and/or engineering results. ATS may provide Customer with evaluation of candidate approach sites using the Site Selection Analysis model or some other tools/means to assist Customer in its recommendations. The intersections will be designated by an Ordinance authorizing the placement and installation of camera system(s) at the intersection and any installation of a camera system must be mutually agreed to by the parties.

RESOLUTION NO. 2026-____

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF MIAMI SPRINGS, FLORIDA, URGING THE FLORIDA LEGISLATURE TO CONSIDER A REAL PROPERTY TAX EXEMPTION TO FULLY EXEMPT HOMESTEADED PROPERTIES OWNED BY INDIVIDUALS WHO ARE 65 YEARS AND OLDER FROM AD VALOREM TAXATION; PROVIDING FOR TRANSMITTAL; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Florida's Governor and members of the Florida Legislature have expressed a desire to implement property tax reform, including the possible elimination of the levy of any ad valorem taxes on real property; and

WHEREAS, ad valorem levies against real property represent a significant portion of the City of Miami Springs ("City") revenues and its elimination would pose serious financial difficulty to the City; and

WHEREAS, the annual real property taxes collected by the City fund a myriad of essential services, including parks, public works, police, and other government services that City residents and visitors utilize and depend on; and

WHEREAS, the City Council wishes to express its support for meaningful, targeted real property tax reform that builds upon and expands existing exemptions, thereby allowing long-term property owners to enjoy their homesteaded property in retirement without the burden of recurring ad valorem tax remittances beyond their working years; and

WHEREAS, the City Council believes that such targeted relief will provide a meaningful benefit to homeowners without jeopardizing the quality or efficacy of municipal services; and

WHEREAS, the City Council desires to urge the Florida Legislature to consider a real property tax exemption to fully exempt homesteaded properties owned by individuals who are 65 years and older from ad valorem taxation; and

WHEREAS, the City Council finds that this Resolution is in the best interest and welfare of the residents of the City.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF MIAMI SPRINGS, FLORIDA, AS FOLLOWS:

Section 1. Recitals. That the above recitals are confirmed, adopted, and incorporated herein and made a part hereof by reference.

Section 2. Urging. That the City Council hereby urges the Florida Legislature to consider a real property tax exemption to fully exempt homesteaded properties owned by individuals who are 65 years of age or older from ad valorem taxation.

Section 3. Transmittal. That the City Clerk is directed to transmit a copy of this Resolution to Florida Governor Ron DeSantis, the Miami-Dade County State Legislative Delegation, and the Miami-Dade County League of Cities.

Section 4. Effective Date. That this Resolution shall be effective immediately upon adoption.

The foregoing Resolution was offered by _____ who moved its adoption. The motion was seconded by _____ and upon being put to a vote, the vote was as follows:

| | |
|-----------------------------------|-------|
| Mayor Dr. Walter Fajet | _____ |
| Vice Mayor Orlando Lamas | _____ |
| Councilmember Joseph Dion | _____ |
| Councilmember Fabian Perez-Crespo | _____ |
| Councilmember Jorge Santin | _____ |

PASSED AND ADOPTED this ___ day of _____, 2026.

Dr. Walter Fajet
MAYOR

ATTEST:

ERIKA GONZALEZ, MMC
CITY CLERK

APPROVED AS TO FORM AND LEGAL SUFFICIENCY
FOR THE USE AND RELIANCE OF THE CITY OF MIAMI SPRINGS ONLY:

WEISS SEROTA HELFMAN COLE & BIERMAN, P.L.
CITY ATTORNEY

RESOLUTION NO. 2026- _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MIAMI SPRINGS, FLORIDA, CALLING A SPECIAL ELECTION ON AUGUST 18, 2026 FOR THE PURPOSE OF SUBMITTING TO THE ELECTORATE OF THE CITY OF MIAMI SPRINGS, FLORIDA, A CHARTER AMENDMENT; PROVIDING REQUISITE BALLOT LANGUAGE; PROVIDING FOR BALLOTING AND ELECTION PROCEDURES; PROVIDING FOR NOTICE OF ELECTION; PROVIDING FOR COPIES; PROVIDING FOR CHARTER AMENDMENT ELECTION PROCEDURES AND RELATED DETAILS; PROVIDING FOR INCLUSION IN THE CHARTER; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the current stated purpose of the City of Miami Springs (the “City”) Northwest 36th Street District (the “District”) is to provide for successful commercial operations; and

WHEREAS, properties in the District have become increasingly disinvested and are creating conditions that negatively affect the public health, safety, and general welfare of the City’s residents and visitors and which demand the commitment of a disproportionate amount of police resources; and

WHEREAS, the City Council commenced a community-driven project known as the “Activate Southeast Miami Springs Project” to evaluate ways to transform the District into a vibrant, connected, and welcoming district; and

WHEREAS, as part of the Activate Southeast Miami Springs Project, the City has conducted stakeholder interviews, community workshops, and Council workshops to evaluate existing conditions and potential frameworks to attract investment and encourage revitalization of the District, including the following public engagement activities to date:

- April through May 2024 – Stakeholder interviews;
- June 24, 2024 – Council presentation relating to stakeholder input and exploration of existing conditions;
- May 8, 2025 – Council presentation on the existing conditions and Council input;

- August 18 & 25, 2025 – Council presentation on the framework for potential changes;
- September 2-22, 2025 – Online survey on a framework for potential changes;
- September 24, 2025 – Council Workshop (Part 1) regarding recommended strategies and actions;
- October 6, 2025 – Council Workshop (Part 2) regarding recommended strategies, actions, and priorities; and

WHEREAS, as a result of the Activate Southeast Miami Springs Project, the City Council has determined that the successful revitalization of properties in the District will require a mix of uses to support new investments in the District, including residential components within limited areas of the District; and

WHEREAS, the City has specifically identified that in order to revitalize and attract investment to the District, the City should permit projects with a mix of commercial and residential components in the area east of East Drive within the District; and

WHEREAS, residential uses in the District are effectively prohibited because Section 1.04(6) of the City Charter currently provides that any building that includes more than 2 residential dwelling units shall not exceed 3 stories and a maximum of 40 feet in height, making investments in the District and revitalization of disinvested properties economically unfeasible; and

WHEREAS, , the City Council has determined that an amendment to the City Charter (the “Charter Amendment”) should be presented for consideration by the City’s electorate at an August 18, 2026 special election in order to commence the implementation of the Activate Southeast Miami Springs Project by exempting those buildings with residential units in the area east of East Drive in the District from the height and story limitations of Section 1.04(6) of the Charter, subject to the height limitations set forth in Section 150-164(E) of the City’s Code in effect as of August 18, 2026; and

WHEREAS, pursuant to the City’s Home Rule powers and Section 6.03 of the Home Rule Charter of Miami-Dade, as applicable, the City is required to submit the Charter Amendments to the electors of the City for approval or rejection.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF MIAMI SPRINGS, FLORIDA, AS FOLLOWS:

Section 1. Recitals. That the above recitals are confirmed, adopted, and incorporated herein and made a part hereof by reference.

Section 2. Calling Special Election. That a special election is hereby called to be held on Tuesday, August 18, 2026, to present to the qualified electors of the City of Miami Springs the ballot question provided in Section 4 of this Resolution. The City Council may, by resolution, alter the date of the special election in the event that the City Council finds that unforeseen circumstances require it to do so.

Section 3. Charter Amendments. That pursuant to the City's Home Rule powers and Section 6.03 of the Home Rule Charter of Miami-Dade County, the City Charter of the City of Miami Springs, Florida, is hereby amended to read as set forth in Exhibit "A" attached hereto and incorporated herein.

Section 4. Form of Ballot.

a. That the form of ballot for the Charter Amendments provided for in Section 3 of this Resolution shall be substantially as follows:

1. Revitalizing the Northwest 36 Street District

The Charter provides that buildings that include more than 2 residential dwelling units shall not exceed 3 stories and a maximum of 40 feet in height.

To revitalize and attract investment to the Northwest 36 Street District, it is proposed to exempt buildings with residential units located east of East Drive in the District from the Charter's restriction, subject to current zoning height limitations.

Shall the above-described amendment be adopted?

Yes []

No []

b. That the City Council may revise the ballot form which is set forth above by Resolution; provided, however, that the City Council hereby authorizes the City

Manager, in consultation with the City Attorney, to reorder the ballot questions in their discretion without further action of the City Council.

Section 5. Balloting. Balloting shall be conducted on Tuesday, August 18, 2026, between the hours of 7:00 A.M. and 7:00 P.M. at the regular polling places provided for City elections. Absentee balloting shall be available as authorized by law. Early voting pursuant to Section 101.657, Florida Statutes shall be provided. All qualified City electors who are timely registered in accordance with law shall be entitled to vote. The City Clerk is authorized to obtain any necessary election administration services from the Miami-Dade County Supervisor of Elections. The County registration books shall remain open at the Office of the Miami-Dade County Supervisor of Elections until the date at which the registration books shall close in accordance with the provision of the general election laws. The City Clerk, with necessary assistance from the Miami-Dade County Supervisor of Elections, is hereby authorized to take all appropriate actions necessary to carry into effect and accomplish the electoral provisions of this Resolution. This Special Election shall be canvassed by a County Canvassing Board in accordance with any applicable provisions of the general election laws of the State or County. The City Clerk is hereby authorized to take any action which is necessary or expedient to implement this section or to comply with any applicable law.

Section 6. Notice of Election. That notice of said election shall be published in accordance with Section 100.342, Fla. Stat., in a newspaper of general circulation within the City at least 30 days prior to said election, the first publication to be in the fifth week prior to the election (to-wit: during the week commencing Sunday, July 12, 2026), and the second publication to be in the third week prior to the election (to-wit: during the week commencing Sunday, July 26, 2026), and shall be in substantially the following form:

"NOTICE OF SPECIAL ELECTION"

NOTICE IS HEREBY GIVEN THAT PURSUANT TO RESOLUTION NO. 2026-_____ A SPECIAL ELECTION HAS BEEN CALLED BY THE CITY COUNCIL OF THE CITY OF MIAMI SPRINGS, FLORIDA (THE "CITY") TO BE HELD WITHIN THE CITY ON TUESDAY, AUGUST 18, 2026 FROM 7:00 AM UNTIL 7:00 P.M. AT WHICH TIME THERE SHALL BE SUBMITTED TO THE DULY REGISTERED AND QUALIFIED VOTERS OF THE CITY OF MIAMI SPRINGS THE FOLLOWING CHARTER

AMENDMENTS FOR APPROVAL OR REJECTION:

1. Revitalizing the Northwest 36 Street District

The Charter provides that buildings that include more than 2 residential dwelling units shall not exceed 3 stories and a maximum of 40 feet in height.

To revitalize and attract investment to the Northwest 36 Street District, it is proposed to exempt buildings with residential units located east of East Drive in the District from the Charter's restriction, subject to current zoning height limitations.

Shall the above-described amendment be adopted?

Yes []

No []

The full text of the proposed City Charter Amendment is available at the office of the City Clerk located at City of Miami Springs, 201 Westward Drive, Second Floor, Miami Springs, FL 33166.

**/s/ Erika Gonzalez, MMC
City Clerk"**

Section 7. Copies. That copies of this Resolution proposing the Charter Amendments are on file at the offices of the City Clerk located at City of Miami Springs, City Hall, 201 Westward Drive, Second Floor, Miami Springs, FL 33166, and are available for public inspection during regular business hours.

Section 8. Effectiveness of Charter Amendments.

- a. That each of the Charter Amendments which are provided for in Sections 3 and 4 above shall become effective only if the majority of the qualified electors voting on the specific Charter Amendment vote for its adoption, and shall be considered adopted and effective upon certification of election results.
- b. That the City Attorney is authorized to revise the Charter to the extent necessary to assure that any amendments adopted conform to one another and are properly included in the publication of the revised City Charter. Further, that in the event that some, but not all, of the Charter Amendments are approved by the electors, conforming amendments shall be deemed to be adopted and the City Attorney is

authorized to reflect and implement such revisions of the Charter, including the revision of transitional provisions, to the extent necessary to assure that all amendments adopted conform to one another and to all remaining Charter provisions. If conflicting Charter Amendments are adopted at the same election, the one receiving the greatest number of affirmative votes shall prevail to the extent of such conflict.

- c. That following the adoption of the Charter Amendments, the City Clerk shall file the adopted Charter Amendments with the Clerk of the Circuit Court of Miami-Dade County, Florida.

Section 9. Inclusion in the Charter. Subject to the requirements of Section 8 above, it is the intention of the City Council and it is hereby provided that the Charter Amendments shall become and be made a part of the Charter of the City of Miami Springs and that the Sections of this Resolution and the proposed Charter Amendments may be renumbered or re-lettered to accomplish such intention.

Section 10. Severability. That the provisions of this Resolution are declared to be severable, and if any section, sentence, clause or phrase of this Resolution shall for any reason be held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sections, sentences, clauses, and phrases of this Resolution but they shall remain in effect, it being the legislative intent that this Resolution shall stand notwithstanding the invalidity of any part.

Section 11. Conflicts. That in the event that the provisions of this Resolution conflict with any other City Resolution, the provisions of this Resolution shall prevail to the extent of any such conflict.

Section 12. Effective Date. That this Resolution shall take effect immediately upon adoption.

The foregoing Resolution was offered by _____ who moved its adoption. The motion was seconded by _____ and upon being put to a vote, the vote was as follows:

Mayor Walter Fajet _____
Vice Mayor Joseph Dion _____
Councilmember Fabian Perez-Crespo _____
Councilmember Jorge Santin _____

Councilmember Orlando Lamas _____

PASSED AND ADOPTED this ___ day of _____, 2026.

MAYOR WALTER FAJET

ATTEST:

ERIKA GONZALEZ, MMC
CITY CLERK

APPROVED AS TO FORM AND LEGAL SUFFICIENCY
FOR THE USE AND RELIANCE OF THE CITY OF MIAMI SPRINGS ONLY:

WEISS SEROTA HELFMAN COLE & BIERMAN, P.L.
CITY ATTORNEY

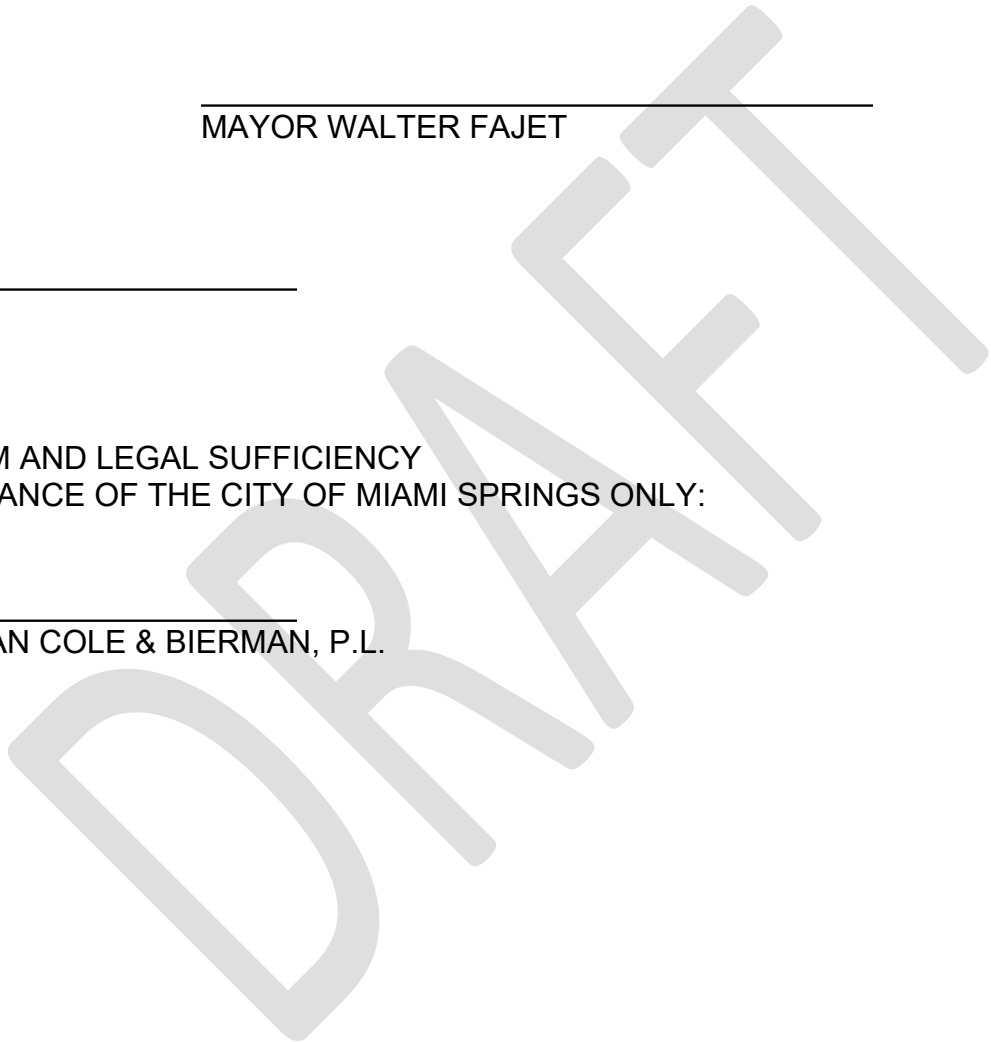


EXHIBIT A

PROPOSED REVISIONS AND AMENDMENTS TO CITY CHARTER

The following document contains proposed revisions and amendments to the City of Miami Springs Charter as proposed by the City Council.

Additions to the text are shown in highlighted **underline** and deletions are shown in highlighted **strikethrough**.

CHARTER

ARTICLE I. POWERS

* * *

Sec. 1.04. Limitation of powers.

The powers of the city, in addition to limitations imposed by law, are further limited as follows:

- (1) The city may not otherwise dispose of that part of its real property now, or hereinafter held for parks, playgrounds, or other recreational facilities, except by ordinance passed by $\frac{4}{5}$ vote of the City Council, after 2 public hearings.
- (2) The Council shall have and exercise all powers of the city not specifically conferred upon other officers and employees. It may delegate any power except the power to fix the rate of taxes, enact ordinances and resolutions, incur indebtedness, adopt a budget and appropriate money.
- (3) The Council may, by majority vote after 2 public hearings, change any existing zoning classification within the city, provided that notice of such proposed zoning change shall first be given to the inhabitants of the city in the following manner:
 - (a) Notice of each public hearing shall be published at least 10 days prior to each hearing in a newspaper of general circulation within the city.
 - (b) The entire text of the proposed zoning change shall be posted in a prominent place in public buildings for a period of at least 2 weeks prior to the date of the first newspaper publication, as follows:
 - (1) City hall,
 - (2) Recreation center gymnasium,
 - (3) The field house, and
 - (4) Any other building(s) designated by Council.
 - (c) Notice of the proposed zoning change shall be mailed to the electors of the city in accordance with the then most current voters registration list, which list shall be maintained as available to the public by the City Manager, and the cost of such mailing shall be borne by the applicant for such zoning change.
- (4) The City of Miami Springs shall not issue ad valorem bonds the outstanding total amount of which shall obligate the city in excess of 15 percent of the

assessed valuation of the real property within the City of Miami Springs for the total outstanding amount of said bonds issued by the city.

(5) No portion of the Miami Springs Golf and Country Club Property, which is more particularly described in Official Records Book 17843, Pages 4410—4415, of the Miami-Dade County Public Records, shall be leased for any single period in excess of 5 years, re-zoned, sold, or otherwise conveyed, without first being approved and authorized by a majority of the qualified city electors voting in an election to consider any such actions.

(6) Any building that includes more than 2 residential dwelling units shall not exceed 3 stories and a maximum of 40-feet in height.

(a) The foregoing restriction shall not apply to buildings with residential units located east of East Drive within the Northwest 36th Street District, subject to the height limitations contained in the City’s Code of Ordinances for the Northwest 36th Street District as of August 18, 2026.

This exception shall only apply to properties located east of East Drive in the Northwest 36th Street District as the district exists as of August 18, 2026 as illustrated in the map shown in Figure 1 below.

Figure 1.

Map of Properties East of East Drive in the Northwest 36th Street District

