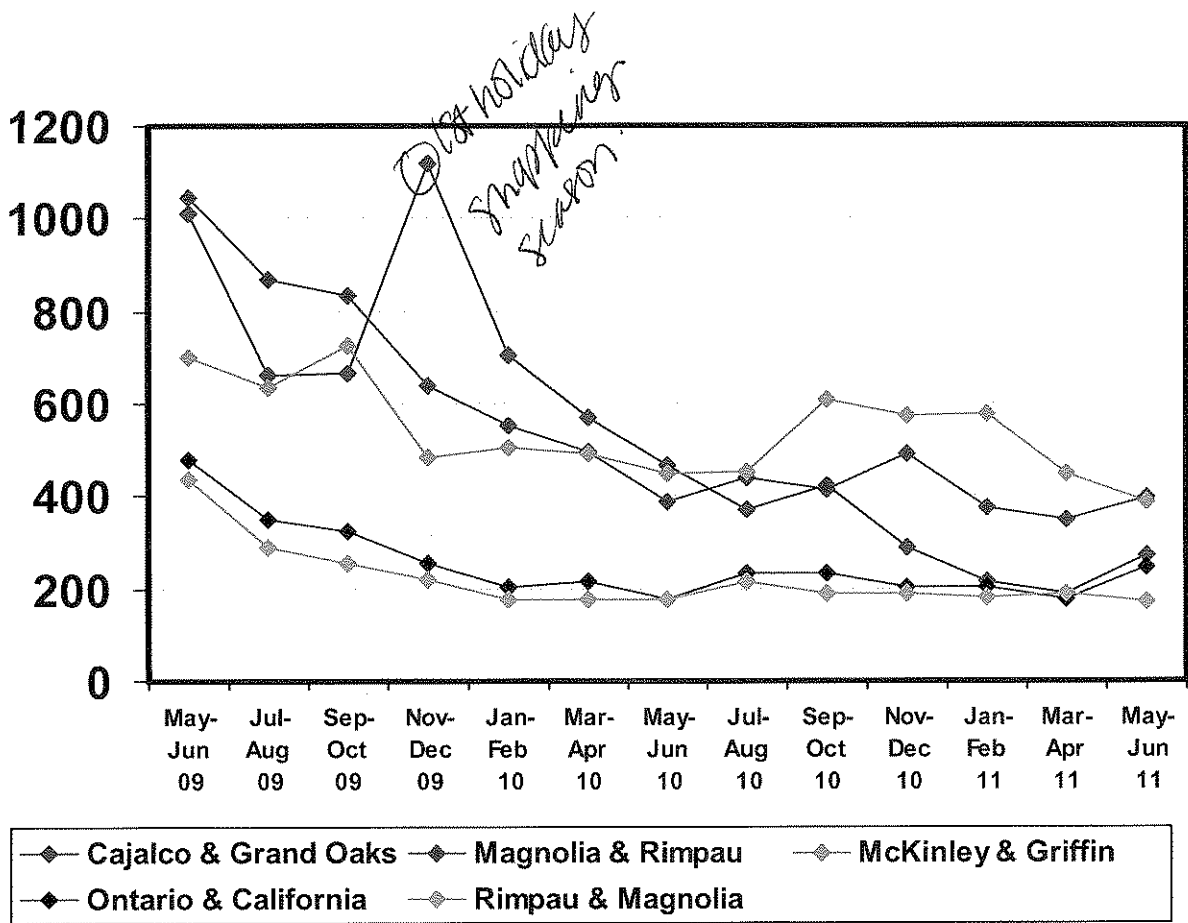


**RED LIGHT CAMERA PROJECT BI-MONTHLY REPORT THROUGH JUNE 2011**

	2009		2010				2011						
	May Jun	Jul Aug	Sep Oct	Nov Dec	Jan Feb	Mar Apr	May Jun	Jul Aug	Sep Oct	Nov Dec	Jan Feb	Mar Apr	May Jun
<b>CAJALCO / GRAND OAKS</b>													
Detections	1764	1318	1160	1510	1017	764	746	542	602	416	297	382	417
Rejections	753	656	496	390	314	194	278	170	178	137	83	192	146
<b>Violations Processed</b>	<b>1011</b>	<b>662</b>	<b>664</b>	<b>1120</b>	<b>703</b>	<b>570</b>	<b>468</b>	<b>372</b>	<b>424</b>	<b>289</b>	<b>214</b>	<b>190</b>	<b>271</b>
<b>MAGNOLIA / RIMPAU</b>													
Detections	1547	1365	1171	944	761	726	643	756	757	652	514	565	639
Rejections	501	499	338	306	208	228	254	315	172	159	140	214	240
<b>Violations Processed</b>	<b>1046</b>	<b>866</b>	<b>833</b>	<b>638</b>	<b>553</b>	<b>498</b>	<b>389</b>	<b>441</b>	<b>413</b>	<b>493</b>	<b>374</b>	<b>351</b>	<b>399</b>
<b>MCKINLEY / GRIFFIN</b>													
Detections	1116	1036	1063	809	749	771	849	922	1020	826	799	818	698
Rejections	416	401	336	326	243	277	399	469	410	252	221	367	309
<b>Violations Processed</b>	<b>700</b>	<b>635</b>	<b>727</b>	<b>483</b>	<b>506</b>	<b>494</b>	<b>450</b>	<b>453</b>	<b>610</b>	<b>574</b>	<b>578</b>	<b>451</b>	<b>389</b>
<b>ONTARIO / CALIFORNIA</b>													
Detections	741	600	492	440	345	391	331	416	341	158	337	362	382
Rejections	264	251	167	184	144	175	152	184	106	112	132	186	136
<b>Violations Processed</b>	<b>477</b>	<b>349</b>	<b>325</b>	<b>256</b>	<b>201</b>	<b>216</b>	<b>179</b>	<b>232</b>	<b>235</b>	<b>204</b>	<b>205</b>	<b>176</b>	<b>246</b>
<b>RIMPAU / MAGNOLIA</b>													
Detections	553	402	324	284	218	239	235	295	238	229	215	232	245
Rejections	116	114	68	66	41	63	57	80	49	38	33	44	71
<b>Violations Processed</b>	<b>437</b>	<b>288</b>	<b>256</b>	<b>218</b>	<b>177</b>	<b>176</b>	<b>178</b>	<b>215</b>	<b>189</b>	<b>191</b>	<b>182</b>	<b>188</b>	<b>174</b>

In May 2009 the City of Corona implemented the use of Automated Red Light Cameras at the above four roadway intersections. This document displays the information so that an on-going assessment can be made as to the impact of the Red Light Camera Program. Total detections May 2009 through June 2011 are 42,496. Those rejected for various reasons are 15,024. Total processed for the period are 27,472.

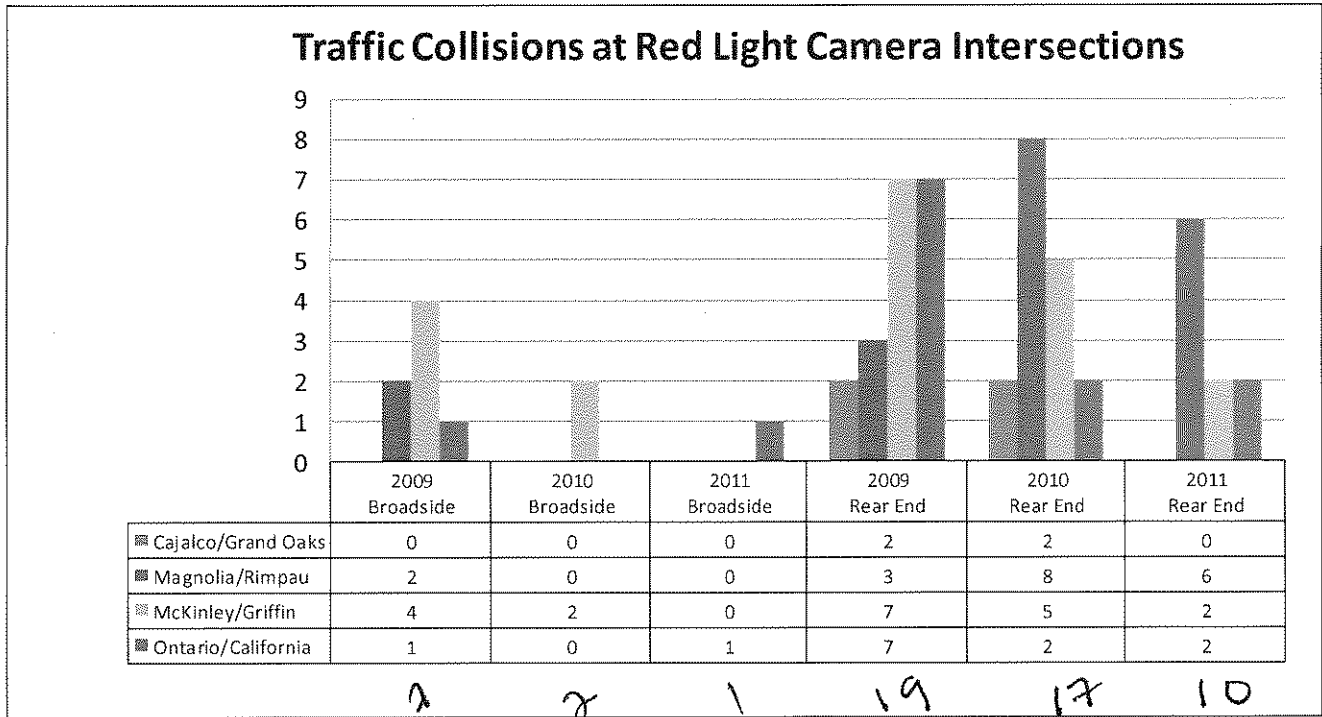
**VIOLATIONS:** Starting with May 2009 through June 2011, violations are generally on a downward trend indicating that red light cameras are effective in reducing violations. However, the violations for the last couple of months may have leveled out. Most intersections show that detections peaked in the first month or two and dropped each month thereafter, with some exceptions, such as McKinley/Griffin as seen on the below chart. This may indicate that local drivers became aware of the cameras and violations decreased until leveling was reached after approximately 18 to 20 months.



**LANE VIOLATIONS (rounded to nearest percent):** Left turn = 65% / Straight = 16% / Right Turn = 19%

Twenty-six months of data show that of the lane violation percentages, left turn failure to obey the red signal is the largest percentage of violations, a violation that potentially conflicts with opposing through traffic. Right turn and straight through violations are a smaller percentage of failing to obey the red light signal.

**TRAFFIC COLLISIONS:** The following chart reflects traffic collisions that occurred in the intersection or associated with the intersection. These collisions are not necessarily associated with or caused by traffic signals at the locations.



[Traffic collision data is tentative as some reports may be pending review and completion]

**Review of Collisions:** A review of all accident reports maintained by the Traffic Engineer and Police records was conducted for all red light camera locations between April 2009 and June 2011 (the period of the red light camera project, including the test period during April 2009). A review of driver statements revealed that one in February 2011 at Magnolia and Rimpau (to date) indicates that the red light camera was a factor in the accident. The driver stated she was stopping so as not to activate the camera when she was rear-ended (CR11-1611). Of the other rear-end accidents, they were either already stopped when rear-ended or were slowing for stopped traffic, entering or exiting adjacent driveways, shopping centers, gas stations, etc. The majority of accidents of a rear-end nature had a primary collision factor of unsafe speed or following too closely. Accident reports will continue to be reviewed for all red light camera locations.

