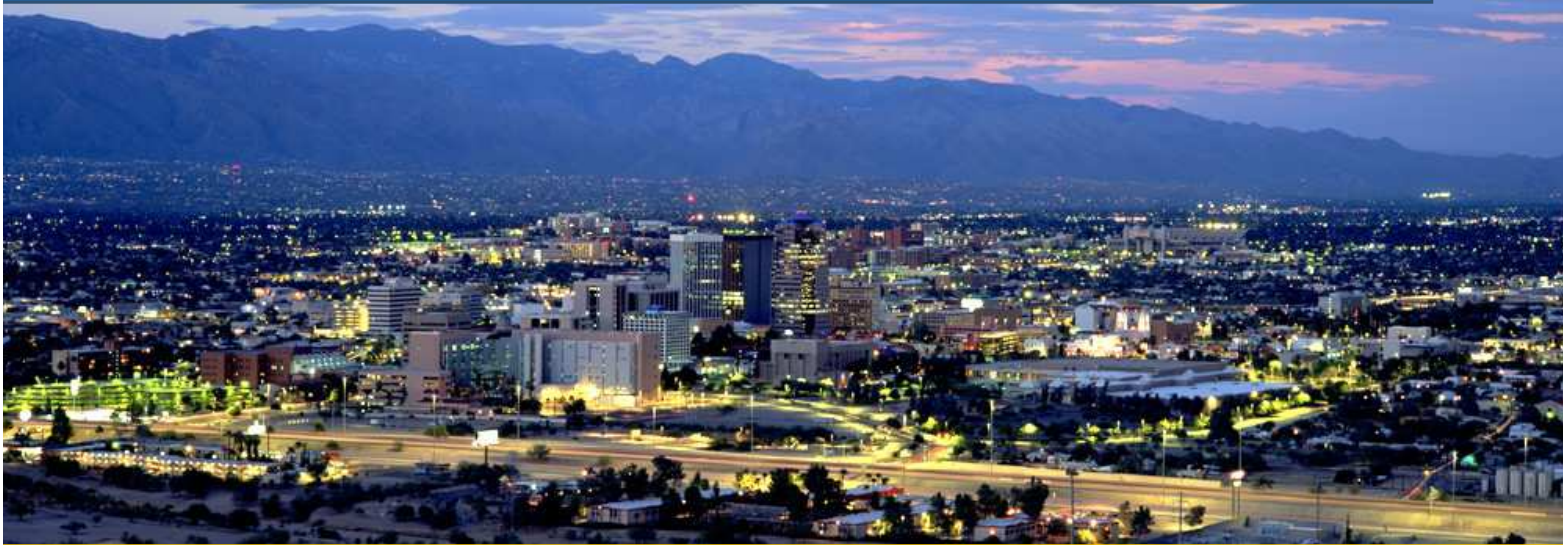


TRAFFIC SAFETY CAMERA PROGRAM FY14 COMPREHENSIVE REPORT



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CONTENTS

INTRODUCTION	2
HISTORY/BACKGROUND	2
SAFETY IMPROVEMENTS AND CONSIDERATIONS	3
COURT WORKLOAD	4
DISPOSITION OF VIOLATIONS	5
ENFORCEMENT OF COURT ORDERED SANCTIONS	5
DISTRIBUTION OF FINES AND FEES COLLECTED	6
APPENDIX A	8
APPENDIX B	12

INTRODUCTION

This report is intended to update information provided to the public in the Traffic Safety Camera Program Comprehensive Report dated October 1, 2012. Information for the report is provided by the Tucson City Court, Tucson Police Department, Tucson City Budget and Finance Departments.

HISTORY/BACKGROUND

In January 2007, the City of 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 City of Tucson continues to operate Traffic Safety Camera systems at eight (8) intersections and two mobile safety vans. The following table provides information on intersections and dates placed into service.

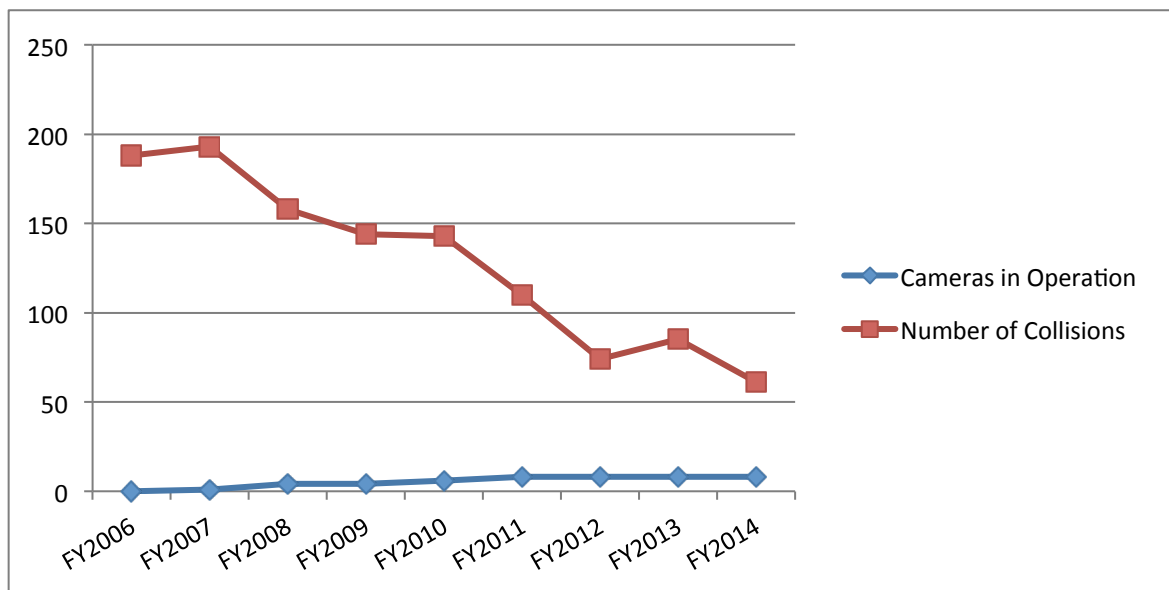
Intersection	Date Placed in Operation
Grant Road and Tanque Verde Road	October 29, 2007
Nogales Highway and Valencia Road	January 26, 2008
22 nd Street and Wilmot Road	February 20, 2008
River Road and Oracle Road	March 29, 2008
Speedway Boulevard and Kolb Road	November 26, 2010
Grant Road and Swan Road	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

SAFETY IMPROVEMENTS AND CONSIDERATIONS

COLLISION REDUCTION

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 Appendix A 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.

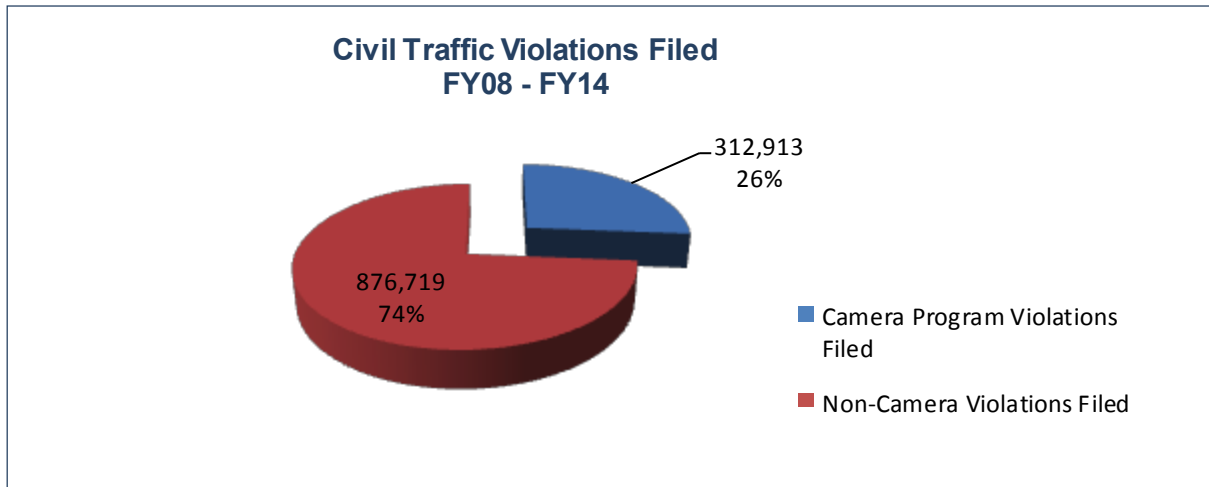


CHANGING DRIVER BEHAVIOR

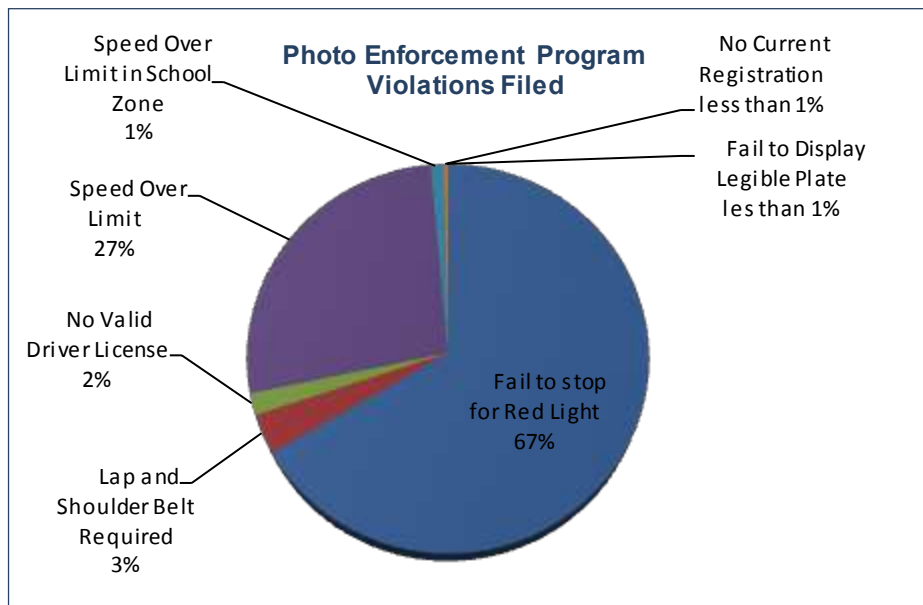
Violations captured at each intersection are highest immediately following each installation, dipping and again increasing as further intersections were added to the program. The data supports that driver behavior has changed as violations have decreased the longer traffic safety cameras are in place. 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.

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.

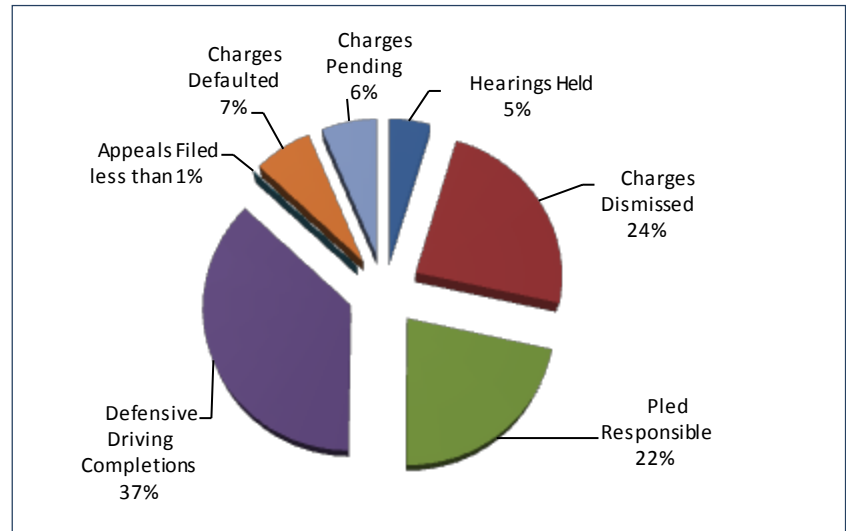


The most frequent violations cited through the Traffic Safety Camera Program are for failure to stop for red light and speeding violations.



DISPOSITION OF VIOLATIONS

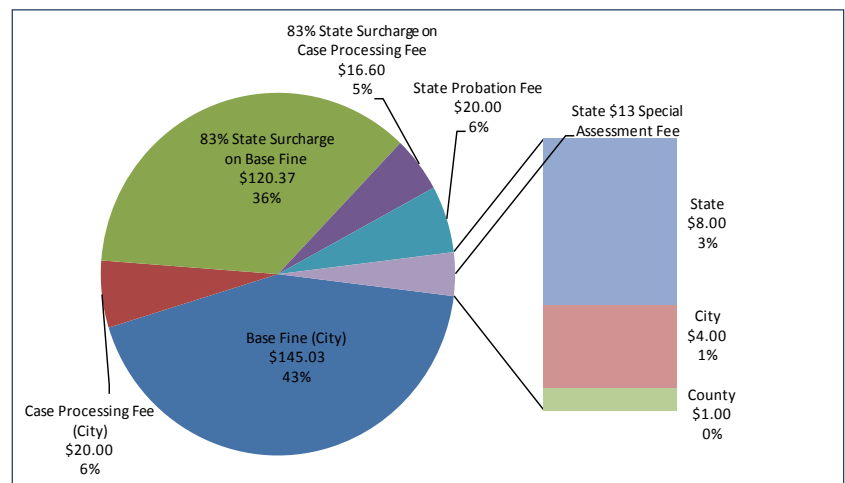
Once a violation is filed with the court it must be processed (disposed). The person cited must select which available option is best for their situation and take appropriate action. If the respondent fails to take appropriate action then a default judgment is entered. Most individuals cited select to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



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 assessed 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.

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 the 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 tables in Appendix B indicate the distribution of revenue remitted to the City of Tucson and the costs associated with the program.

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.

