



MUNICIPAL OFFICE COMPLEX  
8401 W. MONROE STREET  
PEORIA, AZ 85345

**CITY COUNCIL SPECIAL MEETING  
AND STUDY SESSION  
NOTICE & AGENDA**

**Tuesday, September 13, 2011**

**5:00 PM**

**CITY COUNCIL CHAMBER**

**CITY COUNCIL:**

Mayor

Bob Barrett

Mesquite District

Cathy Carlat, Vice Mayor

Acacia District

Tony Rivero

Ironwood District

Dave Pearson

Palo Verde District

Ron Ames

Pine District

Carlo Leone

Willow District

Joan Evans

City Manager

Carl Swenson

**CONVENE:**

**PLEDGE:**

**ROLL CALL:**

**FINAL CALL TO SUBMIT SPEAKER REQUEST  
FORMS:**

**CONSENT AGENDA**

**CONSENT AGENDA:** All items listed with "C" are considered to be routine or have been previously reviewed by the City Council, and will be enacted by one motion. There will be no separate discussion of these items unless a Councilmember so requests; in which event the item will be removed from the General Order of Business, and considered in its normal sequence on the Agenda.

**CONSENT – New Business:**

**1C Authorization to Hold an Executive Session**

Pursuant to A.R.S. § 38-431.03: Discussion and possible action to authorize the holding of an Executive Session for the purpose of discussion with legal counsel for legal advice on appeal of Solberg vs. Arizona State Retirement System. (Pursuant to A.R.S § 38-431.03(A)(3)).

**STUDY SESSION AGENDA**

**Subjects for Discussion Only:**

1. Red Light Camera Update
2. Council Subcommittees

**CALL TO THE PUBLIC: (NON-AGENDA ITEMS)**

Your comments pertaining to City Council business are welcome. However, if you wish to address the City Council, please complete a Speaker Request Form and return it to the clerk before the call to order for this meeting. The City Council is not authorized by state law to discuss or take action on any issue raised by public comment until a later meeting.

**Reports from the City Manager:**

1. Council Calendar
2. Reports with Presentation
  - a. Budget Update

**Reports from City Council:  
Reports from the Mayor:**

**ADJOURNMENT**

**NOTE:** Documentation (if any) for items listed on the Agenda is available for public inspection, a minimum of 24 hours prior to the Council Meeting, at any time during regular business hours in the Office of the City Clerk, 8401 W. Monroe Street, Room 150, Peoria, AZ 85345.

***Accommodations for Individuals with Disabilities.*** Alternative format materials, sign language interpretation, assistive listening devices or interpretation in languages other than English are available upon 72 hours advance notice through the Office of the City Clerk, 8401 West Monroe Street, Room 150, Peoria, Arizona 85345 (623)773-7340, TDD (623)773-7221, or FAX (623) 773-7304. To the extent possible, additional reasonable accommodations will be made available within the time constraints of the request.

**CITY OF PEORIA, ARIZONA  
COUNCIL COMMUNICATION**

**SS#1**

**Date Prepared: August 28, 2011**

**Council Meeting Date: September 13, 2011**

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**TO: Carl Swenson, City Manager**

**FROM: Roy W. Minter, Chief of Police**

**SUBJECT: Red Light Photo Enforcement Review**

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**Purpose:**

This is a request for City Council to review information regarding the Red Light Camera Photo Enforcement Safety Program by the Peoria Police Department. This update will brief Council on the program since its inception in January of 2008, to include violation and collision data.

**Background/Summary:**

In January of 2008, the Police Department began a red light photo enforcement traffic safety pilot program with the goal of reducing collisions and the frequency of red light violations. The Police Department identified four intersections in conjunction with Traffic Engineering and the vendor, Redflex Traffic Systems. Based upon collisions and a high frequency of red light violations, four intersections were identified for installation of photo enforcement equipment. The four identified intersections and traffic flow directions are:

- 83<sup>rd</sup> Avenue and Union Hills, southbound traffic
- 91<sup>st</sup> Avenue and Bell Road, eastbound and westbound traffic
- 75<sup>th</sup> Avenue and Thunderbird Road, eastbound and northbound traffic
- 83<sup>rd</sup> Avenue and Thunderbird Road, northbound and west bound traffic

After a thirty day warning period, violators began receiving citations on January 31, 2008. Installation of the photo enforcement equipment at the final intersection was completed on June 30, 2008. Revenue generated from this program funded a contractual employee at the Police Department to manage the program, as well as a contractual employee at the Municipal Court for processing the violations. This program has now been fully operational at all four intersections for three years.

**Previous Actions:**

The Police Department appeared before the City Council study session on August 25, 2009, to provide information regarding the initial results of collisions and violations that occurred since the inception of the program. The Police Department provided City Council an additional

update in January, 2011, regarding changes in yellow light timing and additional collision data at the listed intersections.

**Options:**

- A:** Continue the program and renew the contract with Redflex Traffic Systems.
- B:** Terminate the program with Redflex Traffic Systems upon its October 2, 2011, expiration.
- C:** Temporarily suspend the program and no longer issue citations as a result of red light violations based upon photo enforcement technology. During the suspension of the program, keep the red light camera infrastructure technology in place without the use of strobe light camera flash to collect post program data on all red light violations. This data could be used in the future to analyze post program traffic violations for the purpose of assessing the impact suspending the program has on violations and collisions.

**Staff's Recommendation:**

The Red Light Camera Photo Enforcement Safety Program has not met the goal of reducing collisions at the monitored intersections, however, the goal of reducing the frequency of red light violations has been met. The Police Department is recommending that the contract with Redflex Traffic Systems not be renewed upon Council review and approval.

**Fiscal Analysis:**

Based upon Council input and direction, fiscal analysis will be required by the Budget Department regarding any changes and impact to the revenue and staffing of the program.

**Narrative:**

Council input is being sought as to the future direction of photo enforcement technology.

**Exhibit(s):**

**Exhibit 1:** Letter from Jacob T.N. Young, Ph.D.

**Exhibit 2:** Email from Soyoung Ahn

**Contact Name and Number:** Ms. Teresa Corless, X7035.

# Jacob T.N. Young, Ph.D.

Assistant Professor  
School of Criminology and Criminal Justice  
411 N. Central Ave., Suite 600  
Phoenix, AZ 85012  
T 602-496-1343  
Jacob.Young.1@asu.edu

August 30, 2011

Roy Minter  
Peoria Chief of Police

Dear Chief Minter,

At your request, I would like to provide you a briefing of my discussion with Lieutenant Douglas Steele regarding the Peoria Red Light Camera Project Peoria. Lieutenant Steele provided me an overview of the program and described his evaluation of the program. In addition, we discussed, in detail, how I would approach an evaluation of the program. We both came to the conclusions that there is little evidence to show that the program substantially altered the number of accidents at their locations. Examination of the trends in accidents indicates that there are no observable deviations in the trends to indicate a causal relationship between the program and accidents. In its entirety, I found Lieutenant Steele's evaluation to be fair, unbiased, and sophisticated in both the examination procedure and interpretation. If you have further questions, please do not hesitate to contact me.

Sincerely yours,

Jacob Young

**From:** Soyoung Ahn [REDACTED]  
**Sent:** Wednesday, August 24, 2011 1:36 PM  
**To:** Claudia Lujan  
**Cc:** Joe Kullman  
**Subject:** RE: Red Light Camera Study

Hello Claudia,

Officer Steele and I discussed the progress of the City of Peoria Red Light Camera program on Aug 19, 2011. Based on the statistics presented to me, it seems unlikely that the Red Light Camera program had a clear, positive impact on safety improvement (in terms of crash frequency and severity). However, there is some uncertainty associated with this conclusion due primarily to limited data availability. Ideally, we would have:

1. data for a longer period, at least 3 years before and after introducing the program, to account for random fluctuations in crash frequency. (Currently, data are available only for one year before the implementation and two or three years after.)
2. other supporting data in the same analysis period, such as traffic data (AADT) to control for exposure and seasonal trends, weather data, and so on. (Unfortunately, AADT data are available sporadically since 2007.)

This shortcoming may be overcome by employing a state-of-the-art technique such as the Empirical Bays method. The feasibility of employing this method will require a thorough assessment of data availability including detailed geometric design elements of intersections (with and without red light cameras), traffic volume, traffic composition, and so on. This type of analysis will most likely require expertise in statistical analysis and modeling for traffic safety assessment.

Despite the shortcomings, I am inclined to support that the Red Light program was not effective for the following reason.

Several basic crash statistics showed that the numbers of key crash events (e.g., fatal crashes, angle crashes, and total crashes) actually increased after the implementation. This trend was consistent for 2 or 3 years at the treated intersections. (Notably, one of these intersections had a construction zone in 2009, which may explain the increase in crashes.) Although traffic data to examine the exposure were not available for several years, it seems unlikely that traffic volumes at these intersections have increased significantly since the implementation. For what I understand, there have not been any changes to the treated intersections (e.g., new shopping mall, added lane, etc.) with the exception of the construction at one location. Some other statistics show that traffic level in the Greater Phoenix area has not increased significantly in the past few years due to the slow economy. In summary, there is no strong evidence for me to believe that the increases in crash events occurred due to increased exposure/traffic volume.

This is my assessment based on the available data and analysis result. I would be happy to discuss this with you further if you like.

Sincerely,

Soyoung

**CITY OF PEORIA, ARIZONA  
COUNCIL COMMUNICATION**

**SS#2**

**Date Prepared:** September 7, 2011

**Council Meeting Date:** September 13, 2011

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**TO:** Honorable Mayor & City Council  
**FROM:** Susan K. Thorpe, Deputy City Manager  
**THROUGH:** Carl Swenson, City Manager  
**SUBJECT:** Council Subcommittees Study Session

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**Purpose:**

This is a request for City Council to review the enclosed information related to Council Subcommittees in preparation for the September 13th Study Session. We look forward to hearing the Council discussion and we will be ready to move ahead accordingly.

**Background/Summary:**

Council began the discussion of subcommittees at its workshop in January. Since that time, various members of the City Council have discussed the idea, and it was brought back for consideration at a study session on June 14, 2011. By consensus, the Council asked City staff to gather information about subcommittees, how they would work, the impact on staff and/or fiscal impact, and an implementation plan, and provide this information to Council during the summer break. This would give Council members time to review the information so they would be prepared for discussion at a future study session and potentially take formal Council action soon thereafter.

In order to begin this process, the City Manager formed a team of staff members in May who began gathering information and compiling data received from other cities. Team members working on the subcommittee information and implementation plan include:

- Carl Swenson, City Manager
- Susan Thorpe, Deputy City Manager (Team Leader)
- Wanda Nelson, City Clerk
- Rhonda Geriminsky, Chief Deputy City Clerk
- Steve Kemp, City Attorney
- Brent Mattingly, Finance Director
- Claudia Lujan, Assistant to the City Manager
- Tammy Shreeve, Council Office and Grant Program Manager
- Corina Russo, Senior Executive Assistant

As a result of the team's work, a number of resources and options have been compiled that we believe will be helpful in preparing for Council consideration on August 23<sup>rd</sup>. City Manager