

**Metro**Los Angeles County
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metro.net**SYSTEM SAFETY AND OPERATIONS COMMITTEE
JUNE 21, 2012****SUBJECT: LACMTA'S PHOTO ENFORCEMENT PROGRAM****ACTION: RECEIVE AND FILE REPORT ON LACMTA'S PHOTO
ENFORCEMENT PROGRAM****RECOMMENDATION**

Consider staff's report on the results of the Red Light Photo Enforcement (RLPE) program evaluation as a basis for continuing the program under the current contracts which expire June 30, 2013, pending the outcome of proposed legislation by the end of the current calendar year; and

Receive an update on the status of the alternative engineering countermeasures being implemented on the Metro Gold Line and an update on pending legislation as described in staff's August 11, 2011, and January 19, 2012 reports.

ISSUE

In July 2011, the City of Los Angeles ended its red light photo enforcement program because of conflicting evidence about whether these cameras make intersections safer and a lack of clarity related to the Los Angeles County Superior Court's willingness to enforce citations. Metro staff decided to examine these same factors in relation to LACMTA's RLPE program by conducting a five (5) month evaluation of citations issued between August 2011 and December 2011 and to introduce legislation to support the enforcement of citations.

DISCUSSION

In a Board memo dated August 11, 2011, staff outlined continuing the existing RLPE program for the near term pending a 90-day evaluation of the impact of the City's decision on Metro's RLPE program. In that report, staff also described introducing legislation to expand the Courts' jurisdiction to enforce citations thereby reducing the number of violation notices being ignored. In a subsequent Board report dated January 19, 2012, staff extended the evaluation period for 60 days to account for the timing associated with citation processing.

Further, in the August and January reports, staff proposed to conduct an evaluation of the RLPE program by:

- 1- Tracking the number of citations paid, the number of citations ignored, and the number of citations contested.
- 2- Evaluating the number of citations that were contested, and how many of those were dismissed or upheld.
- 3- Monitoring the rate of violations and accidents at the enforced intersections to determine if there has been an increase in unsafe behavior by motorists.

This report provides the results of staff's five (5) month evaluation of the RLPE program, provides a status of the proposed legislation, and provides an update on the status of the alternative engineering countermeasures.

Evaluation methodology and findings

For a period of five (5) months starting on August 1, 2011, and ending on December 31, 2011, staff tracked, and analyzed the disposition of citations issued on the Metro Blue, Gold, and Orange Lines based on data provided by the Superior Courts and Metro's RLPE vendor. Staff's findings revealed the following:

Disposition of Citations issued

The table below shows the disposition of all citations issued between August 2011 and December 2011. It is important to note that this data is a 'snapshot' as of April 30, 2012, and is dynamic. This data will change because the adjudication of citations will continue as time progresses.

	Citations Issued	Citations Paid	Citations Dismissed	Citations Re-issued	Citations Open
Orange Line	5,361	1,817	258	956	2,330
Blue Line	1,049	269	13	197	570
Gold Line	1,151	347	119	219	466
Total:	7,561	2,433	390	1,372	3,366
% of Total Citations Issued:	100%	32%	5%	18%	45%

The above data highlights two key points:

- 1- The low rate of citations dismissed is an indication that the Superior Courts are adjudicating the RLPE citations when persons contest them
- 2- The high rate of open citations most likely reflects the impact of the City's decision to end their program and the impact of cuts in staffing at the

Superior Court. It is for this reason Metro is seeking help from the State Legislature so that no longer may citations be simply ignored and left unpaid without legal ramifications.

Effect on systemwide violations

Staff compared the total violations recorded for the Blue, Gold, and Orange Lines during the five (5) month evaluation period and compared them to the previous five (5) months starting with March 2011 and ending with July 2011. The comparison yielded the following results:

	Gold Line	Orange Line	Blue Line (Gated)	Blue Line (Street)	Total
	Violations	Violations	Violations	Violations	Violations
March - July	6,677	9,875	787	2,773	20,112
August - Dec	5,075	11,117	680	3,428	20,300
% Difference	-24%	13%	-14%	24%	-1%

Based on the above data, the RLPE program continued to have a positive effect on the Gold line and at the gated intersections of the Blue Line. Furthermore, the increase in the number of violations on the Orange Line and the non gated intersections of the Blue Line suggest that it would be prudent to continue the program as recommended.

Effect on systemwide accidents

Staff found no increase in the rate of accidents on any of the Blue, Gold, or Orange Lines during the five (5) month evaluation period following the City of Los Angeles' decision to terminate their RLPE program.

Cost impacts

During the five (5) month evaluation period Metro incurred costs of \$759,000, and based on citations paid, received revenues amounting to \$517,368. At that rate Metro will incur a net cost of \$580,000 for the current year presuming the rate of violation remains the same as during the evaluation period.

Status of proposed legislation

Staff is continuing to explore legislative solutions to this issue. At the same time we are also working with legislative offices to explore administrative solutions through the court system.

Alternative Engineering Countermeasures Update

Programmed Visibility Signal Head Adjustment on the Metro Gold Line

Los Angeles County Department of Public Works (DPW) reprogrammed the traffic signal heads at all at-grade crossings along the 3rd Street corridor to improve the signal head visibility. On average, visibility was increased from 300 feet to 500-550 feet for most intersections. (Since LADOT does not use programmed visibility signal heads, which tend to need adjustments, but instead uses LED signal heads all signal heads at 1st street crossings were evaluated and reported to be adjusted appropriately.)

Improved Advance Train Detection on the Metro Gold Line

DPW has finished installing interconnect cable throughout the 3rd Street corridor in order to detect trains earlier and to improve the efficiency and predictability of the traffic signal phasing. The next step, the reprogramming of the traffic signal phases, is expected to be completed in May 2012.

Trial Demonstrations of In-roadway Warning Lights (IRWLs)

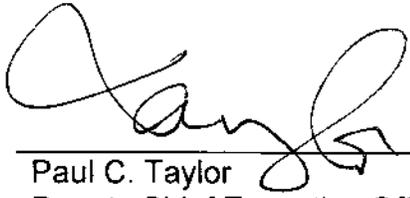
An initial eight intersections have been identified for demonstrations in the County. Metro is working with DPW to identify design and operational issues and to prepare the official request to FHWA, for permission to conduct a two-year demonstration. The approval process is estimated to take approximately 6 months, and then implementation of the lights could begin.

The above engineering enhancements are in the testing and evaluation phase and have yet to be proven as an effective deterrent to motorists violating traffic signals.

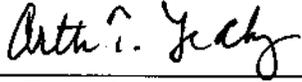
NEXT STEPS

Staff will continue the existing RLPE program until the end of the current calendar year. In October, depending on action on our pending legislation, staff will recommend a path forward for the RLPE program including a proposal on procuring a new contract after the current contracts expire on June 30, 2013.

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Metro's Red Light Photo Enforcement Program

Five-month Evaluation Update

System Safety and Operations Committee

June 21, 2012

Issue

In July 2017, the City of Los Angeles ended its red light Photo enforcement program because of conflicting evidence about whether these cameras make intersections safer and a lack of clarity related to the Los Angeles County Superior Court's willingness to enforce citations. Metro staff decided to examine these same factors in relation to LACMTA's RLPE program by:

- Conducting a five (5) month evaluation of citations issued between August 2017 and December 2017, and
- Introducing legislation to support the enforcement of citations



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Evaluation Criteria

Staff conducted an evaluation of the RLPE program by:

- 1- Tracking the number of citations issued, citations paid, citations ignored, and the number of citations contested.
- 2- Determining how many of the contested citations were dismissed or upheld.
- 3- Monitoring the rate of violations and accidents at the enforced intersections to determine changes in unsafe behavior by motorists.



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Disposition Of Citations (Issued August through December 2011)

Metro Photo Enforcement Program - August 2011 through December 2011						
	Citations Issued	Upheld	Dismissed	Re-issued	Open	
Orange Line	5,361	1,940	333	974	2,114	
Blue Line	1,049	286	21	199	543	
Gold Line	1,151	382	128	219	422	
Total:	7,561	2,608	482	1,392	3,079	
% of Total Citations Issued:	100%	34%	6%	18%	41%	



Systemwide Violations

	Gold Line	Orange Line	Blue Line (CAB)	Blue Line (Street)	Total
March - July	6,677	9,875	787	2,773	20,112
August - Dec	5,075	11,117	680	3,428	20,300
% Difference	-24%	13%	-14%	24%	-1%

Systemwide Accidents

Staff found no change in the frequency of accidents on any of the Blue, Gold, or Orange Lines during the five (5) month evaluation period following the City of Los Angeles' decision to terminate their RLPE program.

Cost Impacts

During the five (5) month evaluation period Metro incurred costs of \$759,000, and based on citations paid, received revenues amounting to \$517,368. Presuming the rate of violation remains the same as during the evaluation period, Metro will incur a net cost of \$580,000 for the current year.



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Legislation

Staff is continuing to explore legislative solutions to this issue. At the same time we are also working with legislative offices to explore administrative solutions through the court system.

Next Steps

Staff will continue the existing RLPE program until the end of the current calendar year.

In October, depending on action on our pending legislation, staff will recommend a path forward for the RLPE program including a proposal on procuring a new contract after the current contracts expire on June 30, 2013.