


STAFF REPORT

APPROVED AND
FORWARDED
TO CITY COUNCIL


John J. Jermanis
City Manager

DATE: August 30, 2005
TO: John Jermanis, City Manager
FROM: Joseph W. Kitchen, Chief of Police
Police Department 57
BY: Peter Ballew, Police Lieutenant
Traffic Division, Police Department

SUBJECT PROJECT/PROJECT DESCRIPTION:

MATTER OF RED LIGHT CAMERA ENFORCEMENT PROGRAM

SUMMARY AND RECOMMENDATION

At the July 25, 2005 City Council Work Session staff made a presentation regarding the possible implementation of a red light camera program, which is designed to reduce the number of red light violations at key intersections throughout the city.

Staff is requesting the approval of a resolution authorizing the City Manager to execute an agreement with Redflex Camera Systems for the procurement of a red light photo enforcement program.

BACKGROUND

According to the United States Department of Transportation (USDOT), each year red light violations cause as many as 200,000 crashes and 1,000 fatalities. Although San Leandro has not experienced a serious problem with intersection collisions directly attributable to red light violations, traffic flow through our community continues to increase and red light violations are occurring. Furthermore, there are studies that indicate that implementation of red light camera systems has a secondary effect of reducing all types of collisions in areas where they are installed. Red light violations directly affect the quality of life in our community and create a serious danger to the motoring public and law enforcement officers.

In 2003, state legislation was enacted which codified red light camera programs. There are currently over 70 law enforcement agencies in California utilizing red light cameras. The Department of Transportation has reported that red light running violations decreased by as much as 30% to 60% at intersections in jurisdictions where cameras automatically identified violators.

While the San Leandro Police Department diligently endeavors to make the streets safe, a red light camera program would provide 24-hour, 7-days-a-week enforcement at intersections where violations and crashes occur most frequently. Collisions involving red light running are most likely to result in injuries and significant property damage. When there is no collision involved,

it is often more dangerous for Police Officers to apprehend and cite a red light runner because the Officer must often also run the red light to stop the violator. After careful study, it is recommended that San Leandro move forward with adopting a red light camera enforcement program. The goal of this program is to reduce the number of red light violations in the city and to improve the quality of life by improving our Traffic Safety Program.

California Vehicle Code Section 21455 and its subsections authorize automated red light enforcement under the following conditions:

- The agency must identify the system by signs.
- There must be a minimum yellow light change interval (Caltrans specifications).
- The agency must issue warning notices for the first 30 days.
- The agency must make a public announcement 30 days prior to commencement.
- The agency must perform administrative day-to-day functions and maintain control.
- The agency must develop uniform guidelines for screening and issuing violations.
- The agency must allow the violators to view the photos and/or videos.
- Citations must be issued by a certified employee of the agency.
- There must be a public hearing prior to adopting a red light camera program.

Analysis

Staff of the Police Department has evaluated several vendors who provide red light camera programs. During this evaluation, staff reviewed various technologies available for photo enforcement programs, spoke with representatives from different vendors, and met with personnel from local municipalities and law enforcement agencies that operate such programs. As a result of this evaluation, it is the recommendation of staff to select Redflex Traffic Systems. The selection was based on the technical aspects of its program, positive customer references, familiarity with Alameda County judicatory processes, and overall proven success of its programs. Additionally, Redflex is presently the only vendor which offers the following capabilities deemed necessary for an effective red light photo enforcement program:

- Full color still camera and full motion video camera combination system. Other companies utilize only stills or only video. "Video only" has poor image quality and "still only" provides less conclusive evidence.
- Inclusive "live" real-time intersection monitoring solution.
- Multiple trigger option solution (i.e. video, loop, radar). Other companies utilize only one trigger option. The "one-size fits all" approach diminishes performance.
- Only provider which is financially viable and financially solvent. Other vendors have had a financial loss quarter after quarter; with questionable long-term viability.
- Most proven digital system capabilities with over 200 "live" systems in the State of California.
- Only vertically integrated provider. Other companies outsource critical functions, such as camera unit development and back-office development, which has proven to negatively impact program success.
- Proven ability to cover all violation movements, including left-turn, straight through and right-on-red. Other vendors have limited system capabilities to include only left or straight through violations.

During this evaluation process, Police Department staff contacted Ms. Karen Rodrigue, who serves as the San Leandro-Hayward Traffic Commissioner. Commissioner Rodrigue indicated to staff that she has no problem with red light camera enforcement. However, she suggested that staff contact the city of Fremont, which is currently in the process of installing a video conferencing/testimony system, whereby experts from Redflex could explain the systems and technology from their offices in Arizona. Violators fighting their tickets in court have a right to have the system explained if they wish. Until now, Redflex has flown representatives to court to testify, but were trying to streamline the process. Recently, the idea of video testimony was abandoned, and Redflex continues to have representatives appear in person if required.

In late May, Traffic Division staff, with assistance from Administrative staff, suggested several intersections to be examined for feasibility of red light camera systems. Traffic Engineering was then consulted, and a finalized list of intersections to be examined was established. This list was based on many factors including traffic flow, difficulty in traditional enforcement methods, intersections with high violation potential, total collisions at intersections, and intersections high in right angle collisions.

On May 31, 2005 Traffic Division staff spoke with representatives of Redflex, and requested that the vendor perform counts at the following intersections:

<u>Intersection</u>	<u>Traffic Direction</u>
Marina & Merced	Westbound
Lewelling & Washington	Eastbound
Dutton & MacArthur	Southbound
Marina & Teagarden	Westbound & eastbound
Davis & East 14 th	Northbound & southbound
150 th & East 14 th	Northbound & southbound
Fairmont & East 14 th	Eastbound
Washington & Halcyon/Floresta	All 4 directions

Survey results were received on June 24th. Staff has identified five intersections to be included in the program. These intersections have been listed below, along with the survey numbers. The shaded boxes indicate the highest counts for the surveyed intersections.

Intersections	NB LT	NB	NB RT	SB LT	SB	SB RT	EB LT	EB	EB RT	WB LT	WB	WB RT
Marina & Teagarden	*	*	*	*	*	*	19	6	35	5	3	0
Davis & East 14th	19	2	2	0	8	0	*	*	*	*	*	*
Fairmont & East 14th	*	*	*	*	*	*	6	21	37	*	*	*
Lewelling & Washington	*	*	*	*	*	*	12	4	0	*	*	*
Washington & Halcyon/Floresta	0	2	2	2	9	0	8	4	12	7	14	10

Current City Council Policy

Not applicable.

Previous City Council Action(s)

Not applicable.

City Council Committee Review and Action

Not applicable.

Applicable General Plan Policy

Not applicable.

Permits and/or Variances Granted

Not applicable.

Environmental Review

Not applicable.

Code Compliance Review

Not applicable.

Board/Commission Findings

Not applicable.

Summary of Public Outreach Efforts

Not applicable.

Fiscal Impact

The equipment for the red light camera system is on a lease basis from the proposed vendor, Redflex Traffic Systems. The monthly leasing fee per approach is approximately \$5,700. However, it should be noted that Redflex is offering a "cost neutrality" clause whereby the city does not have to pay the vendor the full amount of the monthly lease for an intersection if adequate fines are not collected that month. It is estimated, based on historical information from other jurisdictions utilizing red light cameras, that the fines generated each month will cover the leasing cost.

Budget Authority

Not applicable.

Attachments

Not applicable.

CONCLUSION

Although San Leandro has not yet experienced a serious problem with traffic collisions directly related to red light violations, the city is continuing to experience an increase in the overall amount of traffic flow throughout the community. Therefore, it is recommended that the City Manager be authorized to execute an agreement with Redflex Traffic Systems for the non-competitive procurement of a red light photo enforcement program.

JWK/PB/dl

IN THE CITY COUNCIL OF THE CITY OF SAN LEANDRO

RESOLUTION NO. 2005-127

(3070)

RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT
WITH REDFLEX TRAFFIC SYSTEMS FOR THE PROCUREMENT
OF A RED LIGHT PHOTO ENFORCEMENT PROGRAM

WHEREAS, red light photo enforcement programs have been authorized by the California State Legislature and are governed under California Vehicle Code 21455.5; and

WHEREAS, "Redflex Traffic Systems," after thorough evaluation by staff, is deemed to be the only vendor presently offering the program capabilities deemed essential for an effective photo enforcement program; and

WHEREAS, "Redflex Traffic Systems" is willing to contractually guarantee that the City will operate a fully violator-funded program that at a minimum would be cost neutral;

NOW, THEREFORE, be it RESOLVED as follows:

That the City Council of the City of San Leandro does hereby authorize the City Manager to execute an agreement between the City of San Leandro and Redflex Traffic Systems for the non-competitive procurement of a red light photo enforcement program.

Introduced by Councilmember Santos and passed and adopted this 6th day of September, 2005 by the following called vote:

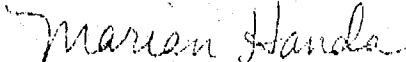
Members of the Council:

AYES: Councilmembers Badger, Grant, Nardine, Santos, Starosciak, Stephens; (7)
Mayor Young

NOES: None (0)

ABSENT: None (0)

ATTEST:


Marian Handa, City Clerk

The City Council approved the report on the measures taken by the City to alleviate the conditions that led to the adoption of the Interim Urgency Ordinance imposing a moratorium on retail uses in excess of 10,000 square feet in the Commercial Downtown (CD) Zoning District.

M/S/C Badger and Santos. Ayes: 6; Noes: 1 (Stephens)

- **Ordinance No. 2005-016**, an Interim Urgency Ordinance Extending a Prohibition on the Consideration and Approval of Use Permits, Variances, Building Permits, Start of New Construction, or Other Entitlements Related for Any New Retail Sales Establishments in Excess of 10,000 Square Feet Within the Commercial Downtown Zoning District for a Ten Month, Fifteen Day Period. (1005/1009/1098/1136/2792/2799/2805)

— Passed to Print and Adopted as Amended

M/S/C Badger and Santos. Ayes: 6; Noes: 1 (Stephens)

- C. Matter of Red Light Camera Enforcement Program (implements program to reduce the number of red light violations at key intersections throughout the City).

This being the time and place for the Public Hearing on the above matter, City Manager Jermanis gave an overview of the item and introduced Police Chief Joe Kitchen. Chief Kitchen provided a brief report on the Red Light Camera Enforcement Program proposed for adoption.

Councilmember Nardine inquired about a device that can be used to thwart the red light camera system. Chief Kitchen responded that he feels few people would use such devices.

Councilmember Santos asked where RedFlex Traffic Systems is located. Ray Torrez, representative for RedFlex and former Fremont Police Officer, stated the company headquarters is in Scottsdale, Arizona, and he is the local representative. The company currently has nine clients in the Bay Area.

The Hearing was then opened to the public.

Dennis Ch..., San Leandro resident, addressed the City Council, relating his experiences with red light camera systems. Mr. Ch... stated that he supports red light camera systems provided the intersections are synchronized with pedestrian signals equipped with a countdown timer.

Lou Fili..., San Leandro resident, addressed the City Council, expressing his agreement with the previous speaker and voicing his concerns that the system will cause insurance rates to skyrocket, cannot be applied to left- or right-hand turns, must be administered differently by a charter city versus a general law city, and is a special tax in disguise.

There being no further comments from the public, and without objection, the Public Hearing was closed.

- **Resolution No. 2005-127**, Resolution Authorizing the City Manager to Execute an Agreement with Redflex Traffic Systems for the Procurement of a Red Light Photo Enforcement Program. (3070)

M/S/C Santos and Badger. Ayes: 7; Noes: 0

- D. Matter of Adoption of Supplemental Traffic Impact Fees for Developments Within the Traffic Impact Areas to Cover the Cost of Improvements to Davis Street – Doolittle Drive Intersection Within San Leandro, and Authorization for the City Manager to Adopt Administrative Regulations for the Implementation of the Fee Program (proposes fees to fund intersection improvements required to mitigate existing and future traffic congestion).

This being the time and place for the Public Hearing on the above matter, City Manager Jermanis gave an overview of the item and introduced Principal Engineer Keith Cooke. Mr. Cooke gave a short PowerPoint presentation, providing information on the supplemental traffic impact fees proposed for adoption.

The Hearing was then opened to the public.

There being no comments from the public, and without objection, the Public Hearing was closed.

Councilmember Santos commented that the City should attempt to negotiate with the Port of Oakland for a share of the cost of the intersection improvements.

Staff responded to Council's questions regarding the Level of Service (LOS), the fee calculation and the sunset on the fee.

- **Resolution No. 2005-128**, Resolution Imposing a Traffic Impact Fee to Fund Improvements to the Davis Street – Doolittle Drive Intersection and Adopting a New Chapter 8.10 to the San Leandro Administrative Code Relating to Development Fee for Street Improvements. (2318/2941)

M/S/C Santos and Badger. Ayes: 7; Noes: 0

4. JOINT CITY COUNCIL/SAN LEANDRO REDEVELOPMENT AGENCY PUBLIC HEARINGS

None.