



City Of Spokane's Intersection Safety Program

How It Works &
How It Benefits Your
Community





Information Covered

- Goals
- How the program works
- How it benefits the City of Spokane
- General program numbers
- Current data
 - Ticket issuance rates
 - Collision data
 - Aggregate crash data from all three phases



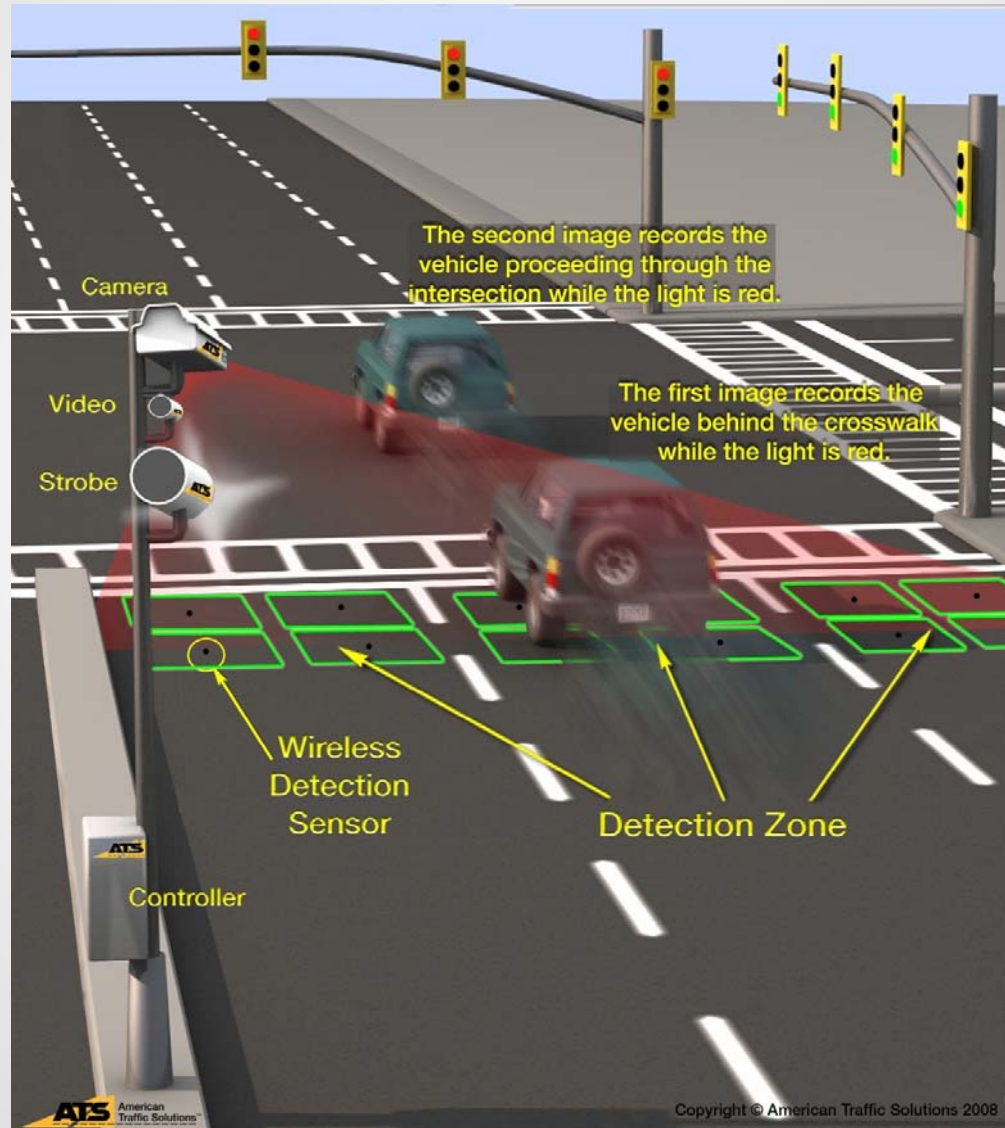
Goals

- Red-light cameras have the potential to reduce collisions, injuries, and fatalities at intersections
- The City of Spokane has deployed red-light cameras at ten intersections to reduce the number of red-light violations
- The objective is to change drivers' behavior, making the community safe as more drivers obey traffic signals and stop on red



How It Works

- Using a passive sensor, the system detects when the signal changes to red
- The red-light enforcement system triggers when a vehicle enters an intersection after the light changes red
- When a red-light violation occurs, the cameras capture two digital still images and approx. 12 seconds of video
- Each image displays:
 - Time and date of violation
 - Location of violation
 - Length of time the light was red
- The video confirms the violation for free turns and flashing red lights





How It Works

- First Violation Image: “A” Shot
 - Captured from the rear of the vehicle
 - Shows violation scene
 - Shows vehicle prior to violation point
 - One or more visible red light signals
 - Clear image of license plate

DATE	TIME	AMBER	SPEED	PHASE	RTIME	LANE	FRAME
04/27/2009	03:54:38.9 PM	4.1	023	R	004.0	2	A
SK02-SB S BROWNE ST @ W SPRAGUE AVE							





How It Works

- Second Violation Image – “B” Shot
 - Captured from rear of vehicle
 - Shows scene of violation
 - Shows vehicle has crossed violation point and entered the intersection
 - One or more visible red lights

DATE	TIME	AMBER	SPEED	PHASE	RTIME	LANE	FRAME
04/27/2009	03:54:40.1 PM	4.1	023	R	005.2	2	B
SK02-SB S BROWNE ST @ W SPRAGUE AVE							





How It Works





How It Works





How It Works





How It Works





How It Works

- All data goes to American Traffic Solutions wirelessly via a secure server
- ATS review
 - Make sure the violations are valid
 - Runs license plates through DOL
 - Final check for accuracy and sends the violation for review by SPD
- A Spokane police officer has final say on the ticket getting issued



How It Works

- The way the law is currently written is designed to protect your privacy
 - Pictures are only taken from the rear of the vehicle
 - Tickets get issued to the registered owner of the vehicle in a very similar manner to parking violations
 - They do not get reported to insurance companies and do not affect your driving record
 - They also do not qualify for traffic school or deferment
- Hearings are held locally and you can contest or mitigate them



How Intersection Safety Benefits the City

- By reducing crashes
 - Reducing the amount of personal injury and property damage
- NO taxes are required to implement these systems
 - They are funded solely by red light runners
- All revenue above and beyond what pays for the program goes right back into traffic safety/calming projects for your neighborhoods



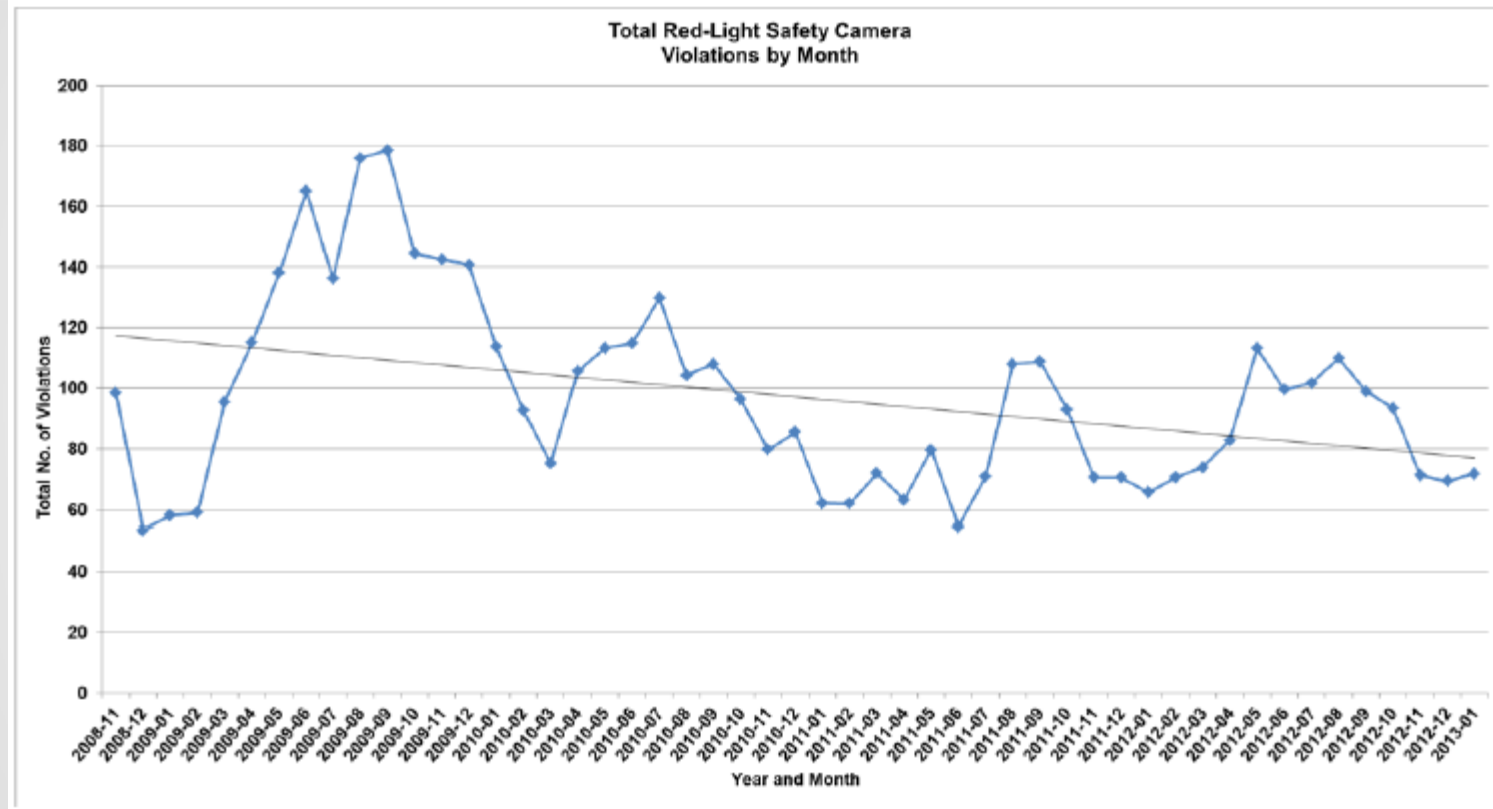
Intersection Safety Program

Numbers to Date (03-31-13)

- 49,562 tickets issues since the start of the program
Nov. 1st, 2008
 - 6,196 tickets in 2009
 - 11,583 in 2010
 - 12,060 in 2011
 - 15,750 in 2012
 - 3,365 so far in 2013
- 10 intersections monitored by 15 cameras
- Net revenue \$1,931,875



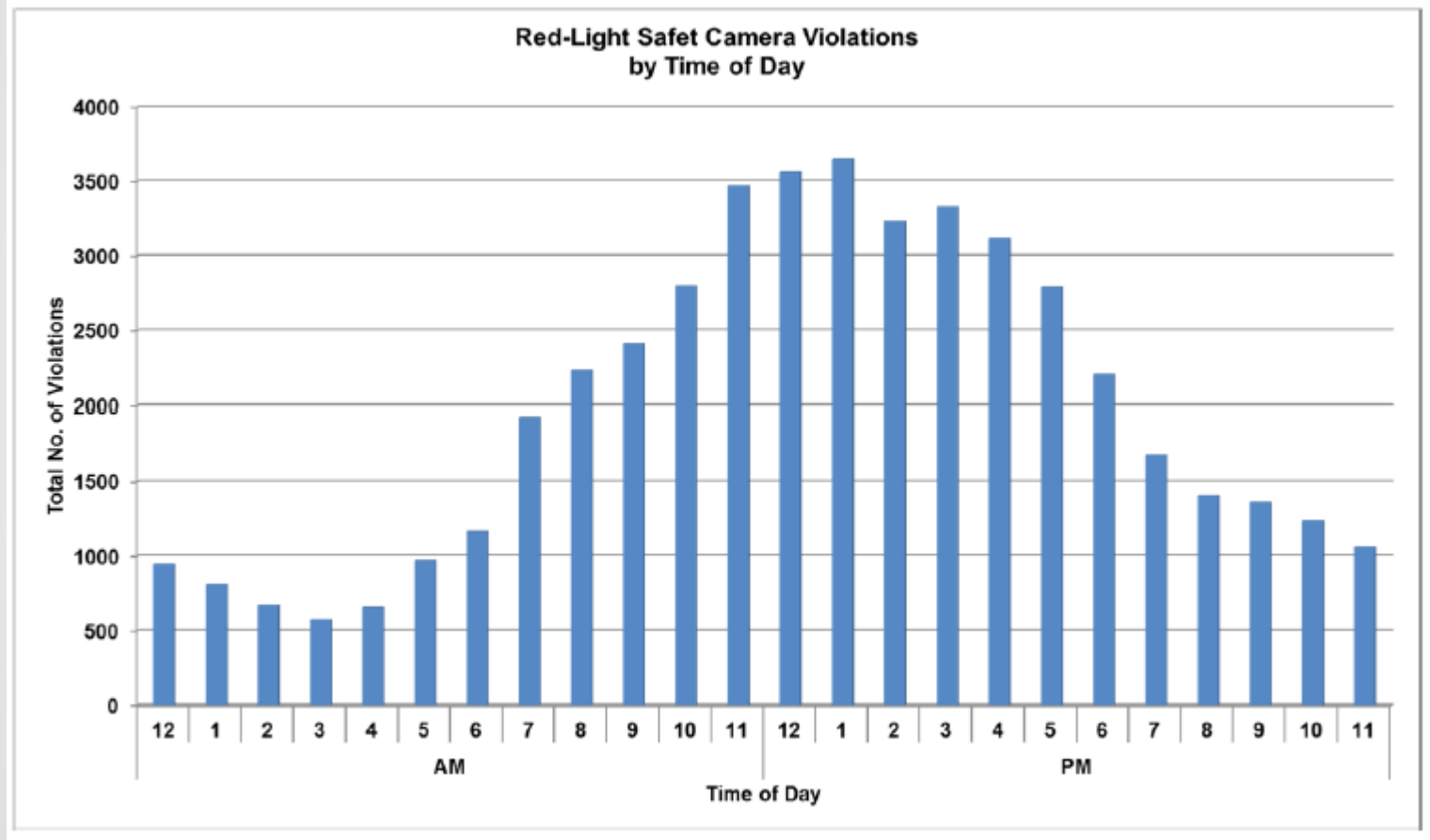
Ticket Issuance Data



Spokane began its program in Nov., 2008 with four cameras. Since program inception, red-light running violations decreased by 32%. As violations reduce, the opportunity for dangerous red-light running related crashes also drops, contributing to safer travel throughout the city.



Ticket Issuance Data



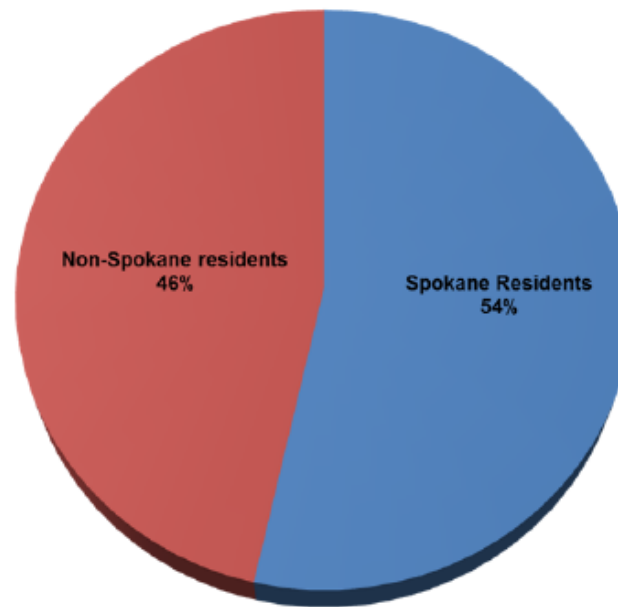
Forty-nine percent of total violations occur between 11am and 6pm, making this the most dangerous time of the day for red-light running.



Violations by Spokane Residents

Zip Codes			
99201	99208	99215	99224
99202	99209	99216	99228
99203	99210	99217	99251
99204	99211	99218	99258
99205	99212	99219	99260
99206	99213	99220	
99207	99214	99223	

Red-Light Safety Camera Violations
by Vehicle Registration

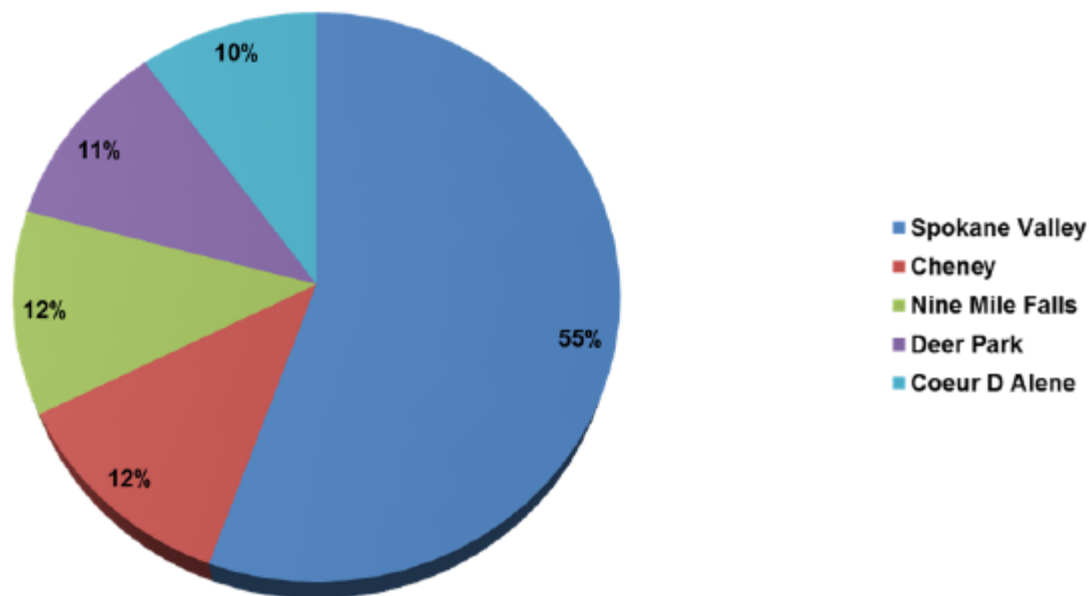


Spokane City residents are the recipients of 54% of all violations since the program's start.



Violations by Non-Spokane Residents

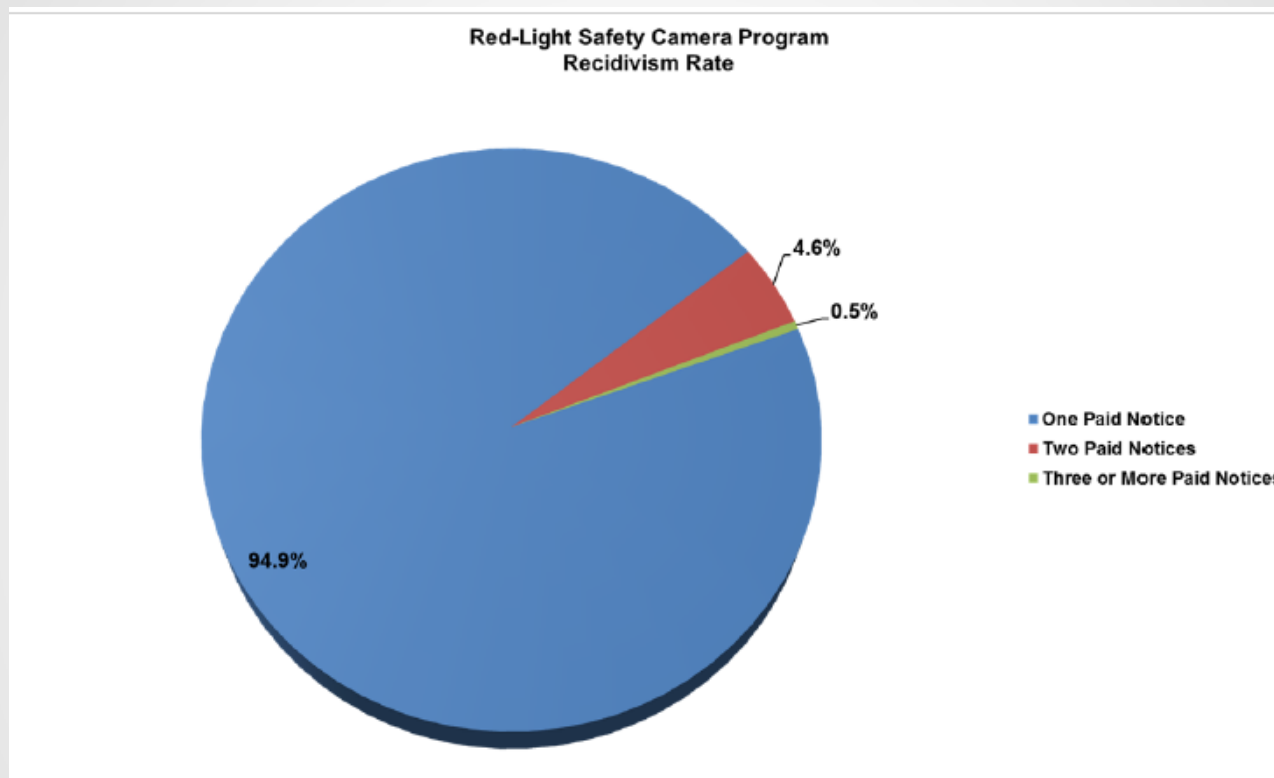
Red-Light Safety Camera Violations
Top 5 Violator Cities Outside Spokane



The majority of non-Spokane residents getting red-light infractions are from Spokane Valley, Cheney, Nine Mile Falls, Deer Park, and CDA.



Repeat Violators



Drivers are getting the message to stop on red in Spokane. Our community's recidivism rate is 5%, which means 95% of all violators who receive a ticket and pay it do not get another violation. The low rate of repeat behavior, dating from program inception through January of 2013, indicates a change in driver behavior for the better.



Crash Data Phase 1

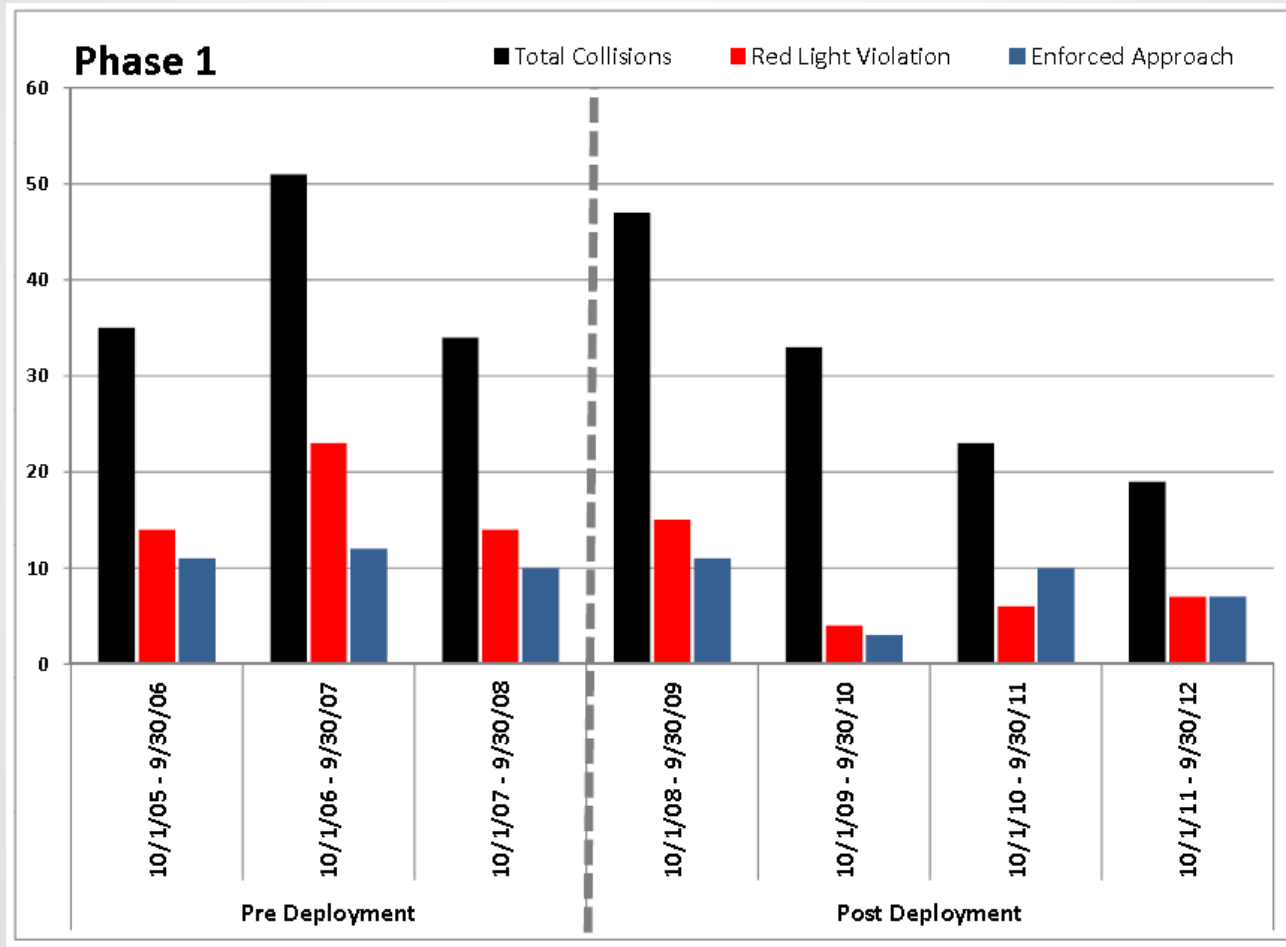
Mission/Hamilton, Browne/Sprague, Francis/Division

- Three years pre-deployment
 - Oct. 1, 2005-Sept. 30, 2008
 - 40 crashes/year on average
 - 17 red light related crashes/year on average
 - 13.67 t-bone crashes/year on average
 - 5.67 rear-end crashes/year on average
- Four years post-deployment
 - Oct. 1, 2008-Sept. 30, 2012
 - 30.5 crashes/year on average
 - 23.75% decrease
 - 8 red-light related crashes/year on average
 - 52.9% decrease
 - 6.75 t-bone crashes/year on average
 - 50.62% decrease
 - 8 rear-end crashes/year on average
 - 41% increase



Crash Data Phase 1

Mission/Hamilton, Browne/Sprague, Francis/Division





Crash Data Phase 2

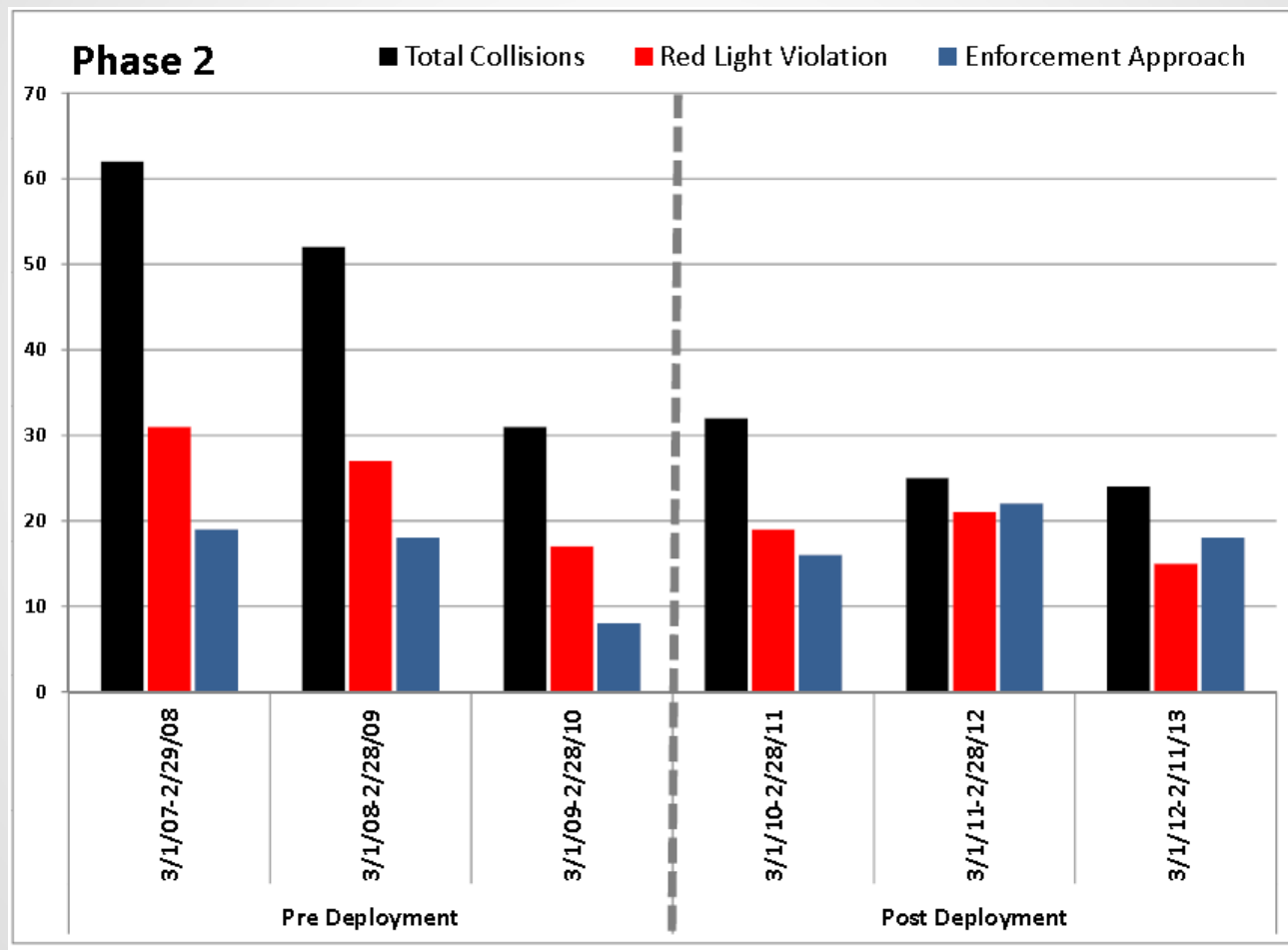
Ash/Wellesley, 2nd/Thor, 3rd/Freya, Division/Sprague

- Three years pre-deployment
 - March 1, 2007-Feb. 28, 2010
 - 48 crashes/year on average
 - 25 red light related crashes/year on average
 - 27.6 t-bone crashes/year on average
 - 7 rear-end crashes/year on average
- Three years post-deployment
 - March 1, 2010-Feb. 28, 2013
 - 27 crashes/year on average
 - 43.75% decrease
 - 18.3 red-light related crashes/year on average
 - 26.8% decrease
 - 18 t-bone crashes/year on average
 - 34.78% decrease
 - 5.3 rear-end crashes/year on average
 - 24.28% decrease



Crash Data Phase 2

Ash/Wellesley, 2nd/Thor, 3rd/Freya, Division/Sprague





Crash Data Phase 3

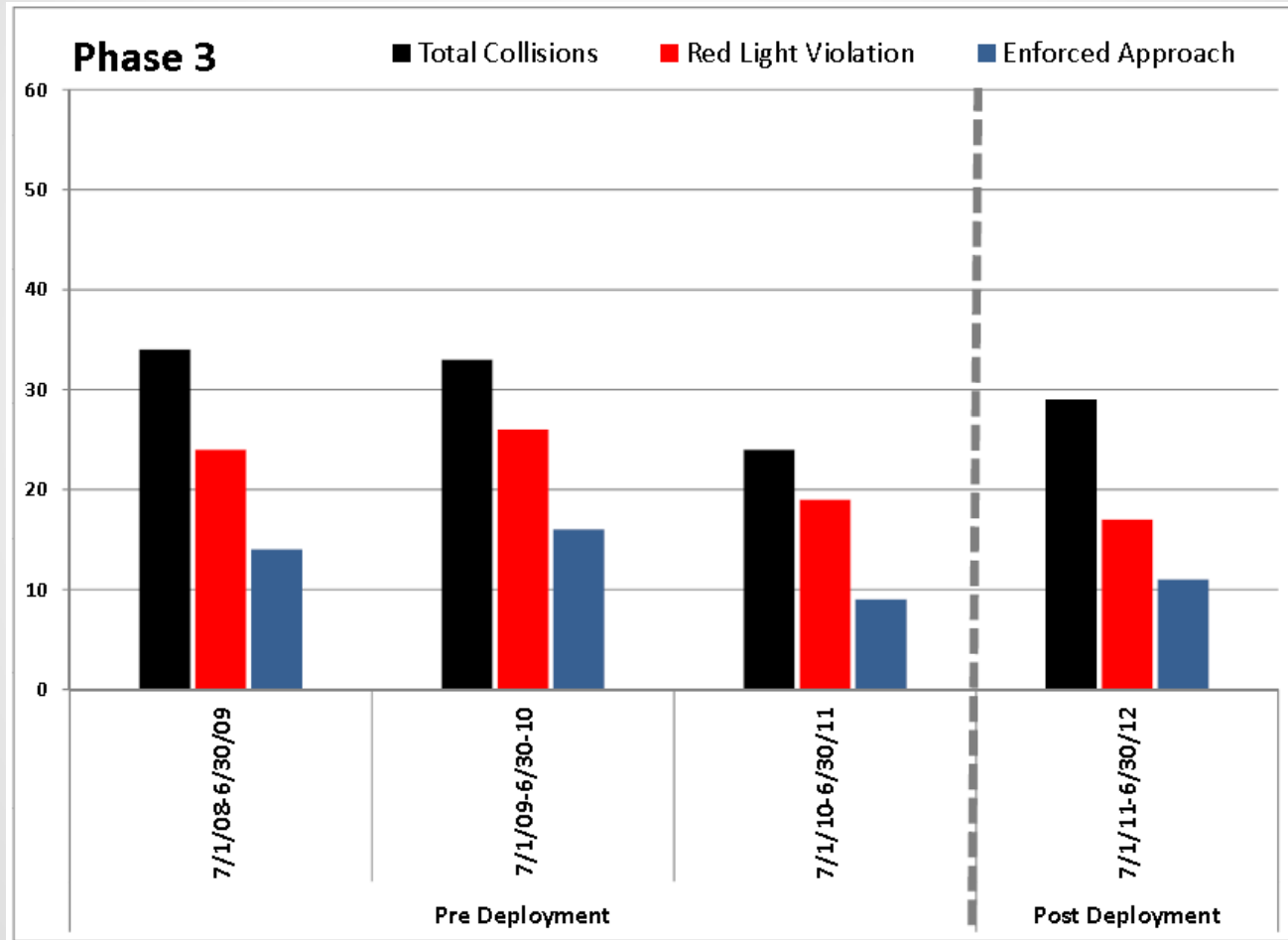
2nd/Walnut, 2nd/Maple, 3rd/Browne

- Three years pre-deployment
 - July 1, 2008-June 30, 2011
 - 30 crashes/year on average
 - 23 red light related crashes/year on average
 - 24.3 t-bone crashes/year on average
 - 2.3 rear-end crashes/year on average
- Three years post-deployment
 - July 1, 2011-June 30, 2012
 - 29 crashes
 - 3.3% decrease
 - 17 red-light related crashes
 - 26% decrease
 - 20 t-bone crashes
 - 17.7% decrease
 - 2 rear-end crashes
 - 13% decrease



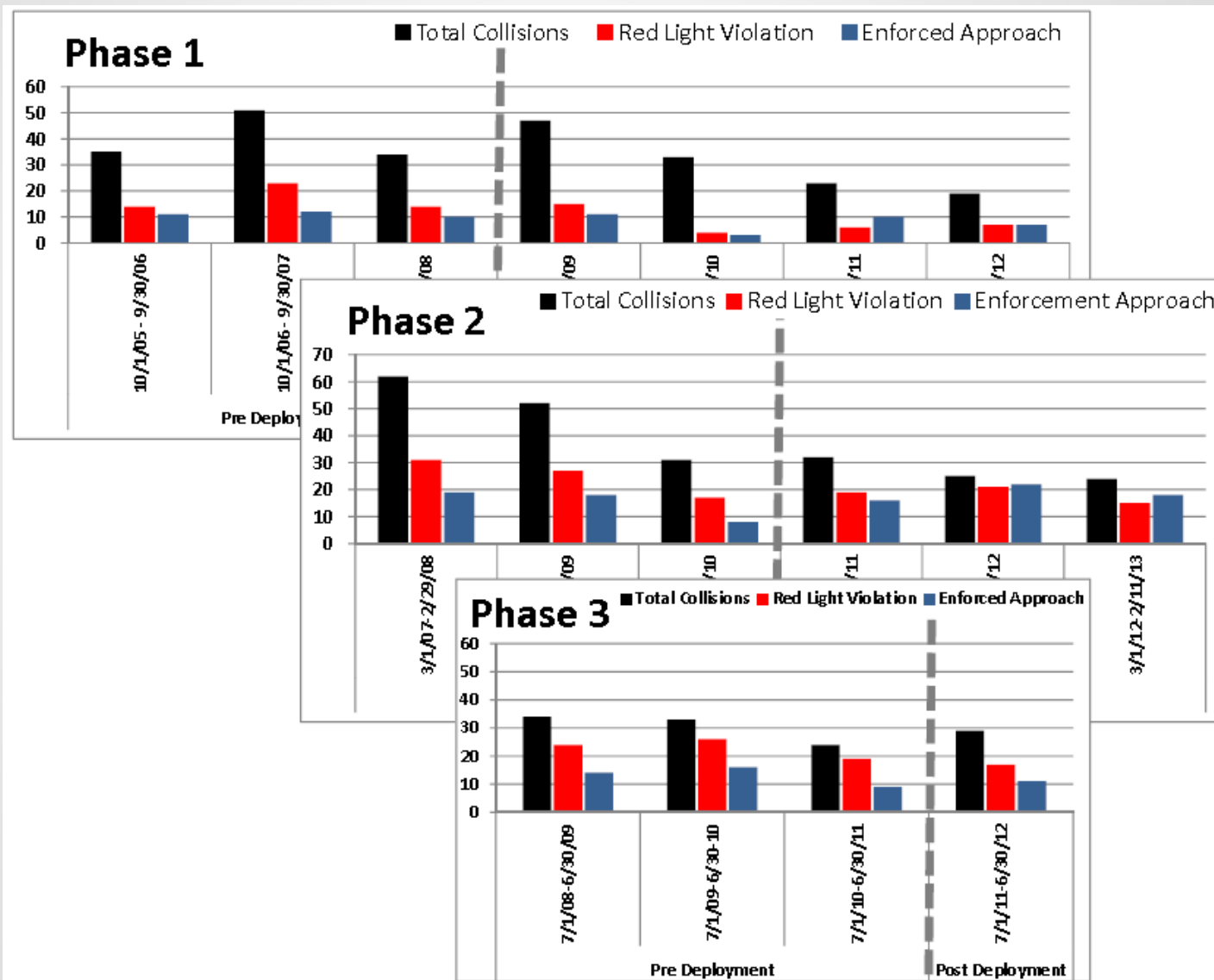
Crash Data Phase 3

2nd/Walnut, 2nd/Maple, 3rd/Browne





All Phases Overlapped





The Future for Spokane's Intersection Safety Program

- This program is having an effect on driver's habits as demonstrated both by crash data and ticket issuance
- Sustain the currently implemented educational campaign
- Negotiation of extended contract
- Once contract extension is decided, update photo enforcement ordinance



Ofc. Teresa Fuller

Public Information

& Community Relations Officer

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SpokanePolice.org

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