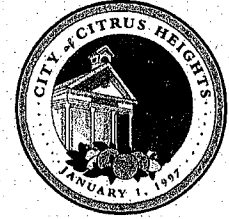


Rec'd by USPS 4-3-17



CITRUS HEIGHTS POLICE DEPARTMENT



Ronald A. Lawrence
Chief of Police

March 29, 2017

This letter is in response to your email to PoliceChief@citrusheights.net, dated February 14, 2017, titled, "Is a refund of red light camera tickets needed in Citrus Heights?" In the email you make reference to our seven camera enforced intersections. You mention being in possession of six of the associated Engineering and Traffic Surveys along with seven associated signal timing charts. It appears you had some concern regarding the lack of a "date installed" on each of the signal timing charts.

These charts are created and managed by our General Services Division and were provided to us in December of 2014. Upon receipt of the signal timing charts, we placed them in a folder on our server which auto generated a date of December 15, 2014. This means that although the install date was inadvertently left off, the data shown on the charts was accurate as of December 15, 2014.

December 15, 2014 is well before the new referenced mandate located within the 2014 MUTCD of August 1, 2015. This new mandate required City's with camera enforced intersections to base their yellow light timing off of the 85% instead of the posted speed limit.

We have reviewed all of the referenced intersections including all associated documentation and known information.

Based on the signal timing chart printed on 12/2/2014, the Antelope and Gardengate (ANGG) yellow light timing for westbound traffic was set at 4.8 which is in compliance with the new 85% mandate for 8/1/2015.

Based on the signal timing chart printed on 12/2/2014, the Auburn and Antelope (AUAN) yellow light timing for northbound traffic was set at 4.6 which is in compliance with the new 85% mandate for 8/1/2015.

Based on the signal timing chart printed on 12/2/2014, the Auburn and Greenback (AUGB) yellow light timing for southbound traffic was set at 4.6. We have received a more recent timing chart from our General Services Department which indicates the southbound yellow light timing is set at 4.8 which is in compliance with the new 85% mandate for 8/1/2015. The date installed is indicated as 9/30/2015 which is approximately two months after 8/1/2015, not the ten months you referenced in your email. We went back and reviewed a couple of incidents in July of 2015 (Prior to 8/1/15) and discovered the yellow light timing was stamped in the data bar as 4.75 seconds which means we were in compliance with the 8/1/2015 deadline.

Based on the signal and timing chart printed on 12/2/2014, the Greenback and Fountain Square (GBFS) yellow light timing for eastbound traffic was set at 4.8 which is in compliance with the new 85% mandate for 8/1/2015.

Based on the signal and timing chart printed on 12/2/2014, the San Juan and Greenback (SJGB) yellow light timing for southbound traffic was set at 4.3 seconds. We have received a more recent timing chart from our General Services Department which indicates the southbound yellow light timing was set at 4.8 which is in compliance with the new 85% mandate for 8/1/2015. The date installed is indicated as 9/30/2015 which is approximately two months after 8/1/2015, not the eight months you referenced in your email.

Based on the signal and timing chart printed on 7/23/2013, the Sunrise and Old Auburn (SUOA) yellow timing for both northbound and southbound traffic was set at 4.8 which is in compliance with the new 85% mandate for 8/1/2015.

In your email you mentioned not having an Engineering and Traffic Survey for Greenback and Sunrise.

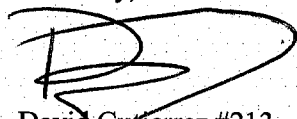
Based on the signal and timing chart printed on 12/2/2014, the Greenback and Sunrise (GBSR) yellow light timing for eastbound traffic was set at 4.6. We have viewed the Engineering and Traffic Survey for eastbound traffic at GBSU and the 85% is 42 MPH. Based on that speed, the yellow light timing is required to be at 4.3. The 4.6 timing is in compliance with the new 85% mandate for 8/1/2015.

We appreciate your concern with our camera enforced intersection program.

Our data shows that our program has been instrumental in reducing collisions at all of our camera enforced intersections.

Please let us know if you have any further questions.

Sincerely,



David Gutierrez #213
Lieutenant, Traffic Division