

City of Poway COUNCIL AGENDA REPORT

APPROVED	<input type="checkbox"/>
APPROVED AS AMENDED (SEE MINUTES)	<input type="checkbox"/>
DENIED	<input type="checkbox"/>
REMOVED	<input type="checkbox"/>
CONTINUED _____	
RESOLUTION NO. _____	

DATE: October 15, 2013
TO: Honorable Mayor and Members of the City Council
FROM: Penny Riley, City Manager *PR*
INITIATED BY: Robert J. Manis, Director of Development Services *RM*
Steve Crosby, City Engineer *SC*
Zoubir Ouadah, Senior Traffic Engineer *ZAO*
SUBJECT: A Report on the City of Poway Red Light Photo Enforcement Program

Summary:

On May 25, 2004, the City Council approved the City's Red Light Photo Enforcement Program and entered into a contract with Redflex Traffic Systems Inc. to administer the program. Cameras were installed and have been in operation at three intersections. On March 5, 2013, the City Council addressed the potential termination of the program and directed staff to turn off the cameras and evaluate the program's safety benefit for a six month period. This report provides a summary of the accident data at the three intersections where red light cameras had been installed for the time that the cameras were turned off.

Recommended Action:

It is recommended that the City Council discontinue the City's Red Light Photo Enforcement Program and authorize the City Manager to terminate the contract with Redflex Traffic Systems, Inc.

Background:

On May 25, 2004, the City Council approved the Red Light Photo Enforcement Program (program) in the City. Cameras were installed at three intersections covering a total of five approaches. The program began operating in April 2005 at the following intersections:

- Scripps Poway Parkway & Community Road – eastbound approach
- Ted Williams Parkway & Pomerado Road – southbound and eastbound approaches
- Poway Road & Pomerado Road – eastbound and westbound approaches

On March 5, 2013, the City Council considered terminating the program and directed staff to turn off the cameras at all three intersections and evaluate the traffic safety (accidents) for six months.

On March 9, 2013, the program was suspended. For the past six months, the cameras were covered to clearly indicate to motorists that the program was not in operation.

Findings:

Accident Data

Staff investigated the most recent vehicular collision records of the three intersections to determine if there has been any significant change in the accident pattern. The investigation was conducted using accident data for the subject intersections, covering the six month period before and after the cameras were turned off.

During the six month period preceding the March 9, 2013 turn-off date, there was a total of eight accidents at these three intersections. During the six month period after the March 9, 2013 turn-off date, there were five accidents. This represents a decrease in accidents of 37.5%. There were no serious injury accidents during this period. A summary of the accidents by intersection is provided in the following table.

Intersection	Before (9/10/12 to 3/9/13)	After (3/10/13 to 8/31/13)
1. Ted Williams Pkwy & Pomerado Rd	3	2
2. Poway Rd & Pomerado Rd	2	1
3. Scripps Poway Pkwy & Community Rd	3	2
Total	8	5

Red Light Running Enforcement

In an effort to increase enforcement of red light running violations, In May 2013, at the request of the Sheriff's Department, the City installed red light running detection indicators at the following three intersections: Poway Road and Community Road, Poway Road and Pomerado Road, and Scripps Poway Parkway and Pomerado Road, to improve red light running enforcement by the sheriff's deputies. These low cost indicators require minimum maintenance and are beneficial to the deputies in enforcing red light running at these intersections.

Fiscal Year 2012/13 Budget

During fiscal year 2012/13, the Red Light Photo Enforcement program had an approved budget of \$221,760 for Redflex Traffic Safety to administer the program for the City. The actual payments to the contractor totaled \$164,067 during fiscal year 2012/13 because the cameras were turned off mid-year. These expenditures were offset by revenues generated by the program of \$334,215.

Conclusion

While a six month period is a brief period of time to evaluate the accident data, it is clear that the removal of the red light cameras has not had a negative effect on accidents at these three intersections. In fact, the number of accidents at the three intersections went down.

Fiscal Impact:

The budget for fiscal year 2013/14 did not include revenues or expenditures for the Red Light Photo Enforcement Program.

Environmental Review:

This action is not subject to review under the 2013 California Environmental Quality Act (CEQA) Guidelines.

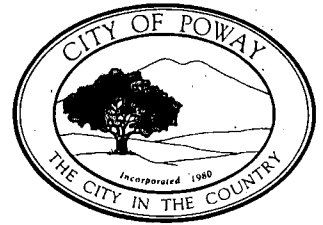
Public Notification:

Redflex Traffic Systems, Inc., 5835A Uplander Way, Culver City, CA 90230
A Notice of City Council Meeting was published in the *Poway News Chieftain*.

Attachments:

None

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CITY OF POWAY

MEMORANDUM

ADDITIONAL MATERIAL

DATE: October 15, 2013

TO: Honorable Mayor and Members of the City Council

FROM: Penny Riley, City Manager *JMR for*

INITIATED BY: Robert J. Manis, Director of Development Services *RM*
Steve Crosby, City Engineer *SC*
Zoubir Ouadah, Senior Traffic Engineer *ZHO*

SUBJECT: A Report on the City of Poway Red Light Photo Enforcement Program

The agenda report for this item states that there were a total of eight accidents at the three intersections where red light photo enforcement cameras were in operation during the six-month period prior to the cameras being shut off. One of these accidents actually occurred at a different intersection, not equipped with red light cameras. The correct number of accidents that occurred during the six-month period before the cameras were shut off is seven.

The accident data for the six-month period after the cameras were shut off is correct. There were a total of five accidents during this period.

The dates for the period after the cameras were shut off were revised to reflect the full six month period, now that data is available from the Sheriff's Department. No additional accidents occurred in September.

The table on page 2 of the agenda report should read as follows:

Intersection	Before (9/10/12 to 3/9/13)	After (3/10/13 to 9/10/13)
1. Ted Williams Pkwy & Pomerado Rd	2	2
2. Poway Rd & Pomerado Rd	2	1
3. Scripps Poway Pkwy & Community Rd	3	2
Total	7	5

This clarification still shows that the total number of accidents at the three intersections with red light cameras was more in the six months before the cameras were shut off than the six months after. This represents a decrease in accidents of 28.6%. The conclusion that removal of the red light cameras has not had a negative effect on accidents at these three intersections remains the same.

ADDITIONAL MATERIAL

From: jcwconsult@aol.com [<mailto:jcwconsult@aol.com>]
Sent: Tuesday, October 08, 2013 8:52 AM
To: Don Higginson; John Mullin; Jim Cunningham; Dave Grosch; Steve Vaus
Cc: Penny Riley
Subject: Poway red light cameras

Dear Poway Council Members,

If I understand correctly, the report by City Manager Penny Riley showed that during the six months that the red light cameras were turned off the crash rates actually went down a bit. The numbers are small, the time frame was short, and the changes are not likely to be statistically significant.

That said, the results are quite consistent with many other studies which show that red light cameras have little or no effect on traffic safety, and indeed sometimes raise the crash rates at camera intersections. See our website at motorists.org and the website of saferstreetsla.org for the data under the many red light camera links.

And by now it is abundantly clear that crash numbers at those intersections did NOT spike upwards, as camera companies sometimes predict in attempts to keep their cameras operational to continue their high profit streams.

The National Motorists Association urges the Council to end the use of the cameras permanently and join by my count the 57 other California cities that have ended red light camera programs or banned them before any could be installed.

Poway will immediately enjoy one obvious improvement. Your economy will become stronger as your residents and visitors will have thousands more dollars every year to spend in your local stores, malls, restaurants, entertainment businesses, churches, charities, etc. - rather than sending the majority of those very high fine dollars to Sacramento, Arizona and Australia.

And the great majority of your residents and visitors will applaud the removal. Cameras have been subject to 30 votes, and the camera lost 27 of them. The public is NOT in favor of ticket cameras, particularly after their primary purpose for revenue becomes clear.

If Poway has a genuine issue with too many red light violations, a small increase of up to about one second on the yellow intervals will almost certainly reduce violations, likely by more than 60%. For obvious reasons, camera companies never recommend this simple no-cost solution to improve intersection safety. Fremont added 0.7 seconds to their yellows and got a 70+% drop that has remained stable for two years. Camera companies claim that longer yellows produce only temporary reductions in violation rates, which then rebound to original levels. This is flatly false.

The massive revenue flow from red light cameras to the state government in Sacramento makes a ban on the cameras at the state level very unlikely at this point.

But in city after city, California residents are enjoying the removal of red light cameras which were always far more effective at collecting money for Sacramento and the camera vendors than they ever were to improve safety.

Respectfully submitted,

James C. Walker
Life Member, National Motorists Association
Board Member and Executive Director, National Motorists Association Foundation
www.motorists.org
2050 Camelot Road
Ann Arbor, MI 48104
734-668-7842
jcwconsult@aol.com

PS: Michigan bans the use of ticket cameras. This year, two bills were introduced in our legislature to authorize red light cameras. With the help and opposing testimony in two hearings of the National Motorists Association, the ACLU, the Police Officers Association of Michigan, a representative of the judges, and the Mackinac Center - the bills will no longer be put forward. Red light cameras will remain illegal to use in Michigan. The NMA and many other groups that care about true traffic safety would like that to be true everywhere.

ADDITIONAL MATERIAL

From: Nancy [mailto:nancy@publicpolicypartners.com]
Sent: Wednesday, October 09, 2013 11:32 AM
To: Jim Cunningham
Subject: Fwd: When cameras go dark:

Although not local data...very compelling!
When do you expect new CM report to come out?
Thx for your interest in public safety!:)

Sent from my iPhone

Begin forwarded message:

From: Jody Ryan <jryan@redflex.com>
Date: October 9, 2013, 11:03:24 AM PDT
To: Nancy Chase <nancy@publicpolicypartners.com>, John Burnette <jburnette@redflex.com>, Mike Negrette <mnegrette@redflex.com>, Robert Warner <rwarner@redflex.com>
Subject: **When cameras go dark:**

Stats:

The consequences of turning safety camera programs off are serious.

- For example, red light running increased by 1,300 percent in Houston at intersections where cameras were turned off.
- Police saw speeding increase by 214% in Garfield Heights (just outside of Cleveland) when speed cameras were turned off.

01.19.12

Tempe crashes rise after cameras removed

Accidents at two busy Tempe intersections rose dramatically after photo-enforcement cameras were removed last July, according to data obtained by *The Republic*. At the same time, accidents dropped slightly at the five other intersections where the cameras had been used. The total number of accidents at all seven intersections went to 140 from 125, according to the data. The data compared the accident rates at the intersections during the four months before and the four months after Tempe's removal of the Redflex Traffic System cameras on July 20, 2011. 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.

Read more:

<http://www.azcentral.com/community/tempe/articles/2012/01/18/20120118tempe-crashes-rise-after-cameras-removed.html#ixzz2hFUXqMAM>

Red light running and speeding violations increased 584% when cameras were turned off at those intersections.

ADDITIONAL MATERIAL

The stat came from this CBS story: ["Scary stats with red light cameras off," KRQE News. May 27, 2011.](#)

ALBUQUERQUE (KRQE) - Albuquerque police discovered some information that even blew them away when it comes to speeders and red light runners when the cameras are turned off. A year ago, the state ordered Albuquerque police to shut off cameras at Paseo del Norte NE & Jefferson Street, Paseo and Coors Road NW and Coors and Montañño. The cameras were off, but the sensors embedded in the roads were not. And what APD discovered was scary. The number of red light runners and speeders went up 600 percent in the five months that followed.

Virginia:

In 2005 the Virginia legislature allowed the law permitting automated enforcement for red light running violations to expire. An opportunity presented itself to evaluate what would happen to red light running behavior at formerly enforced locations. Using intersections previously studied to document one city's deployment and use of photo enforcement (see Martinez and Porter, 2006), we mobilized multiple preexpiration, immediate post-expiration, and one year post-expiration observations at camera-enforced intersections as well as two control groups consisting of same-city and a different city's non-camera locations. More than 2700 direct observations were made in these time periods, documenting the near immediate increase in red light running at previously camera-enforced intersections. **These intersections had a rate that nearly tripled immediately after the law expired, and more than quadrupled one year later.** Further, within a year of the law's expiration, the low red light running rates at the previous-camera locations had recidivated to red light running rates of the control locations. Driver characteristics were not significant predictors of these rates once intersection group and traffic volume (and their interaction) were controlled, meaning red light running in this study was not linked to a particular driver type. Our results are important for scholars of intersection safety, as this is the first known peer-reviewed study documenting estimates of what could happen when automated enforcement is removed.

Jody Ryan
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Cell: 623.680.7703
Email:jryan@redflex.com
www.redflex.com

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ADDITIONAL MATERIAL

From: Nancy [<mailto:nancy@publicpolicypartners.com>]
Sent: Thursday, October 10, 2013 7:53 AM
To: Jim Cunningham
Subject: More data...

G'morning Jim...here's some more info for you.
Can you let me know if the new CM report is out? It's not on-line yet.

Thanks!

Sent from my iPhone

Begin forwarded message:

From: Robert Warner <rwarner@redflex.com>
Date: October 9, 2013, 3:48:13 PM PDT
To: "Nancy Chase (nancy@publicpolicypartners.com)" <nancy@publicpolicypartners.com>
Cc: Jody Ryan <jryan@redflex.com>, Robert Warner <rwarner@redflex.com>
Subject: California Renewals/Extensions

Nancy, the following California cities have either renewed their contract or executed a contract extension since January of this year:

Menlo Park
Montebello
Daly City
Citrus Heights
Napa
Laguna Woods
Beverly Hills

Bob Warner

Account Director- US Western Region
Redflex Traffic Systems, Inc.
23751 N. 23rd Ave. Suite 150
Phoenix, AZ. 85085-1854
(602) 722-8440
rwarner@redflex.com

Making A Safer World

Send files securely to me at the following URL:
<https://filedrop.redflex.com/dropbox/~ajdhIA>

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