

The following intersections have cameras installed that are operational:

Intersection	Approach Setup	# of Approaches	Initial Warning Period	Enforcement Commences
Kingston Pike & Alcoa Highway (2 independent systems)	EB & WB	2	042406-052406	052506
Henley St. & Cumberland Ave.	NB & SB	2	050406-060206	060206
Henley St. & Main	EB & SB	2	101306-111106	111206
Cedar Bluff & Peters Rd.	WB/EB & SB	3	051106-060906	061006
Clinton Hwy & Tillery	NB & SB	2	051606-061406	061506
Clinton Hwy & Merchant Dr.	NB & SB	2	092006-101906	102006
Cedar Bluff & I40	NB	2	051906-061706	061806
Cedar Bluff & I40	SB		092206-102206	102306
Western at Henley & Summit Hill	EB & WB	2	061506-071506	071606
Lovell Rd. & I40	SB	2	062406-072306	072406
Lovell Rd. & I40	NB		110206-120206	120306
Broadway & I640	SB	2	092006-101906	102006
Kingston Pike & Papermill	EB & WB	2	112206-122106	122206
Chapman Highway at Moody	NB & SB	2	022807-032907	033007
Chapman Highway at Young High	NB & SB	2	022807-032907	033007
Chapman Highway at Greene	NB & SB	2	022807-032907	033007
Kingston Pike at Morrell	NB	3	042507-052407	052507

Through the first quarter of 2008 these intersections have accumulated the following statistics:

Intersection	Total Incidents	Notices Mailed	Total days operational	Violation Rate Per Day
Kingston Pike & Alcoa Hwy	1,217	971	91	13
Henley & Cumberland	2,405	1,311	91	26
Henley & Main	1,257	749	91	13
Cedar Bluff & Peters	1,140	880	91	12
Clinton Hwy. & Tillery	528	256	91	5
Clinton Hwy. & Merchant	1,257	894	91	13
Cedar Bluff & I40	1,152	840	91	12
Western at Henley & Summit Hill	1,447	545	91	15
Lovell Rd. & I40	3,206	1,863	91	35
Broadway & I640	5,928	3,830	91	65
Kingston Pike & Papermill	1,435	1,002	91	15
Chapman Hwy. & Moody	731	491	91	8
Chapman Hwy. & Young High	626	392	91	6
Chapman Hwy. & Greene	1,730	970	91	19
Kingston Pike at Morrell	1,188	677	91	13

The crash rate analysis for these intersections is as follows:

Total Crashes during the enforcement period 2008= 108

Total Crashes during the same period 2007= 153

Percentage of change= -29%

Total number of angle crashes during the enforcement period 2008= 30

Total number of angle crashes during the same period 2007= 25

Percentage of change= +20% **

Total number of rear-end crashes during enforcement period 2008= 61

Total number of rear-end crashes during same period 2007= 85

Percentage of change= -28%

Total number of rear-end crashes attributed to red-light cameras= 0

2008 Program Collections 010108-033108

Fines paid to City of Knoxville= 266,685.27

Payment to Redflex= 417,631.54

Program total= 684,316.81

**Note- although this is the first indicated increase in angle crashes since the program began, when compared to the quarterly 2006 angle crash report the rate for 2008 continues to indicate a decline. The example is that for the 7 intersections in 2005 accounted for 25 angle crashes over a 3 month period. This can be compared to the first quarter of 2008 where 15 intersections accounted for 30. The 2008 rate averages 10 per month or less than 1 per intersection per month. The 2005 pre-camera rate averaged just over 8 per month or more than 1 per intersection per month. It is possible that the program has reached a plateau in reducing angle crashes. The second quarter 2008 will provide more data for comparison.