

**City Council Meeting  
Council Chambers – 7:00 PM  
Tuesday, March 5, 2013**

**Correspondence from the public pertaining to**

**Item #5**

5. Approval of Phase-Out of the City's Red Light Camera Program

**March 4 - 5, 2013**

## **Email from Mr. Richard Huang**

## Miriam Lens

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**From:** Richard Huang  
**Sent:** Tuesday, March 05, 2013 10:18 AM  
**To:** CityClerk  
**Subject:** Concern about the red light camera

Dear Sir or Madam

I recently got a red light ticket taken 0.1 sec after the light turn red in which the time is way shorter than it is for human eye to refresh and focus, 0.3 sec. In other words, the driver, myself, does not even see and realize the light has been turned red. I do feel that the company, Redflex, and the city are trying so hard here to make money but to improve the traffic system and make citizen safe on the road. Lots reports and researches reveal that increasing the yellow light interval time for drivers to make completely stop without losing control of the car could dramatically decrease the rate of violation. Also, city should regulate Redflex only taking picture after 0.3 sec in order to make sure the driver cached is intense to cause red light violation.

For my case, I was trying to make a left turn after HW880 and Whipple road. The speed limit is 35, which is lower than most of the exit in HWY 880. Date is Feb 19, 2013. It was raining and the pavement is wet.

In page 49 of 2013 California driver's hand book, it says that "At 35 mph, it takes about 210 feet to react and bring the car to a complete stop and takes about 400 feet at 55 mph assuming you have **good tires, good brakes and dry pavement**"

However, the yellow clearance time, ~ 3.6 sec, in that intersection only gives people ,  $3.6 \text{ sec} * 51.3 \text{ feet/sec (35 miles/hour=51.3 feet/sec)} = 184.7 < 210$  feet to react and bring the car to a complete stop. The yellow interval time is too short for a drive to react and stop the car.

If the weather is bad and the pavement is wet, people will need 10 to 30% more time to make a complete stop.

Please help distribute to all members. City needs to hear citizen's voice.

Regards,

Richard (yungyu huang)

## **Email from Mr. Chris Freschi**

## Miriam Lens

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**From:** Fran David  
**Sent:** Tuesday, March 05, 2013 9:55 AM  
**To:** Miriam Lens  
**Subject:** FW: Hayward red-light cameras

FRAN DAVID  
ICMA-CM  
City Manager  
City of Hayward  
510.583.4300

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**From:** chris freschi  
**Sent:** Tuesday, March 05, 2013 9:42 AM  
**To:** Chad Olthoff  
**Cc:** Fran David  
**Subject:** Hayward red-light cameras

Good morning Chad,

Personally, I would not abolish the red light camera's in Hayward. ANY attempt to get people to comply in Hayward is warranted. Being a daily motorcycle rider (commuter) we are likely to be the first off the line and the first to be hit by a red light violator. The only way that I can see justifying this move would be if the Hayward Traffic Unit had 10 more patrols to cover these high volume intersection which leads me to this. Several years ago before the red light cams went into place there was a HPD Traffic Motor Unit stopped at the intersection of Santa Clara x Jackson. I believe it was Ofc. Moser (da BIG guy). Three vehicles clearly passed through the red turning arrow turning from Harder to w/b 92 (dual turning lane) and this Ofc. didn't even flinch. It could have been an easy three vehicle citation. (The red light cam would not have ignored those violations). So, my thoughts are even if the system is not perfect, the cams are a benefit to the citizens of Hayward. TA's at intersections are deadly and costly.

Hope you appreciate my concerns!

Regards,  
Chris F.

## **Email from Mr. Jay Beeber**

## Miriam Lens

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**From:** /  
**Sent:** Tuesday, March 05, 2013 5:45 AM  
**To:** Miriam Lens; Barbara Halliday; Francisco.Zerme??o@hayward-ca.gov; Mark Salinas; Greg Jones; Al Mendall; City Manager  
**Cc:** CityClerk; Michael Sweeney; Marvin Peixoto  
**Subject:** Additional Comments to City Council - Red Light Camera Program  
**Attachments:** Comments on Hayward Staff Report - Approval of Phase-Out of the City's Red Light Camera Program.pdf

Miriam,

Attached please find the additional document entitled "Comments on Hayward Staff Report - Approval of Phase-Out of the City's Red Light Camera Program.pdf" for distribution to all appropriate parties for their review prior to today's council meeting. If there is still time, please also include this additional set of comments in the "Items Received After Published Agenda" on the Council meeting agenda website.

In the interest of time and efficiency, I have cc'd the following individuals on this correspondence:

Michael Sweeney  
Marvin Peixoto  
Barbara Halliday  
Mark Salinas  
Greg Jones  
Al Mendall  
Francisco Zermeño  
City Manager

Thank you,

Jay Beeber  
Executive Director  
Safer Streets L.A.

Please acknowledge receipt of the this correspondence.

**DATE:** March 5, 2013

**TO:** The Honorable Mayor and City Council, City of Hayward

**FROM:** Jay Beeber, Executive Director, Safer Streets L.A.

**SUBJECT:** Comments on Staff Report - "Approval of Phase-Out of the City's Red Light Camera Program"

First, we wish to commend the Hayward Police Department on their thorough evaluation of the effectiveness of the city's photo red light camera program. It is not often that we see the level of candor displayed in the report as to the lack of improvement in safety provided by this type of traffic enforcement. However, we are puzzled as to why staff has recommended a "phase out" of the program over the next two years rather than an immediate termination, especially considering the fact that the red light cameras are likely contributing to a significant increase in collisions at enforced intersections. In addition, there are a number of inaccuracies contained within the report that we feel should be corrected to provide a more precise assessment of the choices faced by the council. We therefore submit to you the following comments:

#### **Fiscal Considerations**

While staff has gone to great lengths to declare that revenue is not a consideration with regards to the red light camera program, the recommendation to continue the program during a phase out appears to be based solely on this criteria. Indeed, other than monetary considerations, there seems to be no principled reason to continue the program. Staff has admitted, and our previous correspondence has confirmed, that:

1. There has been no improvement in the types of collisions targeted by red light cameras
2. Rear end collisions have dramatically increased at these locations
3. The vast majority of citations (~60%) are being issued for non-dangerous rolling right turns (this percentage will increase to ~70% during the two years of the phase out)
4. Engineering countermeasures such as increased yellow signal timing are likely to provide a much greater safety improvement than photo enforcement
5. In-person police enforcement activities have provided a significant safety improvement compared to the use of red light cameras

Yet, inexplicably, staff recommends continuing this failed program, along with the negative public perception of Hayward and its elected officials, for another two years.

In addition, the report provides an inaccurate evaluation of the city's fiscal options which could lead to the erroneous conclusion that Option One, the two year phase out, provides significantly more revenue to the city. This is in error because staff has failed to account for revenue that will accrue to the city after termination of the program due to the lag time to process photo red light citations and payments made by violators. In order to determine how much revenue the city might expect to collect past the program's termination date, our experience in Los Angeles may be instructive.

The City of Los Angeles ended enforcement activities at their 32 red light camera locations as of the end of July 2011 (not 2010 as erroneously stated in the staff report). The City has continued to receive revenue from the program after termination in diminishing amounts each month. There is every reason to believe that Hayward would receive revenue in similar proportions after termination of its program. To estimate these amounts, we first calculated the current monthly revenue being generated by Hayward's program. Based on the figures in Table 6 on page 10 of the staff report, we estimate that the city is currently receiving

approximately \$69,000 per month in citation revenue. We then calculated the percentage of the last month's revenue received each month after the termination of the L.A program, beginning in August 2011 as compared to the last month of full operation in July 2011 (data from L.A Superior Court). We then estimated the revenue Hayward should expect to receive each month after termination of its program based on the \$69,000 figure above. The results appear in the table below.

Staff estimates that termination of the red light camera contract "without cause" would incur a \$108,000 fee which the city would have to absorb.

As can be seen from the "Cumulative Totals" column, revenue from citations issued prior to program termination not only offsets this fee by the third month after termination, the city will accrue a profit of over \$13,000 in that month.

We additionally estimated the direct financial effect of immediately terminating the program for the next two fiscal years as a comparison to the figures provided under Options One and Three in the the staff report. The results appear in the table below.

Date	L.A	% of Final Month	Hayward	Cumulative Totals	Date
Jul-11	\$309,000		\$69,000		Jun-13
Aug-11	\$188,000	60.84%	\$41,981	\$41,981	Jul-13
Sep-11	\$192,000	62.14%	\$42,874	\$84,854	Aug-13
Oct-11	\$182,000	52.43%	\$36,175	\$121,029	Sep-13
Nov-11	\$154,000	49.84%	\$34,388	\$155,417	Oct-13
Dec-11	\$83,000	26.86%	\$18,534	\$173,951	Nov-13
Jan-12	\$70,000	22.65%	\$15,631	\$189,583	Dec-13
Feb-12	\$67,000	21.68%	\$14,961	\$204,544	Jan-14
Mar-12	\$66,000	21.36%	\$14,738	\$219,282	Feb-14
Apr-12	\$44,000	14.24%	\$9,825	\$229,107	Mar-14
May-12	\$27,000	8.74%	\$6,029	\$235,136	Apr-14
Jun-12	\$27,000	8.74%	\$6,029	\$241,165	May-14
Jul-12	\$25,000	8.09%	\$5,583	\$246,748	Jun-14
Aug-12	\$13,000	4.21%	\$2,903	\$249,650	Jul-14
Sep-12	\$14,000	4.53%	\$3,126	\$252,777	Aug-14
Oct-12	\$10,000	3.24%	\$2,233	\$255,010	Sep-14
Nov-12	\$8,000	2.59%	\$1,786	\$256,796	Oct-14
Dec-12	\$8,000	1.94%	\$1,340	\$258,136	Nov-14
Jan-13	\$6,000	1.94%	\$1,340	\$259,476	Dec-14

Option Two			
System Wide Termination A/O June 30, 2013			
	FY 2014	FY 2015	Total
EST. GROSS REVENUE	\$246,748	\$13,000	
EST. OPERATING COSTS	-\$108,000	\$0	
EST. NET GAIN/LOSS	\$138,748	\$13,000	\$151,748

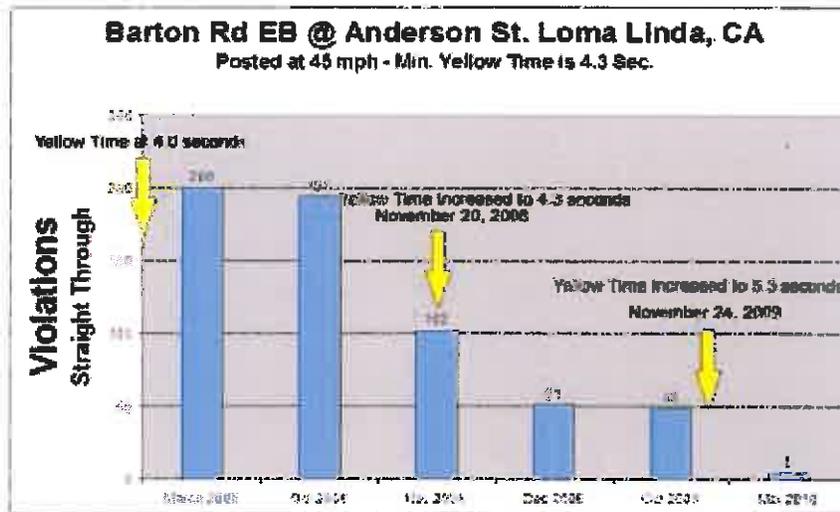
As can be seen, terminating the program as of June 30, 2013 under Option Two provides a net profit to the city of \$138,748 for FY 2014 and at least an additional profit of \$13,000 for FY 2015. Note that there may be additional revenue which accrues in FY 2015 but we were unable to estimate beyond the first six months due to a lack of data past January 2013 for Los Angeles. Also note that since the program is currently operating at a loss, the city may realize a greater financial benefit by terminating the program as soon as possible prior to June 30<sup>th</sup>.

We would be remiss if we did not also point out that there are many unseen negative impacts on the city's finances due to the use of photo enforcement that would be eliminated once the program ends. First, while the city may receive some revenue back from the citations issued, that revenue comes at a much greater financial cost to the local economy. For example, according to Table 3 on page 6 of the staff report, the city issued 14,536 citations in 2012. Assuming that 8.24% of those citations were challenged and 57.3% of those are dismissed (staff report page 7), that means approximately 13,850 citations costing citizens about \$490 each will be paid. This amounts to \$6,786,500 not available to be spent in local businesses. And this does not take into account the millions of additional dollars removed from the economy due to higher insurance premiums paid by motorists who accrue a point on their driver's license. But the economic damage does not end there. While it is difficult to measure, there are undoubtedly citizens who avoid shopping in or visiting cities where photo enforcement is being used. Finally, the use of red light cameras creates a negative impression in the mind of the public towards the jurisdictions that employ them. Jurisdictions often work very hard to maintain a positive image of their city as a great place to live, work and shop. The negative publicity associated with the continued use of camera enforcement, especially when

that enforcement has been proven to be not only ineffective, but detrimental to safety, can do great and incalculable damage to a city's reputation.

### Yellow Signal Timing

While we again applaud the HPD for recognizing that, "There is evidence that extending yellow signal intervals may reduce violations, independent of enforcement" and for providing specific examples from the cities of San Carlos and Loma Linda which virtually eliminated red light violations at intersections where this countermeasure was employed, staff did not provide a complete and accurate analysis of this safety countermeasure. First, we would like to offer this chart of the actual results obtained by the City of Loma Linda which first extended their yellow signal times by 0.3 second and then an additional 1.0 second.



As can be seen, the 0.3 second increase (which brought the time to the statutory minimum) reduced violations by 75%. The additional 1.0 second increase cut the amount by an additional 92%, virtually eliminating the remaining violations. Similar to what we found in our study in Fremont, CA, the violations did not return, even after more than a year (after which the program was terminated).

As we explained in our previous correspondence, much of the red light running captured by photo enforcement occurs within the first few fractions of a second after the light turns red. The vast majority of these are inadvertent violations caused by yellow times that are too short, not only as compared to the statutory requirements, but as compared to what is necessary in the real world situations encountered by motorists on a daily basis.

This concept is critical, as city staff appears to continue to misunderstand the necessity of lengthening the yellow time well beyond the state's statutory minimum if the complete elimination of red light running is desired. These types of reductions can only be achieved if the yellow signal time is increased by about an additional second beyond the minimums. Page 8 of the staff report indicates that Traffic Engineering staff are recommending increases in the range of 0.2 - 0.3 seconds at only three locations. While incremental increases such as these can certainly have a positive impact on the number of red light violations, the greatest benefits will not be seen unless the time is increased to account for the actual speed of the vehicles on the roadway (which requires at least an additional 0.6 second) and the perception/reaction times of at least 85% of the population (which requires at least an additional 0.4 second), a total of at least 1.0 second.

We would also like to point out that Table 4 on page 8 of the staff report contains a number of errors with regard to the minimum statutory yellow time required by California law. The minimum yellow time at any

traffic signal in California is 3.0 seconds (California Manual on Uniform Traffic Control Devices (CAMUTCD) 2012, pg. 886). Therefore any yellow time listed in Table 4 below 3.0 seconds is incorrect. We contacted city staff in an attempt to clarify these discrepancies but were unsuccessful. We spoke with Transportation Manager, Don Frascinella, who indicated that he was aware of the 3.0 second state minimum but was unable to explain why or how the staff report contained this inaccuracy. He referred us to the HPD. We attempted to speak with the author of the report, Captain Darryl McAllister but was told he was unavailable. Our message to him remains unreturned as of this time.

In order to provide you with a more accurate evaluation of current signal timing practices at photo enforced intersections in Hayward, we offer the chart below. Note that the minimum times come from the CAMUTCD and our recommended signal timing is based on adding 8 mph to the posted speed limit and 0.4 second to the currently assumed perception/reaction time of 1.0. We also recommend setting the left turn yellow time to at least the same duration as the straight through movement. As we explained in our prior correspondence, drivers who slow on their approach (once they cross the critical distance) will take longer to reach the intersection. The exact calculation for these types of movements is beyond the scope of this correspondence, but we are happy to provide such information if requested.

Location & Direction	Required Yellow Time	Existing Yellow Time	Staff Proposed Yellow Time	SSLA Proposed Yellow Time
B & 2nd St. EB	3.0 sec	3.2 sec	3.5 sec	4.0 sec
Industrial & Huntwood EB	4.3 sec	4.5 sec	4.5 sec	5.3 sec
Industrial & Huntwood EBLT	3.0 sec	3.0 sec	3.0 sec	5.3 sec
Hesperian & A St. NB	3.6 sec	4.0 sec	4.0 sec	4.6 sec
Hesperian & A St. NBLT	3.0 sec	3.0 sec	3.0 sec	4.6 sec
Winton & Hesperian EB	3.6 sec	3.8 sec	4.0 sec	4.6 sec
Winton & Hesperian EBLT	3.0 sec	3.0 sec	3.0 sec	4.6 sec
Winton & Hesperian WB	3.6 sec	3.8 sec	4.0 sec	4.6 sec
Winton & Hesperian WBLT	3.0 sec	3.0 sec	3.0 sec	4.6 sec
Mission & Industrial NB	3.9 sec	4.0 sec	4.0 sec	4.9 sec
Mission & Industrial NBLT	3.0 sec	3.0 sec	3.0 sec	4.9 sec

You will note that both the existing yellow times and the staff proposed yellow times are only incrementally longer than the statutory requirements and do not take into account the full range of conditions that motorists encounter on the roadways. While the staff recommended times may “add an extra layer of safety for motorists” as claimed in the staff report, these times are still insufficient to significantly reduce red light violations. We are confident, however, that if the SSLA recommendations are adopted, Hayward will be able to eliminate almost all the straight through or left turn violations that are currently being captured at photo enforced intersections as did the cities of San Carlos and Loma Linda.

Since the staff report makes a passing reference to the potential for increased congestion as a result of lengthening the yellow signal time, we would like to point out that this concern is unfounded. First, the small increase in yellow times suggested will likely have no effect on traffic flow, even over the cumulative effect of numerous signal cycles. The calculations proving this are again beyond the scope of this correspondence but we are happy to provide them if requested. However, we will note that no jurisdictions which have increased their signal timing have experienced noticeable increases in congestion, including the cities of San Carlos, Fremont and Loma Linda.

### Conclusion

Although, as the staff report indicates, revenue should not be the determining factor in whether or not to immediately terminate Hayward's red light camera program, that choice would provide the greatest financial benefit to both the city and its residents, workers and visitors. Any remaining red light violations can be remedied through the use of proven engineering countermeasures such as longer yellow signal times.

## **Email from Mr. Chuck Uhler**

## Miriam Lens

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**From:** Chuck Uhler  
**Sent:** Monday, March 04, 2013 6:31 PM  
**To:** List-Mayor-Council  
**Cc:** Diane Urban; Darryl McAllister; Dave Lundgren  
**Subject:** red light safety program  
**Attachments:** Hayward Court Review.pdf; Hayward PD 2010 to 2012 issuance rate.pdf

Dear Mayor and Councilmembers,

There are two attachments to this email. The first, entitled "Hayward PD 2010 to 2012 issuance rate" shows the volume of camera activations and citations resulting from those activations. Image quality and officer discretion weed out a large number of potential violations. The photo safety program was fully enable in April 2010. Comparisons of data from 2010, 2011 and 2012 were studied. As you will see detections and citations decreased each year. The graph on page two of this document shows that decrease. In 2010, Notices issued combined with Notices "Too Old" to issued totaled 22,790. By 2012 that total dropped to 18,352 or a decrease of 4,438 over the study period. In 2010 there were 53,048 potential violations detected. In 2011 there were 38,318 and in 2012 in dropped to 33,703. With those decreases the potential risk of collision drops because the program is doing its job and has successfully assisted the City of Hayward in reducing the incidents of red light running thereby reducing the potential of injury collision caused by red light running.

The second attachment, entitled Hayward Court Review is a 3 page spreadsheet that describes Notices Issued by Hayward PD, Notices "Too Old" to issue and court revenue. For a five month period (June through October) 2011 a large number of violations (2,212) were not processed in a timely manner and became "Too Old" to issue. October 1, 2011 the Alameda Superior Court changed software vendors and revenue to all Alameda County agencies, in all categories, dropped sharply. The combination of "Too Old" and the court's software change caused a significant drop in revenue. When both of those things were corrected, the revenue stabilized. We expect revenue drop off to occur over the holiday season (November and December) due to the limited number of court dates and court staff furloughs. Considering the court's software problems and the "Too Old" to process issue a consistent issuance rate and corresponding court revenue stream cannot be established from September 2011 through May 2012.

The data provided in the attached documents comes from the City of Hayward Customer Management report and can be obtained from the police department. The revenue data comes from the Alameda County Superior Court Finance Bureau. I will be at the meeting on March 5, 2013 and available to clarify any point or to answer questions not covered.

Best Regards,

Chuck Uhler  
Northern California Account Manager  
Redflex Traffic Systems Inc.

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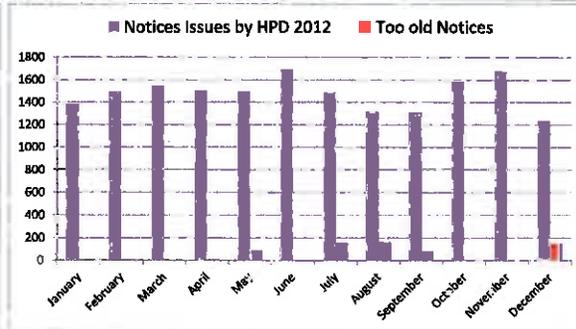
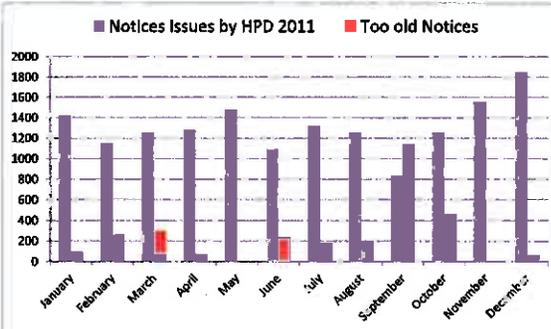
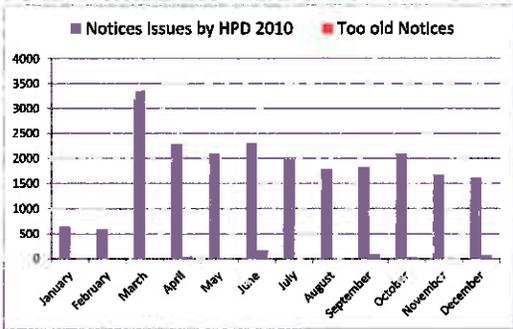
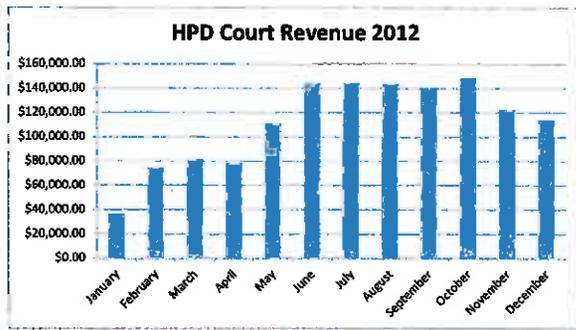
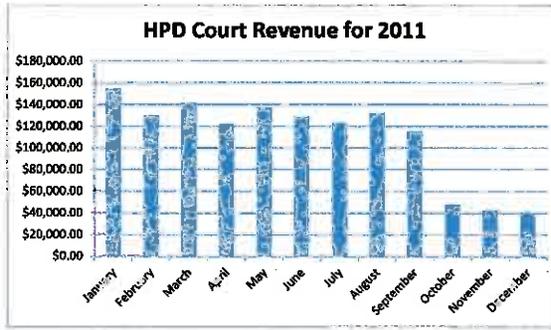
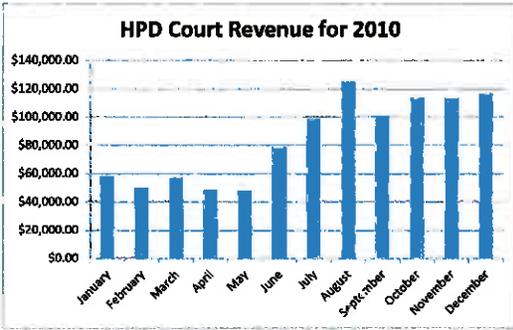
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**Overview of Hayward PD's Redlight Program  
2010-2012**

2010														Totals
	January	February	March	April	May	June	July	August	September	October	November	December		
Notices Issues by HPD 2010	643	590	3357	2280	2081	2289	1965	1785	1819	2087	1672	1600		22168
Too old Notices	5	4	3	36	17	168	1	1	79	33	6	55		399
HPD Court Revenue	\$58,459.11	\$50,027.11	\$57,027.65	\$48,300.01	\$48,191.32	\$78,939.65	\$98,456.03	\$124,928.72	\$100,358.86	\$113,878.94	\$113,219.62	\$116,724.71		\$1,008,511.73

2011														Totals
	January	February	March	April	May	June	July	August	September	October	November	December		
Notices Issues by HPD 2011	1420	1150	1247	1277	1481	1088	1319	1252	830	1254	1560	1846		15724
Too old Notices	91	259	494	71	5	239	179	194	1137	460	2	61		2995
HPD Court Revenue	\$154,795.97	\$129,973.50	\$141,485.15	\$121,588.75	\$136,947.38	\$128,790.48	\$123,131.84	\$132,120.63	\$115,196.86	\$47,830.77	\$42,712.92	\$41,078.74		\$1,315,652.99

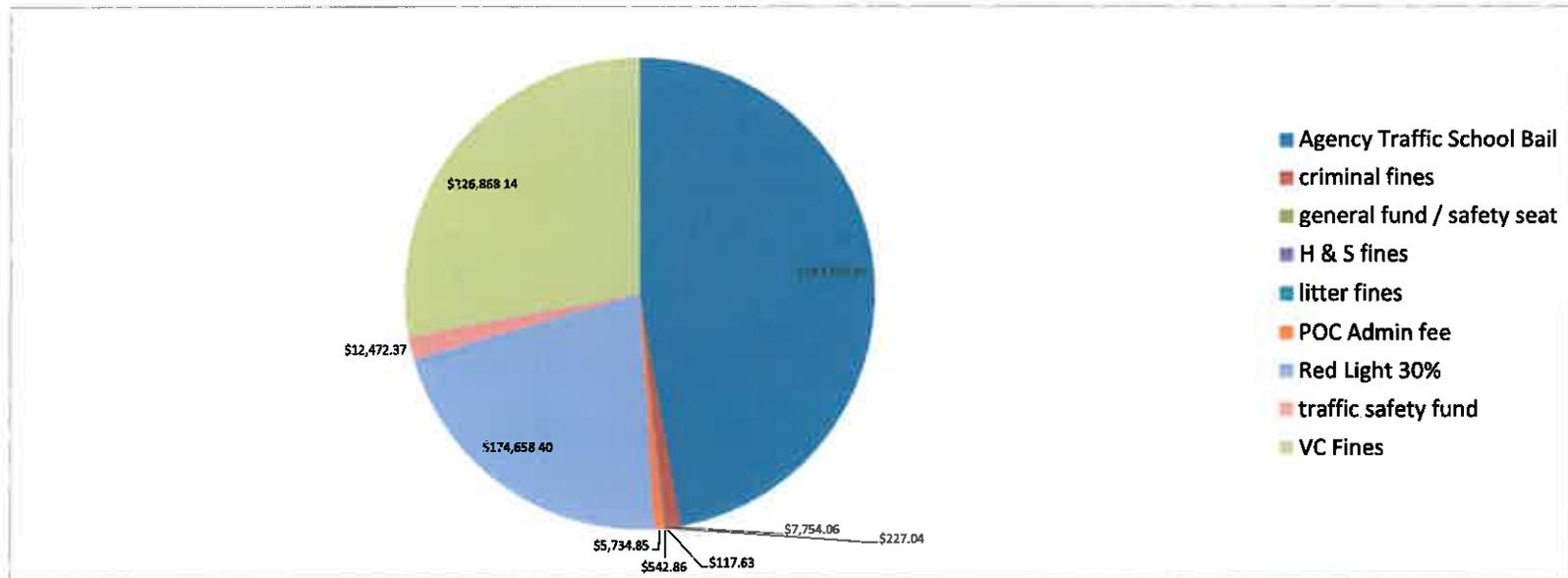
2012														Totals
	January	February	March	April	May	June	July	August	September	October	November	December		
Notices Issues by HPD 2012	1381	1492	1542	1503	1498	1692	1488	1315	1312	1583	1680	1232		17718
Too old Notices	1	17	7	11	94	6	157	159	77	0	0	148		658
HPD Court Revenue	\$36,346.26	\$74,616.46	\$81,281.19	\$78,124.90	\$110,470.39	\$143,943.06	\$144,311.68	\$143,463.85	\$140,020.14	\$148,043.88	\$122,027.67	\$113,659.12		\$1,336,308.60



### Hayward PD Court Revenue Distribution

2012	July	August	September	October	November	December	6 Month Totals
<b>Agency Traffic School Bail</b>	\$66,194.90	\$65,579.61	\$68,846.52	\$66,278.97	\$60,141.08	\$56,109.31	\$383,150.99
<b>Criminal fines</b>	\$1,241.55	\$1,591.78	\$991.98	\$1,558.57	\$1,105.60	\$1,264.58	\$7,754.06
<b>General fund / safety seat</b>	\$16.04	\$33.89	\$14.28	\$20.58	\$71.50	\$70.75	\$227.04
<b>H &amp; S fines</b>	\$10.67	\$24.25	\$0.00	\$42.95	\$24.23	\$15.53	\$117.63
<b>Litter fines</b>	\$125.69	\$126.58	\$141.33	\$41.06	\$87.24	\$20.96	\$542.86
<b>POC Admin fee</b>	\$1,009.17	\$1,046.48	\$875.64	\$1,095.02	\$832.82	\$875.72	\$5,734.85
<b>Red Light 30%</b>	\$32,252.75	\$29,759.12	\$29,460.41	\$32,505.34	\$25,409.38	\$24,271.40	\$174,658.40
<b>Traffic safety fund</b>	\$2,324.96	\$2,034.59	\$2,046.75	\$2,405.95	\$1,643.38	\$2,016.74	\$12,472.37
<b>VC Fines</b>	\$41,135.95	\$43,267.55	\$37,643.23	\$43,095.44	\$32,712.44	\$29,013.53	\$226,868.14
<b>Railroad</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>Subtotal</b>	<b>\$144,311.68</b>	<b>\$143,463.85</b>	<b>\$140,020.14</b>	<b>\$148,043.88</b>	<b>\$122,027.67</b>	<b>\$113,659.12</b>	<b>\$811,526.34</b>

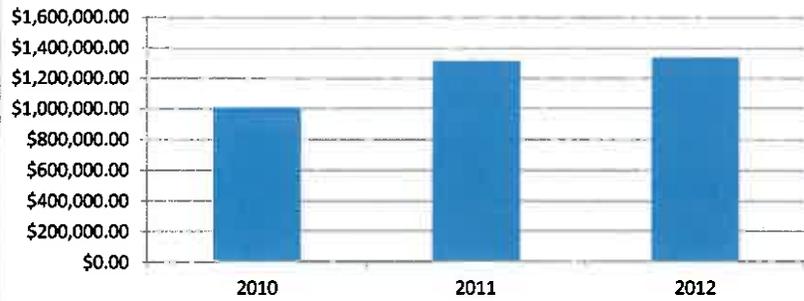
<b>6 Month Total Court Revenue</b>	<b>\$811,526.34</b>
<b>Monthly Average Total Court Revenue</b>	<b>\$135,254.39</b>
<b>Total Revenue from Blue Categories</b>	<b>\$784,677.53</b>
<b>Blue Category % of Total Court Revenue</b>	<b>97%</b>



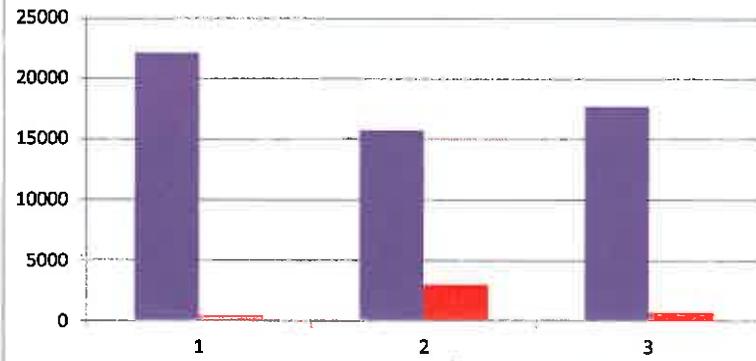
**HPD Summary from 2010-2012**

	2010	2011	2012	Totals
Notices Issues by HPD	22168	15724	17718	55610
Too old incidents not processed	399	2995	658	4052
Court Revenue Totals for HPD	\$1,008,511.73	\$1,315,652.99	\$1,336,308.60	\$3,660,473.32

**Court Revenue Totals for HPD  
2010-2012**



■ Notices Issues by HPD ■ Too old incidents not processed



2010-2012	2010	2011	2012	Totals
Total Processed Incidents 2010-12	53048	38318	33703	125069
Less Uncontrollable Factors	-24913	-18297	-14049	-57259
Hayward's Queue to be Reviewed 2010-12	28135	20021	19654	67810
Less Descretionary Rejects	-5767	-4297	-1972	-12036
Approved Violations 2010-12	22368	15724	17682	55774
Approved Violations plus Too Olds	22790	18717	18352	59859

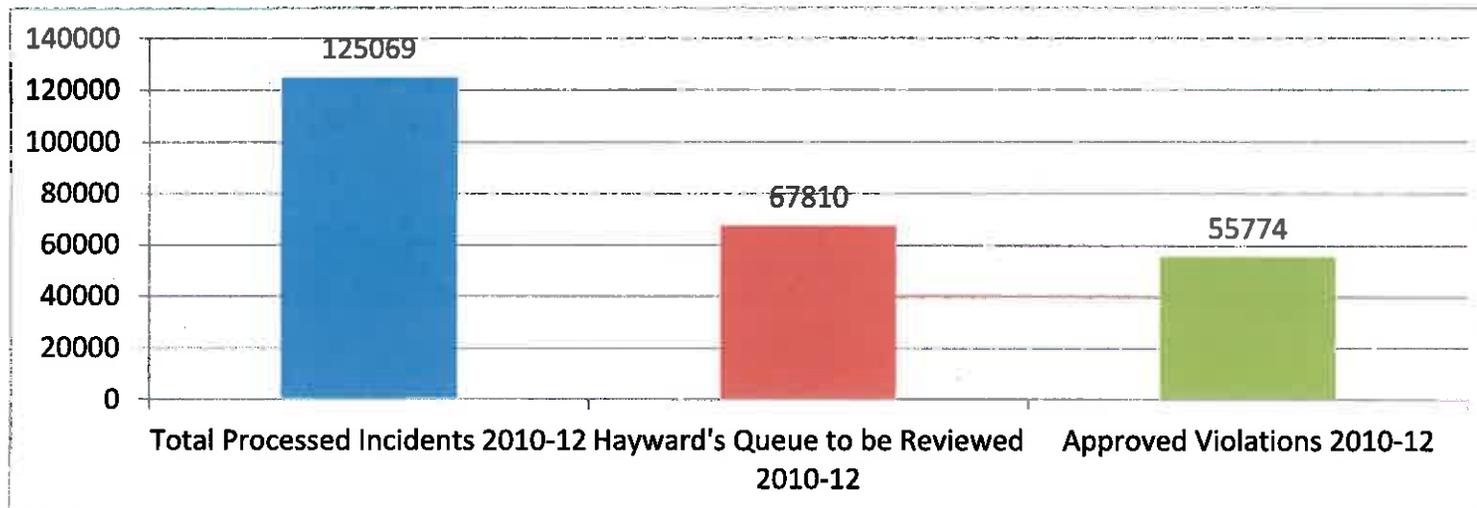
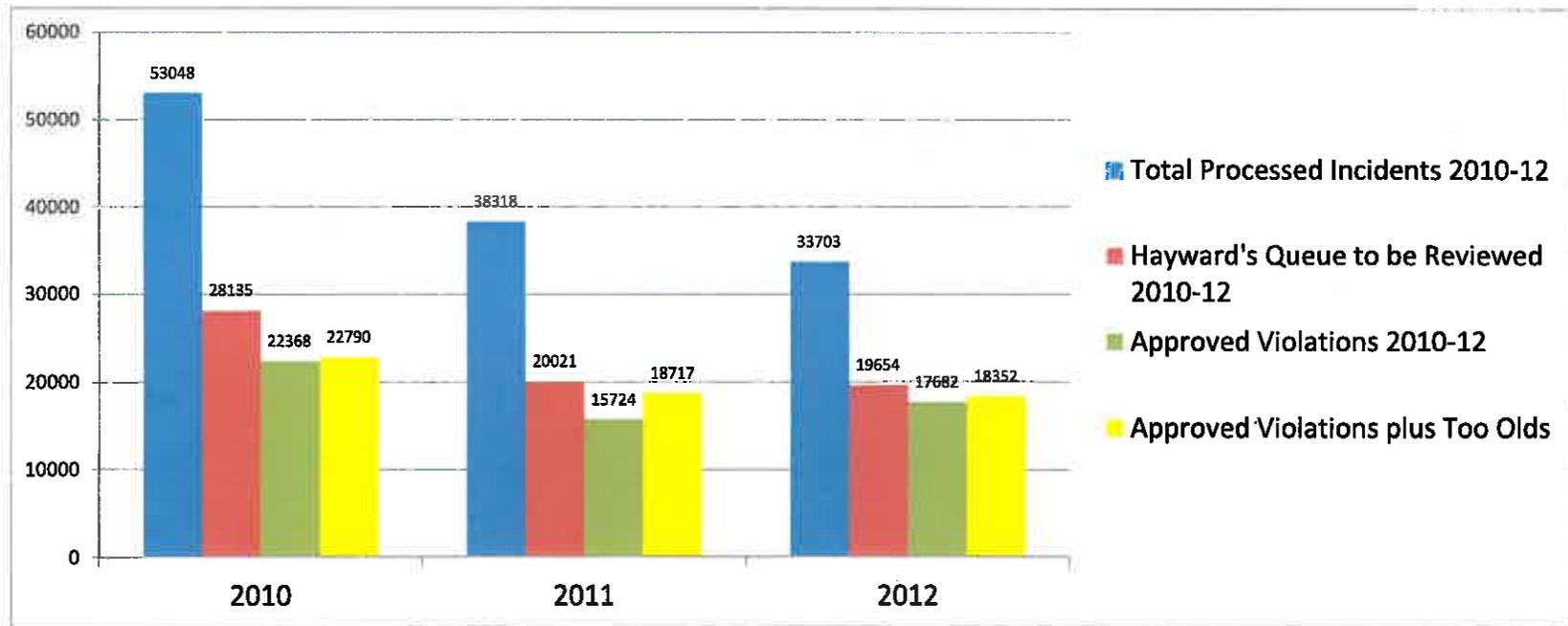
**Table of Contents:**

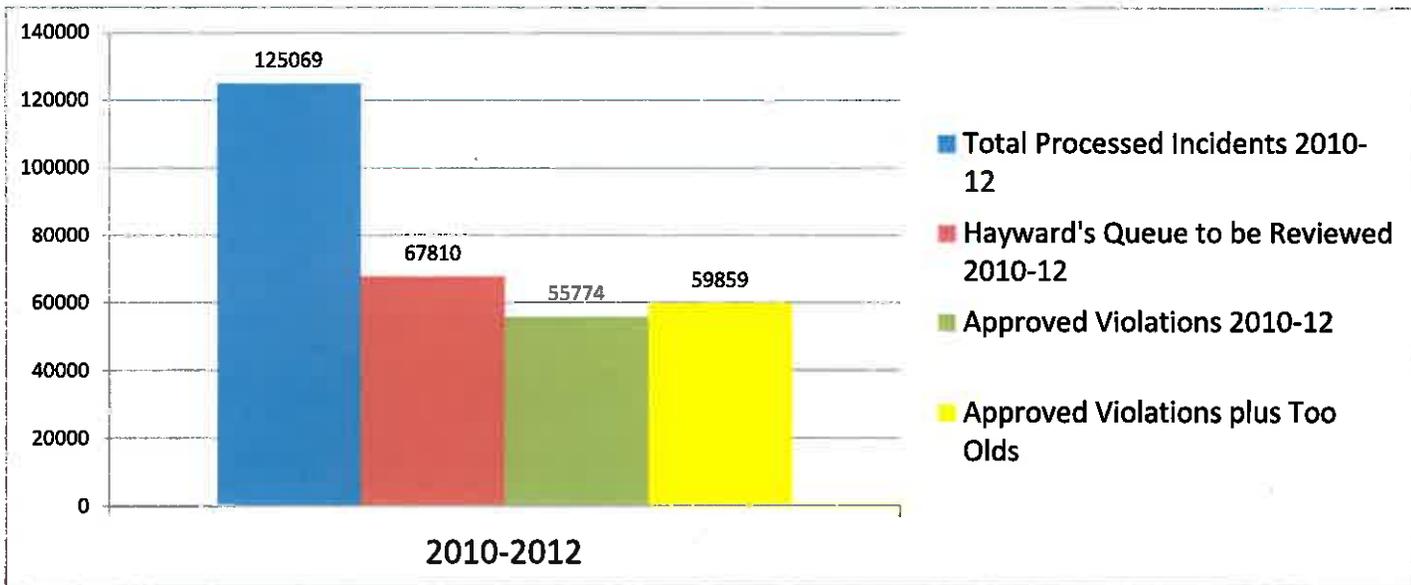
**Total Processed Incidents 2010-12** A detection that is a potential redlight violation.

**Hayward's Queue to be Reviewed 2010-12** A detection after an uncontrollable rejection. For example, a missing license plate, emergency vehicle, police discretion, weather conditions, etc.

**Approved Violations 2010-12** Police authorized citations and notices.

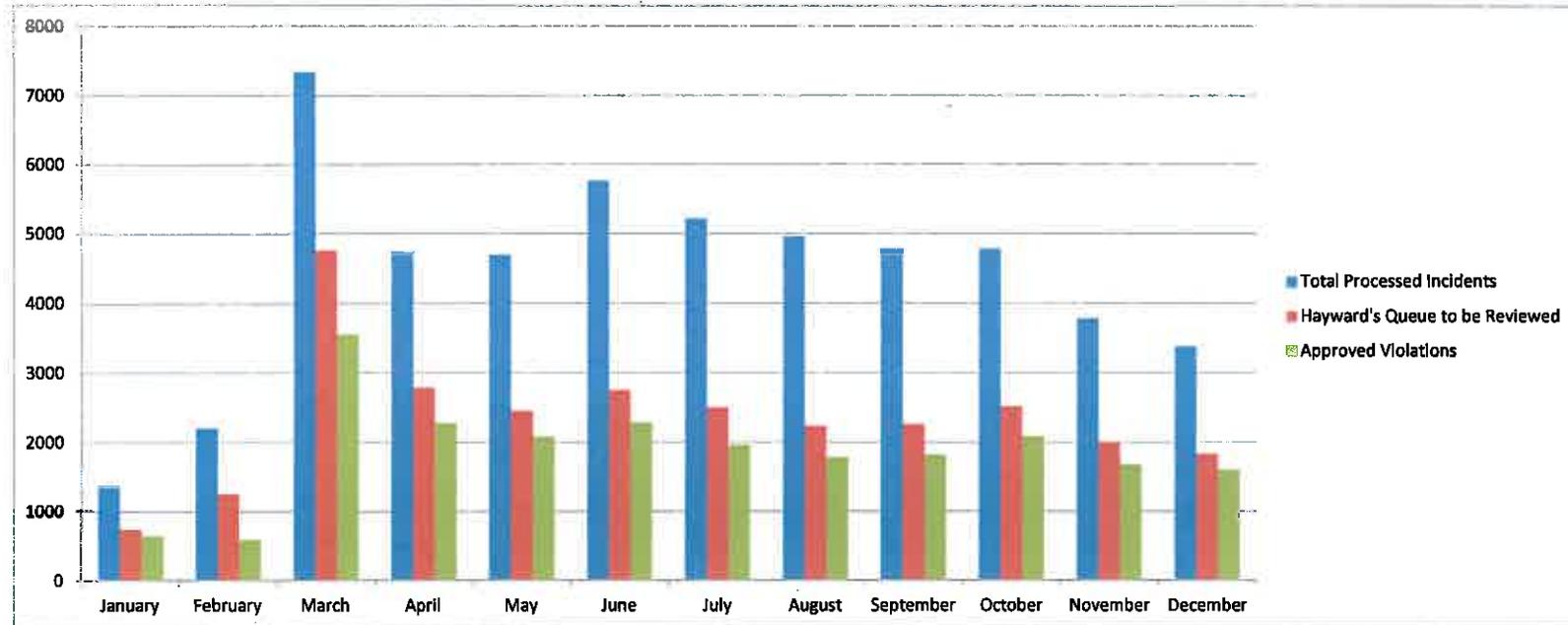
**Approved Violations plus Too Olds** California law requires incidents in the Police Queue be reviewed within 11 days. Incidents that were not reviewed within this time period can not be approved for violations. This category is a combination of approved violations and incidents which are "too old" to process.





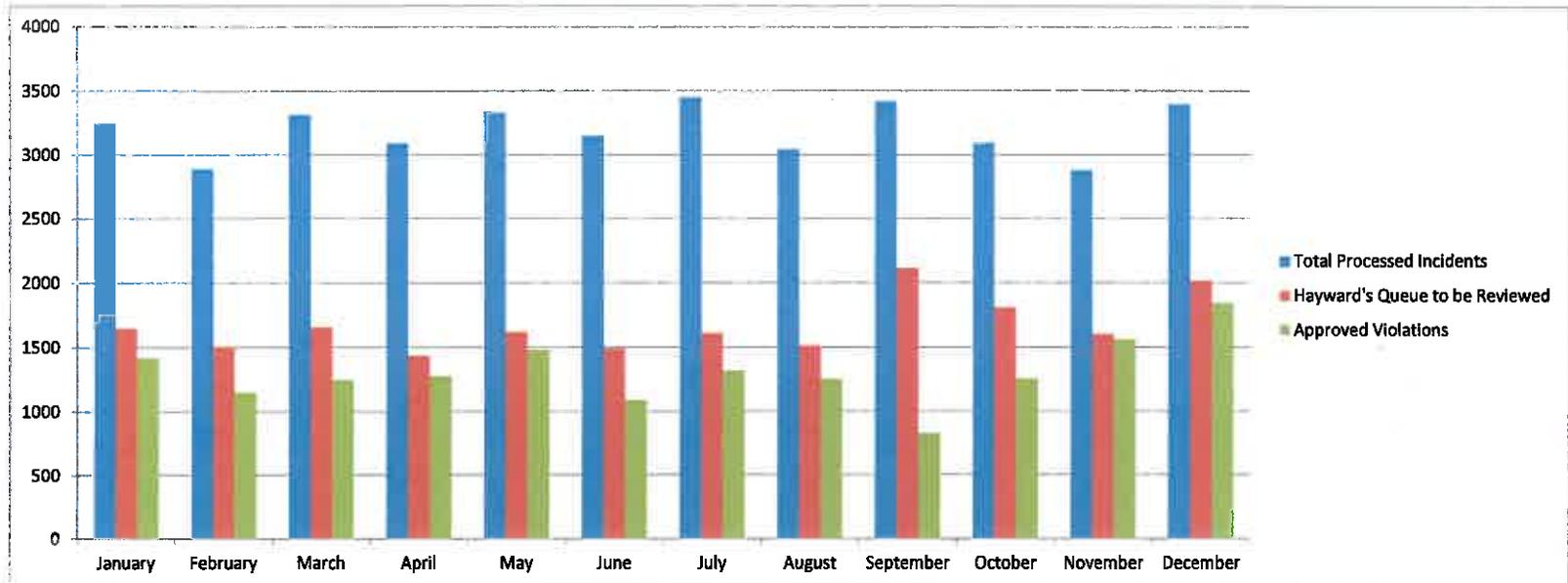
## Hayward PD Redlight Incident Report

2010	January	February	March	April	May	June	July	August	September	October	November	December	Totals for 2010
Total Processed Incidents	1376	2206	7349	4743	4699	5769	5212	4958	4778	4789	3787	3382	53048
Less Uncontrollable Factors	-635	-952	-2585	-1944	-2238	-3012	-2705	-2718	-2515	-2268	-1792	-1549	-24913
Hayward's Queue to be Reviewe	741	1254	4764	2799	2461	2757	2507	2240	2263	2521	1995	1833	28135
Less Descretionary Rejects	-98	-664	-1207	-519	-380	-468	-542	-455	-444	-434	-323	-233	-5767
Approved Violations	643	590	3557	2280	2081	2289	1965	1785	1819	2087	1672	1600	22368



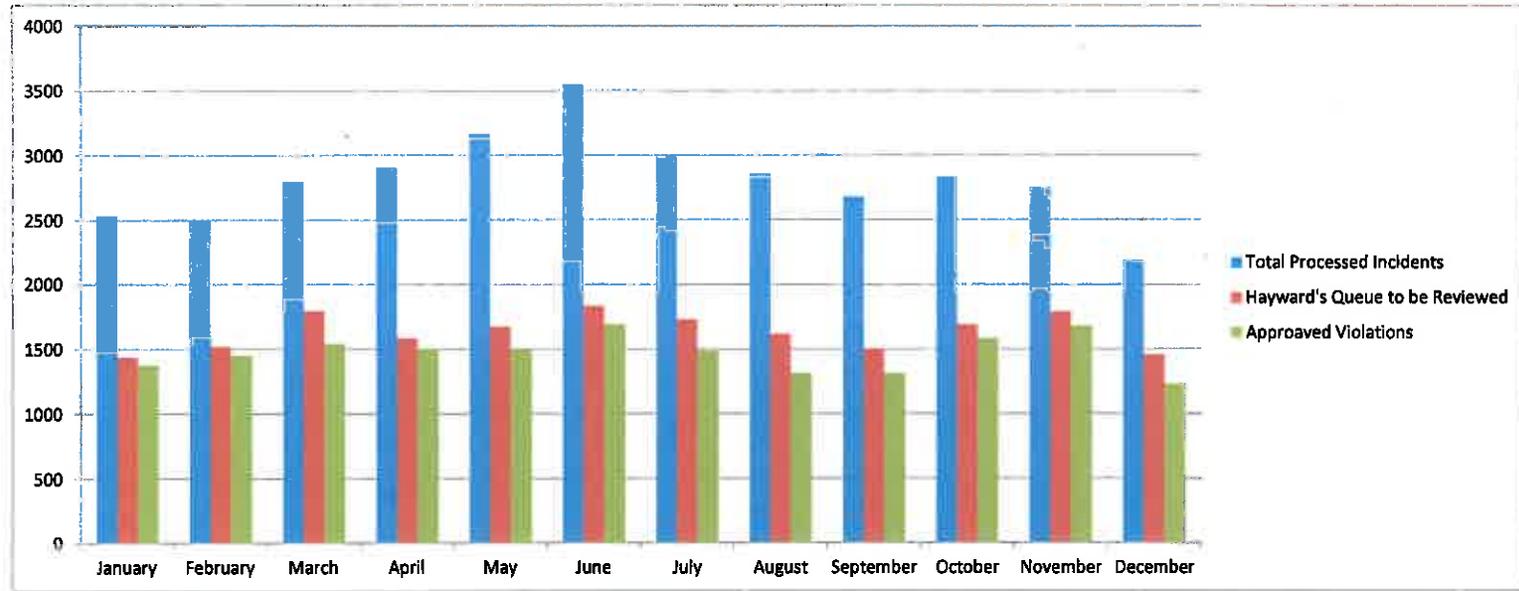
## Hayward PD Redlight Incident Report

2011	January	February	March	April	May	June	July	August	September	October	November	December	Totals for 2010
Total Processed Incidents	3241	2888	3317	3092	3336	3149	3454	3043	3421	3098	2877	3402	38318
Less Uncontrollable Factors	-1592	-1382	-1658	-1657	-1717	-1659	-1845	-1532	-1307	-1288	-1274	-1386	-18297
Hayward's Queue to be Reviewe	1649	1506	1659	1435	1619	1490	1609	1511	2114	1810	1603	2016	20021
Less Descretionary Rejects	-229	-356	-412	-158	-138	-402	-290	-259	-1284	-556	-43	-170	-4297
Approved Violations	1420	1150	1247	1277	1481	1088	1319	1252	830	1254	1560	1846	15724



## Hayward PD Redlight Incident Report

	2012	January	February	March	April	May	June	July	August	September	October	November	December	Totals
Total Processed Incidents		2532	2495	2795	2902	3162	3540	2984	2851	2678	2831	2747	2186	33703
Less Uncontrollable Factors		-1087	-971	-997	-1316	-1489	-1705	-1255	-1232	-1174	-1141	-956	-726	-14049
Hayward's Queue to be Reviewe		1445	1524	1798	1586	1673	1835	1729	1619	1504	1690	1791	1460	19654
Less Descretionary Rejects		-64	-68	-256	-83	-175	-143	-241	-304	-192	-107	-111	-228	-1972
Approved Violations		1381	1456	1542	1503	1498	1692	1488	1315	1312	1583	1680	1232	17682



## Hayward PD Redlight Incident Report

	2013	January	February	March	April	May	June	July	August	September	October	November	December	Totals
Total Processed Incidents		2182										0		2182
Less Uncontrollable Factors		-839	0	0	0	0	0	0	0	0	0	0	0	-839
Hayward's Queue to be Reviewed		1343										0		1343
Less Descretionary Rejects		-164	0	0	0	0	0	0	0	0	0	0	0	-164
Approved Violations		1179										0		1179