

TRAFFIC SAFETY CAMERA PROGRAM COMPREHENSIVE REPORT



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INTRODUCTION

This report is intended to provide information to the public regarding the City of Tucson's Traffic Safety Camera Program. This is a comprehensive report covering the program from inception (August 2007) through the end of Fiscal Year 2012. Starting with Fiscal Year 2013, quarterly reports will be published and compiled into a fiscal year annual report. Information for this and future reports is provided by the Tucson City Court, Tucson Police Department, and Tucson City Finance and Procurement Departments.

HISTORY/BACKGROUND

In January 2007, the Tucson Mayor and Council approved a pilot project for a Traffic Safety Camera Program. A primary reason for the City of Tucson's interest in the implementation of a Traffic Safety Camera Program was because Tucson had been ranked fourth in the nation by the Insurance Institute for Highway Safety (IIHS) for traffic collision fatalities related to red light violations. It was the intent of the pilot project to test the effectiveness of both fixed photo and mobile traffic enforcement. At the conclusion of the pilot project, the results were assessed and the project was approved for continuation.

The initial Traffic Safety Camera Program started with one intersection equipped with fixed safety cameras and one mobile safety van. Over the years additional intersections and an additional van have been added. The following table provides information on intersections and dates placed into service.

Intersection	Date Placed in Operation
Grant Road and Tanque Verde Road	October 29, 2007
Nogales Highway and Valencia Road	January 26, 2008
22 nd Street and Wilmot Road	February 20, 2008
River Road and Oracle Road	March 29, 2008
Speedway Boulevard and Kolb Road	November 26, 2010
Grant Road and Swan Road	December 17, 2010
Broadway Boulevard and Craycroft Road	February 27, 2011
6 th Avenue and Ajo Way	October 31, 2011
Mobile Van	
Mobile Safety Van #1	July 2007
Mobile Safety Van #2	October 2009



TRAFFIC SAFETY CAMERA PROGRAM

The eight (8) intersections currently equipped with safety camera equipment were selected based on the volume and type of traffic, collisions, injuries, and violations occurring in those locations. The safety cameras operate 24 hours per day, seven days per week (24/7) and are able to continually capture violations in a safe and cost efficient manner that could not be duplicated by human enforcement.

The eight (8) intersections have cameras that capture violations for running red lights and speeding on green lights. Speeding violations are captured for vehicles traveling eleven (11) miles per hour or more over the posted speed limit. In addition to red light and speeding violations, citations are also issued for violations related to seat belt usage and possession of valid vehicle registration and driver license. It should be noted that Tucson is one of the few jurisdictions in the country to utilize its camera program to enforce seat belt laws. This is an important feature of the program, as seat belt usage is a proven method in reducing the severity of collision injuries.

In addition to the eight (8) intersections equipped with fixed safety cameras, speed enforcement is conducted with the use of two mobile safety vans. These vans are owned and operated by the contractor and are deployed throughout the City in high traffic areas such as school zones, construction zones, and in neighborhoods where citizens request special enforcement. As the vans are deployed seven days a week irrespective of the weather conditions, they provide consistent enforcement when officers are unavailable. Citations issued through the mobile van program are treated in the same manner as the intersection safety cameras with the exception of school zones, which capture violations at five (5) miles per hour or more over the posted speed limit.

Personnel from the City's contracted vendor, American Traffic Solutions (ATS), download all violation incidents from both the mobile radar vans and intersections daily. ATS personnel conduct a preliminary check and reject incidents that have technical problems such as blurry or poor quality photos, incorrect information, or other problems that will make identification of the driver difficult. After this check, the information is sent to the Tucson Police Department Traffic Enforcement Division. Commissioned police officers review each violation and compare the photo of the driver with the Motor Vehicle Division (MVD) photo of the registered owner of the vehicle. A commissioned police supervisor reviews any questionable violations.

After a violation is confirmed, if there is a match of the photo of the driver committing the violation and the photo of the vehicle's registered owner obtained from the Motor Vehicle Division (MVD), or if the officer was able to determine the identity of a driver other than the registered owner, the violation is accepted and a citation is mailed to the driver along with information on court, web access, fines, and other related matters. Officers will cite only for the initial red light or speeding violation that triggered the safety camera system, not for both offenses, with red light violations taking precedence over speeding violations. Failure to respond to the mailed citation will result in a process server personally delivering the citation and a service fee will be added to the initial violation.

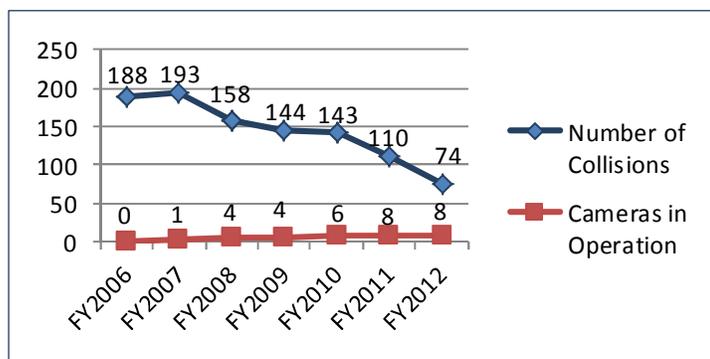
If there is not a match of the photo of the driver committing the violation and the photo of the vehicle's registered owner obtained from the Motor Vehicle Division (MVD), and the officer was unable to determine the identity of a driver other than the registered owner, a Notice of Violation (NOV) is mailed to the registered owner advising that their vehicle was captured on a traffic safety camera with a request to identify the driver at the time of the violation. Per Arizona Revised Statute (A.R.S.) 28-1602, a person is under no obligation to identify the person in the photograph or respond to this notice.

A copy of each citation package is transmitted to Tucson City Court electronically so they have access to the information. If a violator requests a hearing, a commissioned police officer from the Traffic Safety Camera Program will appear in court to testify on behalf of the city. The officer will have all the evidence of the violation and make it available to the driver of the vehicle and the court.

SAFETY IMPROVEMENTS AND CONSIDERATIONS

COLLISION REDUCTION

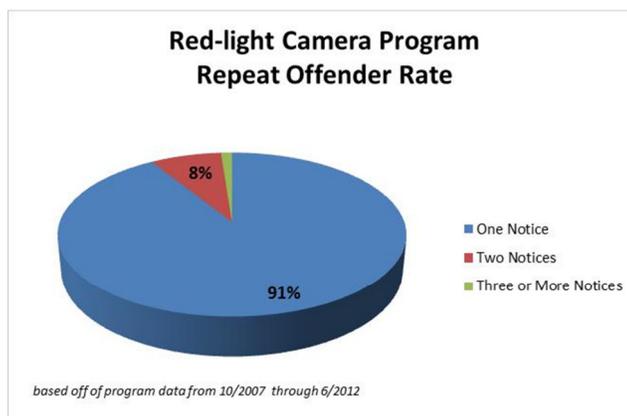
Implementing the Traffic Safety Camera Program has had the desired results. Collisions have been significantly reduced at intersections in the years following the installation of safety cameras. Intersection collisions frequently involve more serious injuries or death due to a side impact or a head-on collision; therefore, any reduction in intersection collisions is especially noteworthy.



The charts in the appendix of this report demonstrate the effect that this program has had on intersections equipped with traffic safety cameras. A chart is provided for each intersection listing the number of intersection related collisions.

CHANGING DRIVER BEHAVIOR

Violations captured at each intersection are highest immediately following each installation, dipping and again increasing as further intersections were added to the program. The data supports that driver behavior has changed as violations have decreased the longer traffic safety cameras are in place. It is apparent that the presence of traffic safety cameras has had a positive impact on reducing red-light running and speeding occurrences. A review of



recidivism records demonstrates a propensity for drivers to rarely commit more than one violation at an intersection installed with safety cameras.

OFFICER SAFETY CONSIDERATIONS

Officer safety is one topic that rarely draws attention in discussions regarding the merits of the Traffic Camera Safety Program. Court testimony requires that officers working red light enforcement place themselves in a position to observe the precise location of a violator's vehicle as a traffic light phases from yellow to red. Placing oneself in such a position, yet still allowing for the officer to safely maneuver into the roadway to stop the violator, is a precarious proposition at best. The placement of traffic safety cameras allow an officer to remotely view violations after the fact, with the system's technology providing ample details to satisfy court requirements without placing an officer in a potentially dangerous situation.

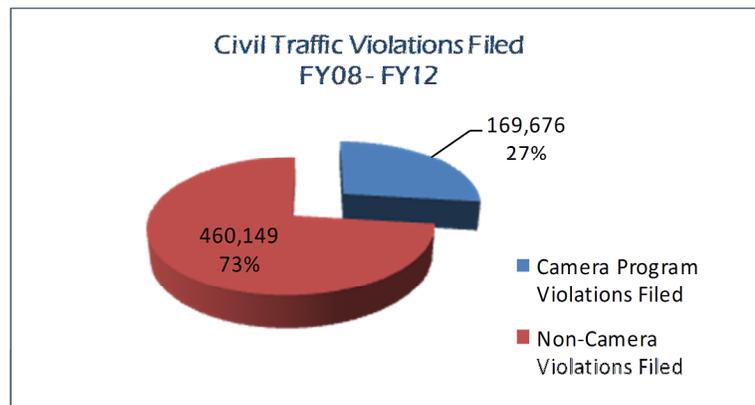
ADDITIONAL SAFETY CAMERA BENEFITS

The fact that the cameras operate 24/7 and are able to continually capture violations is a tremendous benefit to the City, its taxpayers and the officers that would otherwise be tasked with this enforcement. The system works well and is an excellent supplement to the Traffic Enforcement Division's mission to make commuting safer on the streets of Tucson for all.

The ability to query the camera system for investigative information is another feature of the Traffic Safety Camera Program that is provided at no additional expense to the Police Department or taxpayers. A prime example was a hit and run collision that resulted in severe injuries to a bicyclist. A suspect was soon identified after a concerned citizen notified police of a potential suspect with fresh windshield damage similar to that on the vehicle that had fled the collision. By viewing traffic safety camera violations captured in the vicinity of the collision during the same time frame, detectives were able to identify a violation committed by the suspect and strengthen their case based on program photos and video. This provided strong evidence to support the arrest and conviction of the suspect as it placed the vehicle in the vicinity of the collision, established the suspect as the vehicle's driver, and attested to the fact that the windshield had been completely intact only a minute prior to the collision.

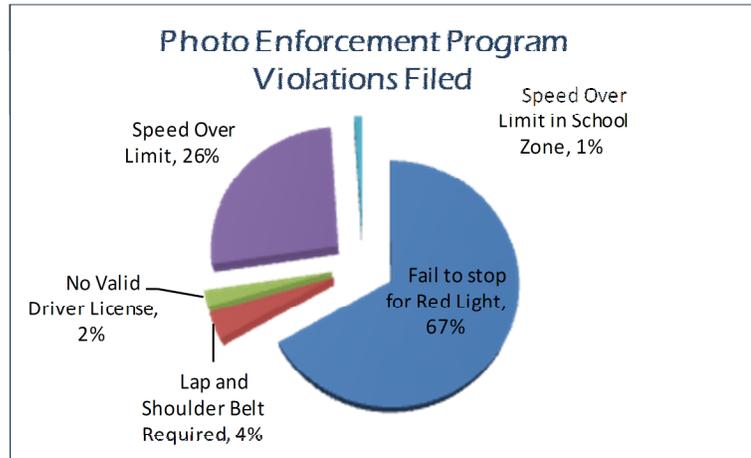
COURT WORKLOAD

Traffic safety camera violations are 27% of civil traffic charges filed during the program (FY08 through FY12). The resources used to process photo enforcement charges based on violations (weighted workload) indicate workload of the photo



enforcement program at approximately 7.4% over the life of the program.

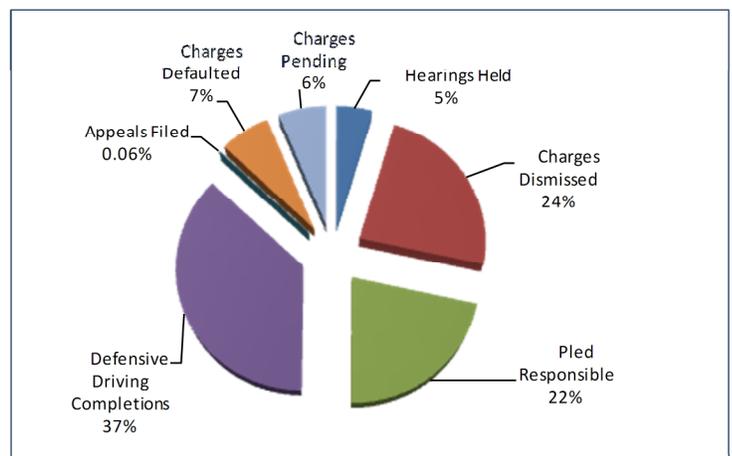
The most frequent violations cited through the Traffic Safety Camera Program are for failure to stop for red light and speeding violations.



	FY08	FY09	FY10	FY11	FY12	Totals
Violation Codes Cited						
<i>Fail to stop for Red Light</i>	10,490	28,984	18,176	27,158	27,894	112,702
<i>Lap and Shoulder Belt Required</i>	370	1,014	1,032	1,577	2,282	6,275
<i>No Valid Driver License</i>	6	1,239	902	720	821	3,688
<i>Speed Over Limit</i>	5,531	12,390	7,389	8,582	10,533	44,425
<i>Speed Over Limit in School Zone</i>	281	238	363	436	431	1,749
<i>No Current Registration</i>	104	302	71	135	164	776
<i>Fail to Display Legible Plate</i>	-	4	-	-	-	4
TOTALS	16,782	44,171	27,933	38,608	42,125	169,619

DISPOSITION OF VIOLATIONS

Once a violation is filed with the court it must be processed (disposed). The person cited must select which available option is best for their situation and take appropriate action. If the respondent fails to take appropriate action then a default judgment is entered. Most individuals cited select to attend the defensive driving school. Only 5% of violations are contested by a hearing.



Traffic Safety Camera Program Violation Activity	FY08	FY09	FY10	FY11	FY12	Totals
Hearings Held	287	2,423	1,616	1,710	2,005	8,041
Charges Dismissed ¹	1,163	8,372	8,475	9,428	13,636	41,074
Pled Responsible ¹	2,734	10,481	6,876	8,236	9,113	37,440
Defensive Driving Completions ¹	5,447	20,636	10,650	12,686	14,226	63,645
Appeals Filed	18	41	25	15	10	109
Charges Defaulted ¹	366	1,390	2,326	4,495	2,870	11,447
Charges Pending ¹	26	279	9	260	10,293	10,867
¹ Statistics based on charge disposition date within fiscal year.						

ENFORCEMENT OF COURT ORDERED SANCTIONS

(Fines and Fees Collected)

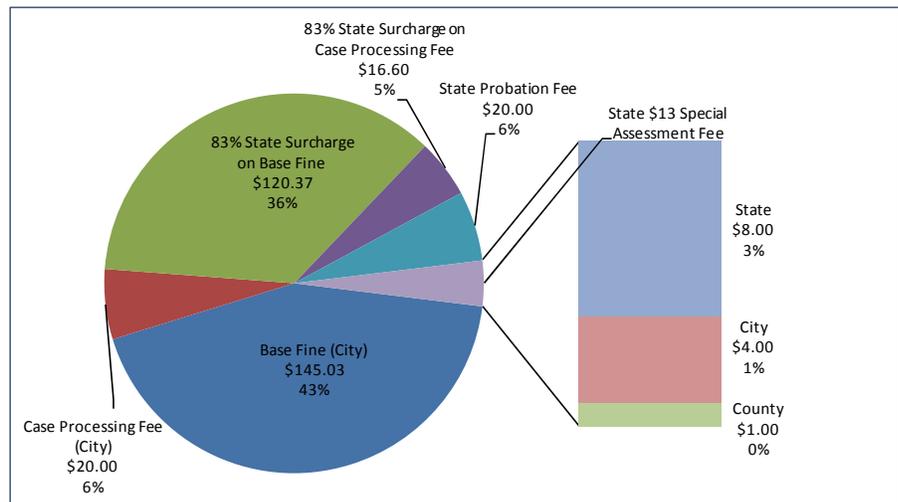
When a fine is paid various amounts are distributed to state, local governments, and agencies as required by law. Although many consider the total fine amount to be excessively high the City of Tucson does not receive the majority of the total fine paid. The State of Arizona imposes an 83% surcharge and \$20 probation fee on every fine, penalty, and forfeiture, imposed and collected by the courts for:

Criminal offenses

Civil penalties for violations of motor vehicle statutes

Violation of local ordinances relating to stopping, standing or operation of a vehicle

Violation of game and fish statutes in Title 17



The \$20 state probation assessment is **NOT** assessed on violations of local parking ordinances.

Authorization for fees comes from Arizona Revised Statutes or from the City Code. The State's surcharge of 83% and other fees are authorized and distributed as indicated below:

- 47% Criminal Justice Enhancement Fund (CJEF), A.R.S. § 12-116.01(A)
- 13% Medical Services Enhancement Fund (MSEF), A.R.S. § 12-116.02(A)
- 10% Clean Elections Fund (CEF), A.R.S. § 16-954(C)

- 7% Fill The Gap Fund (FTG), A.R.S. § 12-116.01(B)
- 6% DNA Fund (DNA), A.R.S. § 12-116.01(C)

Flat dollar amount

- \$20 probation assessment, A.R.S. § 12-114.01(A)
- \$13 Assessment; law enforcement officer equipment, A.R.S. §12-116.04 (A)

Authorization for City Court Case Processing Fee

Tucson City Code, Chapter 8, Article I, Section. 8-6.5. Case processing fee

Revenue remitted to the City of Tucson by the Tucson City Court from the Traffic Safety Camera Program is not restricted to just the collection of fines. State and City required fees are applied to applicable violations. For example, if a person cannot pay the sanction on the date it is due; state statutes require the imposition of a \$20 time payment (A.R.S. 12-116) on any penalty, fine or sanction not paid in full on the date the court imposed the fine. This fee is frequently required as many people request a payment plan.

Many of the required fees have increased over the years and new fees have been added. This explains why the revenue from required fees has risen over the years even as violations have decreased. As an example, the case processing fee was raised from \$10 to \$20 in January, 2009 and a defensive driving school rescheduling fee of \$17 was added in July 2011 Additional fees are required due to inaction by the person cited .

The table below indicates the various sources of revenue remitted to the City of Tucson from the Traffic Safety Program.

	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	Totals
Funds Remitted to City of Tucson						
Base Fine	\$330,060.76	\$1,217,886.43	\$963,920.68	\$1,298,763.90	\$1,322,263.56	\$5,132,895.33
Defensive Driving Diversion Fees	\$437,188.50	\$1,889,210.00	\$1,288,758.83	\$1,638,620.00	\$1,735,400.00	\$6,989,177.33
Required Court Fees	\$43,574.31	\$286,118.84	\$344,481.72	\$577,135.92	\$601,145.84	\$1,852,456.63
Subtotal - City of Tucson	\$810,823.57	\$3,393,215.27	\$2,597,161.23	\$3,514,519.82	\$3,658,809.40	\$13,974,529.29
Funds Remitted to the State of Arizona	\$331,842.62	\$1,317,562.14	\$1,204,045.60	\$1,663,496.90	\$1,746,931.59	\$6,263,878.85
Funds Remitted to Pima County Treasurer	\$0.00	\$0.00	\$0.00	\$0.00	\$6,449.34	\$6,449.34
Total Funds Remitted to Other Government	\$331,842.62	\$1,317,562.14	\$1,204,045.60	\$1,663,496.90	\$1,753,380.93	\$6,270,328.19
Total Fines/Fees Collected	\$1,142,666.19	\$4,710,777.41	\$3,801,206.83	\$5,178,016.72	\$5,412,190.33	\$20,244,857.48

DISTRIBUTION OF FINES AND FEES COLLECTED

(Revenue Distribution)

The City of Tucson pays the contractor from program funds remitted to operate the program. Additionally there are costs associated with operation of the program by Tucson Police Department and Tucson City Court. The police department cost estimates are based on the average wage of police officers assigned to the program and the estimated court costs are based on the weighted workload of violations filed with the court.

The below table indicates the distribution of revenue remitted to the City of Tucson.

	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	Totals
Funds Remitted to City of Tucson	\$810,823.57	\$3,393,215.27	\$2,597,161.23	\$3,514,519.82	\$3,658,809.40	\$13,974,529.29
Payments to Contractor	\$47,716.00	\$1,599,792.00	\$1,088,526.00	\$827,629.00	\$1,756,602.00	\$5,320,265.00
Estimated TPD costs to operate program		\$397,656.00	\$397,656.00	\$397,656.00	\$397,656.00	\$1,590,624.00
Estimated Court costs to operate program		\$236,562.00	\$197,609.00	\$283,577.00	\$350,520.00	\$1,068,268.00
Estimated Cost of Program	\$47,716.00	\$2,234,010.00	\$1,683,791.00	\$1,508,862.00	\$2,504,778.00	\$7,979,157.00
City of Tucson Net Revenue	\$763,107.57	\$1,159,205.27	\$913,370.23	\$2,005,657.82	\$1,154,031.40	\$5,995,372.29

The decrease in the payments made to the contractor in Fiscal Year 2011 is due to the timing of the invoice payments. The contractor invoices for May and June, 2011 were paid in the following fiscal year.

Payments to the vendor are based on a tiered system for a "paid citation" (violation), which is defined as:

- Respondent pleading responsible and paying the fine
- Respondent found responsible and paying the fine
- Respondent found responsible and fine suspended
- Respondent found not responsible
- Respondent attends a defensive driving school (DDS)

For questions or additional information concerning this report, please contact the Tucson Police Department's Traffic Enforcement Division, Traffic Safety Camera Program Supervisor at 520-791-4440.



Appendix A

The charts in this appendix demonstrate the effect of the Traffic Safety Camera Program intersections on driver behavior and collisions. A chart is provided for each intersection in the Traffic Safety Camera Program.

