



MEETING DATE: May 17, 2016		ITEM # <b>15</b>
<b>SUBJECT: REPORT ON THE CITY'S PHOTO RED LIGHT ENFORCEMENT PROGRAM</b>		
INITIATED OR REQUESTED BY: <input checked="" type="checkbox"/> Staff <input type="checkbox"/> Council <input type="checkbox"/> Other	PRESENTED FOR: <input type="checkbox"/> Action <input checked="" type="checkbox"/> Direction <input type="checkbox"/> Information	
FISCAL IMPACT: <input type="checkbox"/> Yes      \$ <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown	BUDGET AUTHORITY: <input checked="" type="checkbox"/> Yes 101-661-20 <input type="checkbox"/> No <input type="checkbox"/> Not Applicable	<div style="text-align: center;">                       Adm Svcs Director                 </div>
ORIGINATED: Police Department	ATTACHMENT: <input checked="" type="checkbox"/> Yes      7 pages	
PREPARED BY: Aaron Easton	CONCUR:  <div style="text-align: right; font-size: small;">City Manager</div>	

**RECOMMENDED ACTION**

Staff seeks Council direction concerning the future of this program, but recommends against extending or renewing the contract between the City and Redflex Traffic Systems.

**BACKGROUND**

In response to a high number of traffic collisions at intersections throughout the city, and the absence of a manned traffic enforcement unit, the City of Marysville entered into an agreement with Redflex Traffic Systems (Redflex) for the provision of an automated Photo Red Light Enforcement (PRLE) system on December 21, 2004. The term of the original agreement was for five years, and the first camera installed under that agreement became operational in May, 2005. The PRLE contract was later amended or extended several times; the latest extension to the agreement is set to expire this month.

The PRLE program had the desired effect, as it reduced the number of collisions at monitored intersections by 78.7% within the first year, and by an additional 16.67% the following year. Over the next few years, the PRLE program was expanded to cover additional high-volume intersections, and by May, 2012 consisted of seven PRLE cameras at five intersections throughout the City.

The program took a significant turn starting in 2013 with the Caltrans Highway 20/70 reconstruction project. All of the monitored intersections on both state highways (consisting of five of the seven PRLE cameras) were disabled to accommodate the state's construction project. Though the belief was that those intersections would all be re-activated once the repaving work was completed, that has not turned out to be the case. Cameras at two of the affected intersections became operational for a limited amount of time following the construction, but all five PRLE cameras on state highways are currently non-operational.

(Continued on page 2)

**LEGAL REVIEW**

N/A

(Continued from page 1)

### **ANALYSIS**

With the current Redflex contract set to expire this month, and because the City has the right to extend the term of the contract, City staff conducted a thorough re-examination of the PRLE program to gauge its ongoing impact on traffic safety, and to evaluate the continuing necessity and viability of the program. The purpose for this item is to report on the result of that internal program assessment.

For the past several years, City staff has sought to work through a number of issues concerning our existing photo red light enforcement program. Those issues all have a bearing on the latest re-examination, and the conclusion reached as a result.

For more than a year, we have had applications for new encroachment permits waiting for Caltrans' approval to reactivate cameras at each of the highway intersections, along with a new intersection at 12th & B Streets. Those permits have not been issued and, in fact, have recently been denied. We have filed a formal appeal to that denial in order to preserve all of our procedural rights, but it seems increasingly likely that we may never get the state's approval to reactivate the cameras on state highway intersections.

At the same time, we have tried for at least the last 3 years to get an accounting of the vehicle code fines the City receives through the County Auditor-Controller, separating red light camera violation fines from all other types of vehicle code fines. This is important for two reasons: (1) our red light camera lease contract with Redflex contains a "cost neutrality" clause that is intended to ensure that the City never pays Redflex more than it receives in fines generated from the red light cameras; and (2) recent state law requires that photo red light enforcement programs must be revenue neutral (in other words, the cameras cannot be used to generate excess revenue to the City beyond what they cost the city to operate the program.) Without a clear accounting of what the red light camera violations generate in fines, it's nearly impossible to know with reasonable certainty how the City stands on both of those points. This is not the fault of the Auditor-Controller's office; the Superior Court does not separately identify vehicle code fines in such a way that either the Auditor-Controller or the City can determine how much of the overall vehicle code fines are attributable to red light camera violations. For much of the last year, Yuba County Superior Court personnel have intended to correct this problem through the use of improved financial accounting software. That, too, has been put off beyond their initial estimated target date, and it remains uncertain when that change will take place.

Under the current conditions, the staff believes that there are three considerations that seem relevant:

- (1) Traffic safety is, and has always been, the primary reason for including red light cameras as part of an overall traffic enforcement strategy. Without a dedicated manned traffic enforcement unit in our police department, reliance on electronic technology has been a necessary and sensible option. MPD traffic collision statistics reported annually to Council and the public have documented the strongly beneficial decline in traffic collisions since the introduction of the PRLE program in Marysville. Initially, the decrease was substantial as motorists began to modify dangerous driving practices in response to fines imposed from the new cameras. Improvements in collision statistics in later years were smaller than in the early years, but there has mostly been a clear improvement trend. Interestingly, in the 2+ years that the cameras on state highways have been dark, we have not witnessed a resurgence in collisions at monitored locations and, in fact, collision incidents for the year 2016 are on pace to be the lowest in at least the last 10 years. A table and charts showing collision data for the most recent 10-year period is attached. With little reason to expect that Caltrans will permit cameras on highway intersections to become operational again, the traffic safety consideration has effectively been taken out of the City's hands.

- (2) Our continuing inability to precisely account for fine revenues attributable to the PRLE program presents us with an ongoing concern that we may actually be paying more in monthly equipment lease fees for the red light camera equipment than we receive in fine revenue to cover those costs. It goes without saying that that's a fiscal worry for us, given the overall financial condition of our general fund.
- (3) With the loss of the cameras on both of the state highways in town, there are now just two intersections being monitored by red light cameras, both on City surface streets. Those streets carry a tiny fraction of the traffic that the state highways carry, and the frequency of violations and collisions at those two intersections is negligible in comparison with what occurred on the highways through Marysville.

For all of the foregoing reasons, we have no grounds for recommending extending the contract with Redflex when it expires this month. We note, however, that the PRLE camera hardware remains standing at two of the three monitored intersections on state highways. What is unknown is whether the presence of the hardware may still be affecting motorists, even though the cameras themselves are not operational; and what effect, if any, the removal of hardware would have. Redflex has supplied selected case study information on the effects camera removal has had in several communities across the nation, reportedly showing that there were increases in collisions at previously monitored intersections after cameras were removed. Those reports are attached for the reader's information. If Council is agreeable, Redflex may be interested in leaving its PRLE equipment in place for a limited time under conditions worked out between the company and the police department in order to assess whether any firsthand conclusions can be drawn locally.

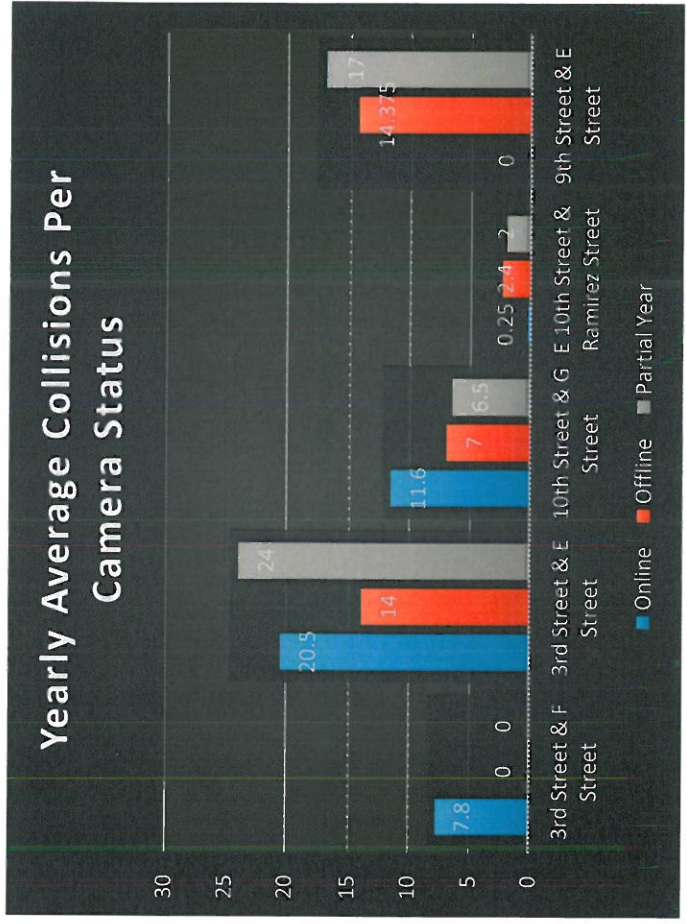
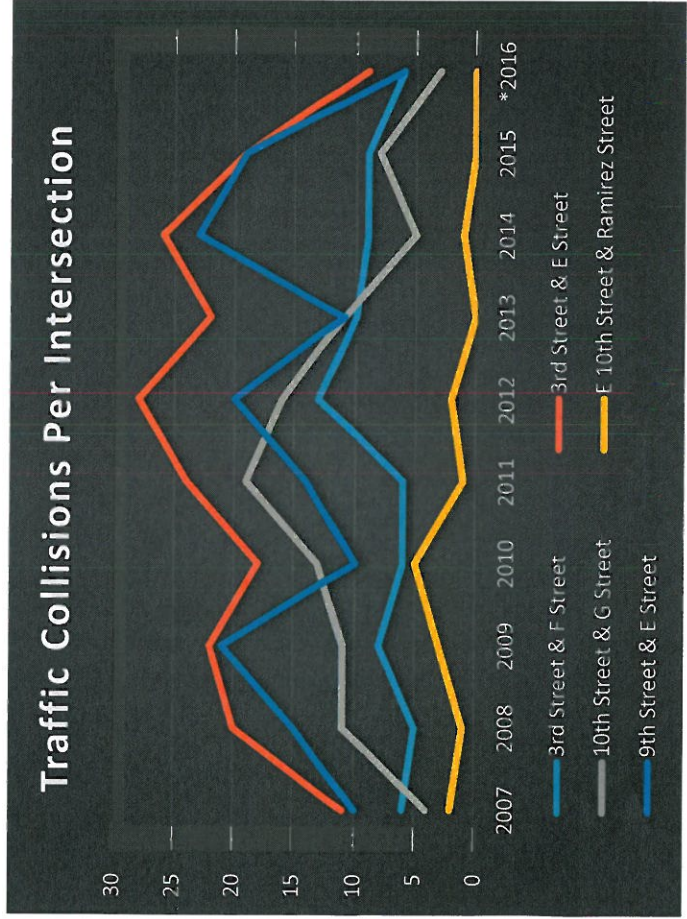
Staff seeks Council direction concerning the future of the PRLE program considering the pending contract expiration.





# TOTAL TRAFFIC COLLISIONS PER INTERSECTION: 2007 – 2016

Intersection	2007	2008	2009	2010	2011	2012	2013	2014	2015	*2016	Total
3rd Street & F Street	6	5	8	6	6	13	10	9	9	6	78
3rd Street & E Street	11	20	22	18	24	28	22	26	19	9	199
10th Street & G Street	4	11	11	13	19	16	11	5	8	3	101
E 10th Street & Ramirez Street	2	1	3	5	1	2	0	1	0	0	15
9th Street & E Street	10	15	21	10	14	20	11	23	19	6	149
<b>Total</b>	<b>33</b>	<b>52</b>	<b>65</b>	<b>52</b>	<b>64</b>	<b>79</b>	<b>54</b>	<b>64</b>	<b>55</b>	<b>24</b>	<b>542</b>





## 2015 Fact Sheet: Marysville, CA

Red light enforcement programs are instrumental to improving public safety, curbing dangerous driving behaviors and preventing deadly collisions. In Marysville, data shows automated enforcement is working and residents are safer. Over time, we expect to see a decline in violations and crashes – two indicators of a successful program.

It's also important to note photo enforcement solutions yield significant cost savings to motorists and the community. They can lead to fewer property damage claims, lower insurance premiums and reduced medical expenses. Plus, they help prevent accidents requiring police, fire and EMS resources.

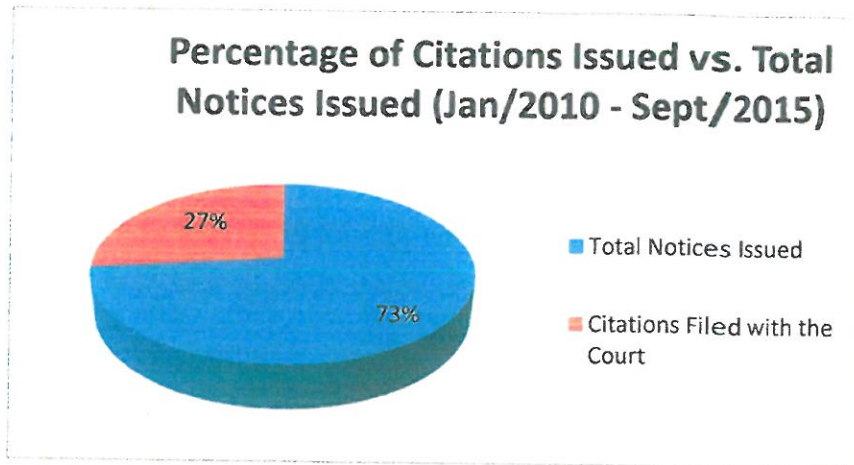
Program & System Overview	
Initial Contract Signed	12-21-2004
First Contract Renewal	05-25-2010
Second Contract Renewal	
Contract Expiration Date	5-15-2016
Years/Months of Program	10 Years, 10 Months
Active Enforcement Systems	2
Intersections Enforced	5

Photo Enforcement Location Overview		
Intersection	Direction of Travel	Enforcement Commencement Date
3rd St & F St	EB	5/2/2005
10th St & G St	WB	10/1/2005
10th St & G St	EB	10/1/2005
E St & 3rd St	NB	10/12/2005
E St & 9th St	NB	4/29/2011
E St & 9th St	SB	4/29/2011
10th Street & Ramirez	EB	5/1/2012



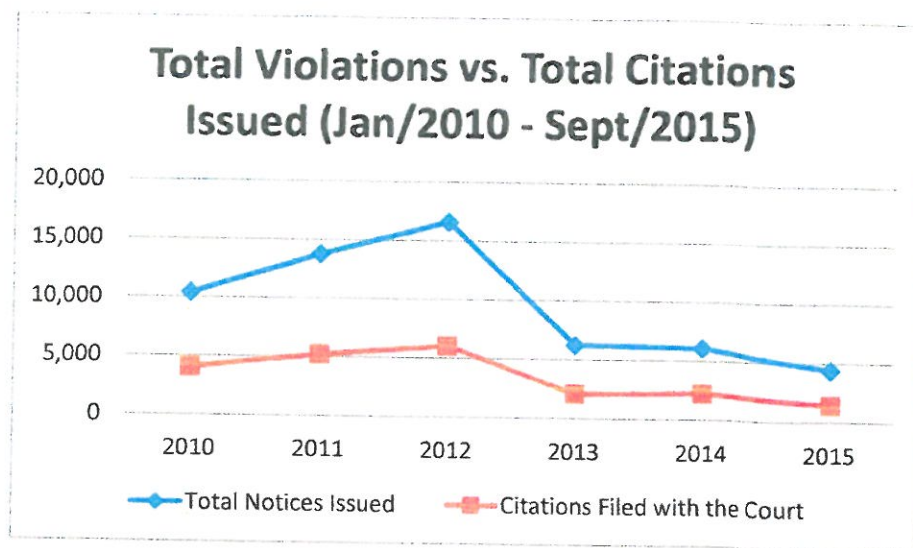
Violation Overview (2010-Present)	
Total Number of Violations	57,503
Total Number of Citations Issued	21,203

Source: Redflex Traffic Systems, Photo Enforcement Data Repository



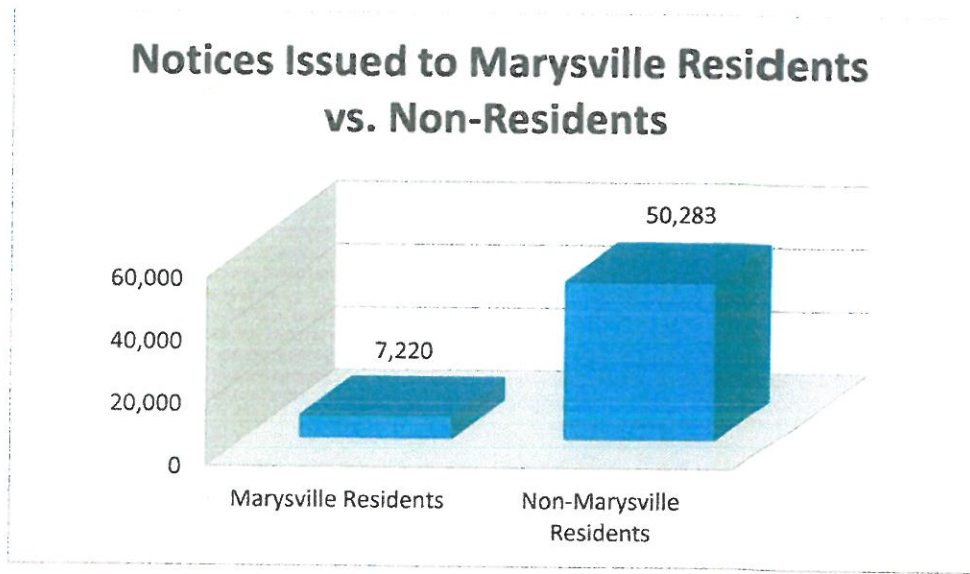
Citation Count Per Year		
Year First Issued	Total Notices Issued by Year	Citations Filed with the Court
2010	10,410	4,085
2011	13,761	5,244
2012	16,606	6,066
2013	6,252	2,101
2014	6,081	2,263
2015	4,393	1,444

Source: Redflex Traffic Systems, Photo Enforcement Data Repository



Residents vs Non-Residents (2010 - Present)		
Total Number of Citations Issued to Marysville Residents	7,220	13%
Total Number of Citations Issued to Non-Marysville Residents	50,283	87%

Source: Redflex Traffic Systems, Photo Enforcement Data Repository



Repeat Offenders (2010 until Present)		
Total Notices Printed	57,503	N/A
2 Violations	768	0.013%
3 Violations	106	0.002%
4 or More Violations	50	0.001%

Source: Redflex Traffic Systems, Photo Enforcement Data Repository

**Valley Client Zip Code Report Comparison**

Last Year	Nov/2014 to Oct/2015				
	Total Notices Issued	Residents	% of Total Notices	Non-Residents	% of Total Notices
Marysville	4636	680	15%	3956	85%
Citrus Heights	10583	2380	22%	8203	78%
Elk Grove	9215	2811	31%	6404	69%
Rancho Cordova	7574	1820	24%	5754	76%
Redding	11842	4551	38%	7291	62%

Two Year	Nov/2013 to Oct/2015				
	Total Notices Issued	Residents	% of Total Notices	Non-Residents	% of Total Notices
Marysville	10534	1469	14%	9065	86%
Citrus Heights	14692	4446	30%	10246	70%
Elk Grove	17446	5489	31%	11957	69%
Rancho Cordova	10769	3049	28%	7720	72%
Redding	15874	6809	43%	9065	57%





### Post Camera Information:

#### I. Arizona

- ❖ **Tempe:** Accidents at two busy Tempe intersections rose dramatically after photo enforcement cameras were removed. Accidents nearly doubled at Rural Road and University Drive, rising to 46 from 25. They climbed to 33 from 20 at Rural Road and Southern Avenue. The combined increase in accidents at these intersections alone was greater than the total reduction in accidents at the remaining five, said Tempe police Sgt. Steve Carbajal. (*Arizona Republic, January 2012*)

#### II. California

- ❖ **Poway:** In March 2013, the Poway City Council voted to suspend photo enforcement for six months to allow time to collect and analyze data regarding the efficacy of the program. Six months later, the results showed there was a 115% increase in red-light detections at monitored intersections. Additionally, according to information gathered from the California Highway Patrol there was a 25% increase in collisions during the program suspension. (March, 2013)

#### III. New Jersey

- ❖ **Newark:** Information released by the Newark Department of Engineering, Division of Traffic and Signals showed a 98% increase in red-light running incidents once the Newark cameras went dark. (February, 2015)

#### IV. Texas

- ❖ **Houston:** Supporters of the camera system expressed concern that accidents at the once-monitored intersections would increase without the cameras, and HPD statistics show an increase of 117 percent over the last four years. While the cameras were in operation from 2006-2010, HPD reported 4,100 crashes at those intersections followed by almost 9,000 crashes during the next four years without camera, including a 30 percent increase in fatal collisions. (October, 2014)

Houston Chronicle:

<http://www.chron.com/news/houston-texas/houston/article/Crashes-double-at-Houston-intersections-after-red-5852853.php>

VEHICLE CODE FINES - COUNTY DISTRIBUTION

	Total Veh Code Fines	PC 1463.11 (Note 1) \$94.08/citation	PC 1463.001 \$58.31/citation	Note (2) Redflex Payment
7/2014	26,688.73	11,334.33 ?		Credits
8/2014	23,552.34	10,241.18 ?		Credits
9/2014	26,751.42	11,808.33 ?		Credits
10/2014	29,785.90	14,929.39 ?		Credits
11/2014	16,511.64	6,252.63 ?		Credits
12/2014	18,102.96	7,834.16 ?		Credits
1/2015	17,619.59	7,847.34 ?		Credits
2/2015	25,475.00	10,067.72 ?		Credits
3/2015	22,544.35	8,968.32 ?		
4/2015	20,501.17	8,695.55 ?		23,427.00
5/2015	16,072.81	6,753.12 ?		13,808.40
6/2015	16,295.91	6,320.95 ?		12,111.00
	<u>259,901.82</u>	<u>111,053.02</u>		<u>12,111.00</u>
				61,457.40
7/2015	11,657.98	3,385.40 ?		
8/2015	14,239.92	4,544.09 ?		12,111.00
9/2015	14,619.30	4,245.43 ?		12,111.00
10/2015	11,516.75	3,906.65 ?		12,111.00
11/2015	15,534.25	3,403.81 ?		12,111.00
12/2015	13,857.54	2,315.38 ?		12,111.00
1/2016	9,504.75	1,341.28		12,111.00
2/2016				12,111.00
3/2016				12,111.00
4/2016				
5/2016				
6/2016				
	<u>90,930.49</u>	<u>23,142.04</u>		<u>96,888.00</u>

Note 1: Unable to verify with County or Court whether these amounts are red light camera fines only or do they include other types of fines.

Note 2: Currently only two locations in operation.