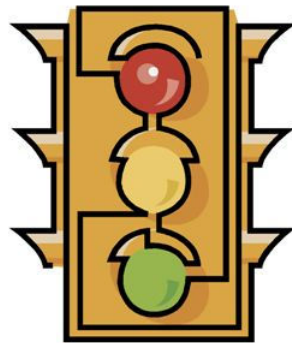


**PhotoSafe Auburn  
Third Quarter Report  
Jan-Jun 2008, 2009, 2010 &  
2011**



**PhotoSAFE\***  
AUBURN

## PURPOSE

The City of Auburn launched the Traffic Safety and Enforcement Camera program, PhotoSafe on June 30<sup>th</sup>, 2006 initially at two intersections and one additional intersection in December 2006. Further the program was expanded to school zone safety cameras resulting in 17 cameras throughout the city.

The primary goal of the program is to improve traffic safety through reduction of red light violations and associated collisions, and to reduce incidents of speeding in designated school zones.

While the goal is to improve public safety on our city streets, realized revenue from the program can now be dedicated to other areas of the city under the umbrella of traffic calming. Cameras can not be placed at all intersections and every stretch of roadway. Creating safety through road design and environmental design can now be funded.

Neighborhood meetings are the primary source of information used to determine safety issues on city streets. Others sources are City Engineers, Police and state statistical data.

The program currently includes 3 intersections and 6 school zones.

### INTERSECTIONS:

#### 2006

June	Auburn Way South and 4 <sup>th</sup> SE (two approaches) Auburn Way South and M SE (two approaches)
December	Harvey and 8 <sup>th</sup> NE (one approach)

### SCHOOL SPEED ZONES

#### 2006

November	Mt. Baker/ Gildo Rey School Zone (two approaches)
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#### 2007

November	Chinook Elementary School Zone (two approaches) Dick Scobee School Zone (two approaches)
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#### 2009

September	Lea Hill Elementary School Zone (two approaches) Arthur Jacobsen School Zone (two approaches)
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#### 2011

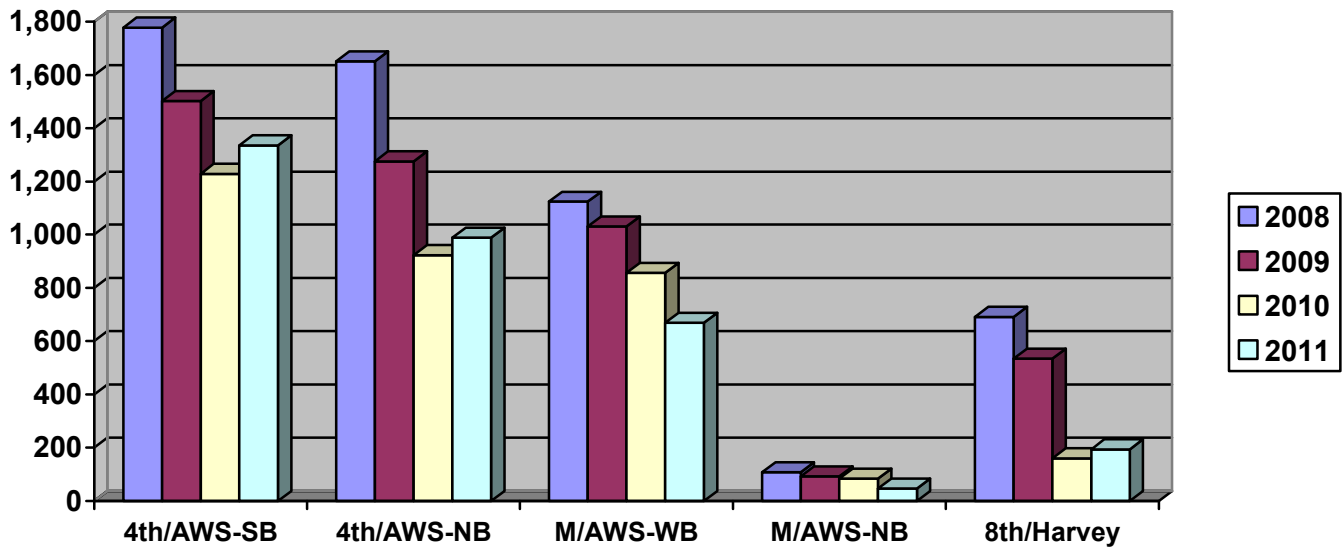
September	Lakeland Hills Elementary (two approaches)
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Surveys are regularly conducted to locate new intersections and school zones to be added in an effort to improve public safety.

The following charts depict 3rd Quarter Violation and Infraction data at the designated locations.

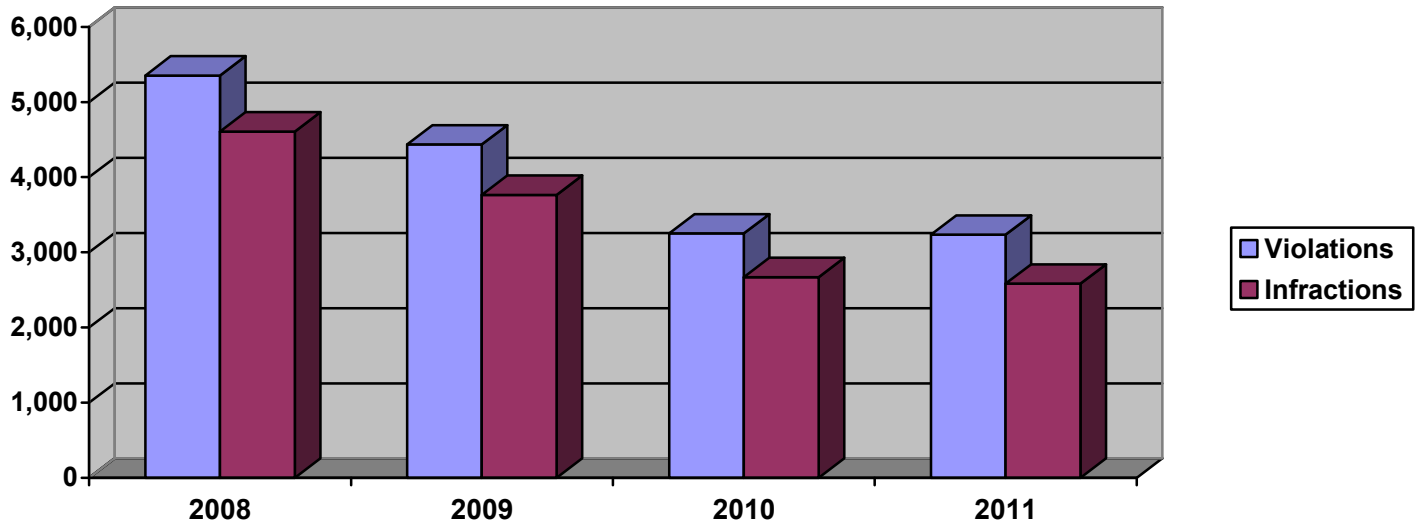
## RED LIGHT VIOLATION REDUCTION

### Third Quarter 2008 - 2011 Violation Reductions



	<b>4th/AWS-SB</b>	<b>4th/AWS-NB</b>	<b>M/AWS-WB</b>	<b>M/AWS-NB</b>	<b>8th/Harvey</b>	<b>TOTALS</b>
2008	1,778	1,651	1,124	108	691	5,352
2009	1,502	1,276	1,030	92	534	4,434
2010	1,229	923	856	84	160	3,252
2011	1,336	988	669	47	194	3,234
<b>% reduction Viol-Infrac</b>	<b>-24.9%</b>	<b>-40.2%</b>	<b>-40.5%</b>	<b>-56.5%</b>	<b>-71.9%</b>	<b>-39.6%</b>

**Third Quarter 2010 vs. 2011 Red-light Violations vs. Infractions Issued**

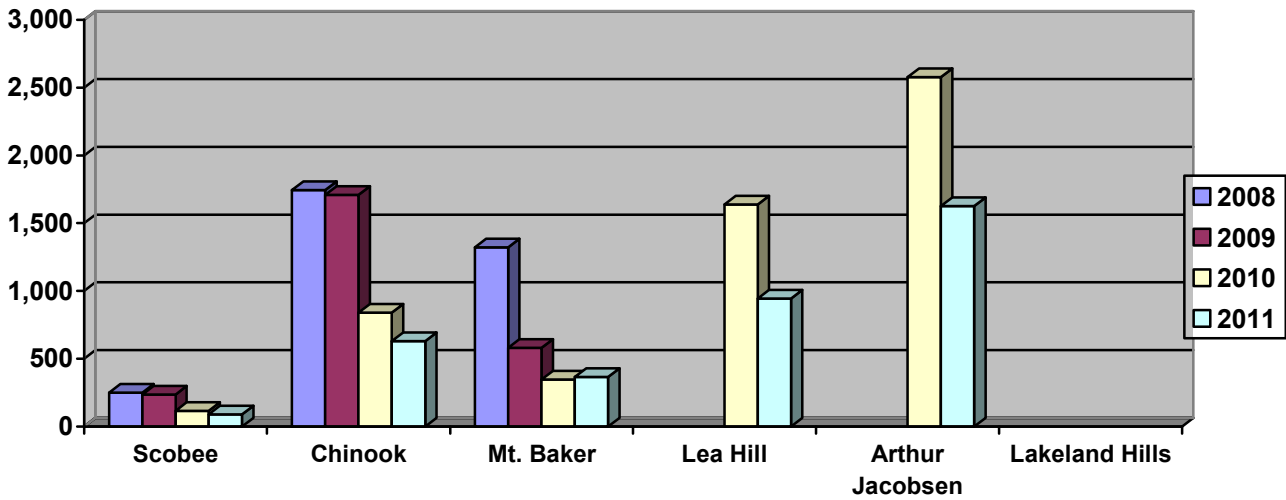


	2008	2009	2010	2011	Total
<b>Violations</b>	5,352	4,434	3,252	3,234	16,272
<b>Infractions</b>	4,606	3,764	2,669	2,582	13,621
<b>% of Infractions issued to reported violations</b>	<b>-13.9%</b>	<b>-15.1%</b>	<b>-17.9%</b>	<b>-20.2%</b>	<b>-16.3%</b>

- 3rd Quarter Violations have decreased 39.6% since 2008
- 3rd Quarter Violations decreased 17.2% from 2008 to 2009
- 3rd Quarter Violations decreased 26.7% from 2009 to 2010
- 3rd Quarter Violations decreased 0.6% from 2010 to 2011
  
- 3rd Quarter Infractions have decreased 43.9% since 2008
- 3rd Quarter Infractions decreased 18.3% from 2008 to 2009
- 3rd Quarter Infractions decreased 29.1% from 2009 to 2010
- 3rd Quarter Infractions decreased 3.3% from 2010 to 2011

This takes into account violations reported that officers did not accept due to unreadable or obstructed plates, emergency vehicles, incimate weather and visually confirming the violations etc.

## SCHOOL ZONE SPEED ENFORCEMENT



	Scobee	Chinook	Mt. Baker	Lea Hill	Arth Jacobsen	Lakeland Hills	Total
<b>2008</b>	250	1,744	1,322	0	0	0	3,316
<b>2009</b>	237	1,709	581	0	0	0	2,527
<b>2010</b>	116	840	348	1,639	2,578	0	5,521
<b>2011</b>	89	630	366	945	1,627	0	3,090
<b>%+/-</b>	<b>-64.6%</b>	<b>-63.9%</b>	<b>-72.3%</b>	<b>-42.4%</b>	<b>-36.9%</b>	<b>0%</b>	

### All Schools

- 3<sup>rd</sup> Quarter Infractions decreased 23.8% from 2008 to 2009
- 3<sup>rd</sup> Quarter Infractions decreased 44% with the additions of a complete year of data with Lea Hill and Arthur Jacobsen from 2010 to 2011

### Scobee 2008 - 2011

- 3<sup>rd</sup> Quarter Infractions have decreased 64.6% from 2008 to 2011
- 3<sup>rd</sup> Quarter Infractions decreased 5.2% from 2008 to 2009
- 3<sup>rd</sup> Quarter Infractions decreased 51.1% from 2009 to 2010
- 3<sup>rd</sup> Quarter Infractions decreased 23.3% from 2010 to 2011

### Chinook 2008 - 2011

- 3<sup>rd</sup> Quarter Infractions have decreased 63.9% from 2008 to 2011
- 3<sup>rd</sup> Quarter Infractions decreased 2.0% from 2008 to 2009
- 3<sup>rd</sup> Quarter Infractions decreased 50.9% from 2009 to 2010
- 3<sup>rd</sup> Quarter Infractions decreased 25% from 2010 to 2011

**Mt. Baker 2008 - 2011**

- 3rd Quarter Infractions have decreased 72.3% from 2008 to 2011
- 3rd Quarter Infractions decrease 56.1% from 2008 to 2009
- 3rd Quarter Infractions decreased 40.1% from 2009 to 2010
- 3rd Quarter Infractions increased 5.1% from 2010 to 2011

**Lea Hill 2010 - 2011**

- 3rd Quarter Infractions decreased 42.4% from 2010 to 2011

**Arthur Jacobson 2010 - 2011**

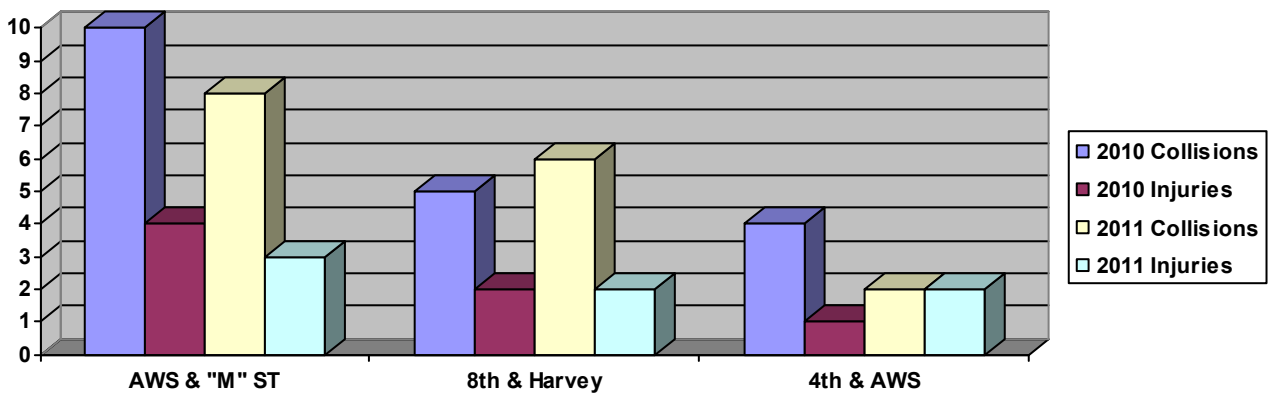
- 3rd Quarter Infractions decreased 36.9% from 2010 to 2011

**Lakeland Hills 2011**

- Active September 2011 with a 30 day-warning period. Infractions will be sent out beginning in October.

**COLLISION DATA**

The following chart shows the number of reported collisions and injuries through the 3rd Quarter of 2010 and 2011 at the 3 intersections that have PhotoSafe enforcement. The intersections at 4<sup>th</sup> SE and Auburn Way South and “M” Street SE and Auburn Way South became active in June of 2006. The intersection of 8<sup>th</sup> NE and Harvey Road became active in November of 2007.



3rd Quarter	AWS & “M” St.	8 <sup>th</sup> & Harvey	4 <sup>th</sup> & AWS
2010 Collisions	10	5	4
2010 Injuries	4	2	1
2011 Collisions	8	6	2
2011 Injuries	3	2	2

## FINANCIAL INFORMATION

The following financial information provided by the Auburn finance department for PhotoSafe Auburn receipts and invoices through the 3rd quarter of 2011 (September not included). Once all expenses are paid to manage and operate the photo enforcement program, the Auburn city council authorized the remaining money generated through PhotoSafe to be used for traffic calming measures throughout the City.

REDFLEX invoices the city their cost of running the equipment and management of the system. In addition to those costs the various fees for 2011 are noted below:

<u>Revenue</u>	\$598,721
<u>Expenses</u>	
Redflex Invoice	\$534,377
Court Clerk	\$43,264
Temporary Judge	\$9,650
Legal Costs	\$2,384
Officer Review	\$5,101
Admin. Overhead	\$74,347
<u>Traffic Engineering Cost</u>	<u>\$0</u>
	\$669,123
Year to date	\$70,401
Life to date balance	\$42,635

## Conclusion

The number of violations at photo enforced intersections has been reduced and increased public safety. The same results can be said for photo enforced school zones. This can only lead to one conclusion that the presence of photo enforcement has reduced traffic violations in the City, thus increasing public safety.

The Auburn PhotoSafe program has shown a significant reduction in violations reported, and has had a positive impact on public safety.