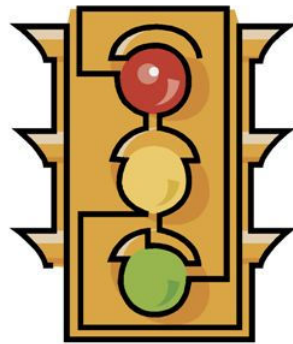


PhotoSafe Auburn 2011 Review



Photo**SAFE**★
AUBURN

PURPOSE

The City of Auburn launched the Traffic Safety and Enforcement Camera program, PhotoSafe on June 30th, 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 th SE (two approaches)
	Auburn Way South and M SE (two approaches)
December	Harvey and 8 th 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)

2009

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

2011

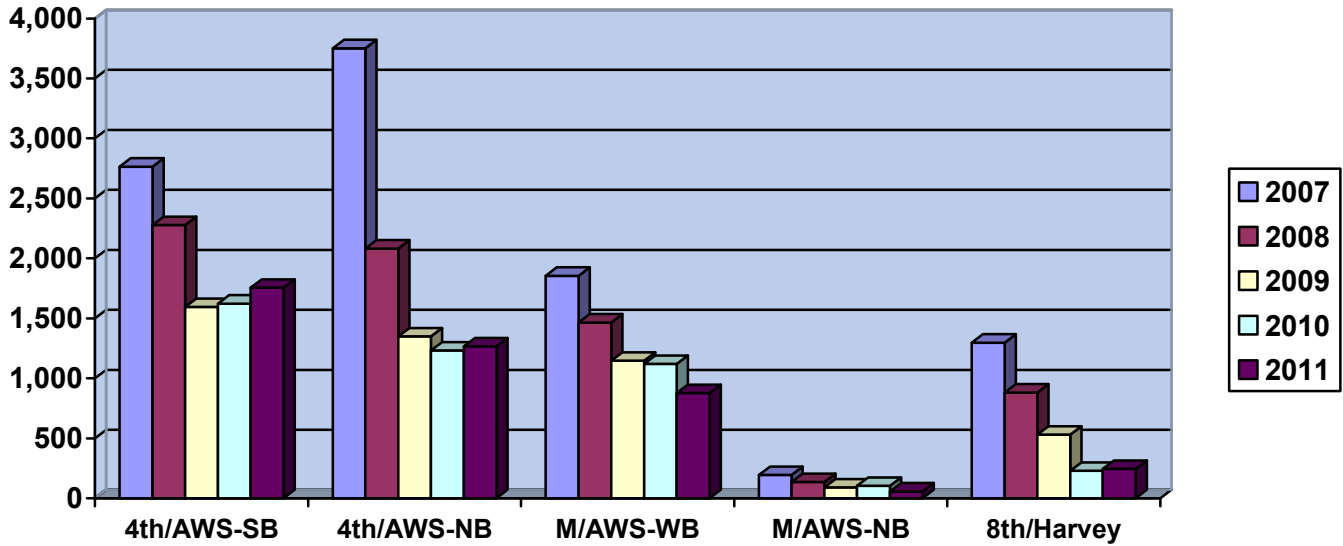
September	Lakeland Hills Elementary (two approaches)
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Surveys are regularly conducted to locate new intersections and school zones to be added in an effort to improve public safety. In addition, the city is evaluating the possibility of adding photo enforcement at railroad crossings.

The following charts depict violation and infraction data at the designated locations.

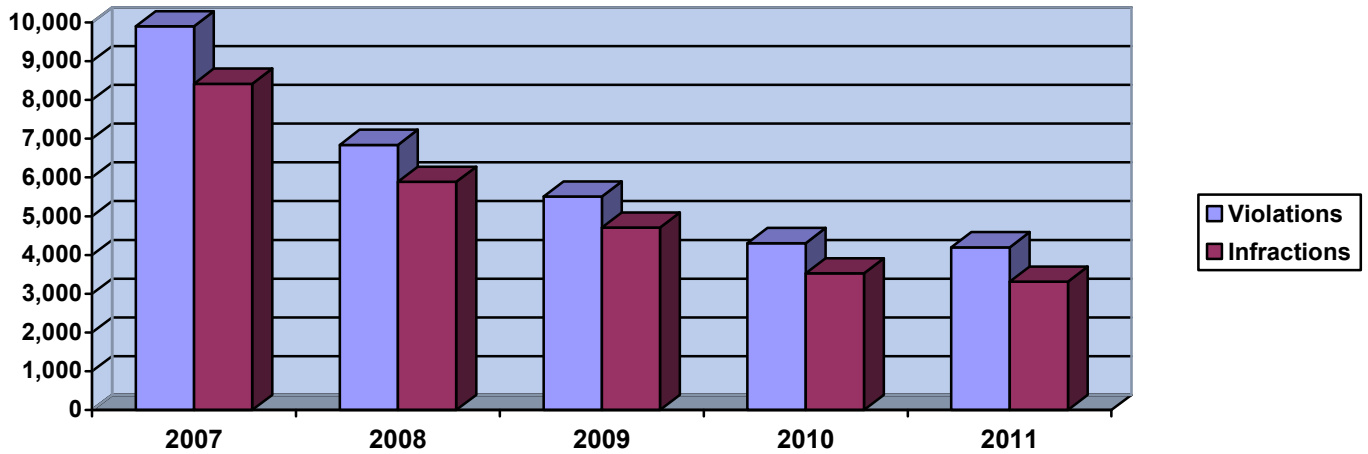
RED LIGHT VIOLATION REDUCTION

Yearly Violation Reduction



	4th/AWS-SB	4th/AWS-NB	M/AWS-WB	M/AWS-NB	8th/Harvey	Total
2007	2,764	3,751	1,855	194	1,297	9,861
2008	2,277	2,082	1,465	135	881	6,840
2009	1,594	1,349	1,146	90	530	4,709
2010	1,622	1,232	1,120	104	229	4,307
2011	1,755	1,266	877	57	245	4,200
%Reduction 2007 - 2010	-36.5%	-66.2%	-52.7%	-70.6%	-81.1%	-57.4%

Red-light Violations vs. Infractions Issued



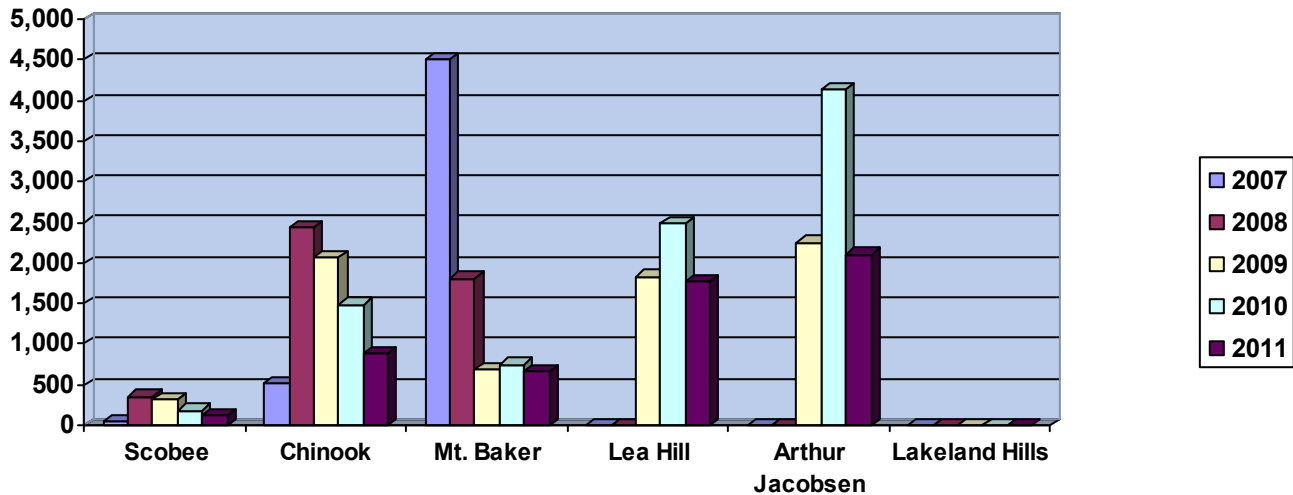
	2007	2008	2009	2010	2011
Violations	9,897	6,840	5,509	4,307	4,200
Infractions	8,416	5,889	4,709	3,530	3,313
% of Infractions issued to reported violations	85.04%	86.1%	85.48%	81.96%	78.9%

- Violations have decreased 57.6% since implementation of the program to 2011
- Violations decreased 30.8% from 2007 to 2008
- Violations decreased 19.4% from 2008 to 2009
- Violations decreased 21.8% from 2009 to 2010
- Violations decreased 2.5% from 2010 to 2011

- Infractions have decreased 60.6% since implementation of the program to 2011
- Infractions decreased 30% from 2007 to 2008
- Infractions decreased 20% from 2008 to 2009
- Infractions decreased 25% from 2009 to 2010
- Infractions decreased 6.2% from 2010 to 2011

This takes into account violations reported that officers did not accept due to unreadable or obstructed plates, emergency vehicles, severe in climate weather and confirm violation etc.

SCHOOL ZONE SPEED ENFORCEMENT



	Scobee	Chinook	Mt. Baker	Lea Hill	Arthur Jacob	Lakeland Hills
2007	*41	*518	4,502	0	0	0
2008	357	2,429	1,811	0	0	0
2009	309	2,071	694	*1,835	*2,253	0
2010	180	1,489	751	2,488	4,138	0
2011	122	886	658	1,782	2,108	2
%Reduction	08 – 11 -65.8%	08 – 11 -63.5%	07 – 11 -85.4%	10 – 11 -28.4%	10 – 11 -49.1%	Insufficient Data

*not a full year of data

Scobee 2008 - 2011

- Infractions have decreased 65.8% from 2008 to 2011
- Infractions decreased 32.2% from 2010 to 2011

Chinook 2008 - 2011

- Infractions have decreased 63.5% from 2008 to 2011
- Infractions decreased 40.5% from 2010 to 2011

Mt. Baker is the only school that has 5 years of comparison data, which is noted below:

- Infractions have decreased 85.4% since 2007
- Infractions decreased 12.4% from 2010 to 2011

Lea Hill 2010 -2011

- Infractions decreased 28.4% from 2010 to 2011

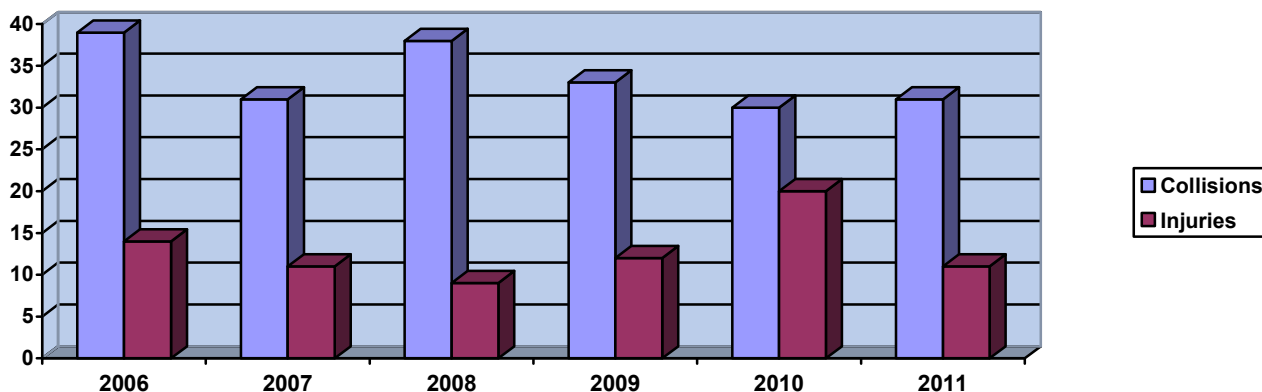
Arthur Jacobson 2010 – 2011

- Infractions decreased 49.1% from 2010 to 2011

Lakeland Hills went online October of 2011

COLLISION DATA

The following chart shows the number of reported collisions and injuries for each year at the 3 intersections that have PhotoSafe enforcement. The intersections at 4th SE and Auburn Way South and “M” St SE and Auburn Way South became active in June 2006. The intersection of 8th NE and Harvey became active in November of 2007. Collisions have varying factors to cause.



	2006	2007	2008	2009	2010	2011
Collisions	39	31	38	33	30	31
Injuries	14	11	9	12	20	11

Since 2006, we have realized a 20.5% reduction in collisions at the 3 Red-Light photo intersections

Since 2006 we have realized a 21.4% reduction in injuries.

*Note – 2010 year end figures are higher from last years report due to collision data that came in to Traffic Engineering after report published

FINANCIAL INFORMATION

The following financial information provided by the Auburn Finance Department for PhotoSafe Auburn receipts and invoices for 2011. 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 and various fees for 2011 are noted below:

<u>Revenue</u>	\$793,351
<u>Expenses</u>	
Redflex Invoice	\$729,007
Court Clerk	\$64,896
Temporary Judge	\$13,750
Legal Costs	\$2,887
Officer Review	\$6,561
Admin. Overhead	\$102,138
<u>Traffic Engineering Cost</u>	<u>\$0</u>
	\$919,239
Net proceeds for 2011	(\$125,888)

Conclusion

The number of violations at photo enforced intersections has been reduced and increased public safety. The results are more dramatic for improved safety in 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 not had a negative impact to the City in terms of cost, has shown a significant reduction in violations reported, and has had a positive impact on public safety.