

**Agenda Item: 15**

**CITY OF SANTA CLARITA  
AGENDA REPORT**

NEW BUSINESS                      City Manager Approval: \_\_\_\_\_

Item to be presented by: Andrew Yi

DATE:                                March 25, 2014

SUBJECT:                            AMEND CONTRACT WITH REDFLEX TRAFFIC SYSTEMS,  
INC., TO EXTEND TERM FOR THE RED-LIGHT PHOTO  
ENFORCEMENT PROGRAM

DEPARTMENT:                    Public Works

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**RECOMMENDED ACTION**

City Council:

1. Approve the amendment to Contract 08-00553 with Redflex Traffic Systems, Inc., to extend term on a month-to-month basis.
2. Direct staff to further evaluate the Red-Light Photo Enforcement Program and report back to the City Council within 12 months.
3. Authorize the City Manager or designee to execute all contracts and associated documents, subject to City Attorney review, contingent upon the appropriation of funds by the City Council in the annual budget for such fiscal year.

**BACKGROUND**

In November 2003, the City Council approved the implementation of a Red-Light Photo Enforcement Program and awarded a five-year contract to Redflex Traffic Systems, Inc., (Redflex) to provide and maintain red-light photo enforcement equipment. City of Santa Clarita (City) staff and the Los Angeles County Sheriff's Department selected five intersections for red-light photo enforcement based on collision history and red-light enforcement issues. The cameras started operation in July 2004 at the intersections of Soledad Canyon Road/Whites Canyon Road, Bouquet Canyon Road/Seco Canyon Road, McBean Parkway/Magic Mountain Parkway, McBean Parkway/Newhall Ranch Road, and Lyons Avenue/Orchard Village Road. The program was expanded in August 2006 to include two additional intersections at Valencia Boulevard/McBean Parkway and Bouquet Canyon Road/Newhall Ranch Road.

In December 2008, the City Council approved a five-year contract renewal and authorized the City Manager to execute up to two 2-year options. The five-year term of this contract will expire on April 1, 2014. During their February 5, 2014, meeting, City Council directed the City Manager to bring the contract renewal before the City Council.

*Collision Analysis*

There are approximately 550 red-light violations per month at the seven red-light camera intersections. The City maintains a collision database derived on reported collisions from the Los Angeles County Sheriff's Department's Santa Clarita station. A before/after collision analysis was conducted (includes all collisions within 150 feet of an intersection) using collision data three years prior (2001-2003) and six years after the implementation of the red-light cameras (2007-2012). (Note: A full year of collision data for 2013 was not available at the time the analysis was conducted.) The chart below shows the yearly average of total collisions in each category at the seven red-light camera intersections. Citywide intersection statistics were also viewed for comparison purposes.

	Red Light Camera Intersections (Yearly Average)			Citywide (Yearly Average)		
Primary Collision Factor	Before	After	% Chg	Before	After	% Chg
Red Light Running	14.0	4.8	-66%	93.7	93.7	0%
Collision Severity	Before	After	% Chg	Before	After	% Chg
Property Damage Only	60.3	47.3	-22%	500.0	441.8	-12%
Injury	27.0	24.2	-10%	299.0	297.7	0%
Fatal	0.3	0.0	-100%	2.7	1.8	-33%
Collision Type	Before	After	% Chg	Before	After	% Chg
Broadside Collisions	30.7	12.3	-60%	341.0	299.8	-12%
Rear End Collisions	35.3	40.0	13%	238.7	230.0	-4%
Other Collision Types	21.7	19.8	-9%	222.0	212.0	-5%
Total Collisions	87.7	72.2	-18%	801.7	741.8	-7%

The analysis showed a 60-percent decrease in the average number of yearly broadside collisions, 10-percent decrease in injury collisions, and a 66-percent reduction in collisions caused by red-light running. While photo-enforced intersections have seen a 13-percent increase in rear-end collisions, typically they are not as serious as broadside collisions and result in less severe injuries. The reduction in broadside collisions more than offsets the increase experienced in rear-end collisions. The total number of yearly collisions at the seven red-light camera intersections decreased by 18 percent. The red-light camera intersections had larger declines compared to citywide statistics in all categories with the exception of rear-end collisions. The use of red-light photo cameras is meeting the City's objective in improving and enhancing roadway safety and has been effective in significantly reducing broadside collisions and collisions caused by red-light running.

#### *Signal Coordination*

Traffic signals along major arterial roads are coordinated and synchronized to maximize traffic flow and minimize delay. To achieve this coordination, all traffic signals operate on the same cycle length. A timing change at one intersection will likely result in changes at other intersections in the coordination corridor to maintain synchronization.

In 2012, the State adopted new standards for pedestrian timing at signalized intersections. The new standard decreased the average pedestrian walking speed from 4 to 3.5 feet per second to accommodate an aging population and those with mobility issues, giving additional time to cross the street. The City has many wide intersections. The new standard added up to an additional 12 seconds of pedestrian timing. Prior to the new pedestrian timing standards, the City operated on a 120-second cycle length and the new pedestrian timing standards had to fit within the existing 120-second cycle. Therefore, when a pedestrian crossed an intersection, green signal time was reduced for other signal phases. This created a variable amount of green signal time, which resulted in an upward trend of motorists receiving red-light camera violations. After noticing this trend, staff worked on resynchronizing signal corridors and implemented a new 132-second cycle citywide in 2013. This cycle length better accommodated new pedestrian timing requirements and lengthened green-light phases. A three-month before/after comparison of red-light violations after lengthening only the signal cycle resulted in a 50-percent decrease in red-light violations.

#### *Yellow-Light Interval Timing*

The purpose of the yellow-light interval is to notify motorists that the traffic signal is about to change to red and to provide sufficient time for motorists to safely stop. The City approaches yellow-light interval timing at all intersections in the same manner for all signalized intersections to ensure consistency, uniformity, and expectation to the motorist. Yellow-light interval timing is set in accordance with State guidelines, and all intersections currently exceed State minimums in both through and protected left-turning movements. Per State guidelines, the minimum yellow interval for protected left-turn movements is three seconds. The City uses a minimum yellow interval for protected left-turn movements of 3.5 seconds. Per State guidelines, the yellow interval for through movements is based on the approach speed limit of the roadway, with a minimum of three seconds. The City follows this criteria in determining the yellow interval for all through movements.

Currently, the California Traffic Control Devices Committee is studying if changes are needed to the State's current minimum yellow-light interval. Potential recommendations may have an effect not only on citywide yellow-light interval timing, but statewide. The City will continue to comply with any new standards adopted by the State.

Staff has started an evaluation of providing a longer left-turn yellow-light interval at Valencia Boulevard/McBean Parkway. The yellow interval was extended by 1.0 second to 4.5 seconds in mid-February by reducing available green time. The evaluation will study the effect a longer yellow-light interval will have on driver behavior, occurrence of red-light violations, intersection operation, and coordination timing along corridors. The study may be expanded to include additional intersections with red-light cameras.

Adjustments to yellow-light or signal timing will impact traffic flow and circulation. Applying additional yellow-light timing at all of the City's signalized protected left turns will require

reestablishing coordination timing along the City's arterials. Maintaining the existing 132-second signal cycle while adjusting yellow-light timing will reduce available green time and reduce intersection capacity resulting in more delays for motorists. Increasing the overall signal cycle will increase the wait time at intersections and reduce efficiencies in traffic flow.

#### *Fine Amount/Revenue Distribution*

The fine amount for a red-light camera ticket is \$490 and is set by the State Legislature and Los Angeles County Superior Court. The City has no control in the fine amount. The fine amount for running a red light is the same if it was issued by a Sheriff or a red-light camera.

Red-light camera ticket revenues are distributed between the City, State, and County. The City receives approximately \$150 per ticket or 30 percent of the fine amount. The remaining revenue goes to the State (55 percent) and Los Angeles County (15 percent) for penalty assessments and fees added by the State Legislature and County to all traffic moving violations.

#### *Revenues/Expenditures of Red Light Photo Enforcement Program*

During the last contract period, the program has been fully funded through violation revenue. The City incurs the full cost of the program, which includes Redflex equipment/maintenance, data communications, Sheriff personnel for citation processing/court appearances, and time spent by the City Attorney's Office. The information below is the yearly average cost of services and average revenue received during the last contract period of the Red-Light Photo Enforcement Program.

#### Item Average Yearly Expenditure

Redflex Services \$467,147

Redflex Camera Data Communications \$ 8,975

Attorney Costs/Accurint (Records Search Service) \$ 11,074

Sheriff Personnel: Processing/Court Appearances \$ 95,041

Average Yearly Expenditure for Program \$582,237

Average Yearly Revenue \$674,790

Average Yearly Net Revenue \$ 92,553

#### *Contract Amendment*

The proposed amendment extends the term of the current contract to a month-to-month continuation of current services provided by Redflex. This will allow staff to conduct an evaluation of yellow-light timing at selected intersections, potential impact of any new yellow-light timing standards at the State level, yellow-light timing effect on driver behavior, red-light violation rates, revenue changes, and effect on intersection operation, coordination, and traffic flow. Staff will report back its findings within 12 months to determine if the Red-Light Photo Enforcement Program is still effective in meeting the City's goal of improving and enhancing roadway safety. A recommendation at that time will be made to either extend or terminate the program.

Redflex was recently involved in an incident with the Chicago Department of Transportation. An investigation revealed a Chicago Department of Transportation employee accepted gifts from a Redflex executive. Once the incident came to light, Redflex took a number of corrective actions, including adopting new anti-bribery/anti-corruption policies and training, terminating the Redflex employee involved, and hiring a new CEO, Executive Vice President of Business Development, General Counsel, and Chief Financial Officer. Redflex contacted City staff during this period to notify them of what was occurring in Chicago and the corrective actions they were taking.

#### ALTERNATIVE ACTIONS

Other action as determined by City Council.

#### FISCAL IMPACT

Sufficient funds are available in the approved Fiscal Year 2013-14 budget in Account 14400-5161.001. The appropriation of funds by the City Council for the Fiscal Year 2014-15 budget will be required. The estimated annual cost for the Redflex contract amendment is \$492,000.

#### ATTACHMENTS

[Red-Light Photo Enforcement Locations](#)

[Original Redflex Traffic Systems, Inc., Contract](#) - available in the City Clerk's Reading File

[Amendment 08-00553-A](#) - available in the City Clerk's Reading File

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**FIRST AMENDMENT TO  
AGREEMENT NO. 08-00553 BETWEEN  
THE CITY OF SANTA CLARITA AND  
REDFLEX TRAFFIC SYSTEMS, INC.**

**Contract No. 08-00553-A**

THIS FIRST AMENDMENT (“Amendment”) is made and entered into this \_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_, by and between the CITY OF SANTA CLARITA, a general law city and municipal corporation existing under the laws of California (“CITY”), and REDFLEX TRAFFIC SYSTEMS, INC. (“CONSULTANT”).

1. Section 2 of Agreement No. 08-00553 (“Agreement”), is hereby amended in its entirety to read as follows:

“TERM. The term of this Agreement shall be on a month to month basis up to twelve months commencing April 1, 2014 or until terminated by either party as set forth in Section 8.”

2. Section 8 of the Agreement is hereby amended to replace subsections 8.A. and 8.B. with the following language:

“A. Deleted

B. Termination for Convenience: Either party may terminate this Agreement without cause at any time by giving 30 days written notice to the other party. In such instance, CONTRACTOR shall only be entitled to the payment of any amounts described in Exhibit “D” owed for such 30 day notice period.”

3. This Amendment may be executed in any number or counterparts, each of which will be an original, but all of which together constitutes one instrument executed on the same date.

4. Except as modified by this Amendment, all other terms and conditions of Agreement No. 08-00553 remain the same.

[SIGNATURES ON NEXT PAGE]

IN WITNESS WHEREOF, the parties hereto have executed this contract the day and year first hereinabove written.

**FOR CONSULTANT:**

By: \_\_\_\_\_

\_\_\_\_\_  
Print Name & Title

Date: \_\_\_\_\_

**FOR CITY OF SANTA CLARITA:  
KENNETH W. STRIPLIN, CITY MANAGER**

By: \_\_\_\_\_  
City Manager

Date: \_\_\_\_\_

**ATTEST:**

By: \_\_\_\_\_  
City Clerk

Date: \_\_\_\_\_

**APPROVED AS TO FORM:  
JOSEPH M. MONTES, CITY ATTORNEY**

By: \_\_\_\_\_  
City Attorney

Date: \_\_\_\_\_